Appendix H2. Mobility Element Existing Conditions Report

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CITY OF EL CENTRO

MOBILITY ELEMENT UPDATE

Final Existing Conditions Report

March • 2020

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1.0 Introduction

1.1 Study Background and Purpose

In 2018, the City of El Centro was awarded a Caltrans Sustainable Communities Grant to prepare a general plan, mobility and environmental justice element update. These plans, led by the City of El Centro and Caltrans, seek to improve the livability, sustainability and connectivity of the residents of El Centro.

The purpose of Caltrans Sustainable Communities Grants is to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation plan Guidelines adopted by the California Transportation Commission.

A Mobility Element is a required component to a General Plan and serves to identify the City's future vision and implementation plan for transportation for the next two to three decades. This Existing Conditions Report summarizes the existing transportation network and its operational conditions for pedestrians, bicycles, public transit, and roadways within El Centro. The report also provides an overview of the analysis methodologies utilized and identifies current mobility related opportunities and challenges.

The City's current General Plan Circulation Element was adopted by the City Council in 2004. Since then, the El Centro City Council also adopted the Active Transportation and Safe Routes to School Plan (ATP/SR2R) in February 2019. Both documents will serve as the foundation for the Mobility Element development of this General Plan Update and this existing conditions review will provide the background information needed to formulate decisions and recommendations in support of the Circulation/Mobility Element Update.

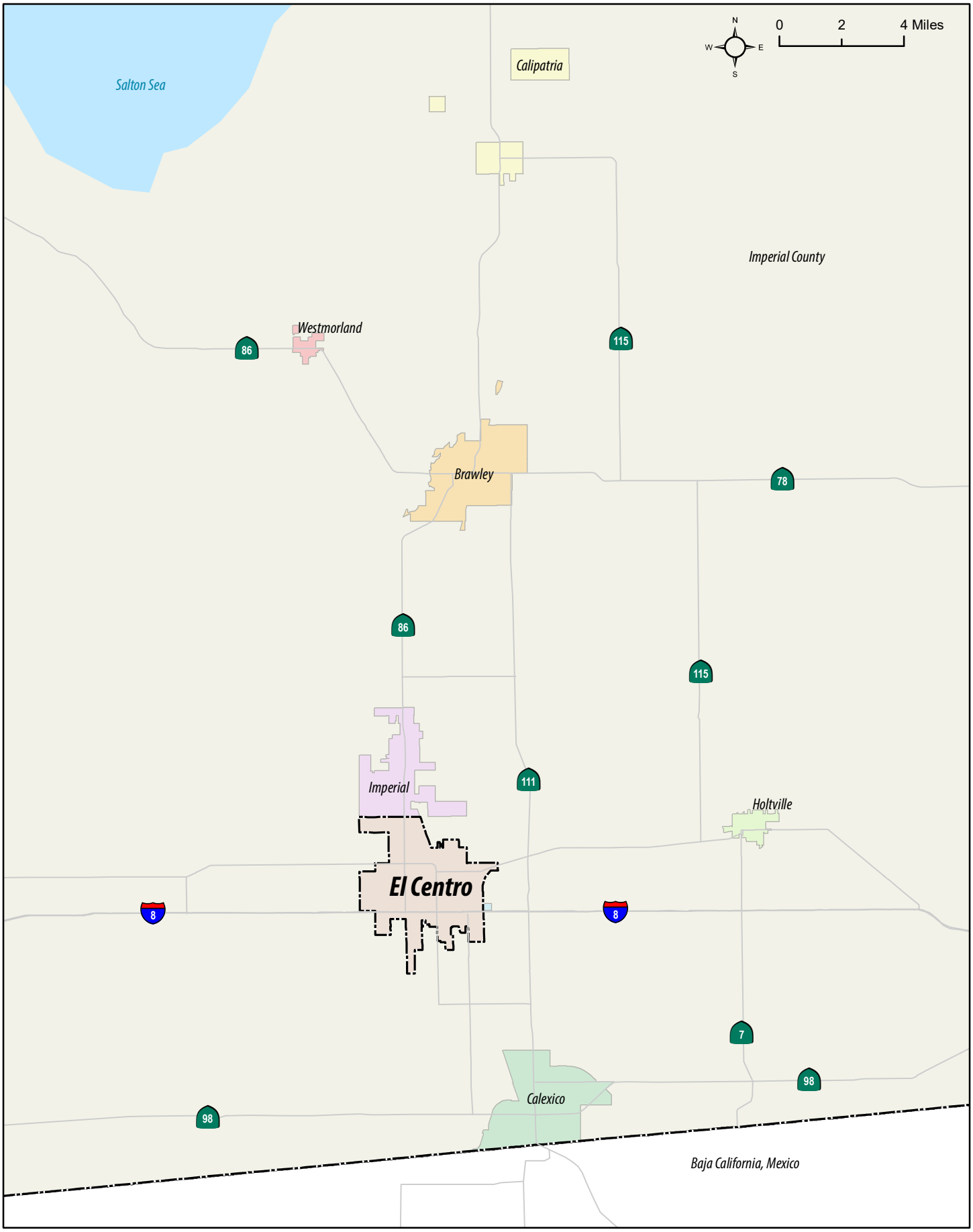
1.2 Setting

The City of El Centro encompasses approximately 11 square miles and is the largest city in the Imperial Valley. It is located in Imperial County, Southern California - nine miles north of the United States/Mexico border, and four miles south from the City of Imperial. It is approximately 90 miles east of San Diego. Interstate 8 (I-8) provides a regional east-west connection, which leads to north-south connectivity by way of California State Route 86 (SR 86) within El Centro and California State Route 111 (SR 111) just east of El Centro.



According to the United States Census, the 2018 population was 43,898, a three percent increase from the 2010 Census (42,598). The El Centro economy was initially driven by agriculture, but since the 1980s the two largest employment sectors have been Government and wholesale/retail trade, reflecting El Centro's emerging role as a regional administrative and commercial center.

Figure 1.1 displays the City of El Centro within the Imperial County.



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Figure 1.1
Project Regional Location

1.3 Supporting Information

Over the past decade plus, several key planning initiatives and legislative actions at the state and regional level have redefined the way local transportation planning is carried out. Examples include Assembly Bill 1358 (AB 1358) – the Complete Streets Act, Senate Bill 375 (SB 375) – Sustainable Communities and Climate Protection Act, Senate Bill 743 (SB-743) – Environmental Quality, and the Southern California Association of Governments (SCAG) Sustainability Program.

In September of 2008, the State of California approved AB 1358 – the Complete Streets Act. Effective January 1, 2011, AB 1358 requires city or county legislative bodies to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways. "All users" is defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

In 2008, SB 375 was adopted, requiring metropolitan planning organizations (MPOs) to formulate a "sustainable community strategy" (SCS) as part of their regional transportation plans (RTP). The SCS serves to specifically identify how the region will achieve targeted reductions in greenhouse gas emissions from automobiles and light trucks. In April 2016, SCAG's Regional Council adopted the 2016-2040 RTP/SCS, with a vision encompassing three principles identified as key to the region's future: mobility, economy, and sustainability. The RTP/SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands, with particular emphasis paid to designated High Quality Transit Areas (HQTAs). Although no current or planned HQTAs exist in El Centro or its Sphere of Influence, the RTP/SCS maintains relevance through its connection to land use patterns as prescribed by local jurisdictions, ensuring consistency between local planning documents such as the City of El Centro General Plan and regional plans, policies, and implementation strategies.

SB 743 was signed into law by Governor Brown in September 2013, making several changes to California Environmental Quality Act (CEQA) by removing vehicular delay, level of service (LOS), parking and other vehicular capacity measures as metrics of transportation system impacts for mixed-use, infill or transit-oriented development projects. Vehicle miles traveled (VMT) is considered the new analysis metric used to measure transportation impacts. VMT reflects the type, intensity and location of land uses in relation to the capacity of the vehicular transportation network. It is also influenced by the availability and quality of multimodal facilities, roadway connectivity, and system operations.

SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines for evaluating transportation impacts and it is anticipated to be implemented statewide by July 1, 2020.

A number of additional regional and local planning documents work in concert to guide the transportation framework of El Centro. These include:

- City of El Centro Active Transportation & Safe Routes to School Plan (2019) - In February 2019, the City adopted the Active Transportation and Safe Routes to School Plan (ATP/SR2S). The Plan sets forth vision, goals, and objectives for the City of El Centro in terms of active transportation as well as identifies 44 bicycle and pedestrian improvement projects. It also has a strong focus on safe-routes-to-school by providing safety recommendations around all 16 schools in El Centro.

Recommendations from this recently adopted ATP/SR2R will be heavily utilized in the development of the Mobility Element.

- SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016) – This document provides a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It outlines more than $556 billion in transportation system investments through 2040. The Plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

- Imperial County Safe Routes to School Plan (2016) - The City of El Centro participated in the Imperial County Safe Routes to School Plan in 2016, which was awarded to the Imperial County of Transportation Commission and funded by a Caltrans grant through a partnership with SCAG. The Plan includes results obtained from workshops where local stakeholders identified safety issues and barriers that discourage students from walking or bicycling to their schools. It also includes a list of improvements for each school at important locations, such as crosswalk striping, sidewalk infill, and bicycle facilities.

- City of El Centro Vision 2050 Strategic Plan (2015) - The Vision 2050 Strategic Plan encourages the City to provide multimodal transportation options to create an integrated transportation network for the community.

- City of El Centro Parks and Recreation Facilities Master Plan (2008) - The Parks and Recreation Facilities Master Plan serves as a guide for future development and improvement of parks and recreational facilities in El Centro. Based on contemporary planning standards, the Master Plan favors larger park designs that provide pedestrian, bicycle, and public transit connections to the neighborhoods. The Master Plan also encourages the creation of linear parks and pedestrian connections in newer neighborhoods, where a tree lined streetscape system can be developed to link the existing parks and these new communities. Additionally, the Plan also contemplates open spaces that have been maintained in a natural state and irrigation channels that could potentially be covered, therefore providing corridors for pedestrian and bicyclist use.

- City of El Centro General Plan Circulation Element (2004) – The City of El Centro has a circulation system that includes vehicular, public transit, rail, air, bicycle and pedestrian components. The Circulation Element discusses the following goals and policies for the following modes of transportation:
    - Vehicular – Provide a system of roadways that meets the needs of the community;
    - Public Transit – Promote a public transportation network that allows for convenient access to major destinations, both within El Centro, as well as within the region;
    - Pedestrian and Bicycle Network – Provide for adequate bicycle and pedestrian access throughout the community; and

- Airports and Railways – Continue to utilize regional airports and railways to facilitate economic development, as well as the movement of people, and establish El Centro as a regional hub of commerce and travel.

1.4 Organization of the Report

Following this introductory chapter, the remainder of this document is organized into the following sections:

- **Chapter Two** outlines the analysis methodologies employed throughout the development of the Existing Conditions Report;
- **Chapter Three** analyzes the existing conditions of the transportation network for all travel modes; and
- **Chapter Four** concludes this report with a summary of the analyses' findings, focusing on synthesizing opportunities and challenges as they relate to each mode studied.

2.0 Analysis Methodology

This chapter describes the study area and the mobility network analysis methodologies employed throughout the existing conditions analysis.

2.1 Defining the Study Area

The primary study area is defined by the City of El Centro municipal boundary. The study area also extends just beyond El Centro's boundary such as along Austin Road, McCabe Road, and Pitzer Road in order to evaluate how the proposed General Plan land uses and networks will affect traffic operations in close proximity of the City.

2.1.1 Roadway Segments

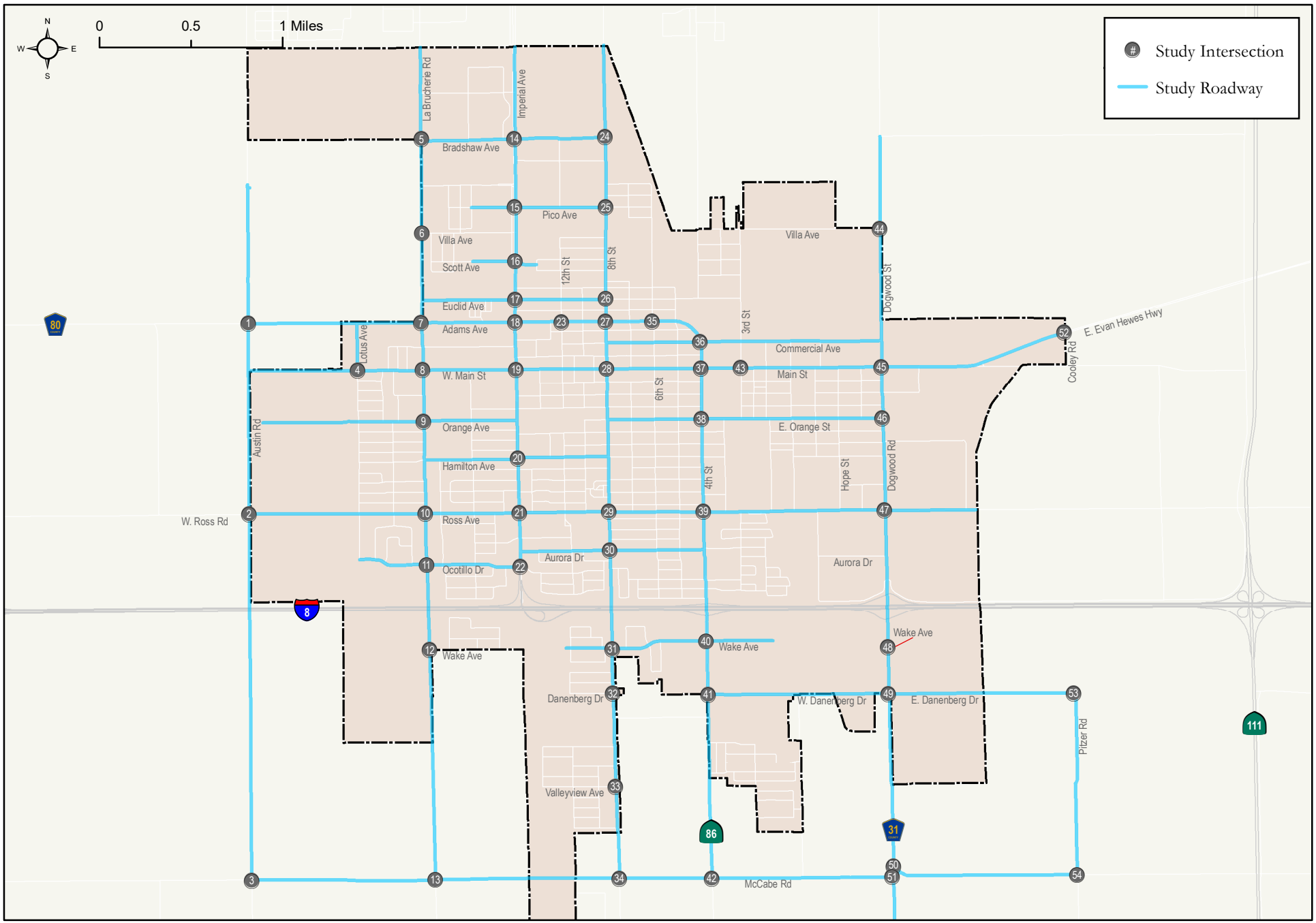
Study area roadway segments are defined as arterial and collector roadways included in the current City of El Centro Circulation Element, as well as some local streets that lead to arterial or collector roadways. Roadway segments extending just beyond the El Centro municipal boundaries into unincorporated Imperial County were also included.

2.1.2 Study Intersections

A total of 54 intersections were studied in this existing conditions analysis. Nine of the study intersections are located outside of the El Centro municipal boundary, with an additional 11 intersections on the border between El Centro and adjacent communities. The following criteria were considered while selecting study intersections:

- Intersections of Circulation Element arterial roadways with other Circulation Element arterial or collector roadways;
- Collision history;
- Nearby intersections outside of municipal boundary; and
- Input from City of El Centro staff.

Figure 2.1 displays the Mobility Element roadway segments and intersections studied in the Existing Conditions Report.



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Figure 2.1
City of El Centro Study Area

2.2 Vehicular Analysis

Vehicular LOS is a quantitative measure describing how well a transportation facility operates from a driver's perspective. These conditions are generally described in terms of speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represent optimum operating conditions from a driver's perspective, while LOS F represents the worst.

Table 2.1 describes generalized definitions of vehicular LOS A though F, as described in the Highway Capacity Manual 6th Edition.

Table 2.1 Level of Service Definitions

LOS Category	Definition of Operation
A	This LOS represents a completely free-flow condition, where the operation of vehicles is virtually unaffected by the presence of other vehicles and only constrained by the geometric features of the highway and by driver preferences.
B	This LOS represents a relatively free-flow condition, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.
C	At this LOS the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles.
D	At this LOS, the ability to maneuver is notably restricted due to traffic congestion, and only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	This LOS represents operations at or near capacity. LOS E is an unstable level, with vehicles operating with minimum spacing for maintaining uniform flow. At LOS E, disruptions cannot be dissipated readily thus causing deterioration down to LOS F.
F	At this LOS, forced or breakdown of traffic flow occurs, although operations appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

Source: Highway Capacity Manual 6th Edition

The specific level of service standards and thresholds for roadway segments, intersections and freeways are described in the following subsections.

2.2.1 Roadway Segment Level of Service Standards and Thresholds

Roadway segment level of service standards and thresholds provide the basis for analysis of arterial roadway segment and intersections performance. The analysis of roadway segment level of service is based on the Existing Configuration of the roadway, maximum capacity, roadway geometrics, and existing or forecasted average daily traffic (ADT) volumes.

Methodologies for ascertaining roadway level of service vary by jurisdiction. The City of El Centro and Imperial County level of service standard was developed by referencing the existing design capacities contained in both the City's and County's Circulation Element. The thresholds for each facility type for the City and County are presented in **Table 2.2** and **Table 2.3**, respectively. Note that these tables are only utilized for analysis under existing conditions, as a new set of classifications may be proposed for future conditions.

Table 2.2 City of El Centro – Roadway Classifications and LOS Standards

Facility Type	Lane Configuration	ADT Capacity				
		LOS A	LOS B	LOS C	LOS D	LOS E
Freeway	10	64,000	99,000	139,000	160,000	182,000
Freeway	8	51,000	79,000	112,000	136,000	146,000
Freeway	6	39,000	59,000	85,000	102,000	110,000
Expressway	8	35,000	54,000	75,000	90,000	98,000
Expressway	6	28,000	42,000	56,000	67,000	74,000
Freeway	4	26,000	40,000	57,000	69,000	74,000
Divided Arterial (w/ left-turn lane)	8	40,000	47,000	54,000	61,000	68,000
Divided Arterial (w/ left-turn lane)	6	32,000	38,000	43,000	49,000	54,000
Expressway	4	18,000	27,000	36,000	45,000	50,000
Divided Arterial (w/ left-turn lane)	4	22,000	25,000	29,000	32,500	36,000
Undivided Arterial (no left-turn lane)	4	16,000	19,000	22,000	24,000	27,000
Rural Highway	2	4,000	8,000	12,000	17,000	25,000
Arterial (w/ left-turn lane)	2	11,000	12,500	14,500	16,000	18,000
Collector	2	6,000	7,500	9,000	10,500	12,000
Local	2	1,200	1,400	1,600	1,800	2,000
Freeway Diamond Ramp	1	11,000	12,800	14,700	16,500	18,300
Freeway Diamond Ramp	2	22,000	25,600	29,400	33,000	36,600
Freeway Loop Ramp	1	9,000	10,500	12,000	13,500	15,000
Freeway Loop Ramp	2	16,000	18,700	21,300	24,000	26,700

Source: City of El Centro General Plan (2004)

Notes:

1. The above threshold volumes for preliminary planning purposes only. If available, the results of detailed level of service analyses will typically have priority over the levels of service derived from this table. In that case this table can be used by the analyst for providing additional considerations for recommending the appropriate general roadway type for the specific condition being analyzed.
2. All above facilities assume a 60%/40% peak hour directional split. All above facilities assume peak hour representing approximately 10% of the Average Daily Traffic (ADT), except for mainline freeway facilities, which assume peak hour representing 9% of the Average Daily Traffic (ADT).
3. Based on Highway Capacity Manual, Transportation Research Board, 2000.
4. Freeway thresholds are consistent with conditions utilizing a .95 peak hour factor, with 2% trucks and slightly over a one-mile average interchange spacing.
5. Expressways are consistent with the average of a multi-lane highway (with no signals) and Class 1 arterial (with an average signal spacing of 0.8 signals per mile and a .45 G/C ratio).

6. Arterial thresholds are consistent with the average of Class 1 and Class 2 arterials with an assumed signal density of two signals per mile. This assumes a divided arterial with left-turn lanes. Thresholds for four-lane undivided arterials assume approximately two-thirds the capacity of a four-lane divided arterial due to the impedance in traffic flow resulting from left-turning vehicles waiting in the inside through lane, thus significantly reducing the capacity of the roadway.
7. Rural highways are generally consistent with the 2000 Highway Capacity Manual rural highway, assuming 8% trucks, 4% RV's, 20% no-passing, and level terrain. The greatest difference is that it assumes a maximum capacity (upper end of LOS E) of 25,000 rather than the 28,000 calculated using the new Highway Capacity Manual.
8. Two-lane collectors assume approximately three-fourths of the capacity of a two-lane arterial with left-turn lanes. This is based on the assumption that left-turn channelization is not provided on a two-lane collector.
9. Local street level of service thresholds are based upon "Neighborhood Traffic Related Quality-of-Life Considerations" which assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.
10. Capacities for Diamond Ramps and Loop Ramps may be slightly higher or lower than the planning level capacities indicated above. The 2000 Highway Capacity Manual (2000 HCM) states that the capacity of a one-lane diamond to be 2,200 vehicles per hour (vph), and 1,800 vph for a small radius loop ramp. Two-lane freeway ramp capacities are estimated in the 2000 HCM to be 4,400vph for a two-lane diamond, and 3,200vph 20 for a two-lane small radius loop. Varying intermediate capacities are provided for incremental conditions between these extremes. Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity and not attainable speed. Level of service will be controlled by freeway level of service if worse than ramp. Mitigations of level of service deficiencies may include the addition of a lane on the freeway ramp, the addition of an auxiliary lane on the freeway mainline, the addition of approach lanes at the ramp junction with the local intersecting street, and/or geometric modifications to improve the efficiency of the ramp itself or its termini. The appropriate mitigation should be determined on a case-by-case basis, considering freeway main line volumes and weaving, the extent that the freeway ramp volume exceeds the above planning thresholds, and the level of service of the ramp intersection with the local street.
11. All volumes are approximate and assume ideal roadway characteristics.

Table 2.3 County of Imperial – Roadway Classifications and LOS Standards

Facility Type	ADT Capacity				
	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	30,000	42,000	60,000	70,000	80,000
Prime Arterial	22,200	37,000	44,600	50,000	57,000
Minor Arterial	14,800	24,700	29,600	33,400	37,000
Major Collector (Collector)	13,700	22,800	27,400	30,800	34,200
Minor Collector (Local Collector)	1,900	4,100	7,100	10,900	16,200
Local County (Residential)	*	*	<1,500	*	*
Local County (Residential Cul-de-Sac or Loop Street)	*	*	<200	*	*
Major Industrial Collector – (Industrial)	5,000	10,000	14,000	17,000	20,000
Industrial Local	2,500	5,000	7,000	8,500	10,000

Source: County of Imperial Circulation Scenic Highway Element (2008)

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

2.2.2 Peak Hour Intersection Level of Service Standards and Thresholds

This section presents the methodologies used to perform peak hour intersection capacity analysis, for both signalized and unsignalized intersections. This analysis supports the development of auto LOS associated with intersections during the AM and PM peak travel periods. The following assumptions were made related to intersection level of service analysis inputs:

- Heavy Vehicle Factor: A two percent heavy vehicle factor was assumed for all intersections within the study area;

- Peak Hour Factor: Based on existing peak hour counts (December 2019); and
- Signal Timing: Based on existing signal timing plans (as of December 2019). See **Appendix A** for signal timing plans.

Signalized Intersection Analysis

The signalized intersection analysis utilized in this study conforms to the operational analysis methodology outlined in Chapter 18 of the HCM 6th Edition, which defines intersection level of service as a function of intersection control delay in terms of seconds per vehicle (sec/veh).

The HCM 6th Edition methodology sets 1,900 passenger-cars per hour per lane (pcphpl) as the ideal saturation flow rate at signalized intersections based upon the minimum headway that can be sustained between departing vehicles at a signalized intersection. The service saturation flow rate, which reflects the saturation flow rate specific to the study facility, is determined by adjusting the ideal saturation flow rate for lane width, on-street parking, bus stops, pedestrian volume, traffic composition (or percentage of heavy vehicles), and shared lane movements (e.g. through and right-turn movements sharing the same lane).

Table 2.4 displays the level of service criteria used for signalized intersections. The computerized analysis of intersection operations was performed utilizing the Synchro 10.2.0.45 traffic analysis software (by Trafficware, 2019).

Table 2.4 Signalized Intersection LOS Operational Analysis Method

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

Source: Highway Capacity Manual 6th Edition

Unsignalized Intersection Analysis

Unsignalized intersections, including two-way and all-way stop controlled intersections, were analyzed using the Chapters 19 and 20 methodologies of the HCM 6th Edition. The level of service for a two-way stop controlled (TWSC) intersection is determined by the computed or measured control delay at each minor-street movement. LOS F would occur when the volume-to-capacity ratio exceeds 1.0, regardless of the control delay. **Table 2.5** summarizes the level of service criteria for unsignalized intersections.

Table 2.5 LOS Criteria for Stop-Controlled Unsignalized Intersections

Average Stopped Delay Per Vehicle (sec/veh)	LOS
<10	A
>10 to <15	B
>15 to <25	C
>25 to <35	D
>35 to <50	E
>50	F

Source: Highway Capacity Manual 6th Edition

2.2.3 Freeway Segment Level of Service Standards and Thresholds

Freeway LOS analysis is based upon procedures developed by Highway Capacity Manual 6th Edition. The procedure for calculating freeway LOS involves estimating the vehicle speed (mi/h) and density/flow (pc/mi/ln).

HCS7 software, developed by McTrans, was used to calculate both the vehicle speed and density/flow along the study area freeway segments. The HCS7 software required the following inputs to complete the speed and density/flow calculations:

- AADT – Caltrans Traffic Census 2017 AADT Volumes Report
- K (peak hour percentage) – Caltrans Traffic Census 2017 AADT Volumes Report
- D (directional split) – Caltrans Traffic Census 2017 AADT Volumes Report
- PHV – Peak Hour Volume
  - Calculated using equation PHV = AADT*K*D
- PHF – Assumed to be a typical value of 0.95
- P_T (percentage of Trucks, RVs, and Busses) – Caltrans Traffic Census 2016 AADT Truck Volumes Report
- General Terrain – Assumed to be less than two percent grade and therefore Level Terrain (HCM 6th Edition 12-35)
- f_p – Driver population factor assumed one as traffic is largely commuter traffic
- E_T – Value of 1.5 as terrain is Level (HCM 6th Edition 12-35)
- Lane Width – Assumed 12-foot maximum value by Google Earth survey
- Rt-Side Lat. Clearance – Assumed ten-foot maximum value by Google Earth survey
- Total Ramp Density, TRD
  - Density calculated by total number of on/off ramps in both directions of the segment midpoint, divided by the total length (six miles)
- Base free-flow Speed, BFFS – Assumed 75.4 mph (HCM 6th Edition 12-28)

The above methodology applies to freeway segments of I-8 within El Centro.

2.2.4 Level of Service Requirements

City and County level of service requirements were examined to determine appropriate thresholds for minimum acceptable LOS scores to apply to the analyses.

The City of El Centro Circulation Element contains the following policy to define the minimum acceptable standard of LOS C within the City:

"Policy 1.3: Strive to maintain traffic conditions at intersections and roadways at level of service C or better, with the exception of the largely commercial corridors located along Imperial Avenue, Fourth Street, Dogwood Avenue and Ross Avenue, where level of service D during peak hours is acceptable only after all respective circulation element improvements are implemented to the satisfaction of the City engineer. Exceptions to these standards will be allowed only where the City Council determines that the improvements needed to maintain the City's level of service standard at specific locations are infeasible."

In addition, the Imperial County General Plan Goals, Policies, and Programs Element adopted objective "1.3" to ensure safe and coordinated traffic patterns and acceptable level of service "C" or better throughout the system, which reads as follows:

"Ensure safe and coordinated traffic patterns, contiguous growth, and promote a planned and consistent development around city/township areas. Require that coordination with other jurisdictions, including the cities and CALTRANS results in a coordinated system that is consistent in classification, ROW and improvements standards. When annexations are proposed, projects must provide consistent roadway standards. This is intended to provide "throughways" that allow for the flow of traffic at LOS "C" or better throughout the system, both in cities as well as the County."

This report will follow the City of El Centro adopted standard of LOS C as the minimum acceptable LOS score. With that being said, roadway classifications and level of service thresholds may be modified as a part of the Mobility Element development effort of this General Plan Update.

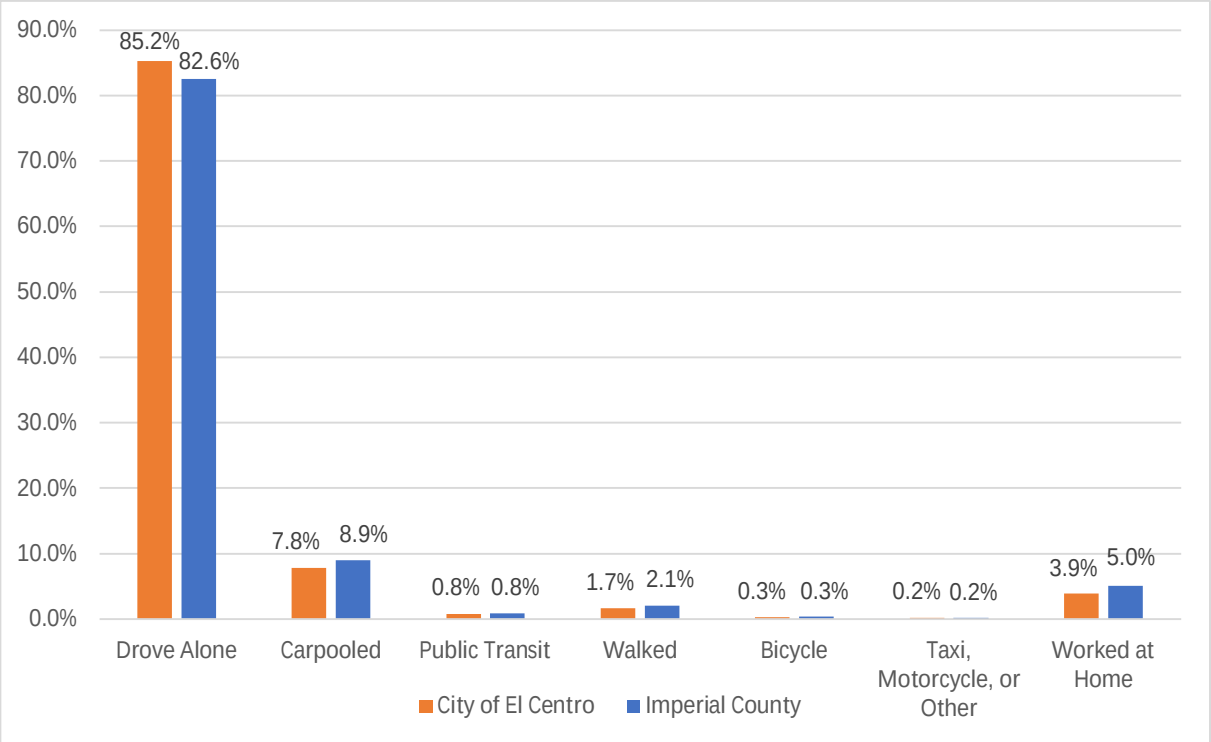
3.0 Existing Conditions

This chapter describes existing facilities, levels of activity, level of service or coverage/connectivity, as well as safety for all modes of travel in the City of El Centro, including pedestrian, bicycle, transit, and vehicular modes. The chapter also summarizes services associated with intelligent transportation systems (ITS), travel demand management (TDM), airports, goods movement, and rail.

Figure 3.1 below provides an overview of travel mode share for work trips within the City of El Centro and Imperial County as a whole. As shown, in both the City and the County, commuting by private automobile, taxi or motorcycle is by far the dominant mode share, accounting for 85.2 percent and 82.6 percent, respectively. Bicycling was found to be the one of the least common commute modes, accounting for 0.3 percent of commuters in both El Centro and Imperial County.

According to the 2017 US Census Longitudinal Employer-Household Dynamics (LEHD), the size of the El Centro workforce is approximately 20,015 with 6,127 jobs employed from within the City of El Centro. Further, 54.4 percent of El Centro residents commute less than ten miles to work and 63.9 percent of those who work in El Centro commute less than ten miles to their respective jobs. With the appropriate land use mixes and support transportation infrastructure, these trips could be made by walking, biking, taking transit, or a combination of such modes.

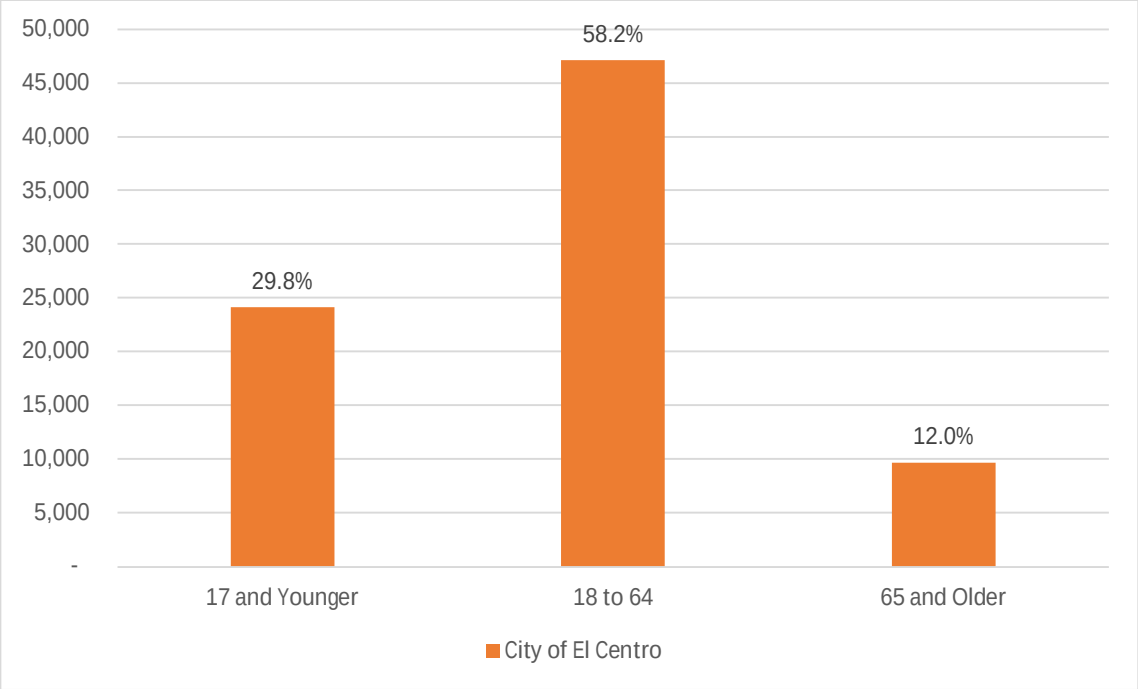
Figure 3.1 City of El Centro Commute Share by Mode (2018)



Source: American Community Survey 2018 Estimates (2020).

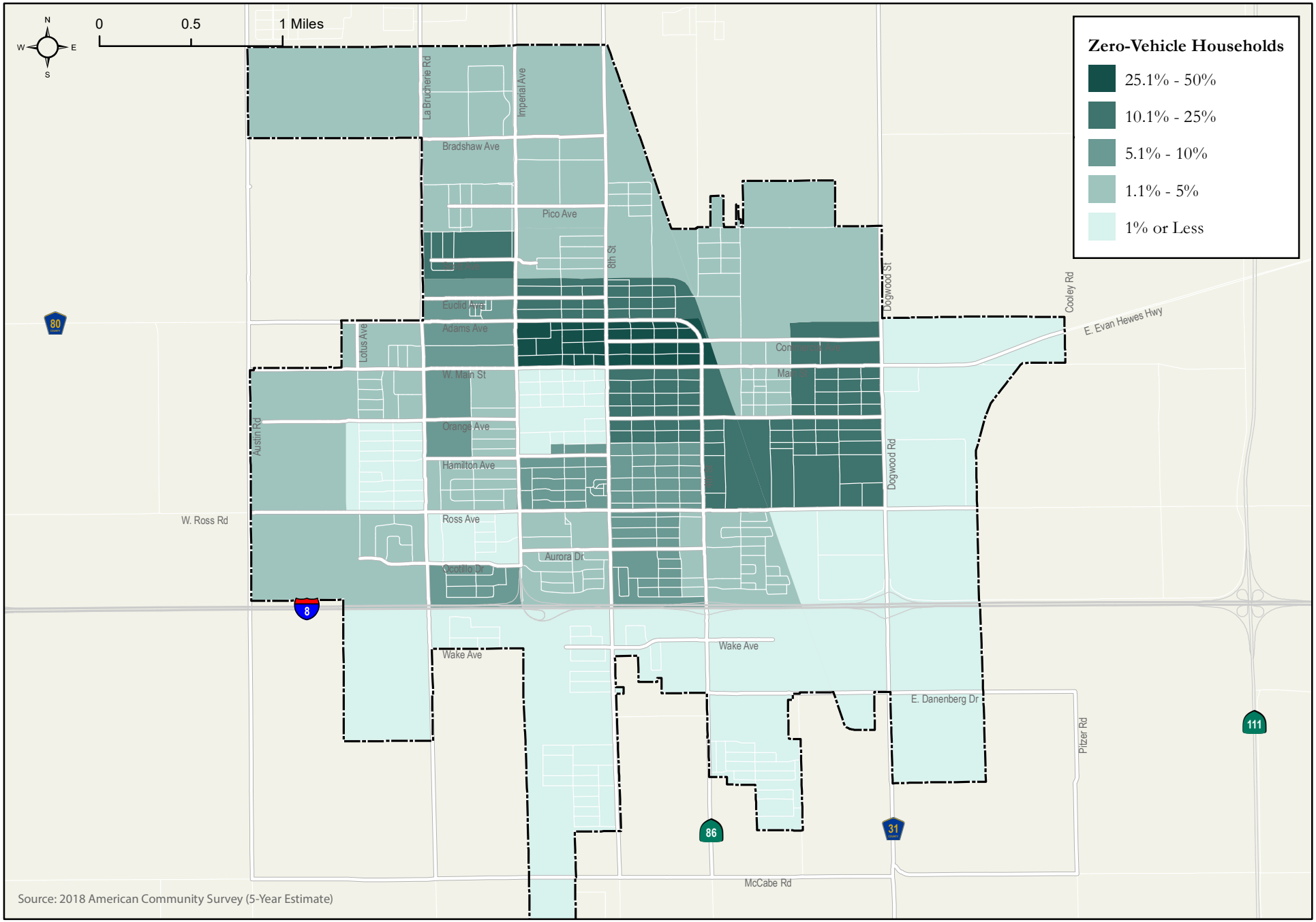
Youth and senior populations have more limited mobility options than the general adult population, making them potentially more vulnerable and reliant on alternative transportation modes and infrastructure, and requiring additional consideration when planning transportation networks. **Figure 3.2** summarizes the percent of youth and senior populations for El Centro which represent more than 40 percent of the total population for the City.

Figure 3.2 Population Age Group



Source: American Community Survey 2018 Estimates (2020).

A well-considered multimodal mobility network serves the needs of all users, regardless of age, ability and socio-economic class. An indicator of social equity is access to vehicles. 8.21 percent of households in El Centro are zero-vehicle households. This approximately equates to 950 households. As shown in **Figure 3.3**, there is an area around the city center, in census tracts enclosed by Adams Avenue to the north, Main Street to the south, Imperial Avenue to the west, and 4th Street to the east, where more than 25 percent of households are without a vehicle, as well as several Census Block Groups with 10.1 percent to 25 percent of zero-vehicle households. These areas may indicate greater population concentrations that are more reliant on transit and active transportation modes.



El Centro Mobility Element Update
Existing Conditions Report

CHEN RYAN

Figure 3.3
Zero-Vehicle Households by Census Block Group

3.1 Roadway and Freeway Systems

This section describes the key study roadways, intersections, and freeways that support El Centro mobility, including an assessment of physical characteristics, level of service conditions, and collisions.

Relevant goals and policies are found at the city, regional and countywide level from agencies including Imperial County and SCAG. The SCAG 2016-2040 RTP/SCS, which provides the regional planning framework for the six-county SCAG region, highlights the following regional goals and policies as they pertain to the roadway environment, thus framing the regional transportation setting:

Goals

- RTP/SCS Goal 2 – Maximize mobility and accessibility for all people and goods in the region.
- RTP/SCS Goal 3 – Ensure travel safety and reliability for all people and goods in the region.
- RTP/SCS Goal 5 – Maximize the productivity of our transportation system.

Policies

- RTP/SCS Policy 6 – The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single-occupancy vehicle use, by leveraging advanced technologies.
- RTP/SCS Policy 7 – The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system, and sustainable outcomes in the long run.

The Imperial County Circulation and Scenic Highway Element identifies the following goal and objectives related to the roadway system:

Goal

- Safe, Convenient, and Efficient Transportation System Goal 1 – The County will provide and require an integrated transportation system for the safe and efficient movement of people and goods within and through the County of Imperial with minimum disruption to the environment.

Objectives

- Safe, Convenient, and Efficient Transportation System Objective 1.1 – Maintain and improve the existing road and highway network, while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.

- Safe, Convenient, and Efficient Transportation System Objective 1.3 – Ensure safe and coordinated traffic patterns, contiguous growth, and promote a planned and consistent development around city/township areas. Require that coordination with other jurisdictions, including the cities and CALTRANS results in a coordinated system that is consistent in classification, ROW and improvements standards. When annexations are proposed, projects must provide consistent roadway standards. This is intended to provide "throughways" that allow for the flow of traffic at LOS "C" or better throughout the system, both in cities as well as the County.

- Safe, Convenient, and Efficient Transportation System Objective 1.8 – The County's circulation system shall promote efficient intra- and inter-County travel with minimum disruption to established and planned communities.

- Safe, Convenient, and Efficient Transportation System Objective 1.13 – Work with adjacent jurisdictions and transportation agencies to identify necessary improvements to the regional roadway system to ensure adequate interregional and intraregional access throughout the County.

In concert with these regional and countywide goals, the current City of El Centro Circulation Element identifies the following goal and policies related to the roadway system:

Goal

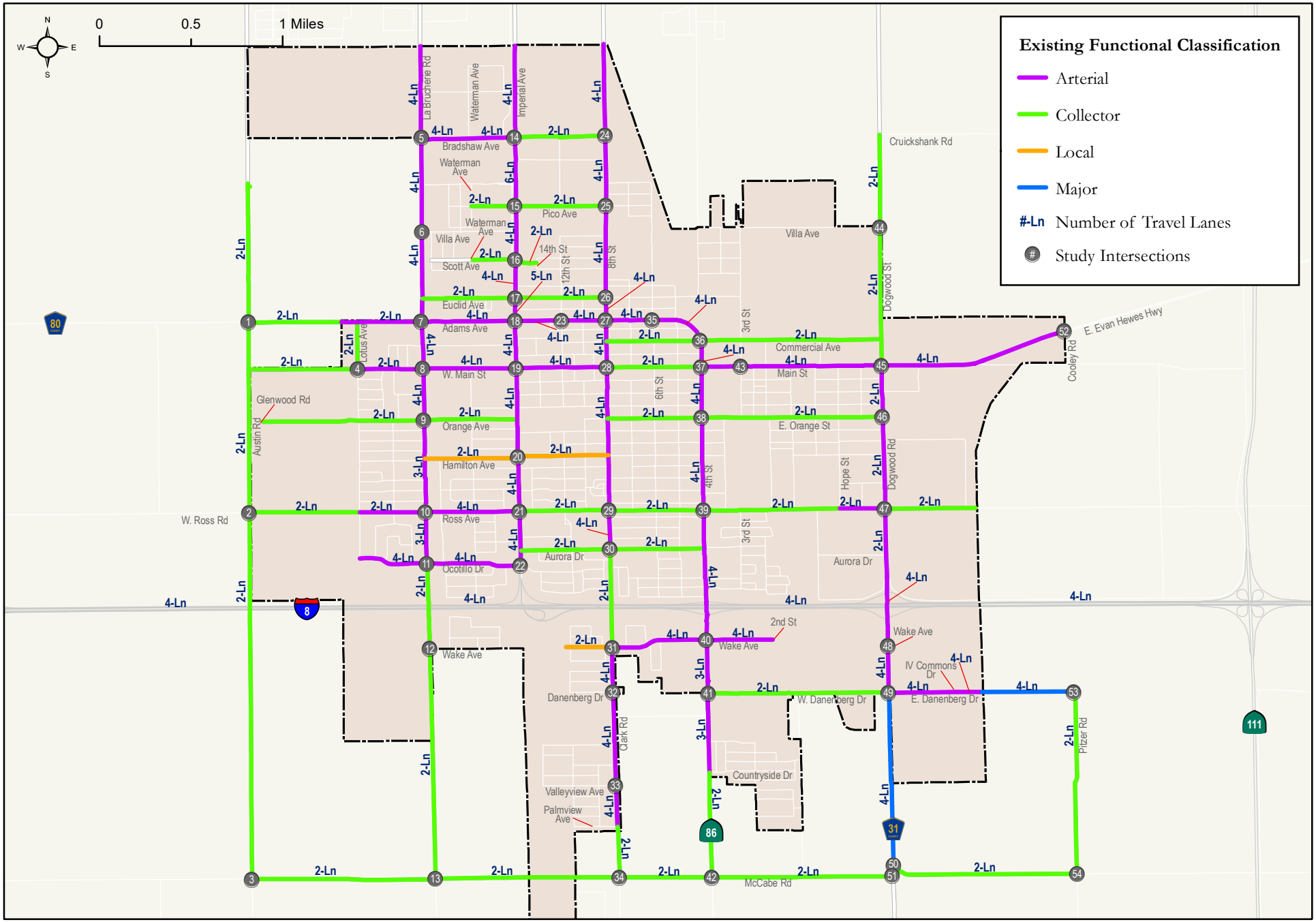
- Circulation Goal 1 – Provide a system of roadways that meets the needs of the community.

Policies

- Circulation System Policy 1.1 – Provide and maintain a circulation system that is in balance with the land uses in El Centro by implementing the Circulation Master Plan.
- Circulation System Policy 1.2 – Improve El Centro circulation system roadways in concert with land development to ensure sufficient levels of service.
- Circulation System Policy 1.3 – Strive to maintain traffic conditions at intersections and roadways at level of service C or better, with the exception of the largely commercial corridors located along Imperial Avenue, Fourth Street, Dogwood Avenue and Ross Avenue , where level of service D during peak hours is acceptable only after all respective circulation element improvements are implemented to the satisfaction of the City engineer. Exceptions to these standards will be allowed only where the City Council determines that the improvements needed to maintain the City's level of service standard at specific locations are infeasible.
- Circulation System Policy 1.4 – Review new development proposals to ensure that the proposed development provides adequate parking and would not increase traffic on roadways and intersections to a level of service (LOS) worse than "C" unless the project will provide overriding socio/economic benefits to the City.
- Circulation System Policy 1.5 – Provide Thresholds-of-Significance criteria to determine whether a project might have a significant effect on the environment.
- Circulation System Policy 1.6 – Provide policies and procedures for System Planning as it relates to interregional transportation and Access Management to manage and regulate the design and implementation of driveways, medians, median openings, traffic signals, and freeway interchanges.
- Circulation System Policy 1.7 – Work with adjacent jurisdictions and transportation agencies to identify necessary improvements to the regional roadway system to ensure adequate regional access to and from El Centro.
- Circulation System Policy 1.8 – Coordinate improvements to the local circulation system with other major transportation improvement programs.
- Circulation System Policy 1.9 – Enforce minimum design standards for streets as established in the General Plan and City ordinances.
- Circulation System Policy 1.10 – Encourage site planning and subdivision design that best utilizes available traffic capacity on abutting streets through design techniques such as lot orientation, limitations on intersecting streets, and driveway locations and spacing.

- Circulation System Policy 1.11 – Beautify the City's major thoroughfares and entrances to the business loop through a streetscape improvement program that includes activities such as tree planting and landscaping.
- Circulation System Policy 1.12 – Strive to preserve existing on-street parking in commercial areas wherever possible. However, right-of-way constraints may make it necessary to eliminate on-street parking to accommodate needed roadway improvements.

Chapter Two documents the selection of study area roadway segments and intersections, as well as the analysis methodologies. **Figure 3.4** displays the existing functional classifications for study area roadways. A description of each of the study area roadways is presented below.



El Centro Mobility Element Update
Existing Conditions Report

CHEN RYAN

Figure 3.4
Existing Roadway Network and Functional Classifications

North-South Roadways

Austin Road – Austin Road is a two-lane undivided roadway that runs between SR 86 near the City of Brawley to the north and McCabe Road to the south with a posted speed limit of 55 mph. Parking is prohibited on both sides of the roadway. Sidewalks and bicycle facilities are not present on either side of the roadway.

Lotus Avenue – Lotus Avenue is a two-lane undivided roadway that runs from Adams Avenue to a cul-de-sac just south of Ocotillo Road with a posted speed limit of 25 mph. Parallel parking is permitted intermittently on both sides of the roadway. Sidewalks exist on both sides of the roadway from Adams Avenue to Ross Avenue and on the east side only south of Ross Avenue. Class II bike lanes are present on both sides of the roadway from Main Street to Ross Avenue.

La Brucherie Road – La Brucherie Road is comprised of the following segments:

- Northern city limits to Villa Avenue: a four-lane roadway with a two-way left-turn lane with a posted speed limit of 50 mph;
- Villa Avenue to Adams Avenue: a four-lane undivided roadway with a posted speed limit of 40 mph;
- Adams Avenue to Orange Avenue: a four-lane roadway with a left-turn lane with a posted speed limit of 40 mph;
- Orange Avenue to Ocotillo Drive: a three-lane roadway with a left-turn lane with a posted speed limit of 40 mph; and
- Ocotillo Drive to McCabe Road: a three-lane undivided roadway with a posted speed limit of 40 mph.

Parking is prohibited on both sides of the roadway. Sidewalks exist intermittently along the east side of the roadway from Cruickshank Drive to Adams Avenue, and continuously along the west side of the roadway from Adams Avenue to just north of Main Street and from Orange Avenue to the southern city limits at Wake Avenue. There are signs present that designate La Brucherie Road as a Class III bike route from the railroad tracks just north of Euclid Avenue to Main Street.

Imperial Avenue/SR 86 – Imperial Avenue is comprised of the following segments:

- Northern city limits to Bradshaw Avenue: a four-lane roadway with a raised median with a posted speed limit of 45 mph;
- Bradshaw Avenue to Pico Avenue: a six-lane roadway with a raised median with a posted speed limit of 45 mph;
- Pico Avenue to Scott Avenue: a four-lane roadway with a raised median with a posted speed limit of 45 mph;
- Scott Avenue to Euclid Avenue: a four-lane roadway with a raised median with a posted speed limit of 35 mph;
- Euclid Avenue to Adams Avenue: a five-lane roadway with a raised median with a posted speed limit of 35 mph; and
- Adams Avenue to Ocotillo Drive/I-8 freeway ramps: a four-lane roadway with a left-turn lane with a posted speed limit of 35 mph.

Parking is prohibited on both sides of the roadway except between Hamilton Avenue and Aurora Drive. Sidewalks are present on both sides of the roadway from Woodward Avenue to Ocotillo Drive. Bicycle facilities are not present on either side of the roadway.

8th Street – 8th Street is comprised of the following segments:

- Northern city limits to El Dorado Avenue: a four-lane roadway with a two-way left-turn lane with a posted speed limit of 40 mph;
- El Dorado Avenue to Pico Avenue: a four-lane undivided roadway with a posted speed limit of 40 mph;
- Pico Avenue to Adams Avenue: a four-lane undivided roadway with a posted speed limit of 35 mph;
- Adams Avenue to Aurora Drive: a four-lane roadway with a two-way left-turn with a posted speed limit of 35 mph; and
- Aurora Drive to Wake Avenue: a two-lane undivided roadway with a posted speed limit of 35 mph and 45 mph just south of I-8.

Parallel parking is permitted intermittently on both sides of the roadway. Sidewalks are present along the entire west side of the roadway within the city limits, and on the east side from Cruickshank Drive to Centinela Drive. Class II bike lanes are present from the northern city limits to El Dorado Avenue, and from Park Avenue to Aurora Drive. Additionally, there are signs present that designate 8th Street as a Class III bike route from El Dorado Avenue and Park Avenue, and from Aurora Drive to Centinela Drive.

Clark Road – Clark Road is comprised of the following segments:

- Wake Avenue to Danenberg Drive: a four-lane undivided roadway with a posted speed limit of 50 mph;
- Danenberg Drive to Palmview Avenue: a four-lane roadway with a two-way left-turn lane with a posted speed limit of 50 mph; and
- Palmview Avenue to McCabe Road: a two-lane undivided roadway with a posted speed limit of 50 mph.

Parking is prohibited on both sides of the roadway. Sidewalks are present along the entire west side of the roadway. Bicycle facilities are not present on either side of the roadway.

4th Street/SR 86 – 4th Street is comprised of the following segments:

- Adams Avenue to Main Street: a four-lane undivided roadway with a posted speed limit of 35 mph;
- Main Street to Orange Avenue: a four-lane roadway with a left-turn lane and a posted speed limit of 35 mph;
- Orange Avenue to Wake Avenue: a four-lane roadway with a left-turn lane and a posted speed limit of 40 mph;
- Wake Avenue to Danenberg Drive: a three-lane (two-lanes northbound & one-lane southbound) roadway with a raised median and a posted speed limit of 40 mph;
- Danenberg Drive to Countryside Drive: a three-lane (two-lanes northbound & one-lane southbound) roadway with a raised median and a posted speed limit of 50 mph; and
- Countryside Drive to McCabe Road: a two-lane undivided roadway with a posted speed limit of 50 mph.

Parking is prohibited on both sides of the roadway. Sidewalks are present on both sides of the roadway from Adams Avenue to Wake Avenue, and present on the east side from Wake Avenue to Danenberg

Drive and on the east side from Willow Bend Drive to the southern city limits at Countryside Drive. Bicycle facilities are not present on either side of the roadway.

Dogwood Street – Dogwood Street is comprised of the following segments:

- Cruickshank Road to Villa Avenue: a two-lane undivided roadway with a posted speed limit of 55 mph; and
- Villa Avenue to Main Street: a two-lane undivided roadway with a posted speed limit of 45 mph.

Parking is prohibited on both sides of the roadway. Parking is prohibited on both sides of the roadway. Sidewalks and bicycle facilities are not present on either side of the roadway.

Dogwood Road – Dogwood Road is comprised of the following segments:

- Main Street to Ross Avenue: a two-lane roadway with a left-turn lane and a posted speed limit of 45 mph;
- Ross Avenue to Aurora Drive: a two-lane roadway with a left-turn lane and a posted speed limit of 40 mph;
- Aurora Drive to I-8 westbound ramps: a two-lane undivided roadway with a posted speed limit of 40 mph;
- I-8 westbound ramps to Wake Avenue: a four-lane roadway with a left-turn lane and a posted speed limit of 40 mph; and
- Wake Avenue to West McCabe Road: a four-lane roadway with a left-turn lane and a posted speed limit of 40 mph.

Parking is prohibited on both sides of the roadway. Sidewalks are present along the west side of the roadway from Main Street to Ross Avenue, and on the east side fronting the Imperial Valley Mall. There are signs present that designate Dogwood Road as a Class III bike route from Main Street to the I-8 westbound ramps.

Pitzer Road – Pitzer Road is a two-lane undivided roadway with no posted speed limit from Chick Road to McCabe Road. Parking is prohibited on both sides of the roadway. Sidewalks and bicycle facilities are not present on either side of the roadway.

East-West Roadways

Bradshaw Road – Bradshaw Road is comprised of the following segments:

- La Brucherie Road to Imperial Avenue: a four-lane roadway with a left-turn-lane and a posted speed limit of 35 mph; and
- Imperial Avenue to 8th Street: a two-lane undivided roadway with a posted speed limit of 35 mph.

Parking is prohibited on both sides of the roadway. Sidewalks are present along the entire north side of the roadway and intermittently on the south side of the roadway. Bicycle facilities are not present on either side of the roadway.

Pico Avenue – Pico Avenue is a two-lane undivided roadway that runs from 18th Street to 6th Street with a posted speed limit of 25 mph. Parallel parking is generally permitted on both sides of the roadway. Sidewalks are present on both sides of the roadway. There are signs present that designate Pico Avenue as a Class III bike route from 16th Street to 6th Street.

Scott Avenue – Scott Avenue is a two-lane undivided roadway that runs from 19th Street to 8th Street with no posted speed limit. Parallel parking is generally permitted on both sides of the roadway. Sidewalks are present on both sides of the roadway. Bicycle facilities are not present on either side of the roadway.

Euclid Avenue – Euclid Avenue is a two-lane undivided roadway that runs from La Brucherie Road to 3rd Street with no posted speed limit. Parallel parking is generally permitted on both sides of the roadway. Sidewalks are generally present on both sides of the roadway with the exception of the south side from 4th Street to 3rd Street. There are signs present that designate Euclid Avenue as a Class III bike route from 4th Street to 3rd Street.

Adams Avenue – Adams Avenue is comprised of the following segments:

- Austin Road to City limits: a two-lane undivided roadway with a posted speed limit of 40 mph;
- City limits to La Brucherie Road: a two-lane roadway with a left-turn lane and a posted speed limit of 40 mph;
- La Brucherie Road to Imperial Avenue: a four-lane roadway with a raised median and a posted speed limit of 45 mph;
- Imperial Avenue to 6th Street: a four-lane roadway with a raised median and a posted speed limit of 40 mph; and
- 6th Street to 4th Street/Commercial Avenue: a four-lane roadway with a raised median and a posted speed limit of 35 mph.

Parallel parking is permitted intermittently on both sides of the roadway. Sidewalks are generally present on both sides of the roadway with some gaps on both sides. Bicycle facilities are not present on either side of the roadway.

Commercial Avenue – Commercial Avenue between 12th Street and Dogwood Street is a two-lane undivided roadway with a posted speed limit of 40 mph. Parallel parking is generally permitted on both sides of the roadway. Sidewalks are intermittently present on both sides of the roadway. Bicycle facilities are not present on either side of the roadway.

Main Street – Main Street is comprised of the following segments:

- Austin Road to Lotus Avenue: a two-lane undivided roadway with a posted speed limit of 35 mph;
- Lotus Avenue to La Brucherie Road: a two-lane roadway with a left-turn lane and a posted speed limit of 35 mph;
- La Brucherie Road to Imperial Avenue: a four-lane roadway with a left-turn lane and posted speed limit of 35 mph;
- Imperial Avenue to 8th Street: a four-lane undivided roadway with a posted speed limit of 30 mph;
- 8th Street to 4th Street: a two-lane undivided roadway with a posted speed limit of 25 mph;
- 4th Street to Dogwood Road: a four-lane undivided roadway with a posted speed limit of 40 mph; and
- Dogwood Road to Cooley Road: a four-lane roadway with a left-turn lane and a posted speed limit of 55 mph.

Parallel parking is generally permitted from the western city limits to 8th Street, angled parking is permitted from 8th Street to 4th Street, and parallel parking is generally permitted from 4th Street to the eastern city limits at Cooley Road. Sidewalks are present intermittently from Lotus Avenue to Waterman Avenue, continuously present from Waterman Avenue to 4th Street, intermittently present from Waterman Street to Dogwood Road, and generally missing from Dogwood Road to the eastern city limits at Cooley Road. Class II bike lanes are present on both sides of the roadway from Austin Road to La Brucherie Road.

Orange Avenue – Orange Avenue is a discontinuous two-lane undivided roadway from the western terminus at Sunset Road to Imperial Avenue. Orange Avenue is then obstructed by Central Union High School and continues as a two-lane undivided roadway from 10th Street to Dogwood Street with a posted speed limit of 25 mph. Parallel parking is generally permitted on both sides of the roadway. Sidewalks are present along the north side of the roadway, with gaps from Sunset Road to Lotus Avenue and from 23rd Street to La Brucherie Road, and at the Union Pacific Railroad line; and on the south side of the roadway, with gaps at railroad tracks. There are signs present that designate Orange Avenue as a Class III bike route from 10th Street to Dogwood Street.

Hamilton Avenue – Hamilton Avenue is a two-lane undivided roadway with a posted speed limit of 25 mph. Parallel parking is generally permitted on both sides of the roadway. Sidewalks are present on both sides of the roadway. There are signs present that designate Hamilton Avenue as a Class III bike route from La Brucherie Road to 12th Street.

Ross Avenue – Ross Avenue is comprised of the following segments:

- Austin Road to La Brucherie Road: a two-lane roadway with a left-turn lane and a posted speed limit of 35 mph;
- La Brucherie Road to Imperial Avenue: a four-lane undivided roadway with a posted speed limit of 35 mph;
- Imperial Avenue to Hope Street: a two-lane undivided roadway with a posted speed limit of 35 mph;
- Hope Street to Dogwood Road: a two-lane roadway with a left-turn lane and a posted speed limit of 35 mph; and
- Dogwood Road to eastern city limits: a two-lane undivided roadway with a posted speed limit of 45 mph.

Parallel parking is generally permitted on the north side of the roadway from the western city limits to Lotus Avenue, on both sides of the roadway from Lotus Avenue to 4th Street, on the south side of the roadway from Hope Street to Dogwood Road, and on the north side of the roadway starting approximately 850 feet east of Dogwood Road to the eastern city limits. Sidewalks are generally present along the north side of Ross Avenue from Glenwood Drive to 8th Street, along the south side from Lotus Avenue to 8th Street, along both sides from 4th Street to 3rd Street, along the south side from 3rd Street to the Union Pacific Railroad line, intermittently along the north side from 1st Street to Dogwood Road, along the south side from Hope Street to McCullom Street, and along the north side from approximately 850 feet east of Dogwood Road to the eastern city limits. There are signs present that designate Ross Avenue as a Class III bike route from Lotus Avenue to Dogwood Road.

Aurora Drive – Aurora Drive is a two-lane undivided roadway that runs from Imperial Avenue to 2nd Street. Parallel parking is generally permitted on both sides of the roadway. Sidewalks are present on both sides of the roadway except on the south side of the roadway between 4th Street and 3rd Street. Class II bike lanes are present on both sides of the roadway Aurora Drive from Imperial Avenue to 4th Street. Additionally, there are signs present that designate Aurora Drive as a Class III bike route from 4th Street to the eastern end of the roadway.

Ocotillo Drive – Ocotillo Drive is comprised of the following segments:

- Lotus Avenue to La Brucherie Road: a four-lane roadway with a raised median and a posted speed limit of 25 mph; and
- La Brucherie Road to Imperial Avenue: a four-lane undivided roadway with a posted speed limit of 35 mph.

Parallel parking is generally permitted on both sides of the roadway. Sidewalks are present on both sides of the roadway. There are signs present that designate Ocotillo Drive as a Class III bike route from Lotus Avenue to Cypress Drive.

Wake Avenue – Wake Avenue is comprised of the following segments:

- Western end to 8th Street: a two-lane undivided roadway with no posted speed limit;
- 8th Street to 4th Street: a four-lane roadway with a left-turn lane and a posted speed limit of 40 mph; and
- 4th Street to 2nd Street: a four-lane undivided roadway and a posted speed limit of 40 mph.

Parking is generally prohibited on both sides with the exception of the segment west of Clark Road. Sidewalks are present on both sides of the roadway except on the south side of the roadway between 6th Street and 4th Street. Bicycle facilities are not present on either side of the roadway.

Danenberg Drive – Danenberg Drive is comprised of the following segments:

- 4th Street to Dogwood Road: a two-lane undivided roadway with a posted speed limit of 40 mph;
- Dogwood Road to Imperial Valley Commons Drive: a four-lane roadway with a raised median and a posted speed limit of 25 mph; and
- Imperial Valley Commons Drive to Pitzer Road: a four-lane undivided roadway with no posted speed limit.

Parking is prohibited on both sides of the roadway. Sidewalks are generally not present except just east of 4th Street and between Dogwood Road and just east of Imperial Valley Commons Drive. Bicycle facilities are not present on either side of the roadway.

McCabe Road – McCabe Road, within the project study area, is a two-lane undivided roadway from Austin Road to Pitzer Road with no posted speed limit. Parallel parking is generally permitted on both sides of the roadway. Sidewalks and bicycle facilities are not present within the study area.

Table 3.1 summarizes the existing physical characteristics of the study roadways as collected via field and aerial reviews, including the number of lanes, functional classification, type of median, posted speed, presence of bicycle facility, on-street parking restrictions, and sidewalk presence.

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
Austin Road	North of Adams Avenue	2	Minor Collector	Undivided	55	None	Prohibited	None	County of Imperial
	Adams Avenue to Ross Avenue	2	Minor Collector	Undivided	55	None	Prohibited	None	County of Imperial
	Ross Avenue to McCabe Road	2	Minor Collector	Undivided	55	None	Prohibited	None	County of Imperial
Lotus Avenue	Adams Avenue to Main Street	2	Collector	Undivided	25	None	Intermittent	Contiguous	City of El Centro
La Brucherie Road	Northern City Limits to Bradshaw Avenue	4	Arterial	Striped	50	None	Prohibited	NB	City of El Centro
	Bradshaw Avenue to Villa Avenue	4	Arterial	Striped	50	None	Prohibited	None	City of El Centro
	Villa Avenue to Adams Avenue	4	Arterial	Undivided	40	Class III Intermittent	Prohibited	NB: Non-Contiguous SB: None	City of El Centro
	Adams Avenue to Main Street	4	Arterial	Striped	40	Class III	Prohibited	NB: None SB: Contiguous	City of El Centro
	Main Street to Orange Avenue	4	Arterial	Striped	40	None	Prohibited	None	City of El Centro
	Orange Avenue to Ross Avenue	1 NB 2 SB	Arterial	Striped	40	None	Prohibited	NB: None SB: Contiguous	City of El Centro
	Ross Avenue to Ocotillo Drive	1 NB 2 SB	Arterial	Striped	40	None	Prohibited	NB: None SB: Contiguous	City of El Centro
	Ocotillo Drive to Wake Avenue	2	Collector	Undivided	40	None	Prohibited	NB: None SB: Contiguous	City of El Centro
	Wake Avenue to McCabe Road	2	Minor Collector	Undivided	40	None	Prohibited	None	County of Imperial

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
Imperial Avenue	Northern City Limits to Bradshaw Avenue	4	Arterial	Raised	45	None	Prohibited	None	Caltrans
	Bradshaw Avenue to Pico Avenue	6	Arterial	Raised	45	None	Prohibited	None	Caltrans
	Pico Avenue to Scott Avenue	4	Arterial	Raised	45	None	Prohibited	None	Caltrans
	Scott Avenue to Euclid Avenue	4	Arterial	Raised	35	None	NB Intermittent SB Prohibited	Mostly Non-Contiguous	Caltrans
	Euclid Avenue to Adams Avenue	3 NB 2 SB	Arterial	Raised	35	None	Intermittent	Contiguous	Caltrans
	Adams Avenue to Main Street	4	Arterial	Striped	35	None	Permitted	Contiguous	City of El Centro
	Main Street to Hamilton Avenue	4	Arterial	Striped	35	None	Intermittent	Contiguous	City of El Centro
	Hamilton Avenue to Ross Avenue	4	Arterial	Striped	35	None	Permitted	Contiguous	City of El Centro
	Ross Avenue to Ocotillo Drive	4	Arterial	Raised	35	None	Intermittent	Contiguous	City of El Centro
8th Street	Northern City Limits to Bradshaw Avenue	4	Arterial	Striped	40	Class II	Prohibited	Contiguous	City of El Centro
	Bradshaw Avenue to Pico Avenue	4	Arterial	Undivided	40	Class II/III	Prohibited	Contiguous	City of El Centro
	Pico Avenue to Euclid Avenue	4	Arterial	Undivided	35	Class III	Permitted	Contiguous	City of El Centro
	Euclid Avenue to Adams Avenue	4	Arterial	Undivided	35	Class III	Permitted	Contiguous	City of El Centro
	Adams Avenue to Main Street	4	Arterial	Striped	35	Class II	Permitted	Contiguous	City of El Centro

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
8th Street	Main Street to Ross Avenue	4	Arterial	Striped	35	Class II	Permitted	Contiguous	City of El Centro
	Ross Avenue to Aurora Drive	4	Arterial	Striped	35	Class II	Permitted	Contiguous	City of El Centro
	Aurora Drive to Wake Avenue	2	Collector	Undivided	45	Class II Intermittent	Intermittent	NB: Mostly Non-Contiguous SB: Contiguous	City of El Centro
Clark Road	Wake Avenue to Danenberg Drive	4	Arterial	Undivided	50	None	Prohibited	NB: None SB: Contiguous	City of El Centro
	Danenberg Drive to Palmview Avenue	4	Arterial	Striped	50	None	Prohibited	NB: None SB: Contiguous	City of El Centro
	Palmview Avenue to McCabe Road	2	Minor Collector	Undivided	50	None	Prohibited	None	County of Imperial
4th Street	Commercial Avenue to Main Street	4	Arterial	Undivided	35	None	Prohibited	Contiguous	Caltrans
	Main Street to Orange Avenue	4	Arterial	Striped	35	None	Prohibited	Contiguous	Caltrans
	Orange Avenue to Ross Avenue	4	Arterial	Striped	40	None	Prohibited	Contiguous	Caltrans
	Ross Avenue to Wake Avenue	4	Arterial	Striped/ Raised	40	None	Prohibited	Contiguous	Caltrans

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
SR 86	Wake Avenue to Danenberg Drive	2 NB 1 SB	Arterial	Raised	40	None	Prohibited	NB: Contiguous SB: None	Caltrans
	Danenberg Drive to Countryside Drive	2 NB 1 SB	Arterial	Raised	40	None	Prohibited	NB: Non-Contiguous SB: None	Caltrans
	Countryside Drive to McCabe Road	2	Minor Collector	Undivided	40	None	Prohibited	None	County of Imperial
Dogwood Street	Cruickshank Road to Villa Avenue	2	Minor Collector	Undivided	55	None	Prohibited	None	County of Imperial
	Villa Avenue to Main Street	2	Collector	Undivided	45	None	Prohibited	None	City of El Centro
Dogwood Road	Main Street to Orange Avenue	2	Arterial	Striped	45	Class III	Prohibited	NB: None SB: Contiguous	City of El Centro
	Orange Avenue to Ross Avenue	2	Arterial	Striped	45	Class III	Prohibited	NB: None SB: Contiguous	City of El Centro
	Ross Avenue to I-8 Westbound Ramps	2	Arterial	Striped	40	Class III	Prohibited	None	City of El Centro
	I-8 Westbound Ramps to Wake Avenue	4	Arterial	Striped	40	None	Prohibited	None	City of El Centro
	Wake Avenue to Danenberg Drive	4	Arterial	Raised	40	None	Prohibited	NB: Contiguous SB: None	City of El Centro
	Danenberg Drive to McCabe Road West	4	Major Collector	Striped	40	None	Prohibited	NB: Contiguous SB: None	County of Imperial

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
Pitzer Road	Danenberg Drive to McCabe Road	2	Minor Collector	Undivided	None	None	Prohibited	None	County of Imperial
Bradshaw Avenue	La Brucherie Road to Waterman Avenue	4	Arterial	Striped	35	None	Prohibited	Contiguous	City of El Centro
	Waterman Avenue to Imperial Avenue	4	Arterial	Striped	35	None	Prohibited	EB: Non-Contiguous WB: Contiguous	City of El Centro
	Imperial Avenue to 8th Street	2	Collector	Undivided	35	None	Prohibited	EB: None WB: Contiguous	City of El Centro
Pico Avenue	Waterman Avenue to Imperial Avenue	2	Collector	Undivided	-	Class III Intermittent	Permitted	Contiguous	City of El Centro
	Imperial Avenue to 8th Street	2	Collector	Undivided	25	Class III	Permitted	Contiguous	City of El Centro
Scott Avenue	Waterman Avenue to Imperial Avenue	2	Collector	Undivided	-	None	Permitted	Contiguous	City of El Centro
	Imperial Avenue to 14th Street	2	Collector	Undivided	-	None	Permitted	Contiguous	City of El Centro
Euclid Avenue	La Brucherie Road to Imperial Avenue	2	Collector	Undivided	-	None	Permitted	Contiguous	City of El Centro
	Imperial Avenue to 8th Street	2	Collector	Undivided	-	None	Permitted	Contiguous	City of El Centro

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
Adams Avenue	Austin Road to City Limits	2	Minor Collector	Undivided	40	None	Prohibited	None	City of El Centro
	Western City Limits to La Brucherie Road	2	Arterial	Striped	40	None	Prohibited	EB: Non-Contiguous WB: None	City of El Centro
	La Brucherie Road to Imperial Avenue	4	Arterial	Raised	45	None	Intermittent	Contiguous	City of El Centro
	Imperial Avenue to 12th Street	4	Arterial	Raised	40	None	Permitted	Contiguous	Caltrans
	12th Street to 8th Street	4	Arterial	Raised	40	None	Permitted	Contiguous	Caltrans
	8th Street to 6th Street	4	Arterial	Raised	40	None	Permitted	Contiguous	Caltrans
	6th Street to 4th Street/Commercial Avenue	4	Arterial	Raised	35	None	Permitted	Contiguous	Caltrans
Commercial Avenue	8th Street to 4th Street	2	Collector	Undivided	40	None	Permitted	Contiguous	City of El Centro
	4th Street to Dogwood Street	2	Collector	Undivided	40	None	Intermittent	EB: None WB: Mostly Non-Contiguous	City of El Centro

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
Main Street	Austin Road to Lotus Avenue	2	Collector	Undivided	35	Class II	Prohibited	None	City of El Centro
	Lotus Avenue to La Brucherie Road	2	Arterial	Striped	35	Class II	Intermittent	EB: Non-Contiguous WB: Contiguous	City of El Centro
	La Brucherie Road to Imperial Avenue	4	Arterial	Striped	35	None	Intermittent	EB: Mostly Contiguous WB: Non-Contiguous	City of El Centro
	Imperial Avenue to 8th Street	4	Arterial	Undivided	30	None	Intermittent	Contiguous	City of El Centro
	8th Street to 4th Street	2	Collector	Undivided	25	None	Permitted (Angled)	Contiguous	City of El Centro
	4th Street to Dogwood Street	4	Arterial	Undivided	40	None	Intermittent	Mostly Contiguous	City of El Centro
	Dogwood Street to Cooley Road	4	Arterial	Striped	55	None	Prohibited	EB: None WB: Mostly Non-Contiguous	City of El Centro
Orange Avenue	Glenwood Road to La Brucherie Road	2	Collector	Undivided	-	None	Permitted	Non-Contiguous	City of El Centro
	La Brucherie Road to Imperial Avenue	2	Collector	Undivided	25	None	Permitted	Contiguous	City of El Centro
	8th Street to 4th Street	2	Collector	Undivided	-	Class III	Permitted	Contiguous	City of El Centro
	4th Street to Dogwood Road	2	Collector	Undivided	25	Class III	Intermittent	Mostly Contiguous	City of El Centro

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
Hamilton Avenue	La Brucherie Road to Imperial Avenue	2	Local	Undivided	25	Class III	Permitted	Contiguous	City of El Centro
	Imperial Avenue to 8th Street	2	Local	Undivided	25	Class III Intermittent	Permitted	Contiguous	City of El Centro
Ross Avenue	Austin Road to Lotus Avenue	2	Collector	Undivided	35	None	EB: Prohibited WB: Permitted	EB: None WB: Contiguous	City of El Centro
	Lotus Avenue to La Brucherie Road	2	Arterial	Striped	35	Class III	EB: Intermittent WB: Permitted	EB: Non-Contiguous WB: Mostly Contiguous	City of El Centro
	La Brucherie Road to Imperial Avenue	4	Arterial	Undivided	35	Class III	Permitted	Contiguous	City of El Centro
	Imperial Avenue to 8th Street	2	Collector	Undivided	35	Class III	Permitted	Contiguous	City of El Centro
	8th Street to 4th Street	2	Collector	Undivided	35	Class III	Prohibited	None	City of El Centro
	4th Street to Hope Street	2	Collector	Undivided	35	Class III	Intermittent	Non-Contiguous	City of El Centro
	Hope Street to Dogwood Road	2	Arterial	Striped	35	Class III	EB: Intermittent WB: Permitted	EB: Non-Contiguous WB: Contiguous	City of El Centro
	Dogwood Road to Eastern City Limits	2	Collector	Undivided	35	None	EB: None WB: Permitted	EB: None WB: Mostly Contiguous	City of El Centro

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
Aurora Drive	Imperial Avenue to 8th Street	2	Collector	Undivided	35	Class II	Permitted	Contiguous	City of El Centro
	8th Street to 4th Street	2	Collector	Undivided	30	Class II	Permitted	Contiguous	City of El Centro
Ocotillo Drive	Lotus Avenue to La Brucherie Road	4	Arterial	Raised/Striped	25	Class III	Prohibited	Contiguous	City of El Centro
	La Brucherie Road to Imperial Avenue	4	Arterial	Undivided	35	Class III	Permitted	Contiguous	City of El Centro
Wake Avenue	Western End to 8th Street	2	Local	Undivided	-	None	Permitted	Contiguous	City of El Centro
	8th Street to 4th Street/SR 86	4	Arterial	Striped	40	None	Intermittent	EB: Non-Contiguous WB: Mostly Contiguous	City of El Centro
	SR 86 to 2nd Street	4	Arterial	Undivided	40	None	Intermittent	Contiguous	City of El Centro
Danenberg Drive	SR 86 to Dogwood Road	2	Collector	Undivided	40	None	Prohibited	None	City of El Centro
	Dogwood Road to IV Commons Drive	4	Arterial	Raised	25	None	Prohibited	Contiguous	City of El Centro
	IV Commons Drive to City Limits	4	Arterial	Raised	-	None	Prohibited	Mostly Contiguous	City of El Centro
	Eastern City Limits to Pitzer Road	4	Major Collector	Undivided	-	None	Prohibited	None	County of Imperial

Table 3.1 Existing Roadway Characteristics

Roadway	Segment	# of Lanes	Functional Classification	Median	Posted Speed Limit	Bicycle Facilities	On-Street Parking	Sidewalks	Jurisdiction
McCabe Road	Austin Road to La Brucherie Road	2	Minor Collector	Undivided	-	None	Prohibited	None	County of Imperial
	La Brucherie Road to 8th Street	2	Minor Collector	Undivided	-	None	Prohibited	None	County of Imperial
	8th Street to SR 86	2	Minor Collector	Undivided	-	None	Prohibited	None	County of Imperial
	SR 86 to Dogwood Road	2	Minor Collector	Undivided	-	None	Prohibited	None	County of Imperial
	Dogwood Road to Pitzer Road	2	Minor Collector	Undivided	-	None	Prohibited	None	County of Imperial

3.1.1 Roadway Segment Level of Service

Figure 3.5 displays the existing average daily traffic volumes for study roadway segments and the current level of service. Additionally, **Table 3.2** documents the existing study roadway segment level of service. **Appendix B** contains the average daily traffic counts (collected in December 2019) utilized in this report.

As described in Chapter Two, LOS C is the minimum acceptable level of service score for both the City of El Centro and Imperial County. This report follows the City of El Centro preferred standard of LOS C as the minimum acceptable LOS score.

Table 3.2 Roadway Segment Level of Service Results – Existing Conditions

Roadway	Segment	Functional Classification	Daily Volume	LOS Threshold (LOS E)	V/C	LOS	Jurisdiction
Austin Road	North of Adams Avenue	Two-Lane Minor Collector	5,787	16,200	0.357	C	County of Imperial
	Adams Avenue to Ross Avenue	Two-Lane Minor Collector	4,301	16,200	0.265	C	County of Imperial
	Ross Avenue to McCabe Road	Two-Lane Minor Collector	2,666	16,200	0.165	B	County of Imperial
Lotus Avenue	Adams Avenue to Main Street	Two-Lane Collector	2,701	12,000	0.225	A	City of El Centro
La Brucherie Road	Northern City Limits to Bradshaw Avenue	Four-Lane Divided Arterial (w/left-turn lane)	11,169	36,000	0.310	A	City of El Centro
	Bradshaw Avenue to Villa Avenue	Four-Lane Divided Arterial (w/left-turn lane)	15,503	36,000	0.431	A	City of El Centro
	Villa Avenue to Adams Avenue	Four-Lane Undivided Arterial (no left-turn lane)	17,698	27,000	0.655	B	City of El Centro
	Adams Avenue to Main Street	Four-Lane Divided Arterial (w/ left-turn lane)	15,889	36,000	0.441	A	City of El Centro
	Main Street to Orange Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	12,235	36,000	0.340	A	City of El Centro
	Orange Avenue to Ross Avenue	Three-Lane Arterial (w/left-turn lane)	10,209	27,000	0.378	A	City of El Centro
	Ross Avenue to Ocotillo Drive	Three-Lane Arterial (w/left-turn lane)	7,826	27,000	0.290	A	City of El Centro
	Ocotillo Drive to Wake Avenue	Two-Lane Collector	6,041	12,000	0.503	B	City of El Centro
	Wake Avenue to McCabe Road	Two-Lane Minor Collector	4,823	16,200	0.298	C	County of Imperial

Table 3.2 Roadway Segment Level of Service Results – Existing Conditions

Roadway	Segment	Functional Classification	Daily Volume	LOS Threshold (LOS E)	V/C	LOS	Jurisdiction
Imperial Avenue	Northern City Limits to Bradshaw Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	20,298	54,000	0.564	A	Caltrans[3] (within City of El Centro)
	Bradshaw Avenue to Pico Avenue	Six-Lane Divided Arterial (w/ left-turn lane)	29,691	54,000	0.555	A	Caltrans[3] (within City of El Centro)
	Pico Avenue to Scott Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	31,406	36,000	0.872	**D**	Caltrans[3] (within City of El Centro)
	Scott Avenue to Euclid Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	32,892	36,000	0.914	**E**	Caltrans[3] (within City of El Centro)
	Euclid Avenue to Adams Avenue	Five-Lane Divided Arterial (w/left-turn lane)	33,965	45,000	0.755	C	Caltrans[3] (within City of El Centro)
	Adams Avenue to Main Street	Four-Lane Divided Arterial (w/ left-turn lane)	27,064	36,000	0.752	C	City of El Centro
	Main Street to Hamilton Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	23,869	36,000	0.663	B	City of El Centro
	Hamilton Avenue to Ross Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	23,223	36,000	0.645	B	City of El Centro
	Ross Avenue to Ocotillo Drive	Four-Lane Divided Arterial (w/ left-turn lane)	24,258	36,000	0.674	B	City of El Centro
8th Street	Northern City Limits to Bradshaw Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	10,385	36,000	0.288	A	City of El Centro
	Bradshaw Avenue to Pico Avenue	Four-Lane Undivided Arterial (no left-turn lane)	13,541	27,000	0.502	A	City of El Centro
	Pico Avenue to Euclid Avenue	Four-Lane Undivided Arterial (no left-turn lane)	14,202	27,000	0.526	A	City of El Centro
	Euclid Avenue to Adams Avenue	Four-Lane Undivided Arterial (no left-turn lane)	15,363	27,000	0.569	A	City of El Centro
	Adams Avenue to Main Street	Four-Lane Divided Arterial (w/ left-turn lane)	11,894	36,000	0.330	A	City of El Centro
	Main Street to Ross Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	12,773	36,000	0.355	A	City of El Centro
	Ross Avenue to Aurora Drive	Four-Lane Divided Arterial (w/ left-turn lane)	12,558	36,000	0.349	A	City of El Centro
	Aurora Drive to Wake Avenue	Two-Lane Collector	13,465	12,000	1.122	**F**	City of El Centro
Clark Road	Wake Avenue to Danenberg Drive	Four-Lane Undivided Arterial (no left-turn lane)	10,386	27,000	0.385	A	City of El Centro
	Danenberg Drive to Palmview Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	9,846	36,000	0.274	A	City of El Centro
	Palmview Avenue to McCabe Road	Two-Lane Minor Collector	6,477	16,200	0.400	C	County of Imperial

Table 3.2 Roadway Segment Level of Service Results – Existing Conditions

Roadway	Segment	Functional Classification	Daily Volume	LOS Threshold (LOS E)	V/C	LOS	Jurisdiction
4th Street	Commercial Avenue to Main Street	Four-Lane Undivided Arterial (no left-turn lane)	21,683	27,000	0.803	C	Caltrans[3] (within City of El Centro)
	Main Street to Orange Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	20,199	36,000	0.561	A	Caltrans[3] (within City of El Centro)
	Orange Avenue to Ross Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	20,512	36,000	0.570	A	Caltrans[3] (within City of El Centro)
	Ross Avenue to Wake Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	20,439	36,000	0.568	A	Caltrans[3] (within City of El Centro)
SR 86	Wake Avenue to Danenberg Drive	Three-Lane Arterial (w/left-turn lane)	13,089	27,000	0.485	A	Caltrans[3] (within County of Imperial)
	Danenberg Drive to Countryside Drive	Three-Lane Arterial (w/left-turn lane)	7,140	27,000	0.264	A	Caltrans[3] (within County of Imperial)
	Countryside Drive to McCabe Road	Two-Lane Minor Collector	7,140	16,200	0.441	**D**	Caltrans[3] (within County of Imperial)
Dogwood Street	Cruickshank Road to Villa Avenue	Two-Lane Minor Collector	9,235	16,200	0.570	**D**	County of Imperial
	Villa Avenue to Main Street	Two-Lane Collector	9,944	12,000	0.829	**D**	City of El Centro
Dogwood Road	Main Street to Orange Avenue	Two-Lane Arterial (w/ left-turn lane)	14,927	18,000	0.832	**D**	City of El Centro
	Orange Avenue to Ross Avenue	Two-Lane Arterial (w/ left-turn lane)	14,972	18,000	0.829	**D**	City of El Centro
	Ross Avenue to I-8 Westbound Ramps	Two-Lane Arterial (w/ left-turn lane)	16,909	18,000	0.939	**E**	City of El Centro
	I-8 Westbound Ramps to Wake Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	24,238	36,000	0.673	B	City of El Centro
	Wake Avenue to Danenberg Drive	Four-Lane Divided Arterial (w/ left-turn lane)	24,238	36,000	0.673	B	City of El Centro
	Danenberg Drive to McCabe Road West	Four-Lane Major Collector	12,883	34,200	0.377	A	County of Imperial
Pitzer Road	Danenberg Drive to McCabe Road	Two-Lane Minor Collector	5,125	16,200	0.316	C	County of Imperial

Table 3.2 Roadway Segment Level of Service Results – Existing Conditions

Roadway	Segment	Functional Classification	Daily Volume	LOS Threshold (LOS E)	V/C	LOS	Jurisdiction
Bradshaw Avenue	La Brucherie Road to Waterman Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	7,063	36,000	0.196	A	City of El Centro
	Waterman Avenue to Imperial Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	15,496	36,000	0.430	A	City of El Centro
	Imperial Avenue to 8th Street	Two-Lane Collector	5,320	12,000	0.443	A	City of El Centro
Pico Avenue	Waterman Avenue to Imperial Avenue	Two-Lane Collector	1,773	12,000	0.148	A	City of El Centro
	Imperial Avenue to 8th Street	Two-Lane Collector	3,223	12,000	0.269	A	City of El Centro
Scott Avenue	Waterman Avenue to Imperial Avenue	Two-Lane Collector	1,713	12,000	0.143	A	City of El Centro
	Imperial Avenue to 14th Street	Two-Lane Collector	1,674	12,000	0.140	A	City of El Centro
Euclid Avenue	La Brucherie Road to Imperial Avenue	Two-Lane Collector	6,177	12,000	0.515	B	City of El Centro
	Imperial Avenue to 8th Street	Two-Lane Collector	1,881	12,000	0.157	A	City of El Centro
Adams Avenue	Austin Road to city limits	Two-Lane Minor Collector	7,280	16,200	0.449	D	County of Imperial
	Western city limits to La Brucherie Road	Two-Lane Arterial (w/ left-turn lane)	7,280	18,000	0.404	A	City of El Centro
	La Brucherie Road to Imperial Avenue	Four-Lane Divided Arterial (w/left-turn lane)	9,588	36,000	0.266	A	City of El Centro
	Imperial Avenue to 12th Street	Four-Lane Divided Arterial (w/left-turn lane)	18,904	36,000	0.525	A	Caltrans[3] (within City of El Centro)
	12th Street to 8th Street	Four-Lane Divided Arterial (w/left-turn lane)	19,022	36,000	0.528	A	Caltrans[3] (within City of El Centro)
	8th Street to 6th Street	Four-Lane Divided Arterial (w/left-turn lane)	21,932	36,000	0.609	A	Caltrans[3] (within City of El Centro)
	6th Street to 4th Street/Commercial Avenue	Four-Lane Divided Arterial (w/left-turn lane)	21,683	36,000	0.602	A	Caltrans[3] (within City of El Centro)
Commercial Avenue	8th Street to 4th Street	Two-Lane Collector	623	12,000	0.052	A	City of El Centro
	4th Street to Dogwood Street	Two-Lane Collector	3,060	12,000	0.255	A	City of El Centro

Table 3.2 Roadway Segment Level of Service Results – Existing Conditions

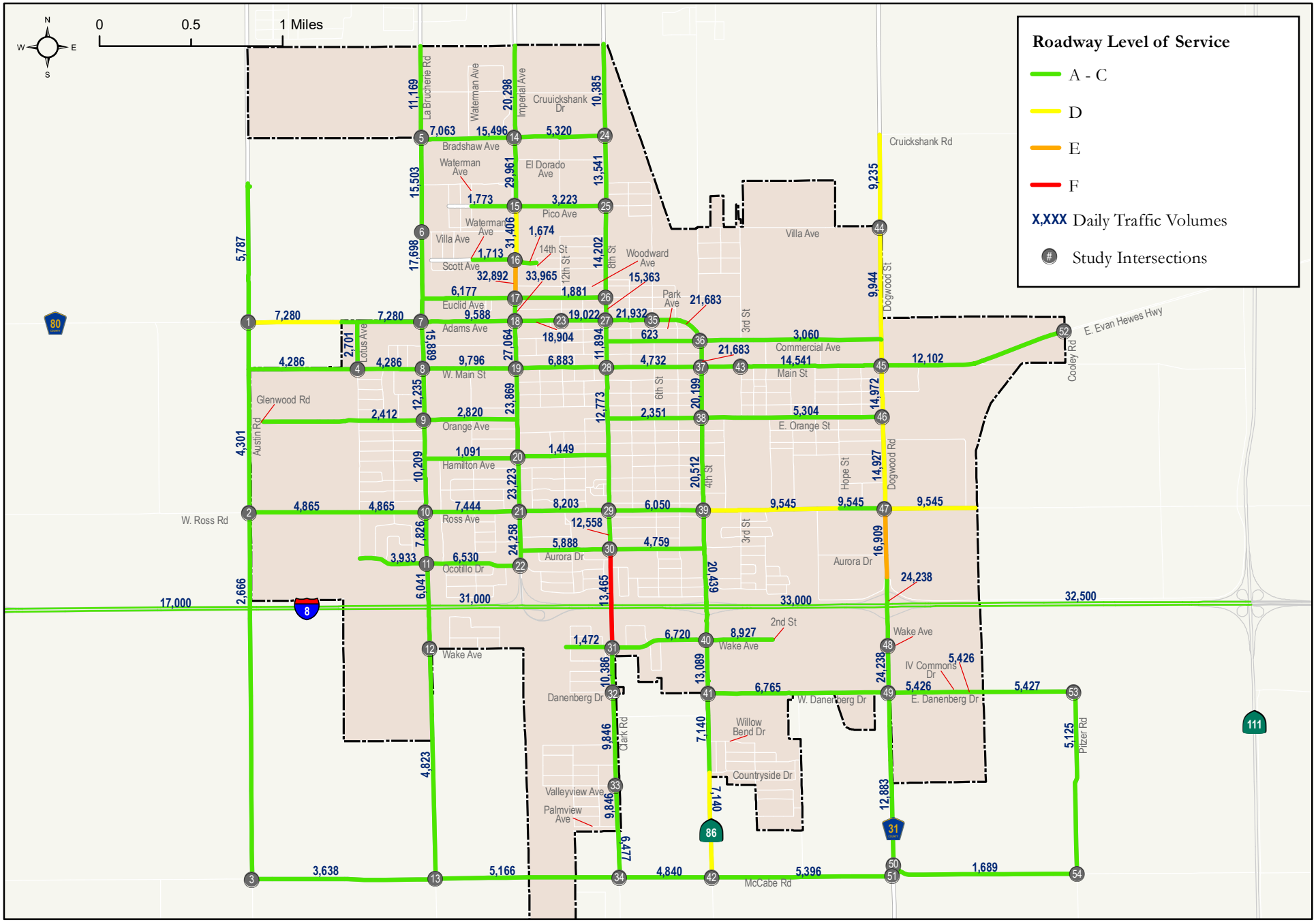
Roadway	Segment	Functional Classification	Daily Volume	LOS Threshold (LOS E)	V/C	LOS	Jurisdiction
Main Street	Austin Road to Lotus Avenue	Two-Lane Collector	4,286	12,000	0.357	A	City of El Centro
	Lotus Avenue to La Brucherie Road	Two-Lane Arterial (w/ left-turn lane)	4,286	18,000	0.238	A	City of El Centro
	La Brucherie Road to Imperial Avenue	Four-Lane Divided Arterial (w/ left-turn lane)	9,796	36,000	0.272	A	City of El Centro
	Imperial Avenue to 8th Street	Four-Lane Undivided Arterial (no left-turn lane)	6,883	27,000	0.255	A	City of El Centro
	8th Street to 4th Street	Two-Lane Collector	4,732	12,000	0.394	A	City of El Centro
	4th Street to Dogwood Street	Four-Lane Undivided Arterial (no left-turn lane)	14,541	27,000	0.539	A	City of El Centro
	Dogwood Street to Cooley Road	Four-Lane Divided Arterial (w/ left-turn lane)	12,102	36,000	0.336	A	City of El Centro
Orange Avenue	Glenwood Road to La Brucherie Road	Two-Lane Collector	2,412	12,000	0.201	A	City of El Centro
	La Brucherie Road to Imperial Avenue	Two-Lane Collector	2,820	12,000	0.235	A	City of El Centro
	8th Street to 4th Street	Two-Lane Collector	2,351	12,000	0.196	A	City of El Centro
	4th Street to Dogwood Road	Two-Lane Collector	5,304	12,000	0.442	A	City of El Centro
Hamilton Avenue	La Brucherie Road to Imperial Avenue	Two-Lane Local	1,091	2,000	0.546	A	City of El Centro
	Imperial Avenue to 8th Street	Two-Lane Local	1,449	2,000	0.725	C	City of El Centro
Ross Avenue	Austin Road to Lotus Avenue	Two-Lane Collector	4,865	12,000	0.405	A	City of El Centro
	Lotus Avenue to La Brucherie Road	Two-Lane Arterial (w/ left-turn lane)	4,865	18,000	0.270	A	City of El Centro
	La Brucherie Road to Imperial Avenue	Four-Lane Undivided Arterial (no left-turn lane)	7,444	27,000	0.276	A	City of El Centro
	Imperial Avenue to 8th Street	Two-Lane Collector	8,203	12,000	0.684	C	City of El Centro
	8th Street to 4th Street	Two-Lane Collector	6,050	12,000	0.504	B	City of El Centro
	4th Street to Hope Street	Two-Lane Collector	9,545	12,000	0.795	**D**	City of El Centro
	Hope Street to Dogwood Road	Two-Lane Arterial (w/ left-turn lane)	9,545	18,000	0.530	A	City of El Centro
	Dogwood Road to Eastern City Limits	Two-Lane Collector	9,545	12,000	0.795	**D**	City of El Centro

Table 3.2 Roadway Segment Level of Service Results – Existing Conditions

Roadway	Segment	Functional Classification	Daily Volume	LOS Threshold (LOS E)	V/C	LOS	Jurisdiction
Aurora Drive	Imperial Avenue to 8th Street	Two-Lane Collector	5,888	12,000	0.491	A	City of El Centro
	8th Street to 4th Street	Two-Lane Collector	4,759	12,000	0.397	A	City of El Centro
Ocotillo Drive	Lotus Avenue to La Brucherie Road	Four-Lane Divided Arterial (w/ left-turn lane)	3,933	36,000	0.109	A	City of El Centro
	La Brucherie Road to Imperial Avenue	Four-Lane Undivided Arterial (no left-turn lane)	6,530	27,000	0.242	A	City of El Centro
Wake Avenue	Western end to 8th Street	Two-Lane Local	1,472	2,000	0.736	C	City of El Centro
	8th Street to 4th Street/SR 86	Four-Lane Divided Arterial (w/ left-turn lane)	6,720	36,000	0.187	A	City of El Centro
	SR 86 to 2nd Street	Four-Lane Undivided Arterial (no left-turn lane)	8,927	27,000	0.331	A	City of El Centro
Danenberg Drive	SR 86 to Dogwood Road	Two-Lane Collector	6,765	12,000	0.564	B	City of El Centro
	Dogwood Road to IV Commons Drive	Four-Lane Divided Arterial (w/ left-turn lane)	5,426	36,000	0.151	A	City of El Centro
	IV Commons Drive to City Limits	Four-Lane Undivided Arterial (no left-turn lane)	5,426	27,000	0.201	A	City of El Centro
	Eastern City Limits to Pitzer Road	Four-Lane Major Collector	5,426	34,200	0.158	A	County of Imperial
McCabe Road	Austin Road to La Brucherie Road	Two-Lane Minor Collector	3,638	16,200	0.225	B	County of Imperial
	La Brucherie Road to 8th Street	Two-Lane Minor Collector	5,166	16,200	0.319	C	County of Imperial
	8th Street to SR 86	Two-Lane Minor Collector	4,840	16,200	0.299	C	County of Imperial
	SR 86 to Dogwood Road	Two-Lane Minor Collector	5,396	16,200	0.333	C	County of Imperial
	Dogwood Road to Pitzer Road	Two-Lane Minor Collector	1,689	16,200	0.104	A	County of Imperial

Source: Elite Traffic Dynamics (2020)

Notes:
Bold represents level of service below C.
[1] Based on the capacity of a 4-Lane Divided Arterial (w/left-turn lane) reduced to exclude a lane of travel = (3/4*29,000 = 21,750).
[2] Based on the capacity of a 6-Lane Divided Arterial (w/left-turn lane) reduced to exclude a lane of travel = (5/6*43,000 = 35,900).
[3] Caltrans does not have roadway capacities for Arterial roadways. Therefore, the roadway capacities for the respective jurisdiction where the roadway segment is located were utilized for the analysis.



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Figure 3.5
Average Daily Traffic Volumes and Level of Service (2019)

As shown in Table 3.2, all roadways currently operate LOS C or better, with the exception of the following 12 roadway segments:

City of El Centro – Eight roadway segments

- Imperial Avenue, between Pico Avenue and Scott Avenue – LOS D;
- Imperial Avenue, between Scott Avenue and Euclid Avenue – LOS E;
- 8th Street, between Aurora Drive and Wake Avenue – LOS F;
- Dogwood Road, between Main Street and Orange Street – LOS D;
- Dogwood Road, between Orange Street and Ross Avenue – LOS D;
- Dogwood Road, between Ross Avenue and Aurora Drive – LOS E;
- Ross Avenue, between 4th Street to Hope Street – LOS D; and
- Ross Avenue, between Dogwood Road to City Limits – LOS D.

County of Imperial – Four roadway segments

- SR 86, between Countryside Drive and McCabe Road – LOS D;
- Dogwood Street, North of Villa Avenue – LOS D;
- Dogwood Street, between Villa Avenue and Main Street – LOS D; and
- Adams Avenue, between Austin Road and City Limits – LOS D.

3.1.2 Intersection Geometry and Level of Service

As described in Chapter Two, a total of 54 study intersections were analyzed under the existing conditions assessment. **Figure 3.6** displays the existing intersection geometry, while **Figure 3.7** shows existing turning movement counts for both AM and PM peak hours. The study area intersection traffic counts (collected in December 2019) utilized in this report are provided in **Appendix C**.

Table 3.3 summarizes the level of service analysis results for the 54 key study area intersections, conducted using the methodologies outlined in Chapter Two. Intersection level of service worksheets are provided in **Appendix D**. **Figure 3.8** displays the existing intersection LOS analysis results.

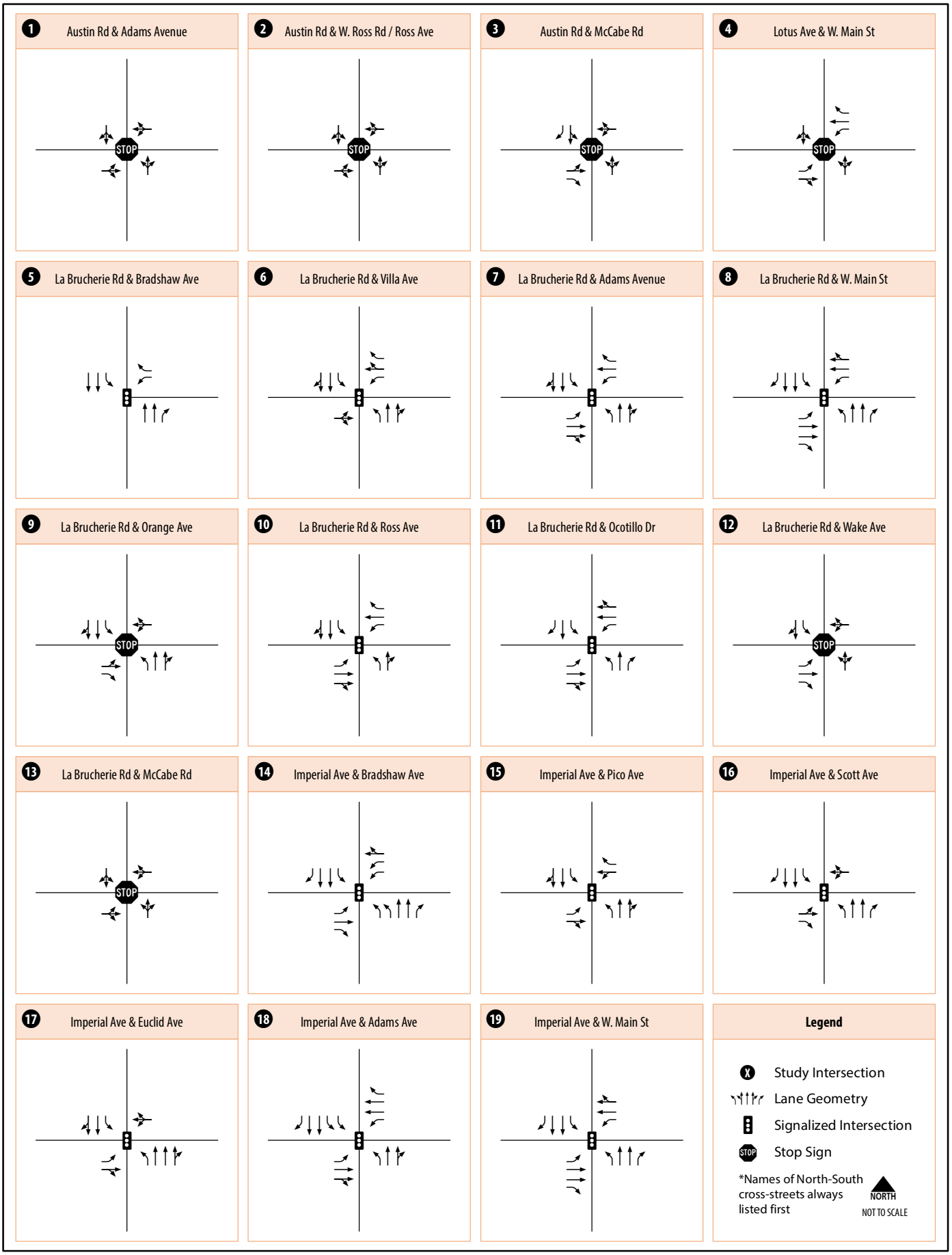
As described in Chapter Two, LOS C is considered acceptable under the current Circulation Element. As shown in Table 3.3 and Figure 3.6, 21 total intersections currently operate at a LOS of C or below during the AM and/or PM peak hour(s), including:

<u>City of El Centro – 17 intersections</u>

2. Austin Road & Ross Avenue – LOS E (AM peak hour);
9. La Brucherie Road & Orange Avenue – LOS F (AM peak hour);
14. Imperial Avenue & Bradshaw Avenue – LOS D (AM peak hour);
18. Imperial Avenue & Adams Avenue – LOS D (AM peak hour);
22. Imperial Avenue & Ocotillo Drive – LOS D (AM peak hour);
23. 12th Street & Adams Avenue – LOS F (AM and PM peak hours);
25. 8th Street & Pico Avenue – LOS D (AM peak hour);
26. 8th Street & Euclid Avenue – LOS D (AM peak hour) and LOS E (PM peak hour);
30. 8th Street & Aurora Drive – LOS F (AM peak hour) and LOS D (PM peak hour);
35. 6th Street & Adams Avenue – LOS F (AM peak hour);
36. 4th Street & Commercial Avenue – LOS E (AM peak hour) and LOS F (PM peak hour);
37. 4th Street & Main Street – LOS F (AM peak hour) and LOS D (PM peak hour);
38. 4th Street & Orange Avenue - LOS F (AM peak hour);
39. 4th Street & Ross Avenue – LOS D (AM and PM peak hours);
40. 4th Street & Wake Avenue – LOS D (PM peak hour);
43. 3rd Street & Main Street – LOS F (AM and PM peak hours); and
45. Dogwood Road & Main Street – LOS D (PM peak hour).

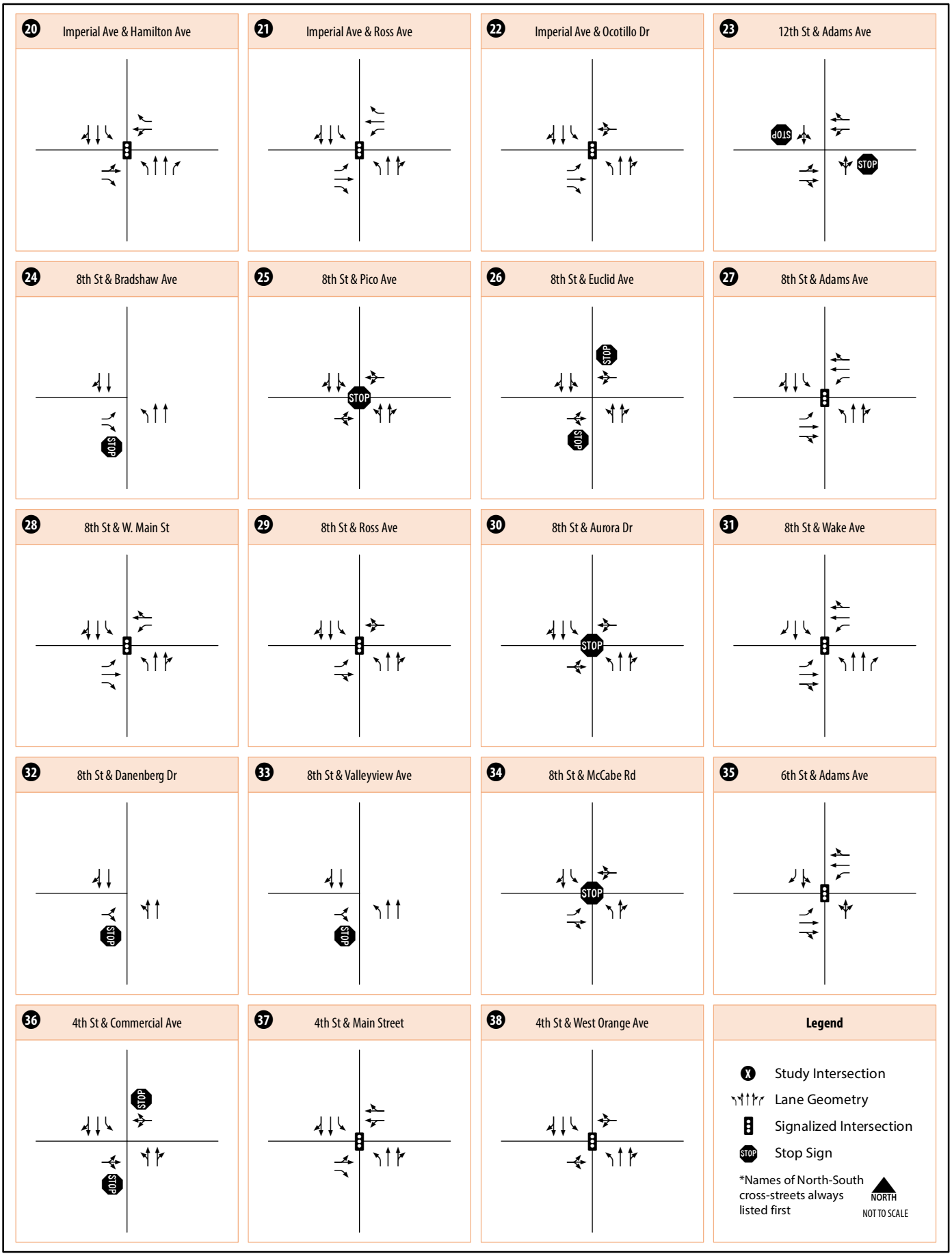
<u>County of Imperial – Four intersections</u>

1. Austin Road & Adams Avenue – LOS D (AM peak hour);
3. Austin Road & McCabe Road – LOS F (AM peak hour);
13. La Brucherie & McCabe Road – LOS F (AM and PM peak hours); and
34. 8th Street & McCabe Road – LOS F (AM and PM peak hours).



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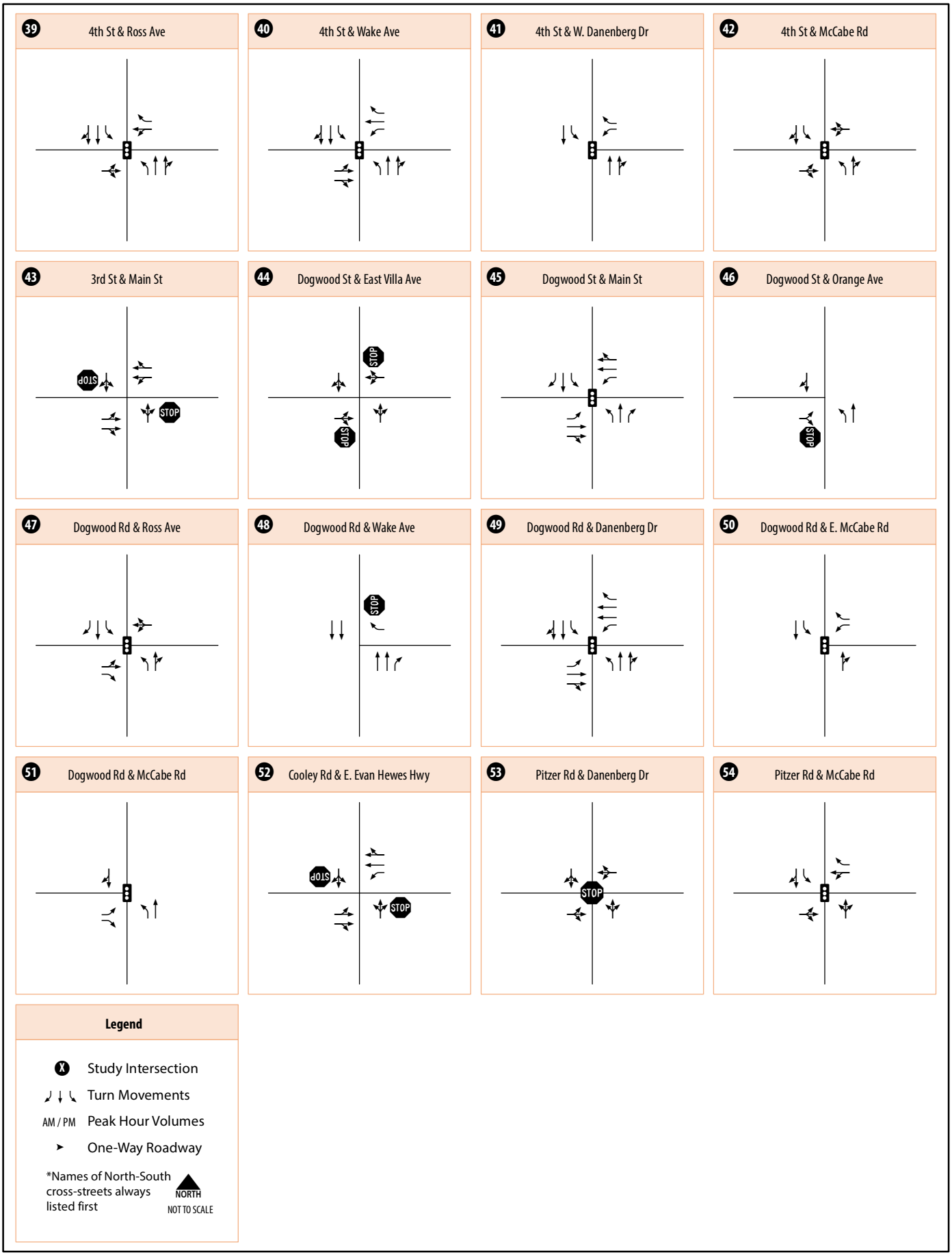
Figure 3.6
Existing Intersection Geometrics
(Intersections 1-19)



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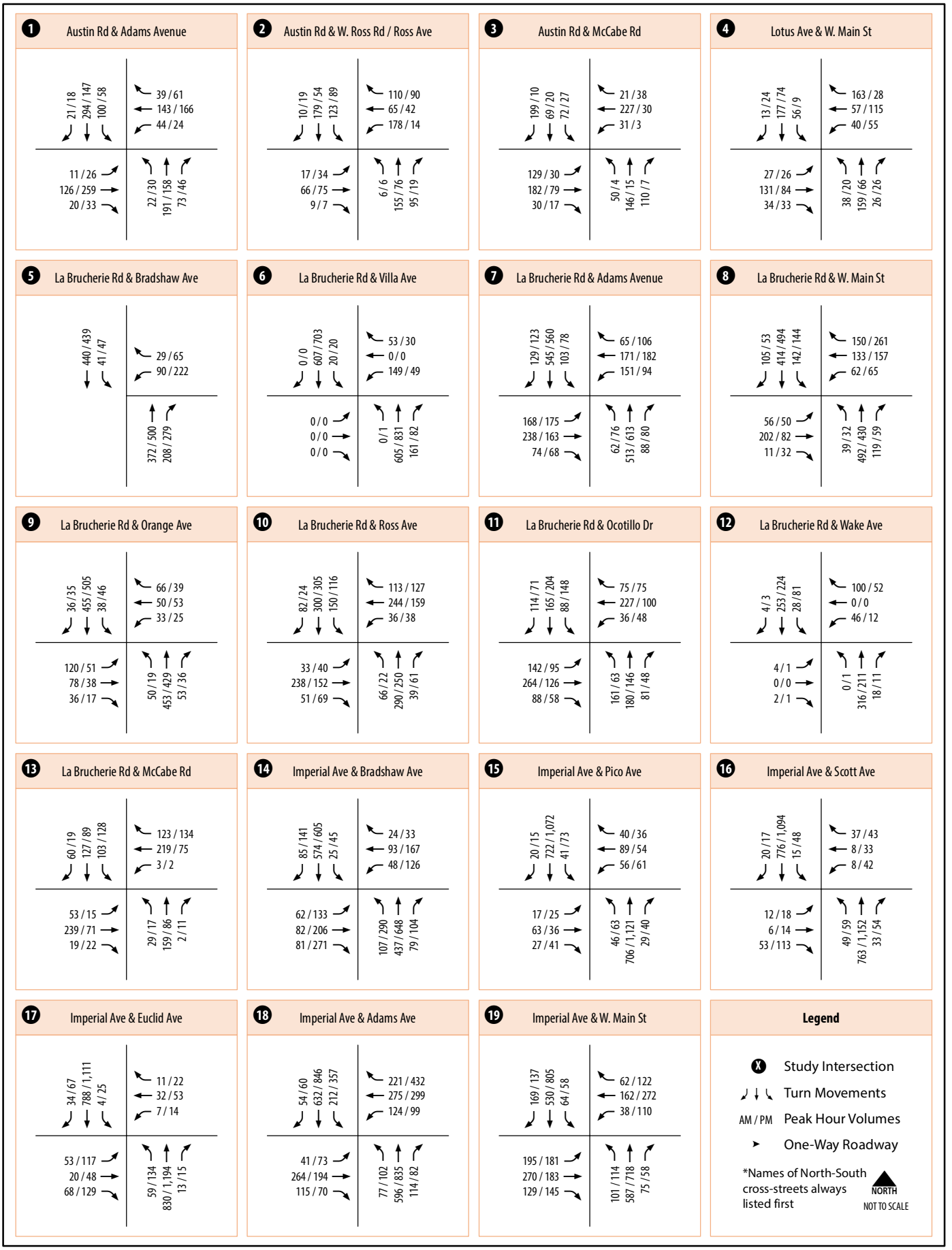
Figure 3.6
Existing Intersection Geometrics
(Intersections 20-38)



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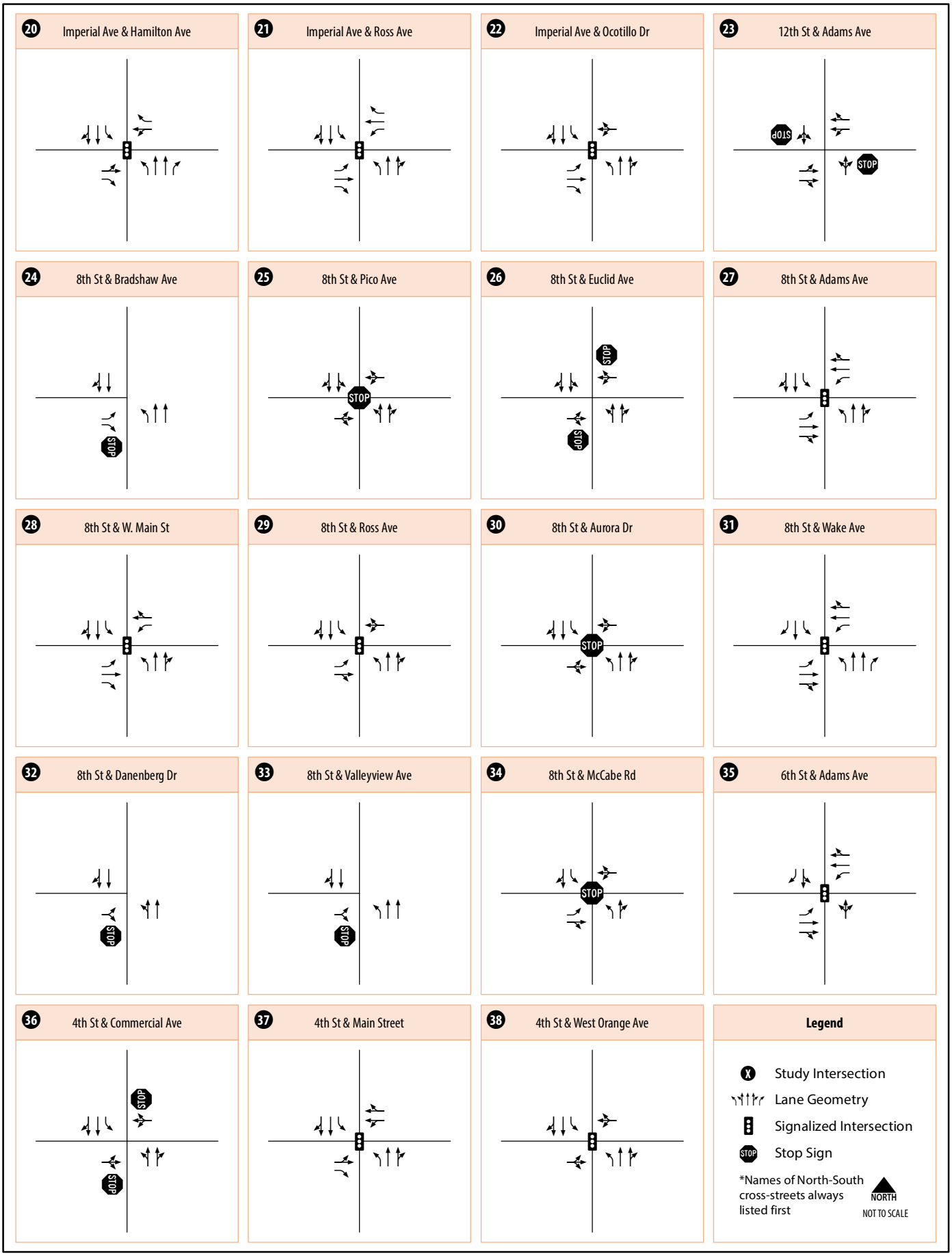
Figure 3.6
Existing Intersection Geometrics
(Intersections 39-54)



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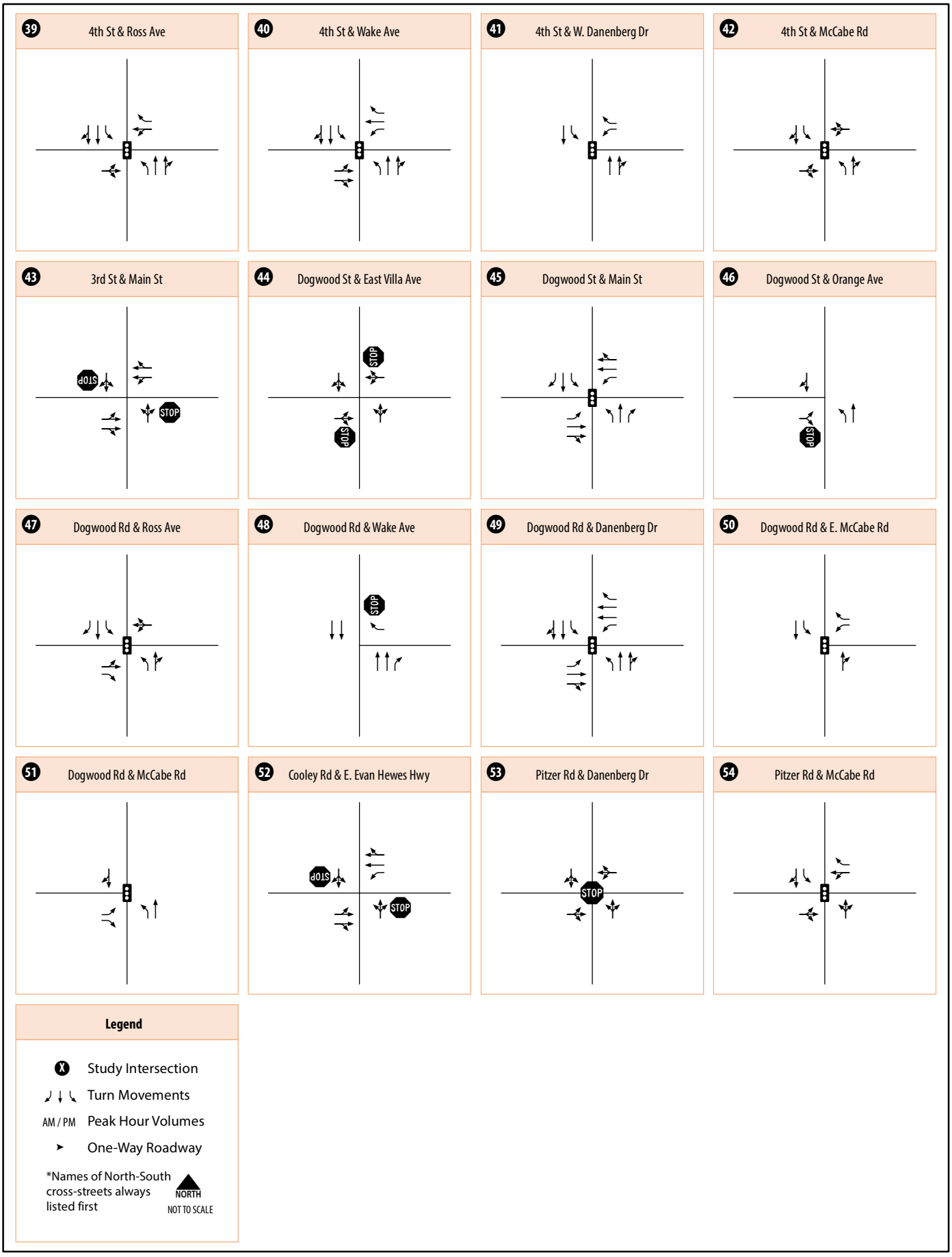
Figure 3.7
Traffic Volumes - Existing Conditions
(Intersections 1-19)



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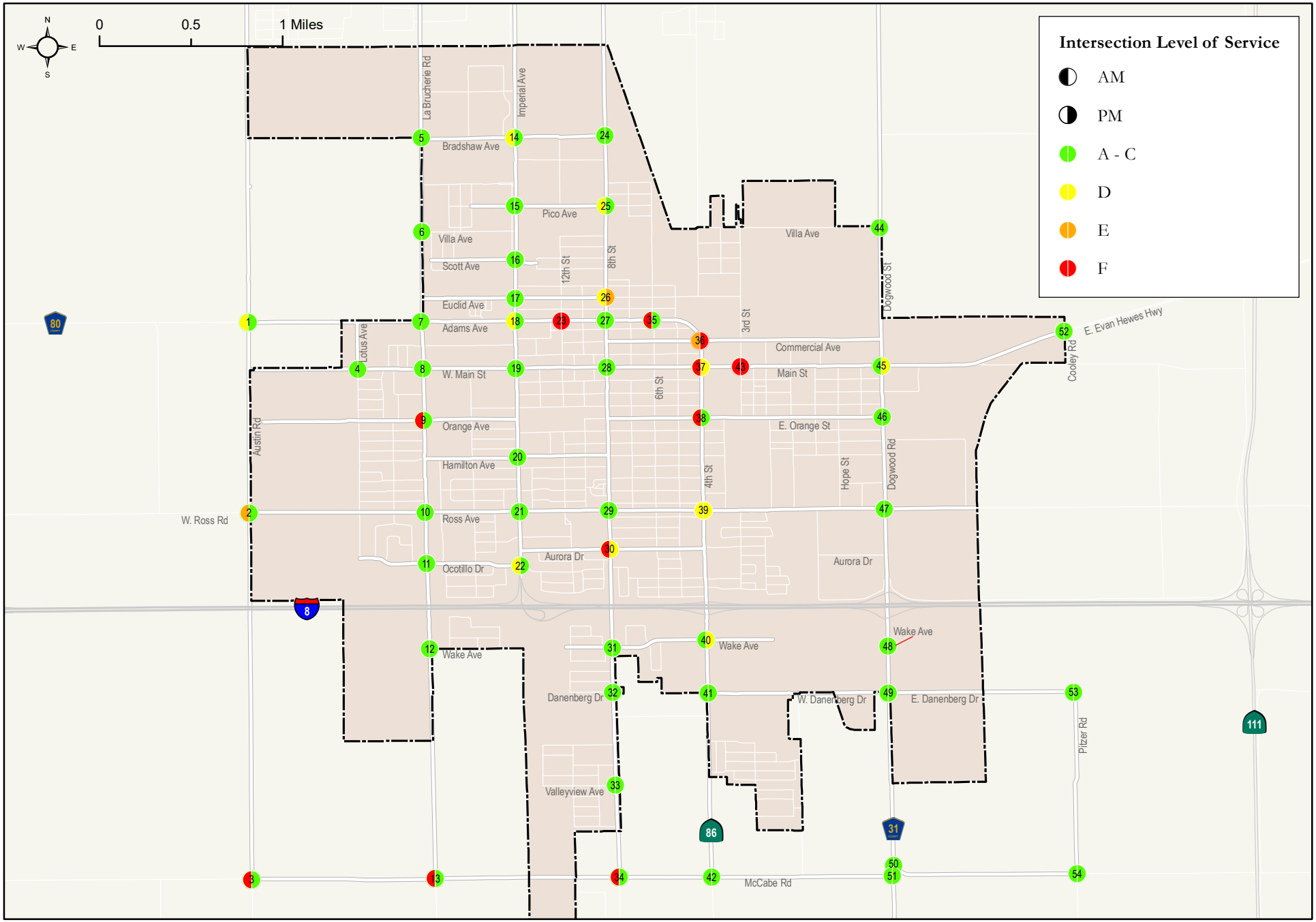
Figure 3.6
Existing Intersection Geometrics
(Intersections 20-38)



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Figure 3.6
Existing Intersection Geometrics
(Intersections 39-54)



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Figure 3.8
Existing AM / PM Peak Hour Intersection Level of Service

Table 3.3 Intersection Level of Service Results - Existing Conditions

ID	Intersection	Control Type	AM Peak Hour Avg. Delay (sec.)	AM Peak Hour LOS	PM Peak Hour Avg. Delay (sec.)	PM Peak Hour LOS	Jurisdiction
1	Austin Road & Adams Avenue	AWSC	34.2	**D**	18.2	C	County of Imperial
2	Austin Road & Ross Avenue	AWSC	46.9	**E**	9.2	A	City of El Centro
3	Austin Road & McCabe Road	AWSC	65.5	**F**	9.0	A	County of Imperial
4	Lotus Avenue & Main Street	AWSC	21.1	C	9.7	A	City of El Centro
5	La Brucherie Road & Bradshaw Avenue	Signal	8.3	A	11.8	B	City of El Centro
6	La Brucherie Road & Villa Avenue	Signal	12.9	B	10.0	B	City of El Centro
7	La Brucherie Road & Adams Avenue	Signal	24.8	C	20.7	C	City of El Centro
8	La Brucherie Road & Main Street	Signal	22.0	C	20.9	C	City of El Centro
9	La Brucherie Road & Orange Avenue	AWSC	69.3	**F**	21.9	C	City of El Centro
10	La Brucherie Road & Ross Avenue	Signal	25.2	C	18.1	B	City of El Centro
11	La Brucherie Road & Ocotillo Drive	Signal	24.0	C	15.2	B	City of El Centro
12	La Brucherie Road & Wake Avenue	AWSC	22.2	C	11.0	B	City of El Centro
13	La Brucherie Road & McCabe Road	AWSC	108.7	**F**	11.3	B	County of Imperial
14	Imperial Avenue & Bradshaw Avenue	Signal	37.3	**D**	26.3	C	Caltrans (within City of El Centro)
15	Imperial Avenue & Pico Avenue	Signal	26.8	C	18.7	B	Caltrans (within City of El Centro)
16	Imperial Avenue & Scott Avenue	Signal	7.5	A	16.0	B	Caltrans (within City of El Centro)
17	Imperial Avenue & Euclid Avenue	Signal	10.5	B	17.8	B	Caltrans (within City of El Centro)
18	Imperial Avenue & Adams Avenue	Signal	50.6	**D**	26.3	C	Caltrans (within City of El Centro)
19	Imperial Avenue & Main Street	Signal	24.7	C	28.9	C	City of El Centro
20	Imperial Avenue & Hamilton Avenue	Signal	26.7	C	15.4	B	City of El Centro
21	Imperial Avenue & Ross Avenue	Signal	28.8	C	21.6	C	City of El Centro

Table 3.3 Intersection Level of Service Results - Existing Conditions

ID	Intersection	Control Type	AM Peak Hour Avg. Delay (sec.)	AM Peak Hour LOS	PM Peak Hour Avg. Delay (sec.)	PM Peak Hour LOS	Jurisdiction
22	Imperial Avenue & Ocotillo Drive	Signal	41.9	D	24.1	C	City of El Centro
23	12th Street & Adams Avenue	SSSC	330.1	F	252.2	F	Caltrans (within City of El Centro)
24	8th Street & Bradshaw Avenue	SSSC	15.6	C	19.6	C	City of El Centro
25	8th Street & Pico Avenue	AWSC	25.2	D	21.5	C	City of El Centro
26	8th Street & Euclid Avenue	SSSC	26.8	D	39.8	E	City of El Centro
27	8th Street & Adams Avenue	Signal	34.8	C	33.6	C	Caltrans (within City of El Centro)
28	8th Street & Main Street	Signal	17.5	B	21.1	C	City of El Centro
29	8th Street & Ross Avenue	Signal	23.7	C	18.1	B	City of El Centro
30	8th Street & Aurora Drive	AWSC	66.2	F	27.1	D	City of El Centro
31	8th Street & Wake Avenue	Signal	18.7	B	22.2	C	City of El Centro
32	8th Street & Danenberg Drive	SSSC	18.4	C	15.8	C	City of El Centro
33	8th Street & Valleyview Avenue	SSSC	15.1	C	12.4	B	City of El Centro
34	8th Street & McCabe Road	AWSC	62.3	F	13.3	B	County of Imperial
35	6th Street & Adams Avenue	Signal	110.8	F	21.3	C	Caltrans (within City of El Centro)
36	4th Street & Commercial Avenue	SSSC	38.4	E	126.3	F	Caltrans (within City of El Centro)
37	4th Street & Main Street	Signal	104.5	F	54.9	D	Caltrans (within City of El Centro)
38	4th Street & Orange Avenue	Signal	98.3	F	22.2	C	Caltrans (within City of El Centro)
39	4th Street & Ross Avenue	Signal	44.8	D	43.9	D	Caltrans (within City of El Centro)
40	4th Street & Wake Avenue	Signal	30.5	C	40.0	D	Caltrans (within City of El Centro)

Table 3.3 Intersection Level of Service Results - Existing Conditions

ID	Intersection	Control Type	AM Peak Hour Avg. Delay (sec.)	AM Peak Hour LOS	PM Peak Hour Avg. Delay (sec.)	PM Peak Hour LOS	Jurisdiction
41	4th Street & Danenberg Drive	Signal	11.9	B	18.5	B	Caltrans (within City of El Centro)
42	4th Street & McCabe Road	Signal	18.9	B	18.3	B	County of Imperial
43	3rd Street & Main Street	SSSC	70.6	**F**	51.4	**F**	City of El Centro
44	Dogwood Street & Villa Avenue	SSSC	17.8	C	19.7	C	City of El Centro
45	Dogwood Road & Main Street	Signal	34.7	C	44.2	**D**	City of El Centro
46	Dogwood Road & Orange Avenue	SSSC	13.8	B	15.1	C	City of El Centro
47	Dogwood Road & Ross Avenue	Signal	21.6	C	31.2	C	City of El Centro
48	Dogwood Road & Wake Avenue	SSSC	11.0	B	16.3	C	City of El Centro
49	Dogwood Road & Danenberg Drive	Signal	14.5	B	18.8	B	City of El Centro
50	Dogwood Road & McCabe Road	Signal	7.5	A	7.9	A	County of Imperial
51	Dogwood Road & McCabe Road	Signal	10.2	B	18.7	B	County of Imperial
52	Cooley Road & Main Street	SSSC	15.9	C	19.6	C	City of El Centro
53	Danenberg Drive & Pitzer Road	AWSC	7.7	A	8.9	A	County of Imperial
54	Pitzer Road & McCabe Road	Signal	12.2	B	15.0	B	County of Imperial

Source: Elite Traffic Dynamics (2020).

Notes:
Bold represents level of service below C.
AWSC – All-Way Stop Controlled.
SSSC – Side-Street Stop Controlled.
For AWSC intersections, the delay shown is the average delay experienced at all of the approaches.
For SSSC intersections, the delay shown is the worst delay experienced by any of the approaches.

3.1.3 Freeway/State Highway Segment Level of Service

I-8 runs through the City of El Centro, carrying significant traffic volumes while providing regional mobility. A description of I-8 is provided, within the City of El Centro study area context, followed by an operational analysis of freeway segments.

I-8

I-8 is an east-west facility running from San Diego near the Pacific Ocean to the Arizona-California State Border. The freeway is maintained and operated by Caltrans. In the City of El Centro, I-8 has four mixed-flow/general purpose lanes (two eastbound lanes, two westbound lanes) and zero auxiliary lanes within

the study area. Within the City of El Centro, I-8 is accessible at Forrester Road, Imperial Avenue, the SR 86 junction, Dogwood Road, and the SR 111 junction. In 2017, I-8 carried between 17,100 and 33,000 Annual Average Daily Traffic (AADT) along segments within the City of El Centro study area.

Table 3.4 presents freeway characteristics and the level of service analysis results for segments within the vicinity of the City of El Centro during AM and PM peak periods, respectively. Data was obtained from Caltrans and is representative of year 2017 and is provided in **Appendix E**. Highway Capacity Software (HCS7) analysis worksheets are included in **Appendix F.**

Table 3.4 Freeway Segment Level of Service Results – Existing Conditions

Freeway	Segment	Peak Hour	Direction	Lanes[1]	D[2]	K[3]	HVF[4]	AADT	Peak Hr Volume	Speed	Density	LOS
I-8	Forrester Road to Imperial Avenue	AM	WB	2M	56.41%	12.53%	10.70%	17,100	1,209	72.2	9.8	A
			EB	2M	43.59%	12.53%	10.70%	17,100	934	72.2	7.5	A
		PM	WB	2M	56.41%	11.38%	10.70%	17,100	1,363	72.2	11.0	A
			EB	2M	43.59%	11.38%	10.70%	17,100	583	72.2	4.7	A
	Imperial Avenue to SR 86 junction	AM	WB	2M	56.41%	12.53%	10.70%	31,000	2,191	71.9	17.8	B
			EB	2M	43.59%	12.53%	10.70%	31,000	1,693	72.2	13.7	B
		PM	WB	2M	56.41%	11.38%	10.70%	31,000	2,471	71.0	20.3	C
			EB	2M	43.59%	11.38%	10.70%	31,000	1,057	72.2	8.5	A
	SR 86 junction to Dogwood Road	AM	WB	2M	56.41%	12.53%	10.17%	33,000	2,332	70.1	19.3	C
			EB	2M	43.59%	12.53%	10.17%	33,000	1,802	70.4	14.8	B
		PM	WB	2M	56.41%	11.38%	10.17%	33,000	2,630	69.1	22.1	C
			EB	2M	43.59%	11.38%	10.17%	33,000	1,125	70.4	9.3	A
	Dogwood Road to SR 111 junction	AM	WB	2M	56.41%	12.53%	10.17%	32,500	2,297	69.9	19.1	C
			EB	2M	43.59%	12.53%	10.17%	32,500	1,775	70.1	14.7	B
		PM	WB	2M	56.41%	11.38%	10.17%	32,500	2,590	69.0	21.8	C
			EB	2M	43.59%	11.38%	10.17%	32,500	1,108	70.1	9.2	A

Source: Caltrans Freeway Volumes 2017 (2020).

Notes:
Bold letter indicates substandard LOS E or F.
[1] M = Mainline.
[2] Directional Split.
[3] Peak Hour Percentage.
[4] Heavy Vehicle Factor.

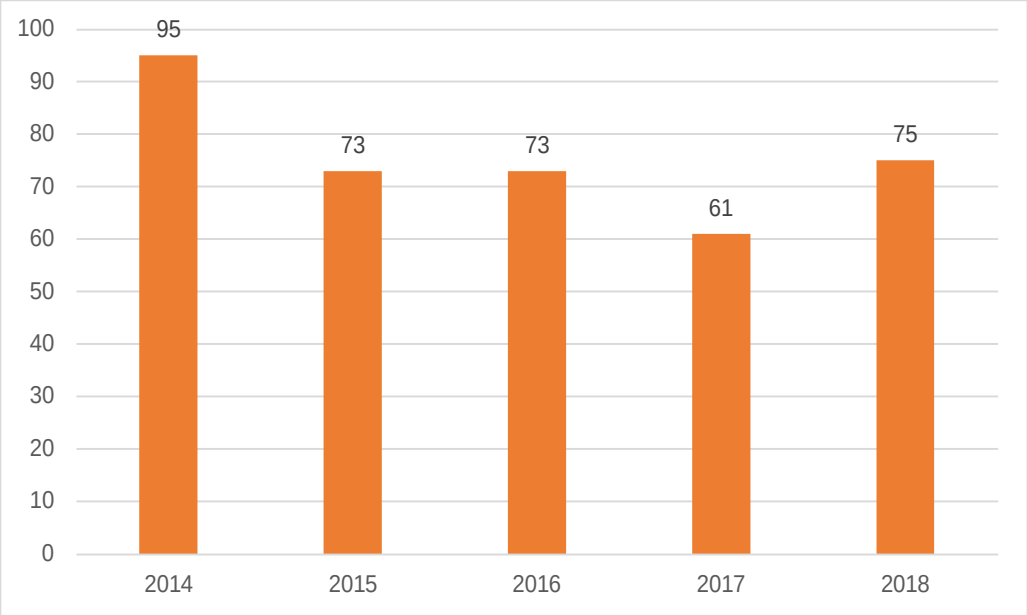
As shown in Table 3.4, all mainline freeway segments currently operate at LOS C or better under Existing conditions.

3.1.4 Vehicular Collisions

Vehicular collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for the five-year period, January 2014 through December 2018. During that period, 377 motor vehicle-injury-related collisions were reported. Considering El Centro had a 2018 population of 43,898, the average annual collision rate is approximately 17 per 10,000 people over the five-year period.

Figure 3.9 summarizes the 377 collisions over the five-year period of 2014-2018. As shown, the highest number of collisions was observed in the year 2014 (95 collisions), while the lowest number of collisions was observed in the year 2017 (61 collisions).

Figure 3.9 Vehicle Collisions by Year (2014-2018)



Source: SWITRS (2020).

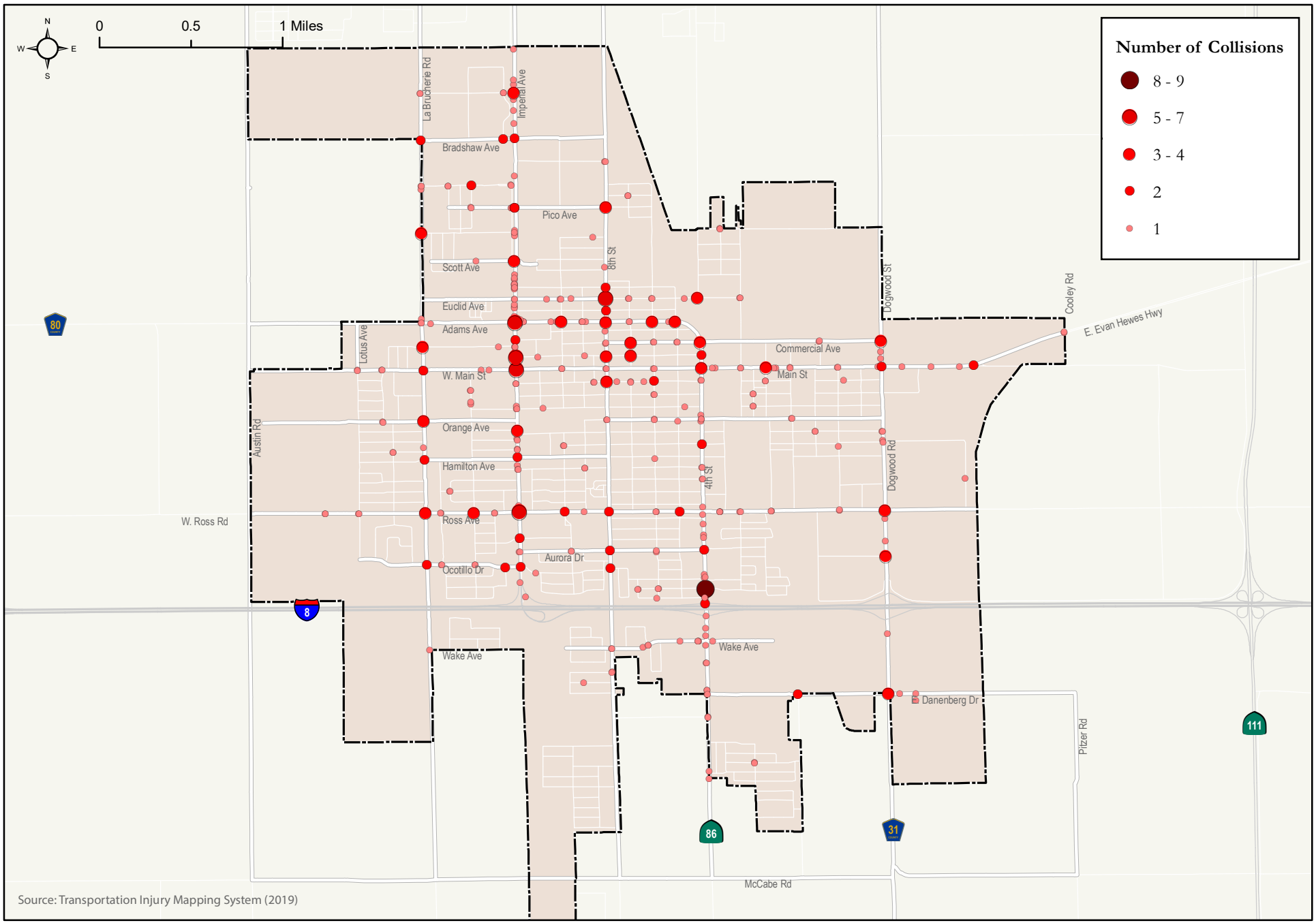
Figure 3.10 displays all injury-related vehicular collisions during the five-year analysis period. As shown, the vast majority of high collision intersections are located along the Imperial Avenue, 8th Street, and Ross Avenue corridors. In addition, a notably high number of collisions were recorded at the intersection of 4th Street and Smoketree Drive.

Table 3.5 summarize vehicular collisions by the type of collision. "Broadside" collisions were reported as the most frequent collision type, followed by "Rear-End" collisions.

Table 3.5 Vehicle Collision Type (2014-2018)

Collision Type	Number of Collisions	Percent
Head-On	24	6%
Sideswipe	18	5%
Rear-End	128	34%
Broadside	159	42%
Hit Object	21	6%
Overturned	7	2%
Other	2	1%
Not Stated	18	5%
Total	**377**	**100%**

Source: SWITRS (2020).



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Figure 3.10
Vehicle Collisions (2014 - 2018)

Table 3.6 summarizes the primary collision factor for vehicle collisions. As shown, the leading collision cause was attributed to "Unsafe Speed" accounting for 30 percent of all vehicle collisions, followed by "Violated Vehicle's Right-of-Way" and "Ran Traffic Signal or Stop Sign".

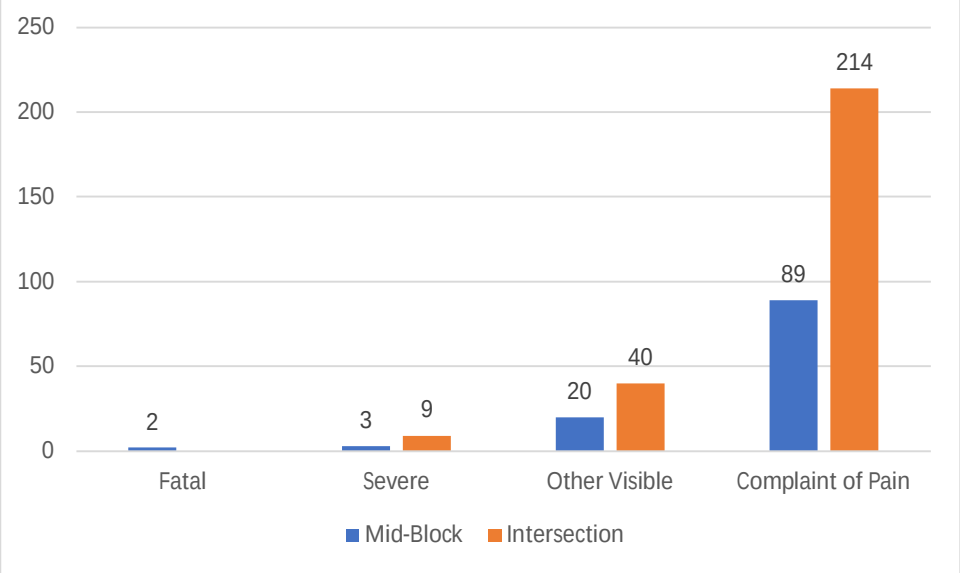
Table 3.6 Primary Vehicle Collision Factor (2014-2018)

Primary Collision Factor	Number of Collisions	Percent
D.U.I	22	6%
Unsafe Speed	113	30%
Following Too Closely	10	3%
Wrong Side of Road	5	1%
Improper Passing	1	0.5%
Unsafe Lane Change	4	1%
Improper Turning	42	11%
Violated Vehicle's Right-of-Way	108	28.5%
Ran Traffic Signal or Stop Sign	45	12%
Other Hazardous Violation	2	0.5%
Other Than Driver	2	0.5%
Unknown	13	3%
Not Stated	10	3%
Total	**377**	**100%**

Source: SWITRS (2020).

Figure 3.11 below presents collision severity by roadway location. Vehicle collisions at intersections were identified to represent approximately 70 percent of all vehicle collisions reported, and the remaining 30 percent at mid-block locations. A total of 14 severe or fatal collisions were reported, with two fatal collisions occurring at mid-block locations and 12 severely injured collisions at intersections.

Figure 3.11 Vehicle Collision Severity by Roadway Location (2014-2018)



Source: SWITRS (2020).

Table 3.7 summarizes the top ten intersections and number of collisions in tabular format.

Table 3.7 Top Ten Highest Vehicle Collision Intersections (2014-2018)

Intersection	Number of Collisions
4th Street & Smoketree Drive	9
Imperial Avenue & Main Street	7
8th Street & Euclid Avenue	6
Imperial Avenue & Ross Avenue	6
Imperial Avenue & Adams Avenue	6
Imperial Avenue & Broadway	5
8th Street & Pico Avenue	4
Waterman Avenue & Ross Avenue	4
12th Street & Adams Avenue	4
8th Street & Broadway	4

Source: SWITRS (2020).

Collision rates were calculated for the ten intersections experiencing the most total vehicle collisions during the five-year analysis period. The collision rate represents the ratio of collision frequency (collisions per year) to vehicle exposure (number of vehicles entering the intersection). Collision rates were normalized to display the number of collisions per one million vehicles entering the intersection, as per Federal Highway Administration (FHWA) standards.

For each of the ten intersections, the PM peak period intersection volume was extrapolated to give an estimation of daily vehicles entering the intersection. The intersections of 4th Street and Smoketree Drive Street; Imperial Avenue and Broadway; Waterman Avenue and Ross Avenue; and 8th Street and Main Street were exceptions, due to the fact that intersection counts were not performed at these locations. In these cases, the segment's ADT was used.

PM peak period volume was assumed to equal nine percent of daily volume, as per standard industry practice. The following equation was used to calculate intersection collision rates based on vehicles entering the intersection:

$$R = \frac{(1{,}000{,}000)(C)}{(365)(N)(V)}$$

Where:

R = Intersection collision rate expressed as collisions per one million entering vehicles
C = Total number of collisions at intersection during the study period
N = Number of years of data
V = Traffic volumes entering the intersection daily

Table 3.8 displays the collision rate results for the ten intersections experiencing the greatest total collisions during the five-year analysis period. As shown, the intersection of Waterman Avenue and Ross Avenue was the location that experienced the highest collision rate with 0.294 collisions per one million vehicles entering the intersection. This finding potentially indicates need for further intersection evaluation to determine if mitigatable safety issues exist.

Table 3.8 Collision Rate[1] for Ten Highest Total Collision Intersections (2014-2018)

Intersection	Total Collisions	Estimated Daily Intersection Traffic	Collision Rate[1]
4th Street & Smoketree Drive	9	20,439	0.241
Imperial Avenue & Main Street	7	32,256	0.119
8th Street & Euclid Avenue	6	16,989	0.194
Imperial Avenue & Ross Avenue	6	28,012	0.117
Imperial Avenue & Adams Avenue	6	38,323	0.086
Imperial Avenue & Broadway	5	27,064	0.101
8th Street & Pico Avenue	4	17,467	0.125
Waterman Avenue & Ross Avenue	4	7,444	0.294
12th Street & Adams Avenue	4	18,778	0.117
8th Street & Broadway	4	11,894	0.184

Source: SWITRS (2020).

Note:
[1] Measured as the number of collisions per one million vehicles entering the intersection.

Table 3.9 identifies the locations where fatal and severe collisions occurred during the five-year collision analysis period.

Table 3.9 Vehicle Collision Locations by Severity (2014 – 2018)

Identification	Location	Collisions	Severity
Main Street (405 feet west of Earl's Road)	Mid-block	1	Fatal
I-8 Freeway westbound (1,056 feet east of Imperial Avenue)	Mid-block	1	Fatal
4th Street & State Street	Intersection	1	Severe
7th Street & Smoketree Drive	Intersection	1	Severe
8th Street & Euclid Avenue	Intersection	1	Severe
Euclid Avenue (283 feet east of 5th Street)	Mid-block	1	Severe
Main Street & Earl's Road	Intersection	1	Severe
Imperial Avenue & Brighton Avenue	Intersection	1	Severe
Imperial Avenue & Vine Street	Intersection	1	Severe
Industry Way (1,104 feet south of Heil Avenue)	Mid-block	1	Severe
La Brucherie Road & Villa Avenue	Intersection	1	Severe
Main Street (240 feet east of 2nd Street)	Mid-block	1	Severe
La Brucherie Road & Ocotillo Drive	Intersection	1	Severe
23rd Street & Orange Avenue	Intersection	1	Severe

Source: SWITRS (2020).

3.2 Public Transit

Transit relies on the synthesis of goals and policies at all governmental levels for successful implementation and creation of quality inter- and intra-community connectivity. The SCAG 2016-2040 RTP/SCS highlights the following regional strategies for fostering increased transit connectivity:

- Implement and expand transit priority strategies
- Implement regional and inter-county fare agreements and media
- Implement new BRT and limited-stop bus service
- Expand and improve real-time passenger information systems
- Implement local circulators

Public transit in El Centro is provided by ICTC through Imperial Valley Transit (IVT). ICTC manages and sponsors fixed bus routes as part of Imperial Valley Transit, as well as two curb-to-curb demand responsive services: IVT ACCESS, for American with Disabilities Act (ADA) certified mobility disadvantaged persons who cannot use Imperial Valley Transit fixed route services in areas within ¾ of a mile of IVT fixed route service, and IVT RIDE, for ADA certified mobility disadvantaged persons who cannot use IVT fixed route service and for senior citizens 55 years and older within the communities of Brawley, Calexico, El Centro, and Imperial. In addition, ICTC also sponsors IVT MedTrans, which provides non-emergency transportation service between the Imperial Valley and San Diego County medical facilities, clinics and doctor offices.

As Imperial County's transportation commission, ICTC has prepared numerous studies that support El Centro's public transit availability, including the 2014 Bus Stop Design and Safety Guideline Handbook, which focuses on clearly establishing transit design and safety guidelines that can be applied consistently throughout the IVT service area, and the 2018 Short Range Transit Plan (SRTP), which focuses on enhancing public transportation service for existing and potential users of public transit within ICTC service area.

The Imperial County Circulation and Scenic Highway Element identifies the following objectives related to public transit:

Objectives

- Safe, Convenient, and Efficient Transportation System Objective 1.10 – Maintain and expand public transit services to keep pace with population and job growth.

- Safe, Convenient, and Efficient Transportation System Objective 2.2 – Encourage a mix of transportation modes to meet community needs, including access to medical, educational, economic, and social service facilities. The local circulation system should include pedestrian, bicycle and transit methods to enable residents to choose alternate modes in lieu of reliance on the automobile.

In concert with these regional and countywide goals, the current City of El Centro Circulation Element identifies the following goals and policies related to public transit:

Goals

- Circulation Goal 2 - Promote a public transportation network that allows for convenient access to major destinations, both within El Centro, as well as within the region.

Policies

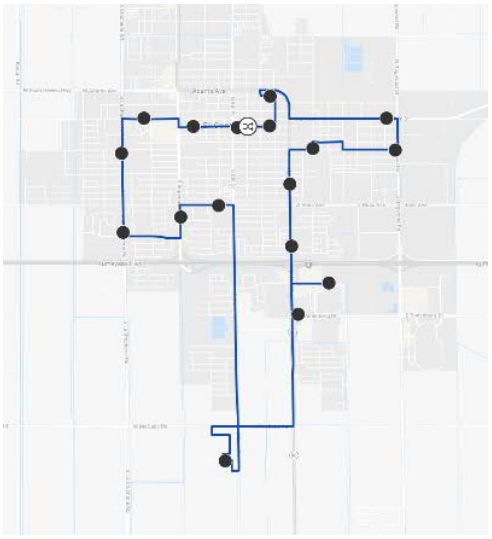
- Public Transportation Policy 2.1 – Coordinate with the Imperial Valley Association of Governments (IVAG) to ensure that adequate bus service, including a fixed-route public transit system, is available for all segments of the community.
- Public Transportation Policy 2.2 – Encourage the increased use and expansion of public transportation opportunities.
- Public Transportation Policy 2.3 – Provide for the location of necessary transit infrastructure, such as bus stops, in major activity centers.
- Public Transportation Policy 2.4 – Support ridesharing services and other similar alternative modes of transportation.

3.2.1 Existing Public Transit Service

Transit service in El Centro is provided and managed by ICTC, through a combination of IVT intercity transit routes, as well as local curb-to-curb services which operate under the name of IVT Access. The main transit hub in El Centro is the transit station located at the northeast corner of the 7th Street & State Street. All bus routes service this transit station at different times of the day.

Figure 3.12 displays the existing public bus services within El Centro. As shown, El Centro's bus stops provide access throughout El Centro, as well as to the I-8, SR 86, and SR 111 corridors, which provide access to nearby cities, such as Imperial, Holtville, Calexico, and Brawley. No current or planned High Quality Transit Areas (HQTAs) are identified in the City of El Centro or in Imperial County by SCAG in the 2016-2040 RTP/SCS.

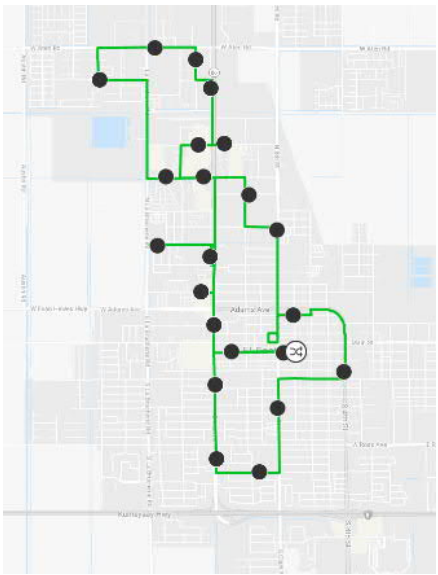
ICTC operates 14 bus routes that provide service within the City of El Centro as well as to/from the surrounding cities in Imperial Valley:



Source: Imperial Valley Transit (2020).

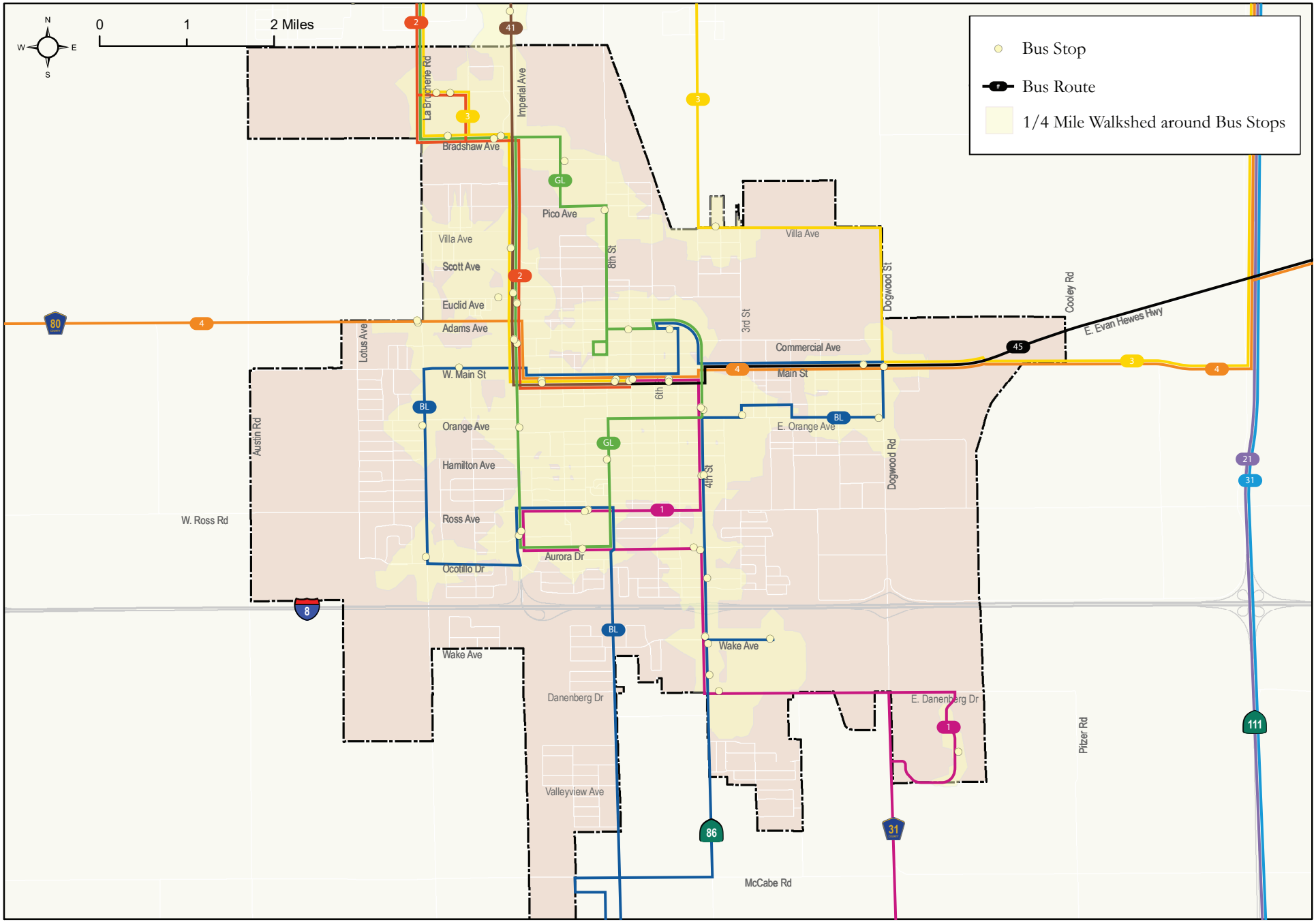
Blue Line (BLU) – Runs a counter-clockwise loop around the City of El Centro with 19 stops along this route, including 18 stops within City Limits and 1 within County of Imperial. The Blue Line operates between 6:00 AM and 6:40 PM on weekdays with 70-minute headways. There is currently no weekend or holiday[1] service.

Green Line (GRN) – Runs a clockwise loop around the City of El Centro. 25 stops are present along this route, including 21 stops within City Limits and 4 stops within Imperial. The Green Line operates between 6:00 AM and 6:40 PM on weekdays with 70-minute headways. There is currently no weekend or holiday service.



Source: Imperial Valley Transit (2020)

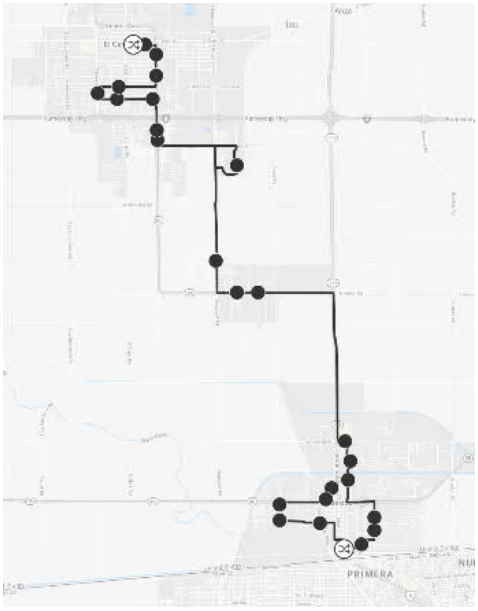
[1] Holidays includes: New Year's Day, Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, and Christmas Day.



El Centro Mobility Element Update
Existing Conditions Report

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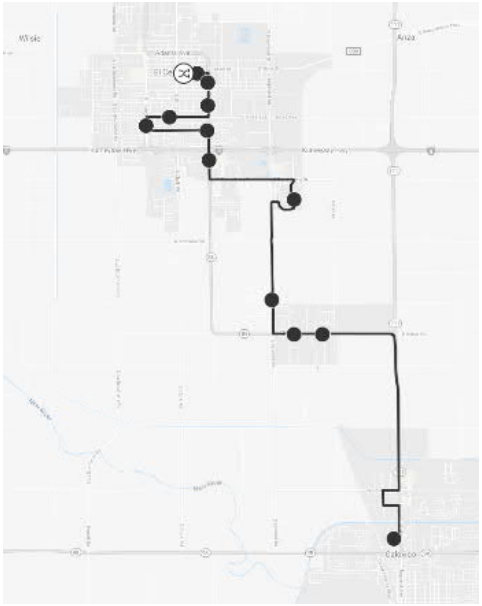
Figure 3.12
Existing Transit Network



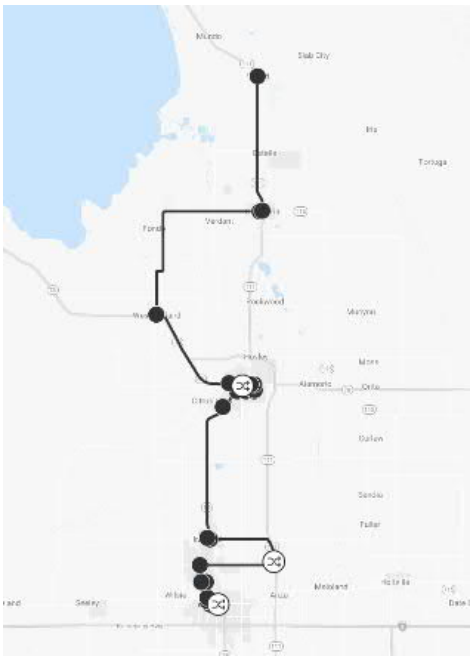
Source: Imperial Valley Transit (2020).

Route 1N – Runs north from the City of Calexico, through Heber, to the City of El Centro. 26 stops are present along this route, including 11 stops within City Limits, three stops within Heber, and 12 stops within Calexico. Route 1N operates between 5:45 AM and 11:20 PM on weekdays with 35-minute headways and with 70-minute service to Heber. Saturday service operates between 6:00 AM and 8:30 PM with 60 to 120-minute headways. Sunday service operates between 7:00 AM and 5:10 PM with five service times, including 7:00 AM, 9:20 AM, 11:25 AM, 2:35 PM, and 4:45 PM. There is currently no holiday service.

Route 1S – Runs south from the City of El Centro, through Heber, to the City of Calexico. 13 stops are present along this route, including 9 stops within City Limits, three stops within Heber, and one stop within Calexico. Route 1S operates between 6:00 AM and 11:00 PM on weekdays with 35-minute headways and with 70-minute service to Heber. Saturday service operates between 7:10 AM and 7:15 PM with 60 to 100-minute headways. Sunday service operates between 8:25 AM and 4:45 PM with four service times including 8:25 AM, 10:40 AM, 1:40 PM, and 4:00 PM. There is currently no holiday service.



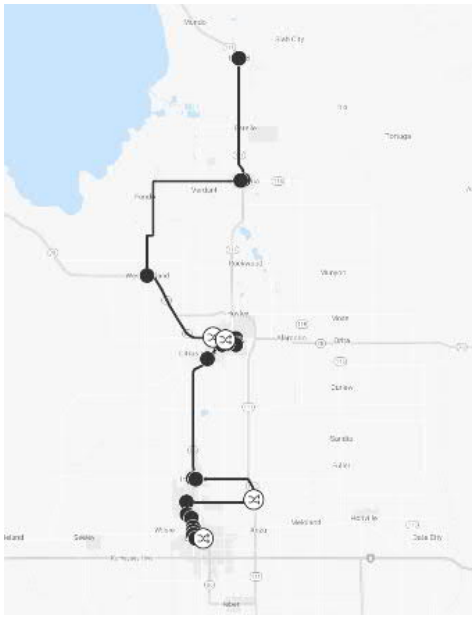
Source: Imperial Valley Transit (2020).



Route 2N – Runs north from the City of El Centro, through Imperial, Brawley, Westmoreland, and Calipatria, to Niland. 25 stops are present along this route, including seven stops within City Limits, four stops within Imperial, ten stops within Brawley, one stops within Westmorland, two stops within Calipatria, and one stop within Niland. Route 2N operates between 5:45 AM and 10:45 PM on weekdays with 60 to 145-minute headways. Saturday service operates between 6:00 AM and 8:20 PM with 60 to 120-minute headways. Sunday service operates between 8:25 AM and 5:00 PM with four service times including 9:08 AM, 11:28 AM, 2:23 PM, and 4:43 PM. There is currently no holiday service.

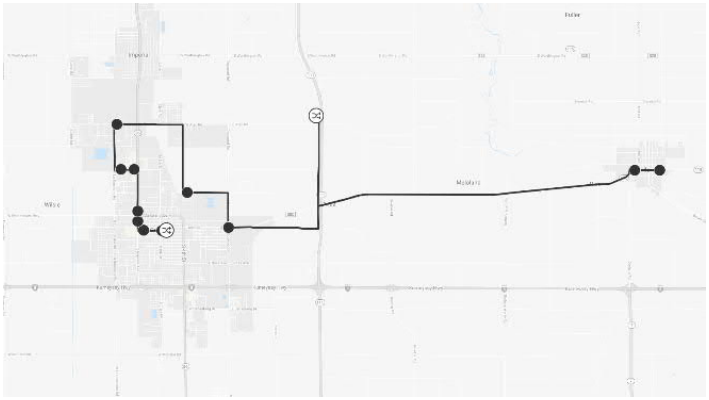
Source: Imperial Valley Transit (2020).

Route 2S – Runs south from Niland, through Calipatria, Westmoreland, Brawley, and Imperial, to the City of El Centro. 25 stops are present along this route, including seven stops within City Limits, four stops within Imperial, ten within Brawley, one stop within Westmorland, two stops within Calipatria, and one stop within Niland. Route 2S operates between 6:00 AM and 10:20 PM on weekdays with 60 to 75-minute headways. Saturday service operates between 6:20 AM and 7:45 PM with 70 to 100-minute headways. Sunday service operates between 7:15 AM and 3:50 PM with four service times including 7:15 AM, 9:30 AM, 12:30 PM, and 2:50 PM. There is currently no holiday service.



Source: Imperial Valley Transit (2020).

Route 3E – Runs east from the City of El Centro, through Imperial, to Holtville. 13 stops are present along this route, including nine stops within City Limits, two stops within Imperial, and two stops within Holtville. Route 3E operates between 8:10 AM and 6:40 PM on weekdays with 140-minute headways, including two service times in the morning and three service times in the afternoon. Saturday service operates twice in the afternoon, including a service at 1:20 PM and 5:40 PM. There is currently no Sunday or holiday service.



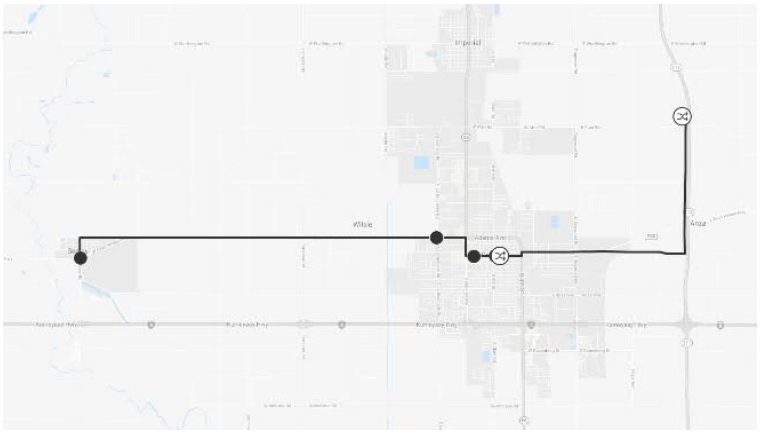
Source: Imperial Valley Transit (2020).

Route 3W – Runs west from Holtville, through Imperial, to the City of El Centro. 15 stops are present along this route, including ten stops within City Limits, three stops within Imperial, and two stops within Holtville. Route 3W operates between 7:10 AM and 7:40 PM on weekdays with 140-minute headways, including two service times in the morning and three additional service times in the afternoon. Saturday service operates between 7:10 AM and 7:20 PM with three service times, including services at 7:10 AM, 2:20 PM, and 6:40 PM. There is currently no Sunday or holiday service.



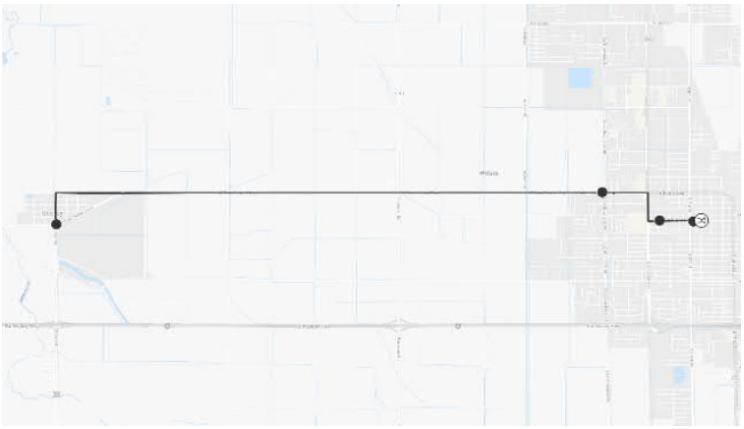
Source: Imperial Valley Transit (2020).

Route 4E – Runs east from Seeley to the City of El Centro, with one service time to the SDSU Imperial Valley Campus at 8:00 AM, with on-demand service[2] to Ocotillo. Six stops are present along this route, including four stops within City Limits, one stop within Seeley, and one stop within County of Imperial. Route 4E operates between 7:20 AM and 5:20 PM on weekdays with 70-minute headways, including two service times in the morning and three service times in the afternoon. Saturday service operates between 8:15 AM and 5:40 PM with three service times, including service at 8:15 AM, 1:00 PM, 5:20 PM. There is currently no Sunday or holiday service.



Source: Imperial Valley Transit (2020).

Route 4W – Runs west from the City of El Centro to Seeley, and on-demand service to Ocotillo. Five stops are present along this route, including four stops within City Limits and one stop within Seeley. Route 4W operates between 7:00 AM and 5:50 PM on weekdays with 80 to 140-minute headways, including two service times in the morning and four service times in the afternoon. Saturday service operates between 8:00 AM and 5:20 PM with three service times, including service at 8:00 AM, 12:35 PM, and 4:55 PM. There is currently no Sunday or holiday service.



Source: Imperial Valley Transit (2020).

[2] On-Demand Service is for Tuesdays Only (must call one day in advance).

Route 41N (Brawley Fast) – Runs north from El Centro, through Imperial, to the City of Brawley. Five stops are present along this route, including three stops within City Limits, one stop within Imperial, and one stop within Brawley. Route 41N only operates service at 5:40 AM from the El Centro Transit Station to Brawley South Plaza. There is currently no weekend or holiday service.

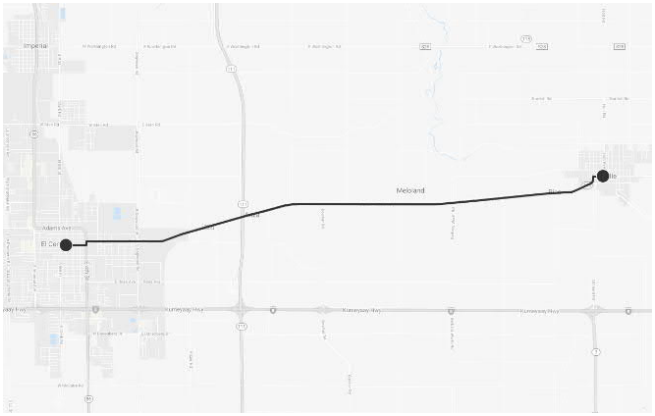


Source: Imperial Valley Transit (2020).



Route 41S (Brawley Fast) – Runs south from Brawley, through Imperial, to the City of El Centro. Five stops are present along this route, including three stops within City Limits, one stop within Imperial, and one stop within Brawley. Route 41S only operates service at 6:42 AM and 6:15 PM from the Brawley South Plaza to the El Centro Transit Station. There is currently no weekend or holiday service.

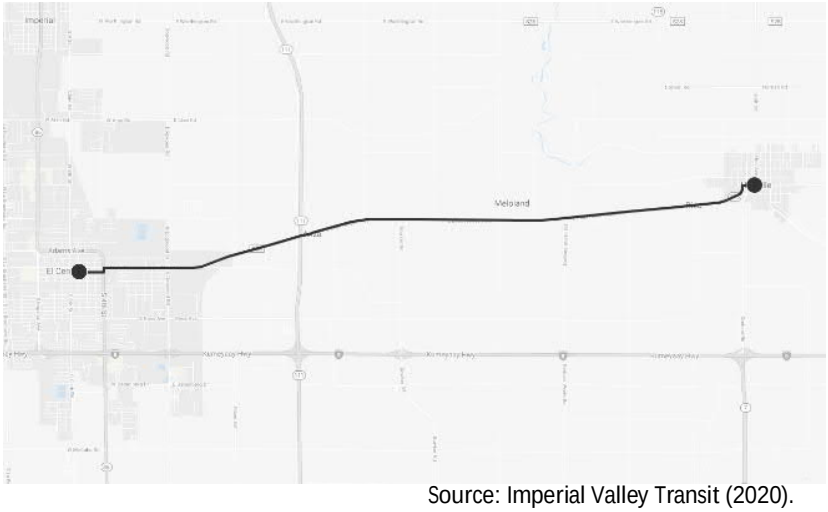
Source: Imperial Valley Transit (2020).



Route 45E (Holtville Fast) – Runs east directly from the Transit Station at 7th Street and State Street, in the City of El Centro to 5th Street and Holt Road in Holtville. No intermediate stops are present along this route. Route 45E operates a single service time at 5:40 PM during the weekdays. There is currently no weekend or holiday service.

Source: Imperial Valley Transit (2020).

Route 45W (Holtville Fast) – Runs west directly from 5th Street and Holt Road in Holtville to the transit station at 7th Street and State Street in the City of El Centro. No intermediate stops are present along this route. Route 45W operates twice with service times at 6:40 AM and 6:05 PM. There is currently no weekend or holiday service.



Source: Imperial Valley Transit (2020).

Table 3.10 summarizes the location of Imperial Valley transit stops, routes served, and amenities.

Table 3.10 El Centro Existing Transit Stop Locations and Amenities

ID	Location	Cross Streets	Route	Amenities			
				Station Sign	Bench	Shelter	Trash Receptacle
60	12th Street & El Dorado Avenue	12th Street & El Dorado Avenue	Green	●			
61	18th Street & Villa Avenue	18th Street & Villa Avenue	Green	●			
62	3rd Street & Orange Avenue	3rd Street & Orange Avenue	Blue				
63	4th Street & Brighton Avenue (NB)	4th Street & Brighton Avenue	1N	●		●	
64	4th Street & Brighton Avenue (SB)	4th Street & Brighton Avenue	Green, 1S	●		●	
65	4th Street & Driftwood Drive	4th Street & Driftwood Drive	Blue				
66	4th Street & Wake Avenue (NB)	4th Street & Wake Avenue	1N		●	●	●
67	4th Street & Wake Street (SB)	4th Street & Wake Avenue	1S				
68	4th Street & Wensley Avenue (NB)	4th Street & Wensley Avenue	Blue, 1N	●	●	●	●
69	4th Street & Wensley Avenue (SB)	4th Street & Wensley Avenue	1S	●		●	
70	5th Street & State Street (WB)	5th Street & State Street	1N	●	●	●	●
71	7th Street & Park Avenue	7th Street & Park Avenue	Green	●			
72	8th Street & Hamilton Avenue	8th Street & Hamilton Avenue	Green	●			
73	8th Street & Pico Avenue	8th Street & Pico Avenue	Green	●			
76	Adams Avenue & La Brucherie Road (EB)	La Brucherie Road & Adams Avenue	4E				
77	Adams Avenue & La Brucherie Road (WB)	La Brucherie Road & Adams Avenue	4W				
78	4th Street & Aurora Drive (WB)	4th Street & Aurora Drive	1N	●		●	
79	4th Street & Aurora Drive (EB)	4th Street & Aurora Drive	1S	●		●	
80	Cypress Drive & Aurora Drive	Cypress Drive & Aurora Drive	Green, 1N	●	●		
81	Imperial Avenue & Bradshaw Avenue (EB)	Imperial Avenue & Bradshaw Road	Green, 2N, 2S, 3E, 3W	●	●	●	●
82	La Brucherie Road & Bradshaw Avenue	Walmart Driveway & Bradshaw Road	Green, 2N, 3E	●	●	●	●
83	Central High School	Imperial Avenue & Holt Avenue	Green	●			

Table 3.10 El Centro Existing Transit Stop Locations and Amenities

ID	Location	Cross Streets	Route	Amenities			
				Station Sign	Bench	Shelter	Trash Receptacle
85	Cruikshank Drive & Western Avenue	Cruickshank Drive, East of Walmart Driveway	3W	•			
86	4th Street & Danenberg Drive	4th Street & CalWorks Driveway	1N				
87	Dogwood Road & Main Street	McCullom Street & Main Street	Blue	•			
88	Dogwood Road & Orange Avenue	Dogwood Street & Orange Avenue	Blue	•			
89	El Centro Regional Medical Center (SB)	Imperial Avenue & Pepper Drive	1S	•	•	•	•
90	El Centro Regional Medical Center (NB)	Imperial Avenue & Pepper Drive	Green, Blue, 1N	•	•	•	•
91	Dogwood Road & Main Street	Dogwood Road & Main Street	3E, 3W				
92	Food 4 Less	Foods 4 Less Driveway & Cruickshank Drive	Green	•			
93	Frontage Road & Scott Avenue	Frontage Road & Scott Avenue	Green, 2S	•			
94	Imperial Avenue & Bradshaw Road (WB)	Imperial Avenue & Bradshaw Road	Green, 2N, 3E	•	•	•	•
95	Imperial Avenue & Commercial Avenue (NB)	Imperial Avenue & Commercial Avenue	Green, 2N, 3E	•	•	•	•
96	Imperial Avenue & Commercial Avenue (SB)	Imperial Avenue & Commercial Avenue	2S, 3W	•	•	•	•
97	Imperial Avenue & Euclid Avenue (SB)	Imperial Avenue & Euclid Avenue	2S, 3W	•	•	•	•
98	Imperial Avenue & Euclid Avenue (NB)	Imperial Avenue & Euclid Avenue	2N, 3E	•		•	
99	Imperial Valley Mall	East Side of Imperial Valley Mall Loop	1N, 1S	•	•	•	•
101	La Brucherie Road & Cruikshank Drive	Cruickshank Drive, West of Walmart Driveway	2S, 3W	•	•	•	•
102	La Brucherie Road & Ocotillo Drive	La Brucherie Road & Ocotillo Drive	Blue				
103	La Brucherie Road & Orange Avenue	La Brucherie Road & Orange Avenue	Blue	•			
105	5th Street & Park Avenue	5th Street & Park Avenue	Blue	•	•	•	
106	10th Street & Ross Avenue (WB)	10th Street & Park Avenue	1N, 1S	•	•		
107	10th Street & Ross Avenue (EB)	10th Street & Park Avenue	Blue, 1N, 1S	•	•		

Table 3.10 El Centro Existing Transit Stop Locations and Amenities

ID	Location	Cross Streets	Route	Amenities			
				Station Sign	Bench	Shelter	Trash Receptacle
108	Social Security Office	Imperial Avenue & Cruickshank Drive	Green	●			
109	Social Services	Beverly Lane & Danenberg Drive	Blue				
110	14th Street & State Street (WB)	14th Street & State Street	Green, Blue, 2N, 3E, 4W, 41N	●	●	●	●
111	14th Street & State Street (EB)	14th Street & State Street	Green, Blue, 2S, 3W, 4E, 41S	●			
112	5th Street & State Street (WB)	5th Street & State Street	Blue	●	●	●	●
113	5th Street & State Street (EB)	5th Street & State Street	1S	●	●	●	●
114	7th Street & State Street (EB)	7th Street & State Street	Green, Blue, 1S, 2S, 3W, 4E, 41S, 45E	●	●	●	●
115	7th Street & State Street (WB)	7th Street & State Street	Green, Blue, 1N, 2N, 3E, 4W, 41N, 45W	●	●	●	●
116	8th Street & State Street (WB)	8th Street & State Street	Green, Blue, 1N, 2S, 3E, 4W, 41N	●	●	●	●
117	8th Street & State Street (EB)	8th Street & State Street	Green, Blue, 2S, 3W, 4E, 41S			●	
119	Oak Road & Villa Avenue	Oak Road & Villa Avenue	3E, 3W				
120	Vons	Vons Driveway & Euclid Avenue	Green	●	●		
121	Wake Avenue	2nd Street & Wake Avenue	Blue	●			
122	Waterman Avenue & Main Street	Waterman Avenue & Main Street	Blue	●			

3.2.2 Transit Ridership

Transit ridership is encouraged throughout Imperial County by a series of programs offered by the ICTC, including:

- IVT ACCESS – Provides a curb-to-curb transportation service upon advance reservation, to functional and mobility disadvantaged persons in accordance with the American with Disabilities Act (ADA) of 1990.
- IVT RIDE – Provides for ADA certified mobility disadvantaged persons who cannot use IVT fixed route service and for senior citizens 55 years and older.
- MedTrans - Provides non-emergency transportation service between the Imperial Valley and San Diego County medical facilities, clinics and doctor offices.
- Relay Dial 7-1-1 – Provides full telephone accessibility to people who are deaf, hard of hearing or speech disabled.

As previously indicated in the chart describing work trip mode shares, 0.8 percent of El Centro residents take transit to work. **Figure 3.13** displays the public transit commute mode share by census tract as reported in the 2018 U.S. Census American Community Survey. As shown, As shown, a higher percentage of transit commuters are present in the following areas of the City:

- Census tract enclosed by City Limits to the north, Orange Avenue to the south, Dogwood to the east, and the rail tracks to the west.
- Census tract enclosed by Main Street to the north, Hamilton Avenue to the south, 8th Street to the east, and Imperial Avenue to the west.

Table 3.11 displays average daily transit ridership numbers for the year 2019 for all the bus routes that serve El Centro.



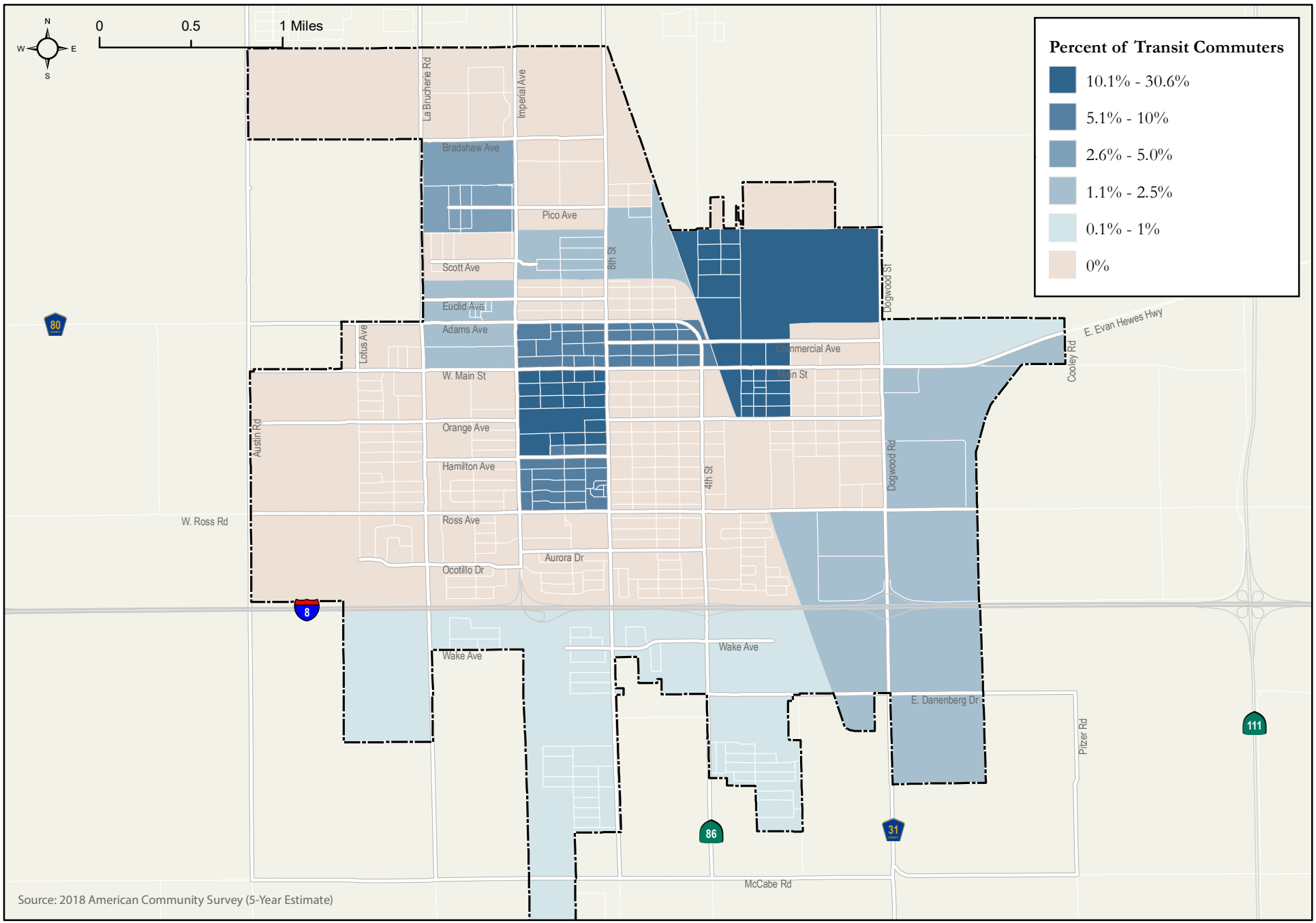


Figure 3.13
Year 2018 Public Transit Commuters

Table 3.11 Imperial Valley Transit – Average Daily Ridership by Bus Route

Bus Route	Annual Average Daily Public Transit Ridership Year 2019
Blue Line	31
Green Line	30
1N	653
1S	347
2N	283
2S	279
3E	13
3W	16
4E	9
4W	9
41N	0
41S	7
45E	0
45W	1

Source: ICTC (2020).

As shown in Table 3.11, the bus routes with the highest annual average daily ridership are the following:

- Bus Route 1N – 653 daily transit trips;
- Bus Route 1S – 347 daily transit trips;
- Bus Route 2N – 283 daily transit trips; and
- Bus Route 2S – 279 daily transit trips.

3.3 Pedestrian Mobility

Walkability is an important mobility and quality of life determinant for communities. The degree to which people walk as a means of transportation and recreation is influenced by the comfort, safety, and convenience of their walking experience. Comfort is influenced by traffic volumes, travel speed, separation from traffic, topography, sidewalk presence and quality, and climate. Safety is influenced by street crossings, traffic speed and volumes, street widths, traffic controls, and overall infrastructure design. Convenience is influenced by distance and directness of travel, and mixture of land uses. As connectivity increases, travel distance decreases and pedestrian route options increase.

The SCAG 2016-2040 RTP/SCS presents a regional vision of more compact, walkable communities, with "more choices for getting around" relative to today's availability. RTP goals are acknowledged as consistent with countywide planning efforts. In addition to compact, walkable communities, the RTP/SCS calls for implementation of "first/last mile strategies to extend the effective reach of transit," which includes an emphasis on both biking and walking.

The Imperial County Circulation and Scenic Highway Element identifies the following goal and objectives related to pedestrians:

Goal

- Safe, Convenient, and Efficient Transportation System Goal 2 – Consider all modes of transportation including motor vehicle, rail, transit, air transportation, and non-motorized transportation.

Objectives

- Safe, Convenient, and Efficient Transportation System Objective 2.1 – Develop a balanced circulation system which will provide for the economical, efficient, and safe movement of people and goods within and through the County.

- Safe, Convenient, and Efficient Transportation System Objective 2.2 – Encourage a mix of transportation modes to meet community needs, including access to medical, educational, economic, and social service facilities. The local circulation system should include pedestrian, bicycle and transit methods to enable residents to choose alternate modes in lieu of reliance on the automobile.

In concert with these regional and countywide goals, the current City of El Centro Circulation Element identifies the following goals and policies relating to pedestrians:

Goals

- Circulation Goal 3 – Provide for adequate bicycle and pedestrian access throughout the community.

Policies

- Pedestrian Network Policy 3.1 – Provide and maintain a system of pedestrian access-ways that links residential areas with parks, scenic areas, schools, libraries, civic center, major employment and retail centers, and other areas of congregation within El Centro and the surrounding area.

- Pedestrian Network Policy 3.2 – Continue to improve the accessibility of public facilities and commercial centers to improve access and mobility of the elderly and the disabled.

- Pedestrian Network Policy 3.3 – Encourage the incorporation of bicycle facilities, such as bike lockers and showers at workplaces, bicycle racks on buses, and bike lockers and/or racks in retail areas to facilitate bicycle travel.

- Pedestrian Network Policy 3.4 – Maintain the pedestrian and bicycle system, including improving the road surface and sidewalk, to reduce safety hazards associated with drainage grates, manholes, potholes, and uneven surfaces.

- Pedestrian Network Policy 3.5 – Strive to include a separation between curbs and sidewalks, such as a landscaped planting strip, as well as implementing traffic calming measures in order to reduce safety hazards to pedestrians, create "walkable" streets, and provide an aesthetically pleasing environment.

Finally, the 2019 City of El Centro Active Transportation & Safe Routes to School Plan identifies the following vision and goals related to pedestrian mobility:

Vision

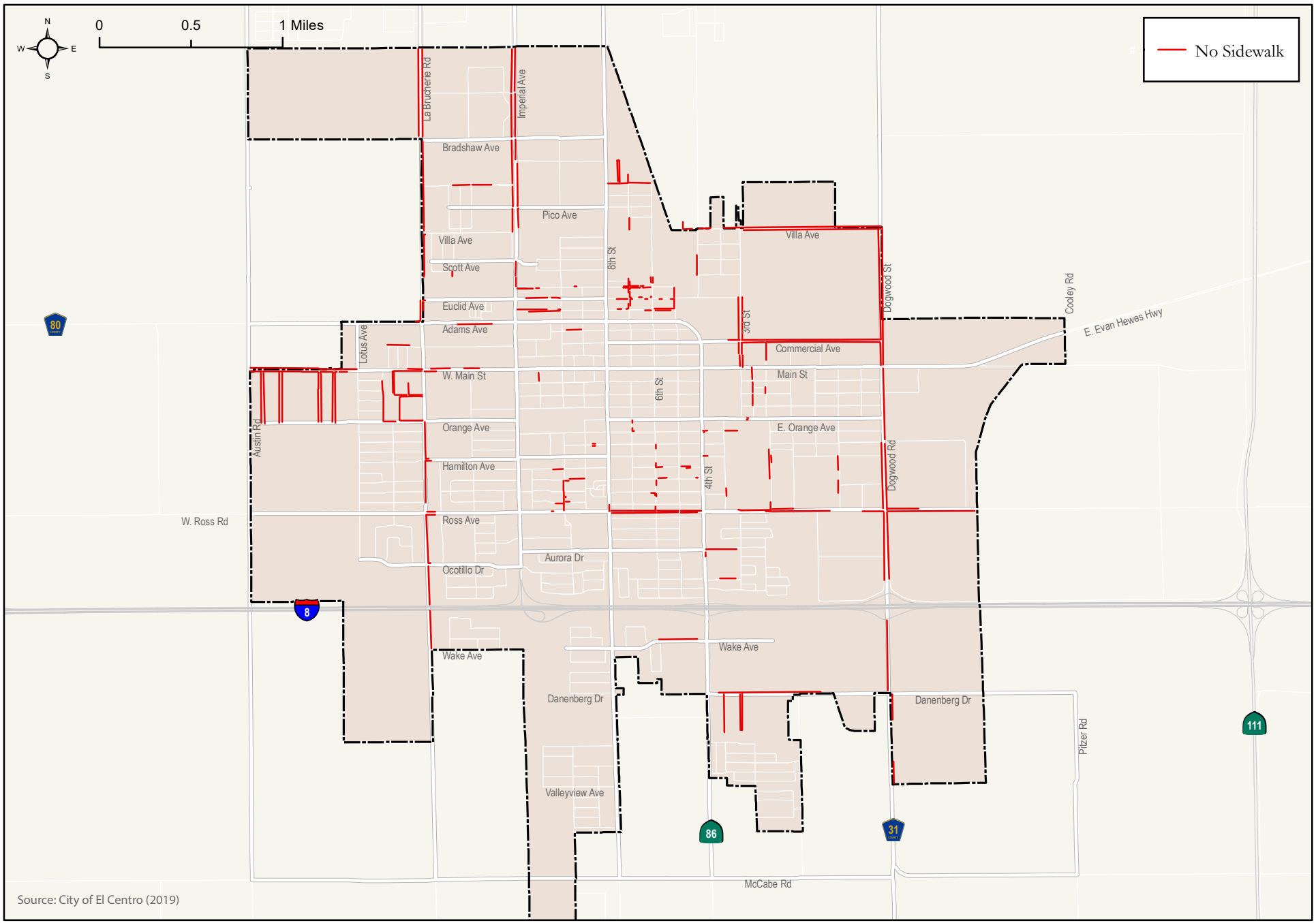
El Centro provides multimodal transportation options and an integrated transportation network for all members of the community.

Goals

- Goal 1 – To improve transportation options and the roadway infrastructure network.
- Goal 2 – To support a safe pedestrian and bicycle transportation network for people of all ages and abilities.

3.3.1 Pedestrian Facilities

Figure 3.14 displays the location of missing sidewalks within the City of El Centro. As shown, multiple roadways throughout the City are sidewalk deficient on one or both sides of the street. Missing sidewalks are common along Imperial Avenue between city limits and Villa Avenue, Main Street between Austin Road and Lotus Avenue, and Ross Avenue between 8th Street and eastern city limits. These roadways are some of the few that traverse the community north-south and east-west.



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Figure 3.14
Streets with No Sidewalk

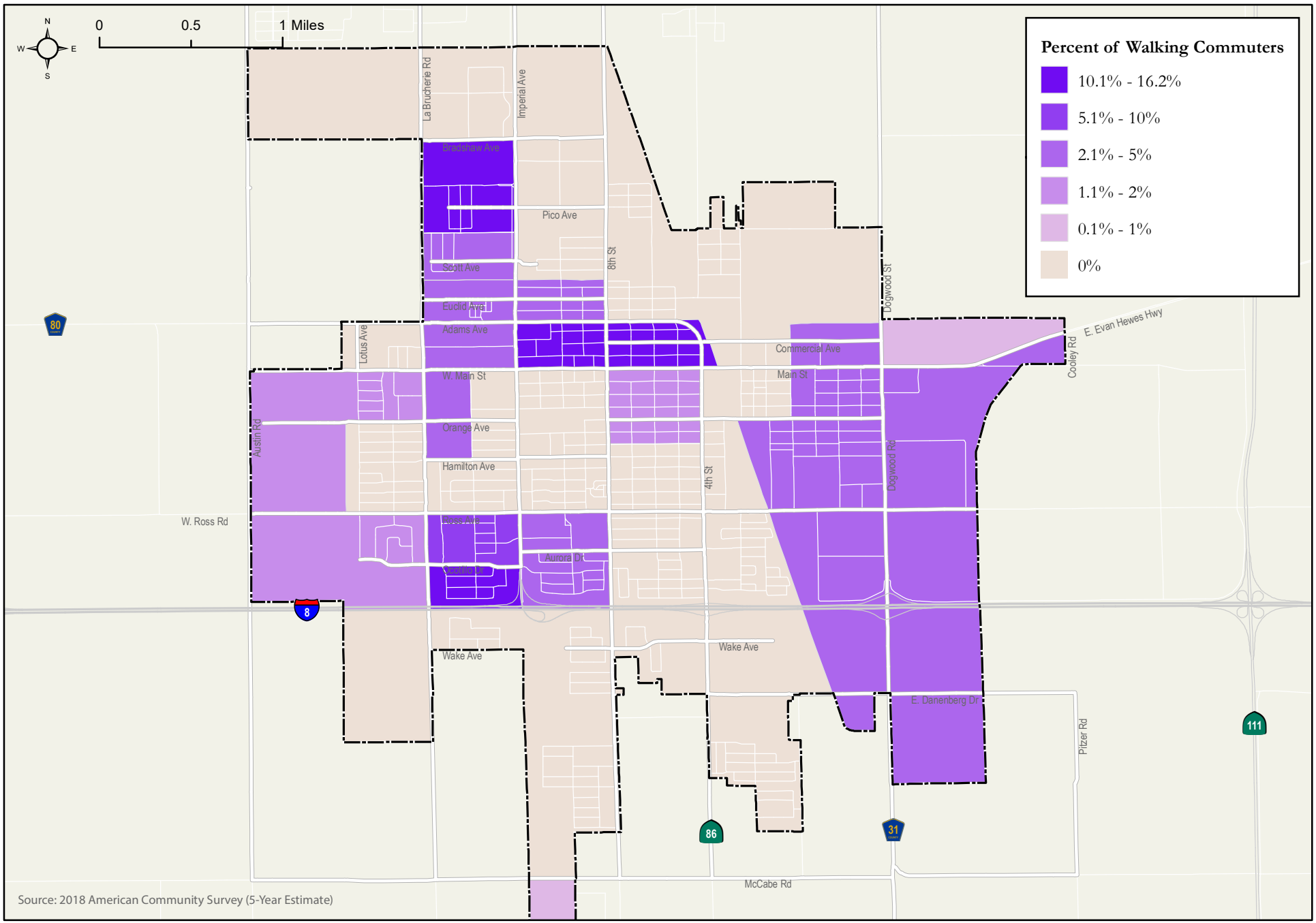
3.3.2 Pedestrian Activity Levels

As indicated in the previous section, according to the U.S. Census Bureau's 2018 American Community Survey, 1.7 percent of El Centro residents walk to work. The pedestrian commute mode share is displayed by census tract in **Figure 3.15**. As shown, a higher percentage of walking commuters are present in the following areas of the City:

- Census tract enclosed by Bradshaw Avenue to the north and Imperial Avenue to the east, where commercial areas are located;
- Census tract enclosed by Adams Avenue to the north, Main Street to the south, Imperial Avenue to the west, and 4th Street to the east, where multiple commercial land uses are located including retail, motels, fast food restaurants, and dining. Note that this area also consists of the highest zero-vehicle households in the City; and
- Census tract enclosed by Ocotillo Drive to the north, I-8 to the south, La Brucherie Road to the west, and Imperial Avenue to the east, where multiple commercial land uses are located including retail, motels, fast food restaurants, dining, and El Centro Regional Medical Center.

Table 3.12 presents the AM/PM peak period pedestrian counts conducted in December 2019 at the study intersections, while **Figure 3.16** displays the pedestrian counts as intersection movements.

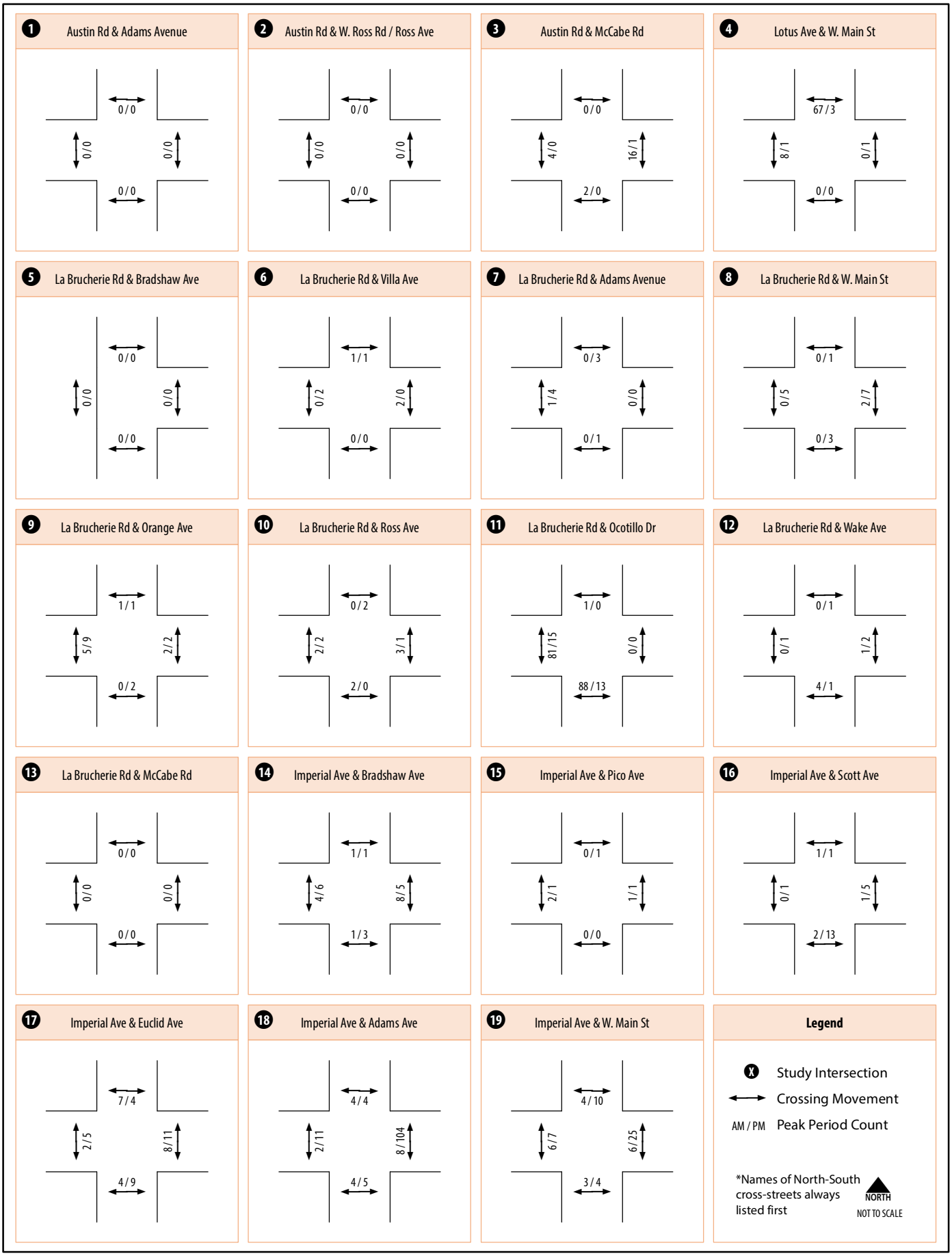




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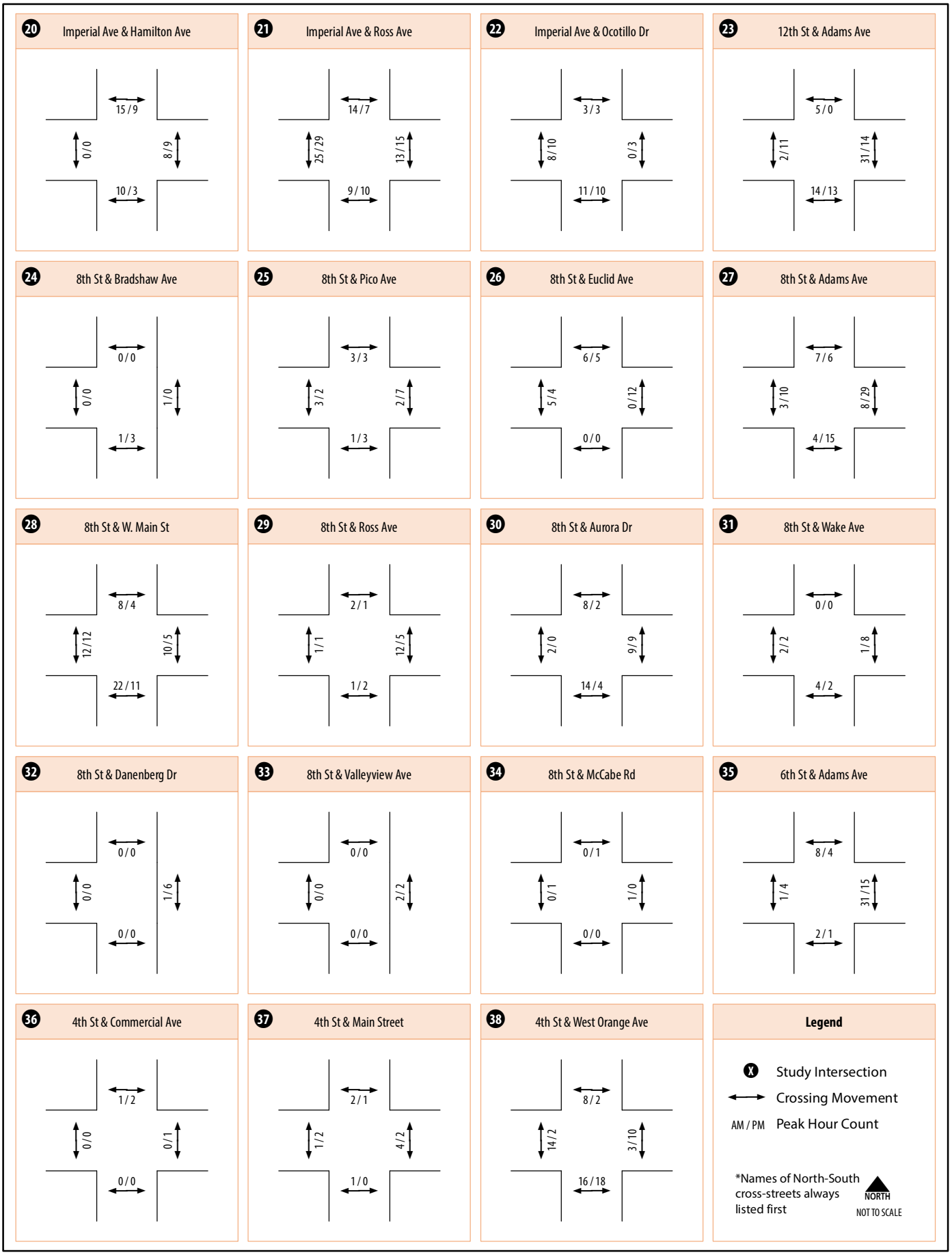
Figure 3.15
Year 2018 Pedestrian Commuters



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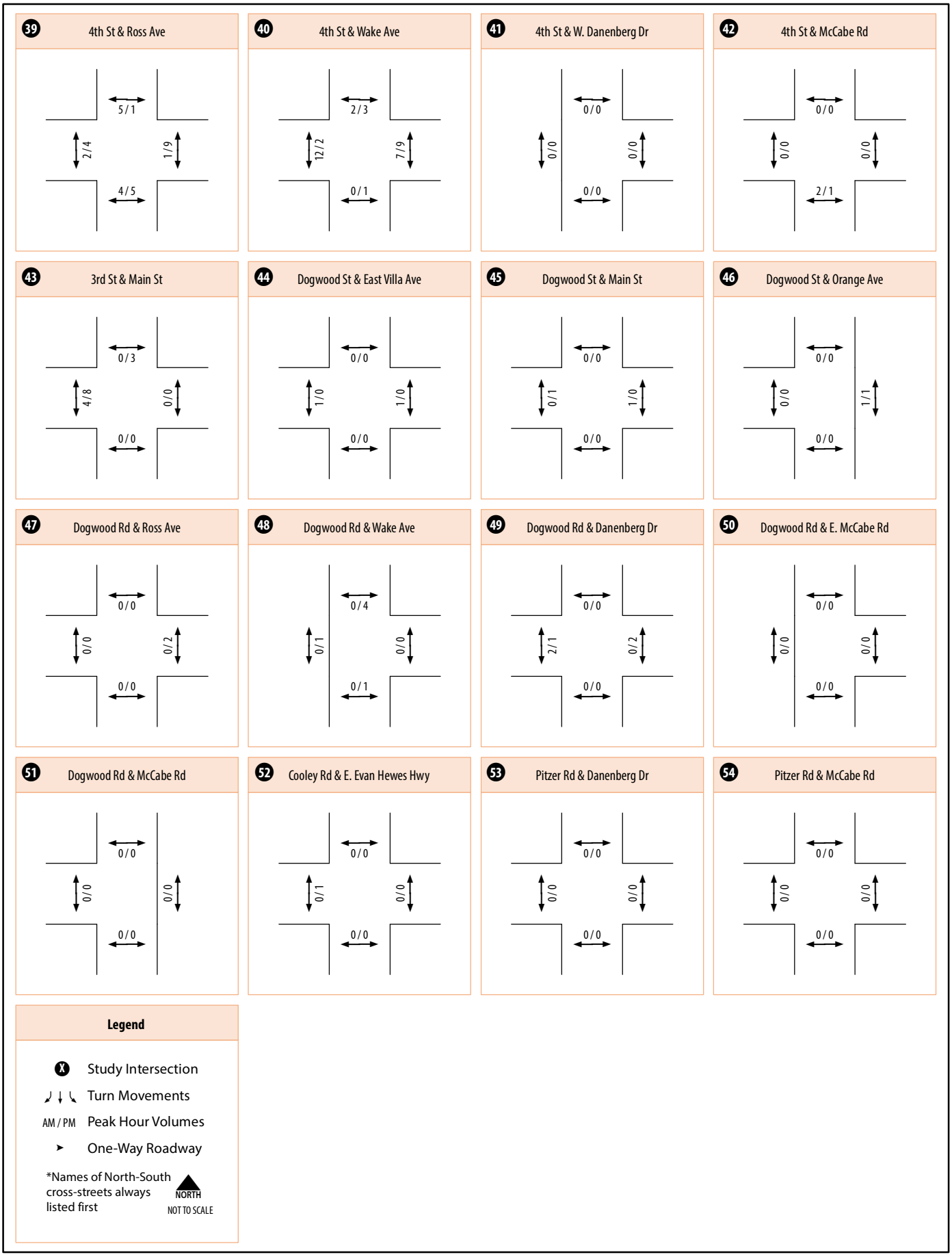
Figure 3.16
Pedestrian Volumes - Existing Conditions
(Intersections 1-19)



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Figure 3.16
Pedestrian Volumes - Existing Conditions
(Intersections 20-38)



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Figure 3.16
Pedestrian Volumes - Existing Conditions
(Intersections 39-54)

Table 3.12 AM/PM Peak Period Pedestrian Counts

ID	Intersection	AM Peak Period (7-9 AM)	PM Peak Period (4-6 PM)	Count Date
1	Austin Road & Adams Avenue	0	0	12/03/2019
2	Austin Road & Ross Avenue	0	0	12/03/2019
3	Austin Road & McCabe Road	22	1	12/03/2019
4	Lotus Avenue & Main Street	75	5	12/03/2019
5	La Brucherie Road & Bradshaw Avenue	0	0	12/03/2019
6	La Brucherie Road & Villa Avenue	3	3	12/03/2019
7	La Brucherie Road & Adams Avenue	1	8	12/03/2019
8	La Brucherie Road & Main Street	2	16	12/03/2019
9	La Brucherie Road & Orange Avenue	8	14	12/03/2019
10	La Brucherie Road & Ross Avenue	7	5	12/03/2019
11	La Brucherie Road & Ocotillo Drive	170	28	12/03/2019
12	La Brucherie Road & Wake Avenue	5	5	12/03/2019
13	La Brucherie Road & McCabe Road	0	0	12/03/2019
14	Imperial Avenue & Bradshaw Avenue	14	15	12/03/2019
15	Imperial Avenue & Pico Avenue	3	3	12/03/2019
16	Imperial Avenue & Scott Avenue	4	20	12/03/2019
17	Imperial Avenue & Euclid Avenue	21	29	12/03/2019
18	Imperial Avenue & Adams Avenue	18	124	12/03/2019
19	Imperial Avenue & Main Street	19	46	12/03/2019
20	Imperial Avenue & Hamilton Avenue	33	21	12/03/2019
21	Imperial Avenue & Ross Avenue	61	61	12/03/2019
22	Imperial Avenue & Ocotillo Drive	22	26	12/03/2019
23	12th Street & Adams Avenue	52	38	12/03/2019
24	8th Street & Bradshaw Avenue	2	3	12/03/2019
25	8th Street & Pico Avenue	9	15	12/03/2019
26	8th Street & Euclid Avenue	11	21	12/03/2019
27	8th Street & Adams Avenue	22	60	12/03/2019
28	8th Street & Main Street	52	32	12/03/2019
29	8th Street & Ross Avenue	16	9	12/03/2019
30	8th Street & Aurora Drive	33	15	12/03/2019
31	8th Street & Wake Avenue	7	12	12/03/2019
32	8th Street & Danenberg Drive	1	6	12/03/2019
33	8th Street & Valleyview Avenue	2	2	12/03/2019
34	8th Street & McCabe Road	1	2	12/03/2019
35	6th Street & Adams Avenue	42	24	12/03/2019
36	4th Street & Commercial Avenue	1	3	12/03/2019
37	4th Street & Main Street	8	5	12/03/2019
38	4th Street & Orange Avenue	41	32	12/03/2019
39	4th Street & Ross Avenue	12	19	12/03/2019
40	4th Street & Wake Avenue	21	15	12/03/2019
41	4th Street & Danenberg Drive	0	0	12/03/2019
42	4th Street & McCabe Road	2	1	12/03/2019
43	3rd Street & Main Street	4	11	12/03/2019
44	Dogwood Street & Villa Avenue	2	0	12/03/2019
45	Dogwood Road & Main Street	1	1	12/03/2019
46	Dogwood Road & Orange Avenue	1	1	12/03/2019
47	Dogwood Road & Ross Avenue	0	2	12/03/2019

Table 3.12 AM/PM Peak Period Pedestrian Counts

ID	Intersection	AM Peak Period (7-9 AM)	PM Peak Period (4-6 PM)	Count Date
48	Dogwood Road & Wake Avenue	0	6	12/03/2019
49	Dogwood Road & Danenberg Drive	2	3	12/03/2019
50	Dogwood Road & McCabe Road	0	0	12/03/2019
51	Dogwood Road & McCabe Road	0	0	12/03/2019
52	Cooley Road & Main Street	0	1	12/03/2019
53	Danenberg Drive & Pitzer Road	0	0	12/03/2019
54	Pitzer Road & McCabe Road	0	0	12/03/2019

Source: Elite Traffic Dynamics (2020)

Figures 3.17 and **3.18** display the distribution of peak period pedestrian volumes for the AM and PM peak period, respectively, across the El Centro study area. As shown, the three locations with the highest observed AM and PM pedestrian volumes are identified below:

AM Peak Period

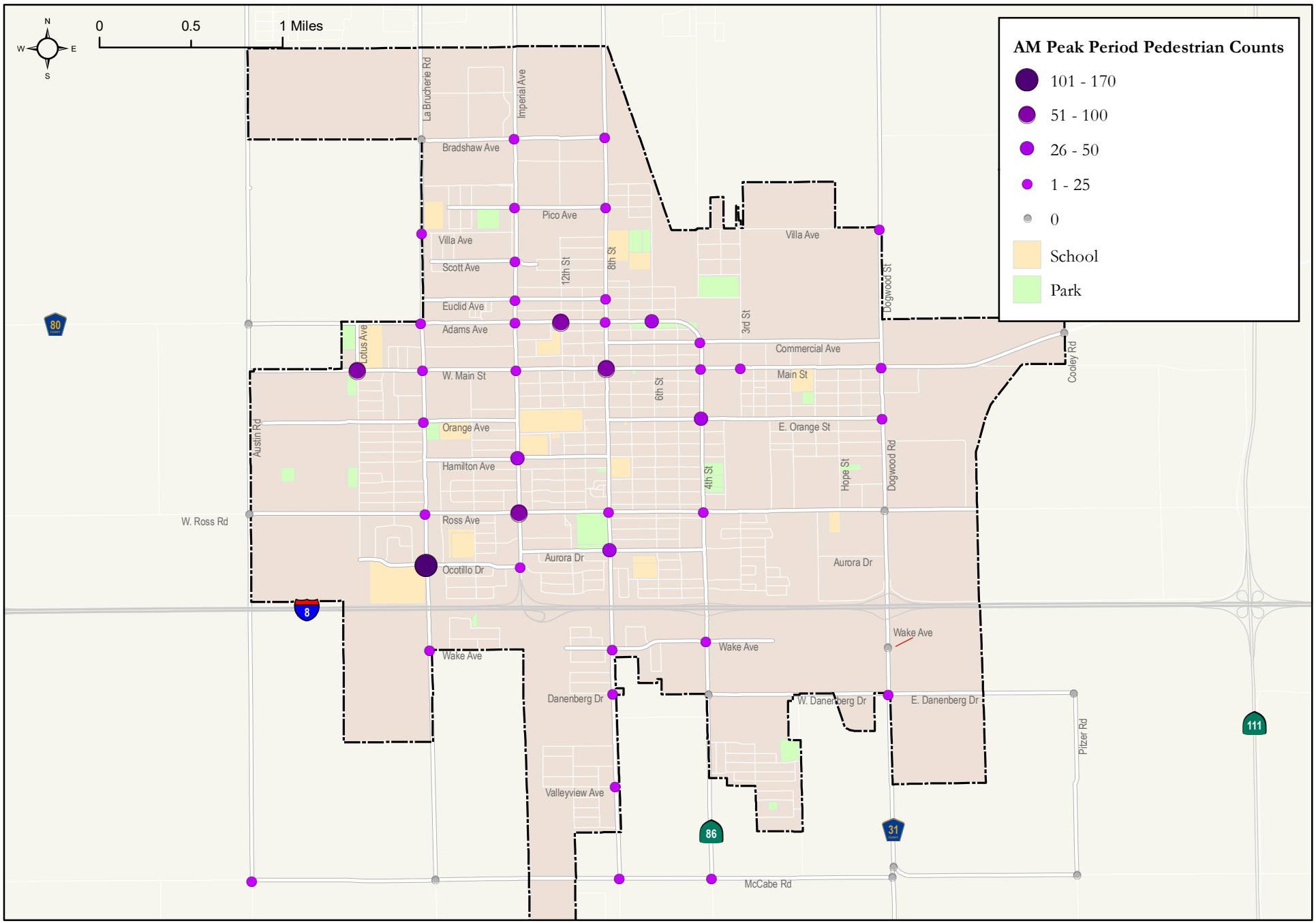
4. Lotus Avenue & Main Street (75)
11. La Brucherie & Ocotillo Street (170)
21. Imperial Avenue & Ross Avenue (61)

PM Peak Period

18. Imperial Avenue & Adams Avenue (124)
21. Imperial Avenue & Ross Avenue (61)
27. 8th Street & Adams Avenue (60)

The intersection of La Brucherie Road and Ocotillo Drive experienced the highest pedestrian volumes during the AM peak period (170) while the intersection of Imperial Avenue and Adams Avenue (124) experienced the highest pedestrian volumes during the PM peak period. The intersection of La Brucherie Road and Ocotillo Drive is immediately adjacent to Southwest High School, which generates high volumes of pedestrians before and after school hours. The intersection of Imperial Avenue and Adams Avenue is in close proximity to multiple pedestrian generating land uses including retail, motels, fast food restaurants, dining, and commercial opportunities.

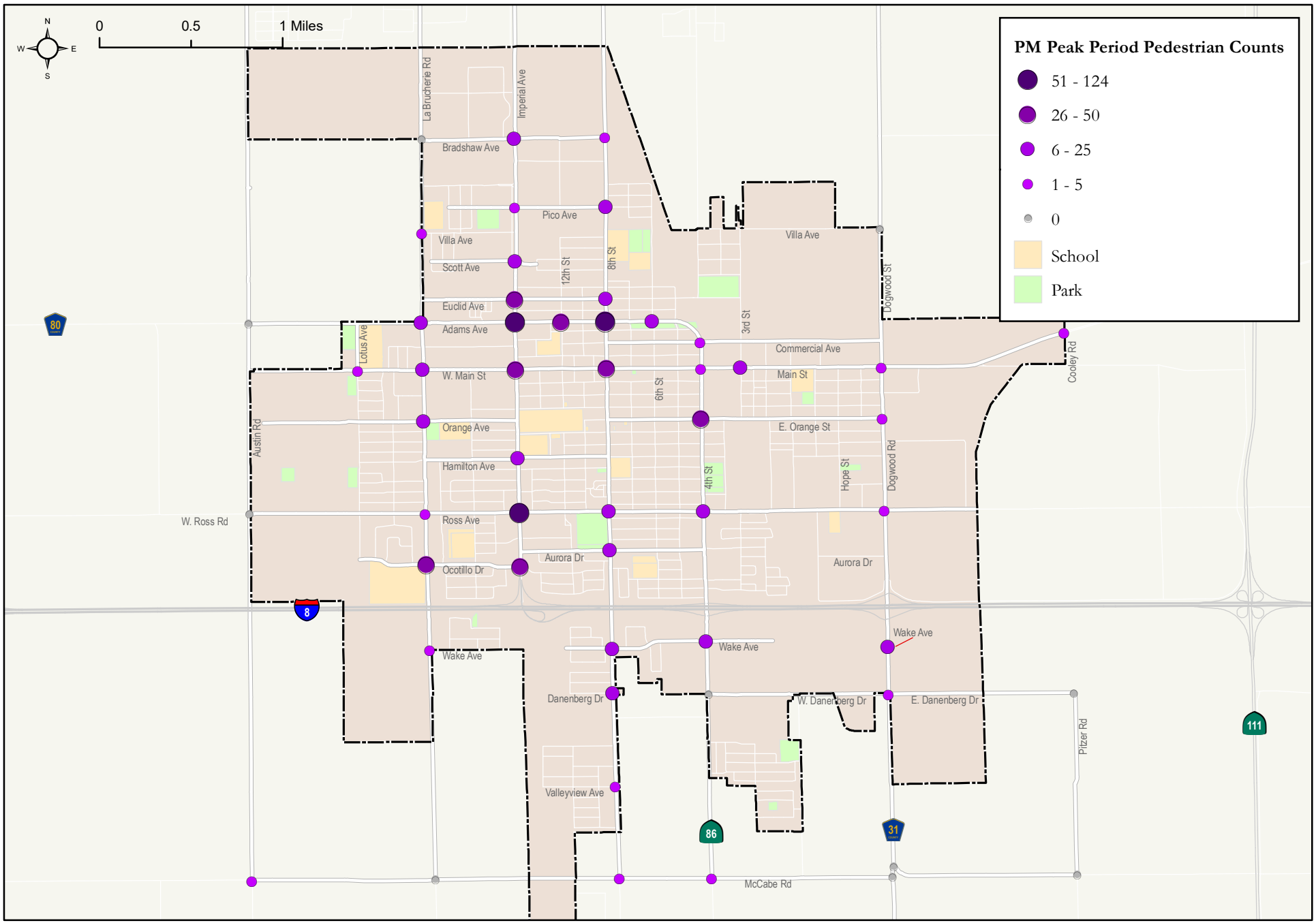




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Figure 3.17
AM Peak Period Pedestrian Counts



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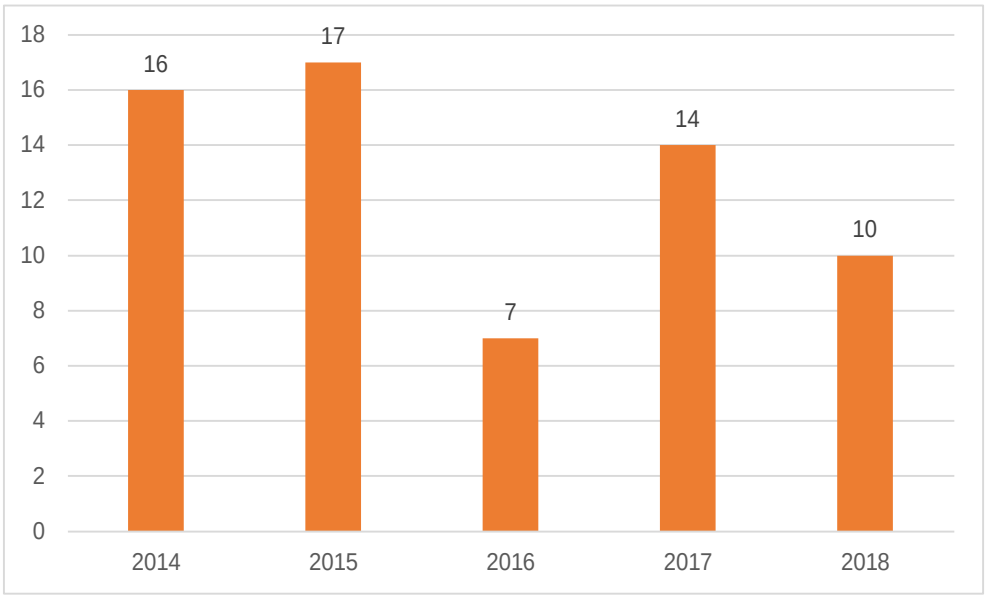
Figure 3.18
PM Peak Period Pedestrian Counts

3.3.3 Pedestrian Collisions

Pedestrian collision data was obtained from the SWITRS for the five-year period from 2014 through 2018. During this period, 64 pedestrian-involved collisions were reported within El Centro, accounting for 12.9 percent of the 494 total collisions that occurred within the City across all modes during the five-year period analyzed.

Figure 3.19 below summarizes total pedestrian-involved collisions by year from 2014 to 2018. As shown, pedestrian-involved collisions ranged between ten to 17 collisions per year. The highest number of collisions were observed in 2015 (17 collisions).

Figure 3.19 Pedestrian Collisions by Year (2014-2018)

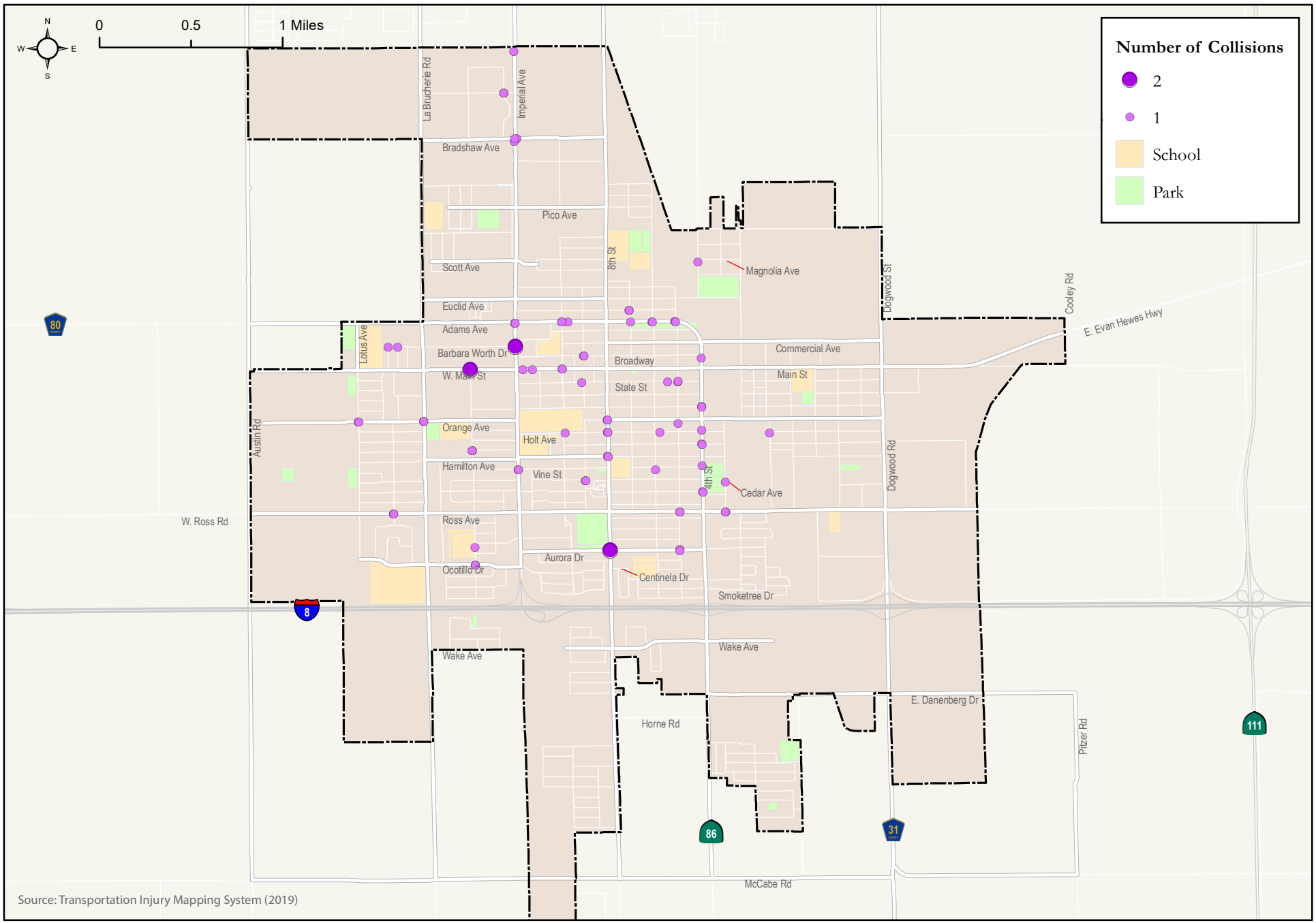


Source: Chen Ryan Associates (2020).

Figure 3.20 displays the distribution of the 64 collisions across the City of El Centro. As shown, the vast majority occurred along major corridors, and were generally more common near the central portion of the City.

Roadway corridors that experienced relatively higher pedestrian-involved collisions (>five) include:

- Imperial Avenue (Ten)
- 8th Street (Eight)
- 4th Street (Nine)
- Adams Avenue (Ten)
- Main Street (Six)



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Figure 3.20
Pedestrian Collisions (2014 - 2018)

Table 3.13 summarizes the primary collision factor for pedestrian-involved collisions. As shown, the leading collision cause is attributed to "pedestrian violation" such as a pedestrian crossing a roadway at an improper location. This accounted for 33 percent of total pedestrian involved collisions, followed by "pedestrian right-of-way" which accounts for approximately 27 percent of total collisions.

Table 3.13 Primary Pedestrian Collision Factor (2014-2018)

Primary Collision Factor	Collisions	Percent of Total
Pedestrian Right-of-Way	17	27%
Pedestrian Violation	21	33%
Unsafe Speed	11	17%
Other Improper Driving	1	2%
Unknown/None Specified	3	5%
Traffic Signals and Signs	2	3%
Unsafe Starting or Backing	2	3%
Unsafe Lane Change	1	2%
Improper Turning	3	5%
Automobile Right-of-Way	2	3%
Total	**64**	**100%**

Source: SWITRS (2020).

Table 3.14 summarizes the pedestrian collisions by party-at-fault. As shown, the driver was largely the party-at-fault in all pedestrian collisions.

Table 3.14 Party-at-Fault Pedestrian Collisions (2014-2018)

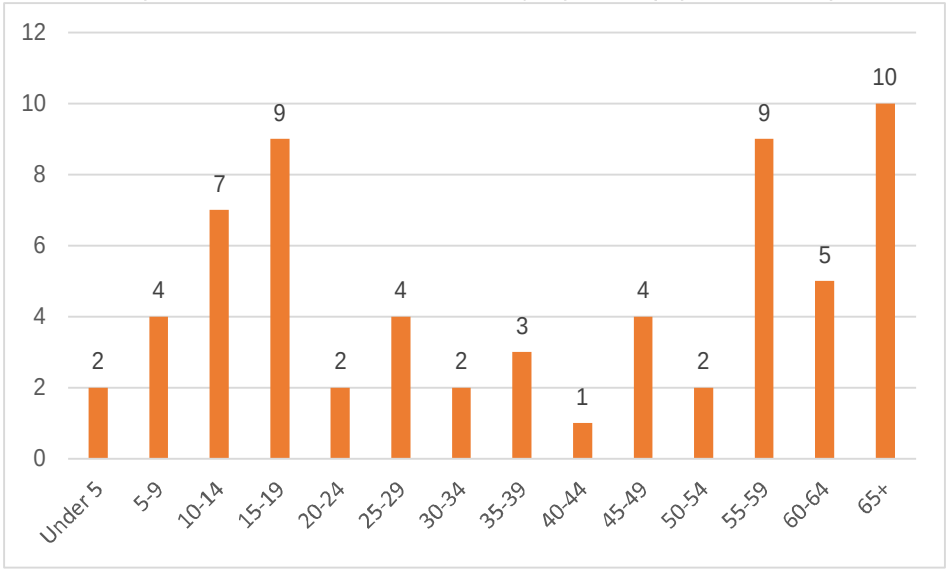
Party-at-Fault	Collisions	Percent of Total
Pedestrian	20	30%
Driver	46	70%
Total	**66**[1]	**100%**

Source: SWITRS (2020).

[1] There were two pedestrian collisions where two pedestrians were at fault.

Figure 3.21 below displays pedestrian-involved collisions by age group. As shown, age groups 19 or under, and 55 or over generally experienced higher total collisions. The higher collisions among school age children potentially indicate a need for increased crossing safety education among drivers and pedestrians alike.

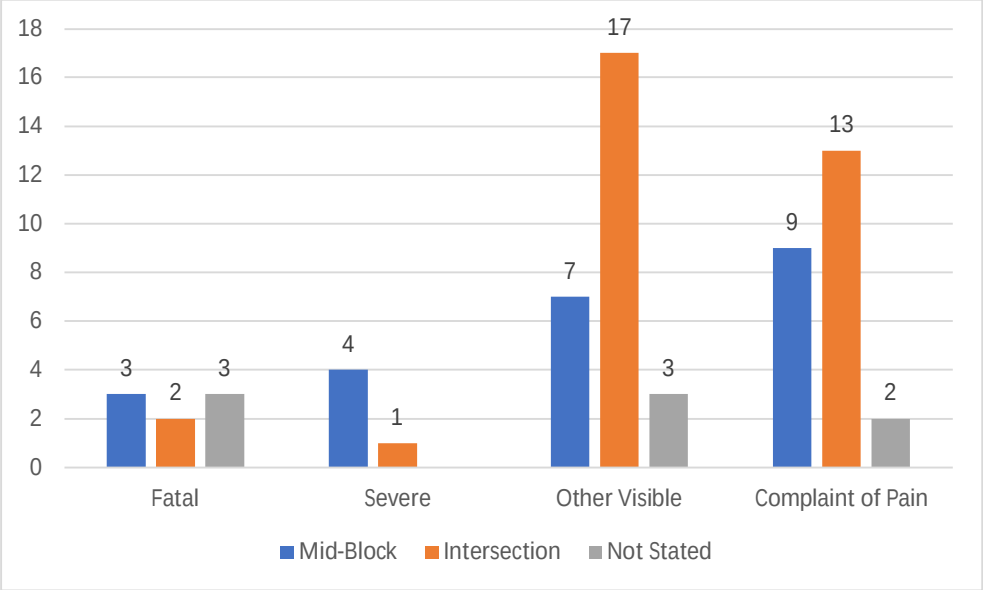
Figure 3.21 Pedestrian Collisions by Age Group (2014 – 2018)



Source: SWITRS (2020).

Figure 3.22 below presents collision severity by roadway location. Pedestrian collisions at intersections were identified to represent approximately 52 percent of all pedestrian collisions reported, and 36 percent at mid-block locations. The locations of the remaining 12 percent of collisions were not reported.

Figure 3.22 Pedestrian Collision Severity by Roadway Location (2014-2018)



Source: SWITRS (2020).

Table 3.15 identifies intersection locations where multiple collisions occurred during the five-year collision analysis period.

Table 3.15 Most Frequent Pedestrian Collision Locations (2014 – 2018)

Most Frequent Locations	Collisions
Imperial Avenue & Barbara Worth Drive	2
Waterman Avenue & Main Street	2
8th Street & Aurora Drive	2

Source: SWITRS (2020).

Table 3.16 identifies the locations where fatal and severe collisions occurred during the five-year collision analysis period.

Table 3.16 Pedestrian Collision Locations by Severity (2014 – 2018)

Identification	Location	Collision (s)	Severity
Imperial Avenue & Vine Street	Intersection	1	Fatal
8th Street & Horne Road	Intersection	1	Fatal
8th Street & Aurora Drive	Intersection	1	Severe
6th Street & Vine Street	Intersection	1	Fatal
4th Street & Holt Avenue	Intersection	1	Fatal
Bradshaw Avenue (369 feet east of Waterman Avenue)	Mid-block	1	Fatal
Waterman Avenue (175 feet north of Aurora Drive)	Mid-block	1	Fatal
1500 Block of Cruickshank Road	Mid-block	1	Fatal
Main Street (126 feet west of Cooley Road)	Mid-block	1	Fatal
State Street (59 feet west of 10th Street)	Mid-block	1	Severe
Main Street (203 feet east of Imperial)	Mid-block	1	Severe
4th Street (58 feet south of Magnolia Avenue)	Mid-block	1	Severe
I-8 Eastbound (320 feet east of Dogwood Road)	Mid-block	1	Severe

Source: SWITRS (2020).

3.4 Bicycle Mobility

Bicycling provides both utilitarian travel and active recreation opportunities. Adequate bicycle facilities and supporting roadway environments encourage active utilitarian transportation, enhance recreational opportunities, and help attract visitors. Bikeways not only provide local opportunities for cyclists, but also offer regional connections with continuous corridors and convenient access to transit services.

The 2016-2040 RTP/SCS presents a regional vision of more compact, walkable communities, with "more choices for getting around" relative to today's availability. These RTP goals are acknowledged as consistent with countywide planning efforts. In addition to compact, walkable communities, the RTP/SCS calls for implementation of "first/last mile strategies to extend the effective reach of transit," which includes an emphasis on both biking and walking.

Bicycle mobility in Imperial County is also supported by the 2011 Imperial County Bicycle Master Plan Update. The Plan is intended to identify regional bikeways and inform project prioritization for future implementation. These aims are furthered by the following goals and policies:

Goals

- Goal 1 - To promote bicycling as a viable travel choice for users of all abilities in the County.
- Goal 2 - To provide a safe and comprehensive regional connected bikeway network.
- Goal 3 - Environmental quality, public health, recreation and mobility benefits for the County through increased bicycling.

The 2019 City of El Centro Active Transportation & Safe Routes to School Plan identifies the following vision and goals related to bicycle mobility:

Vision

El Centro provides multimodal transportation options and an integrated transportation network for all members of the community.

Goals

- Goal 1 – To improve transportation options and the roadway infrastructure network.
- Goal 2 – To support a safe pedestrian and bicycle transportation network for people of all ages and abilities.

3.4.1 Existing Bicycle Facilities

This section describes existing bicycle facilities and activity levels and concludes with an analysis of bicycle-involved collisions occurring between 2014 and 2018. **Figure 3.23** displays the location of existing bicycle facilities, while **Table 3.17** summarizes the existing bicycle facility mileage by class in the City of El Centro. The four classifications of bicycle facilities recognized by the California Streets and Highways Code, including bike path, bike lane, bike route, and cycle track are described separately below.



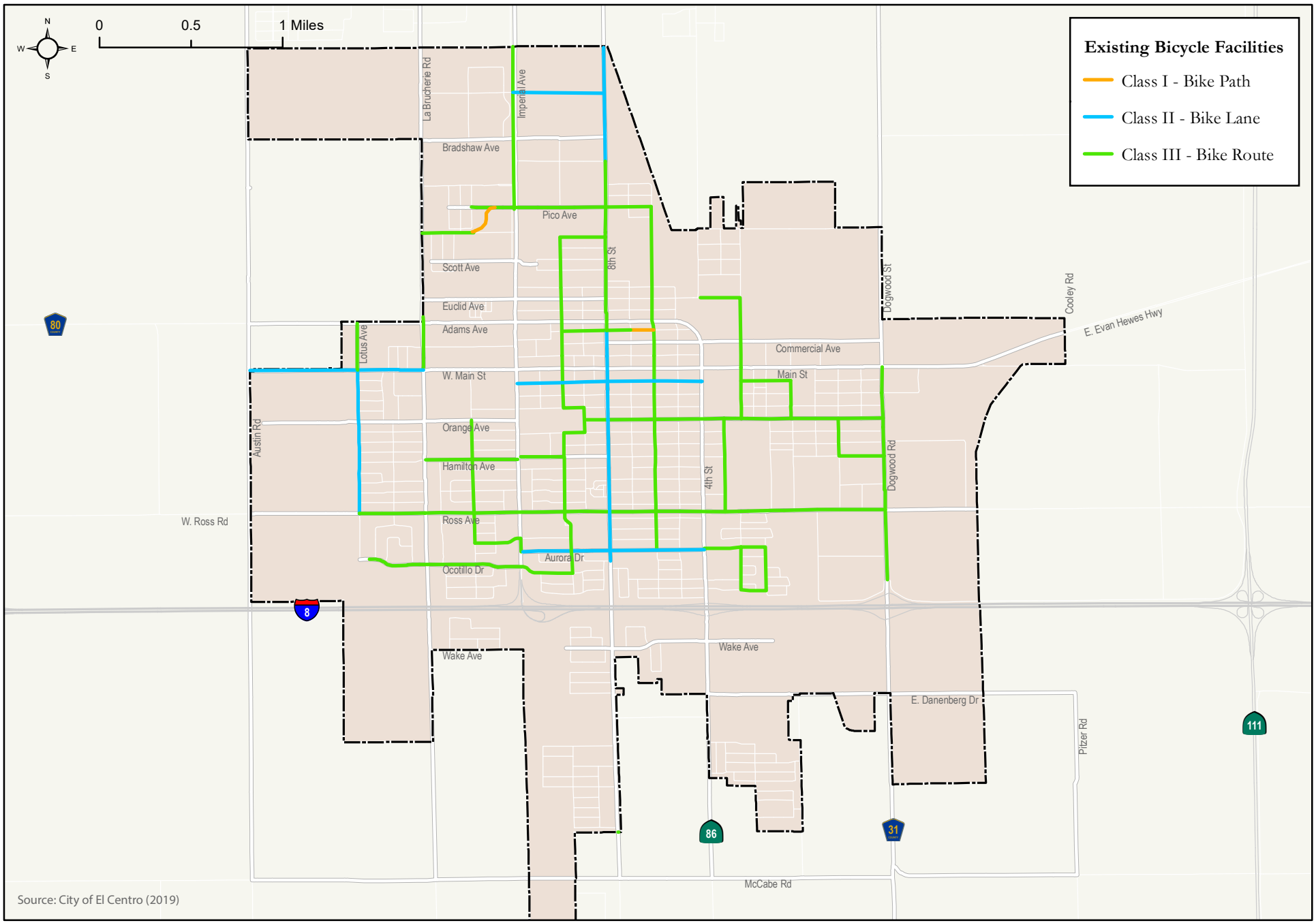
Table 3.17 Existing Bicycle Facility Mileage

Facility Type	Mileage
Class I – Multi-Use Path	0.3
Class II – Bicycle Lane	6.1
Class III – Bicycle Route	21.4
Class IV – Cycle Track	0.0
Total	**27.8**

Source: Chen Ryan Associates (2020)

As shown in Table 3.17, there are approximately 27.8 centerline miles of existing bicycle facilities within El Centro. The existing bicycle facilities include Class I multi-use paths, Class II bike lanes, and Class III bike routes. There are two short segments of multi-use path, with one of them located at the southern end of North Park and travels north to connect to Pico Avenue, where it ends. The other section of multi-use path is located in Adams Park and it extends from 7th Street to 6th Street.

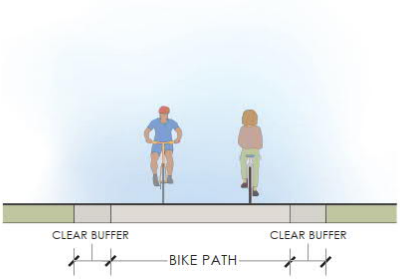
Class II bike lanes and Class III bike routes are the primary existing bicycle facilities in El Centro, dispersed across the city, providing connections between residential neighborhoods, schools, parks and recreational facilities, commercial, and retail land uses. As future improvements are considered, El Centro's strong grid network presents a notable opportunity to strengthen the bicycle network and improve connectivity to currently unserved portions of the community.

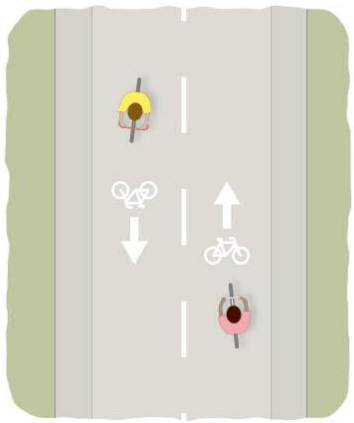


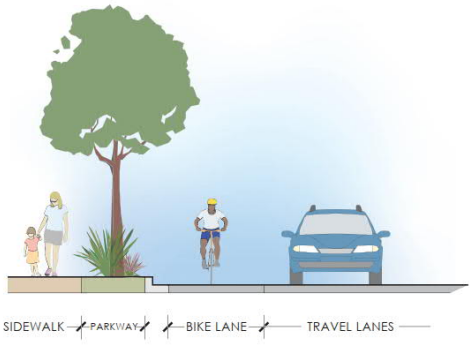
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Figure 3.23
Existing Bicycle Facilities

Class I Bikeway (Bike Path) – Also referred to as a multi-use path or shared-use path, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is considered to be eight-feet (ten-feet preferred), with a two-foot wide graded area adjacent to each side of the pavement.



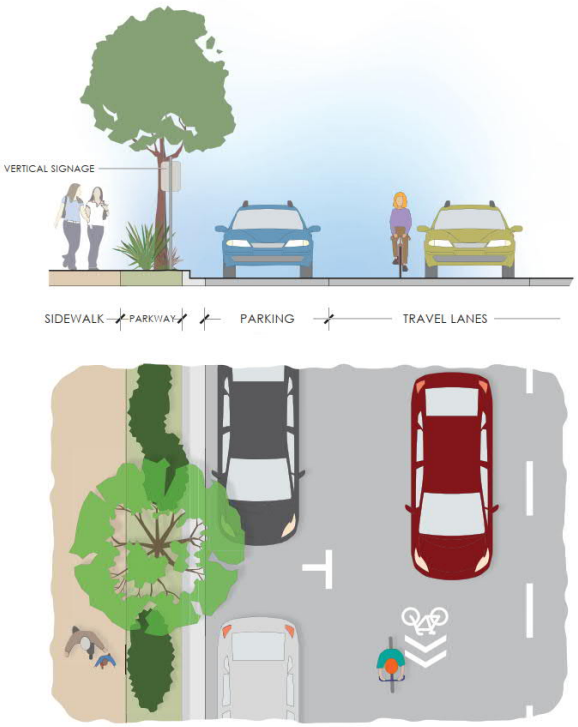


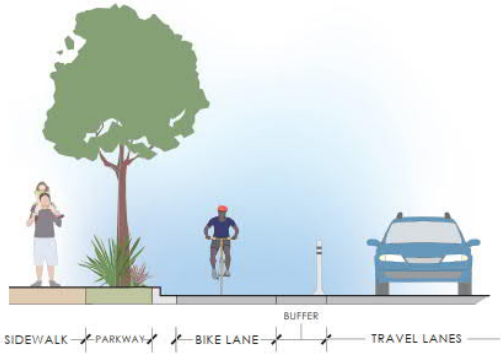




Class II Bikeway (Bike Lane) – Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is considered to be five-feet when adjacent to on-street parking, or six-feet when posted speeds are greater than 40 miles per hour. Bike lanes can also have striped buffer areas a few feet in width to provide separation from vehicles.

Class III Bikeway (Bike Route) – Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings such as "sharrows". Bike routes are best suited for low-speed, low-volume roadways. Bike routes provide network continuity or designate preferred routes through corridors with high demand.







Class IV Bikeway (Cycle Track) – Also referred to as a separated or protected bikeway, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Cycle tracks can provide for one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.

3.4.2 Bicycle Activity Levels

As previously indicated in the work trip mode share chart, 0.3 percent of El Centro residents bike to work, representing the lowest mode share of commuters. The bicycle commute mode share is displayed by census tract in **Figure 3.24**. As shown, relatively higher bicycle commute mode shares were reported in the following census tracts:

- Census tract enclosed by Commercial Avenue to the north, Orange Avenue to the south, Dogwood Road to the east, and 4th Street to the west. These census tracts are in close proximity (< one mile) to a variety of land uses and multiple public bus routes, along Imperial Avenue and 4th Street.
- Census tract enclosed by Orange Avenue to the north, Ross Avenue to the south, Dogwood Road to the east, and 4th Street to the west. These census tracts are in close proximity (< one mile) to a variety of land uses and multiple public bus routes, along Imperial Avenue and 4th Street.

Figure 3.25 displays the existing AM/PM peak period bicycle intersection movements, and the actual count sheets are included in Appendix C.

Table 3.18 presents the AM/PM peak period bicycle counts conducted in December 2019 at the study intersections. **Figures 3.26** and **3.27** display the distribution of peak hour bicycle volumes for the AM and PM peak period, respectively, across the El Centro study area.

Table 3.18 AM/PM Peak Period Bicycle Counts

ID	Intersection	AM Peak Period (7-9)	PM Peak Period (4-6)	Count Date
1	Austin Road & Adams Avenue	0	0	12/03/2019
2	Austin Road & Ross Avenue	0	0	12/03/2019
3	Austin Road & McCabe Road	0	0	12/03/2019
4	Lotus Avenue & Main Street	1	0	12/03/2019
5	La Brucherie Road & Bradshaw Avenue	0	0	12/03/2019
6	La Brucherie Road & Villa Avenue	0	0	12/03/2019
7	La Brucherie Road & Adams Avenue	0	0	12/03/2019
8	La Brucherie Road & Main Street	1	0	12/03/2019
9	La Brucherie Road & Orange Avenue	0	4	12/03/2019
10	La Brucherie Road & Ross Avenue	1	2	12/03/2019
11	La Brucherie Road & Ocotillo Drive	0	0	12/03/2019
12	La Brucherie Road & Wake Avenue	0	0	12/03/2019
13	La Brucherie Road & McCabe Road	0	0	12/03/2019
14	Imperial Avenue & Bradshaw Avenue	1	0	12/03/2019
15	Imperial Avenue & Pico Avenue	2	2	12/03/2019
16	Imperial Avenue & Scott Avenue	2	3	12/03/2019
17	Imperial Avenue & Euclid Avenue	0	1	12/03/2019
18	Imperial Avenue & Adams Avenue	2	9	12/03/2019
19	Imperial Avenue & Main Street	4	4	12/03/2019
20	Imperial Avenue & Hamilton Avenue	2	4	12/03/2019
21	Imperial Avenue & Ross Avenue	3	2	12/03/2019
22	Imperial Avenue & Ocotillo Drive	0	1	12/03/2019
23	12th Street & Adams Avenue	7	6	12/03/2019
24	8th Street & Bradshaw Avenue	0	1	12/03/2019

Table 3.18 AM/PM Peak Period Bicycle Counts

ID	Intersection	AM Peak Period (7-9)	PM Peak Period (4-6)	Count Date
25	8th Street & Pico Avenue	2	3	12/03/2019
26	8th Street & Euclid Avenue	1	7	12/03/2019
27	8th Street & Adams Avenue	4	5	12/03/2019
28	8th Street & Main Street	9	7	12/03/2019
29	8th Street & Ross Avenue	6	2	12/03/2019
30	8th Street & Aurora Drive	5	1	12/03/2019
31	8th Street & Wake Avenue	6	5	12/03/2019
32	8th Street & Danenberg Drive	4	1	12/03/2019
33	8th Street & Valleyview Avenue	2	1	12/03/2019
34	8th Street & McCabe Road	2	0	12/03/2019
35	6th Street & Adams Avenue	6	10	12/03/2019
36	4th Street & Commercial Avenue	1	7	12/03/2019
37	4th Street & Main Street	2	2	12/03/2019
38	4th Street & Orange Avenue	6	8	12/03/2019
39	4th Street & Ross Avenue	14	8	12/03/2019
40	4th Street & Wake Avenue	5	1	12/03/2019
41	4th Street & Danenberg Drive	0	0	12/03/2019
42	4th Street & McCabe Road	0	0	12/03/2019
43	3rd Street & Main Street	0	7	12/03/2019
44	Dogwood Street & Villa Avenue	0	0	12/03/2019
45	Dogwood Road & Main Street	0	0	12/03/2019
46	Dogwood Road & Orange Avenue	2	0	12/03/2019
47	Dogwood Road & Ross Avenue	3	0	12/03/2019
48	Dogwood Road & Wake Avenue	1	1	12/03/2019
49	Dogwood Road & Danenberg Drive	0	0	12/03/2019
50	Dogwood Road & McCabe Road	0	0	12/03/2019
51	Dogwood Road & McCabe Road	0	0	12/03/2019
52	Cooley Road & Main Street	0	0	12/03/2019
53	Danenberg Drive & Pitzer Road	0	0	12/03/2019
54	Pitzer Road & McCabe Road	0	0	12/03/2019

Source: Elite Traffic Dynamics (2020).

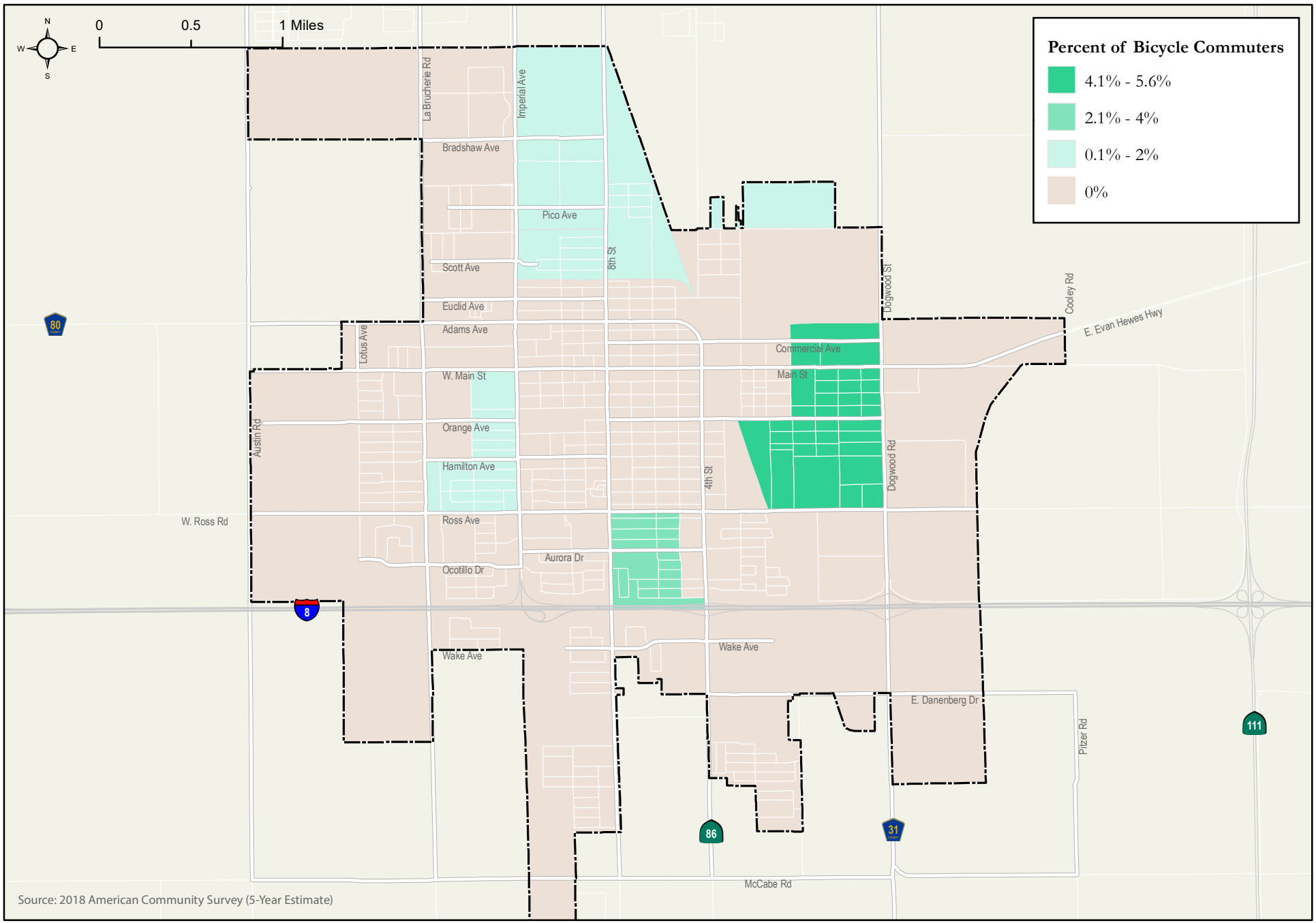
As shown, intersections with the highest observed AM and PM bicycle volumes include:

AM Bicycle Volume

28. 8th Street & Main Street (Nine)
29. 8th Street & Ross Avenue (Six)
29. 8th Street & Wake Avenue (Six)
35. 6th Street & Adams Avenue (Six)
38. 4th Street & Orange Avenue (Six)
39. 4th Street & Ross Avenue (14)

PM Bicycle Volume

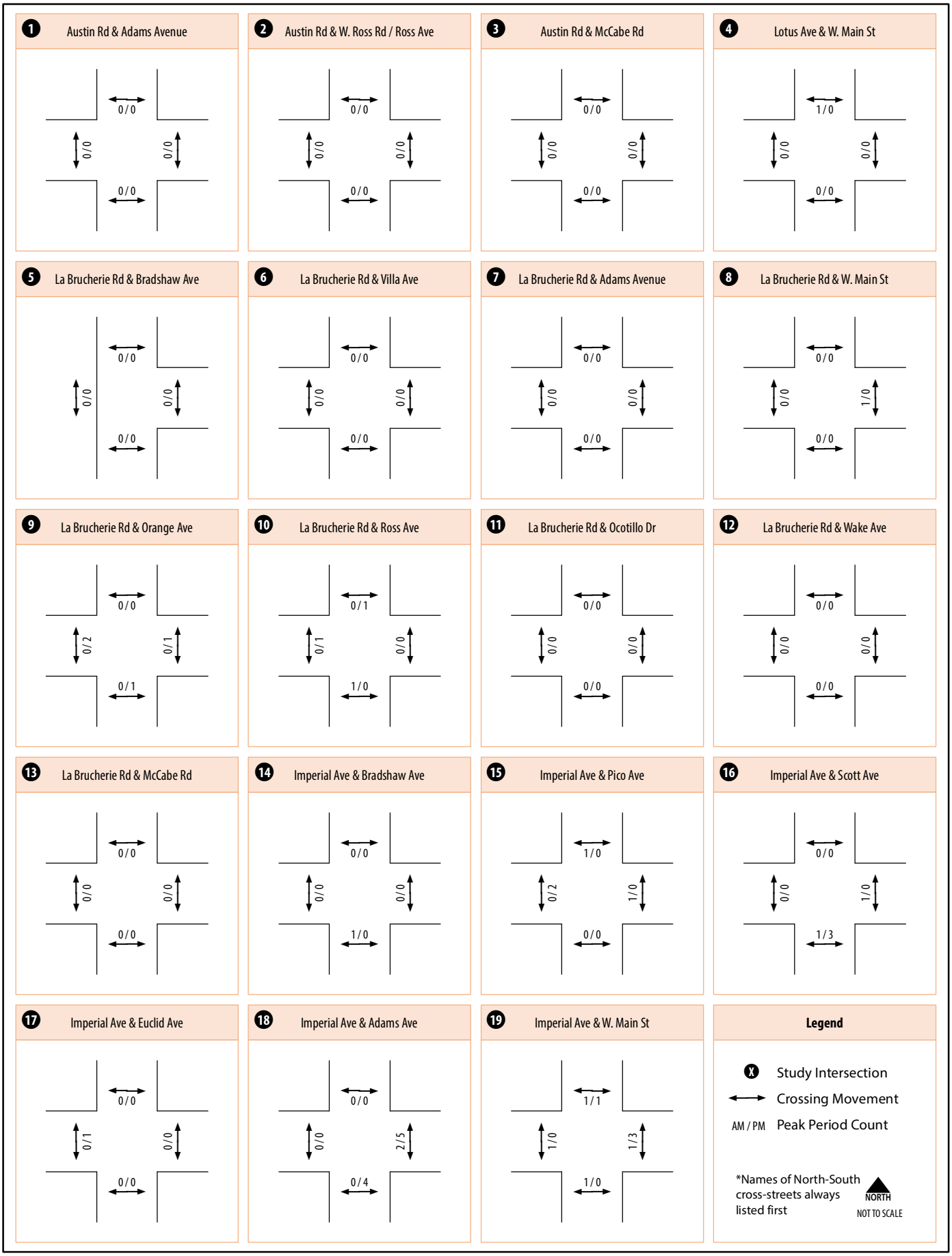
26. 8th Street & Euclid Avenue (Seven)
28. 8th Street & Main Street (Seven)
35. 6th Street & Adams Avenue (Ten)
36. 4th Street & Commercial Avenue (Seven)
38. 4th Street & Orange Avenue (Eight)
39. 4th Street & Ross Avenue (Eight)



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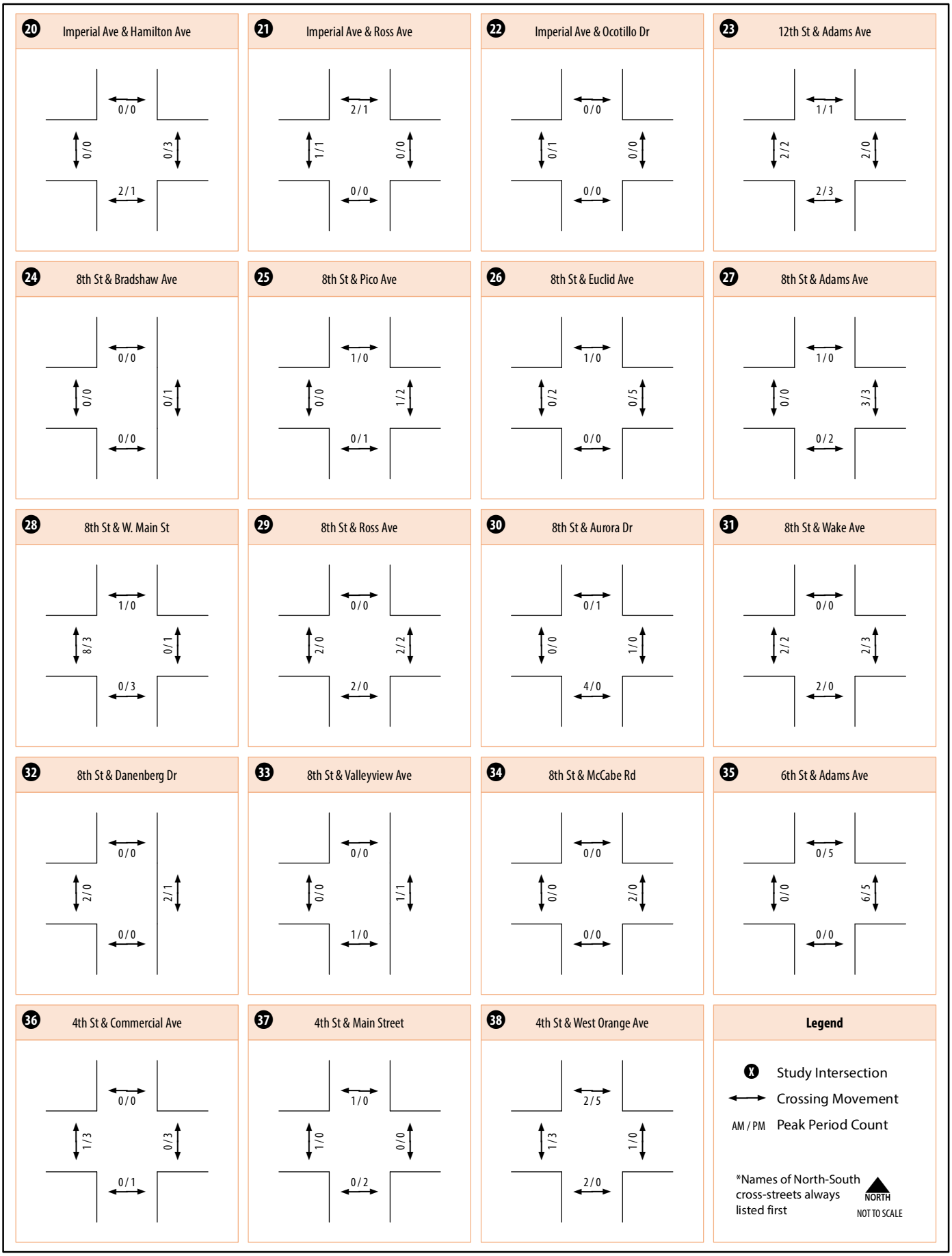
Figure 3.24
Year 2018 Bicycle Commuters



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Figure 3.25
Bicycle Volumes - Existing Conditions
(Intersections 1-19)



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Figure 3.25
Bicycle Volumes - Existing Conditions
(Intersections 20-38)

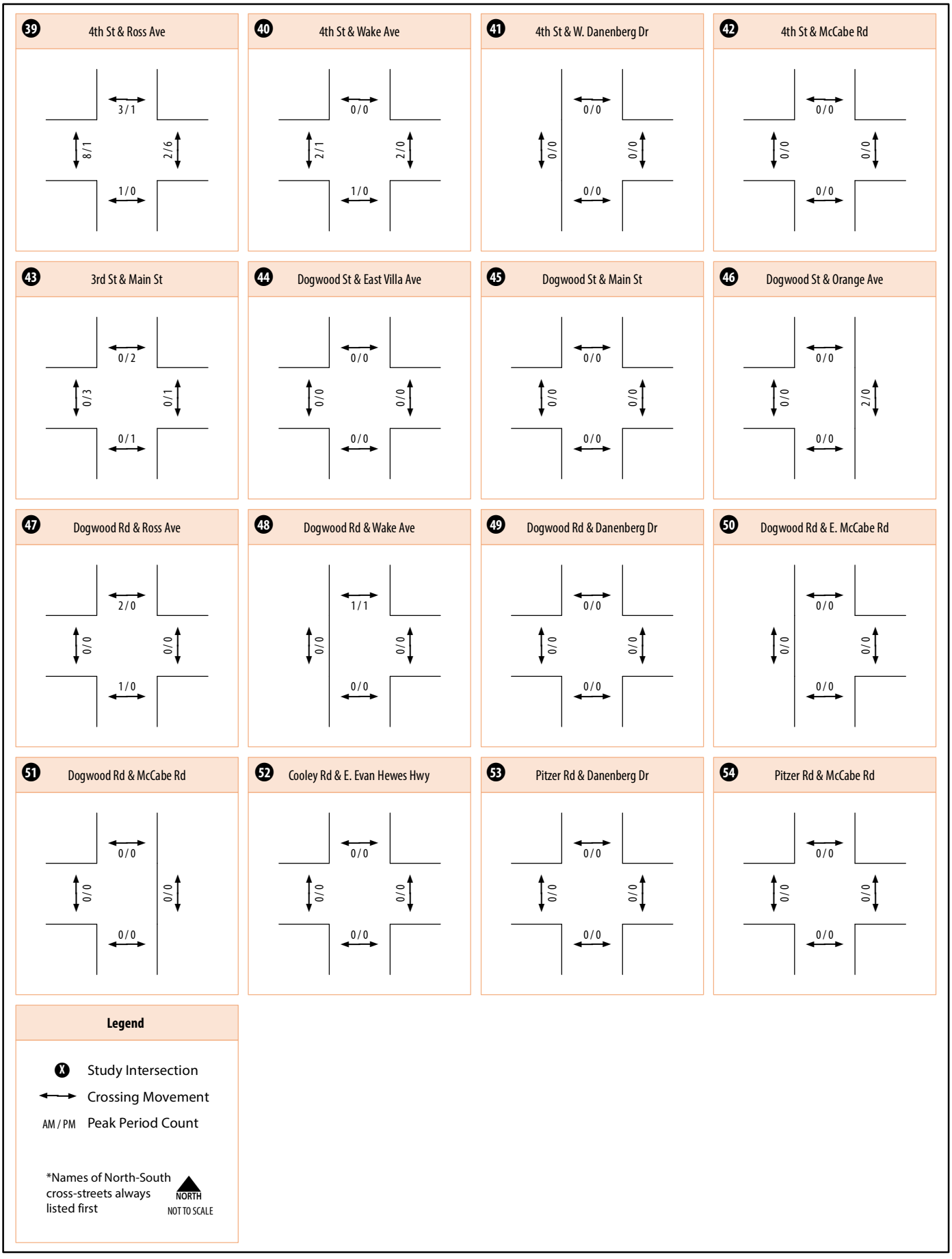
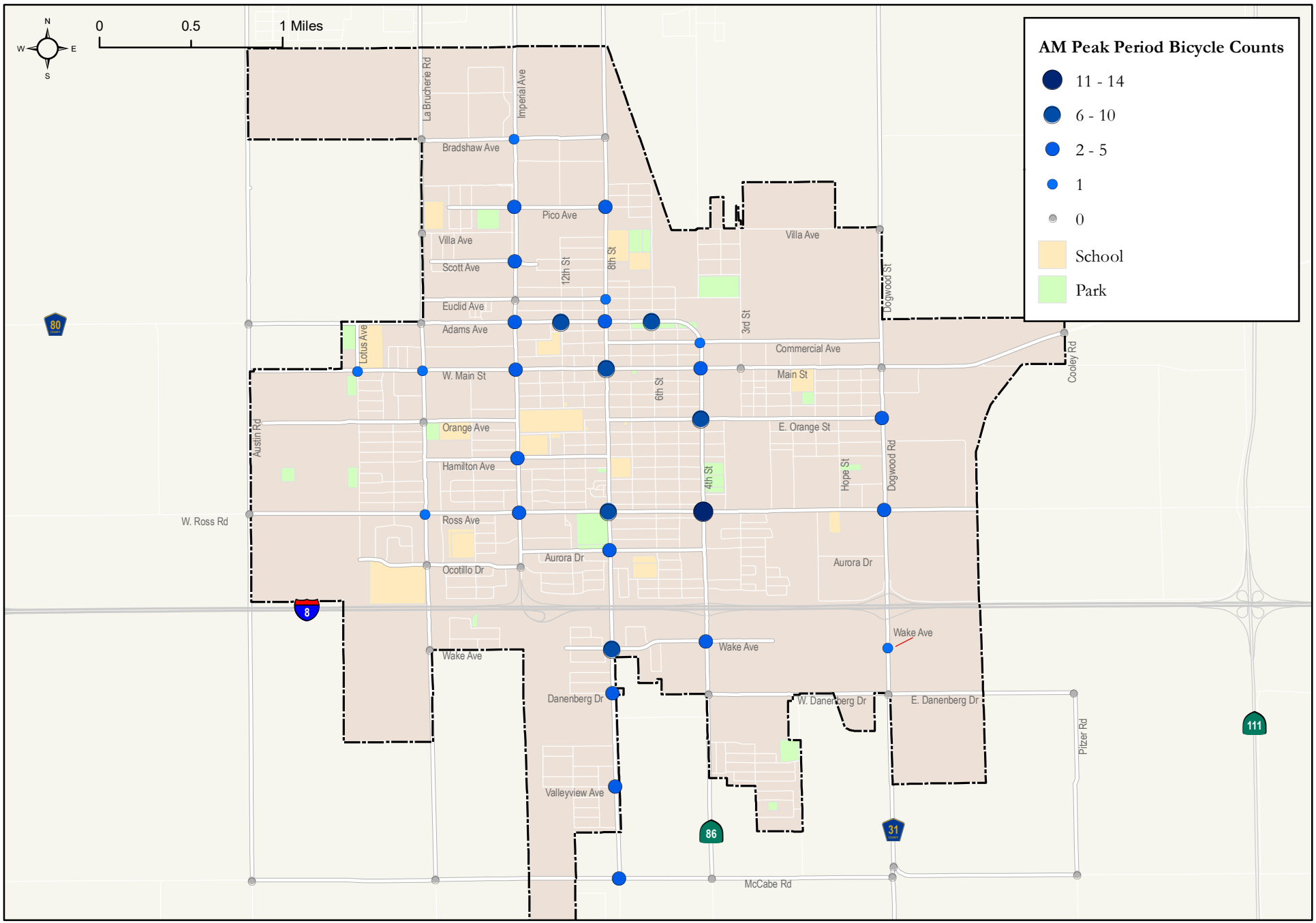


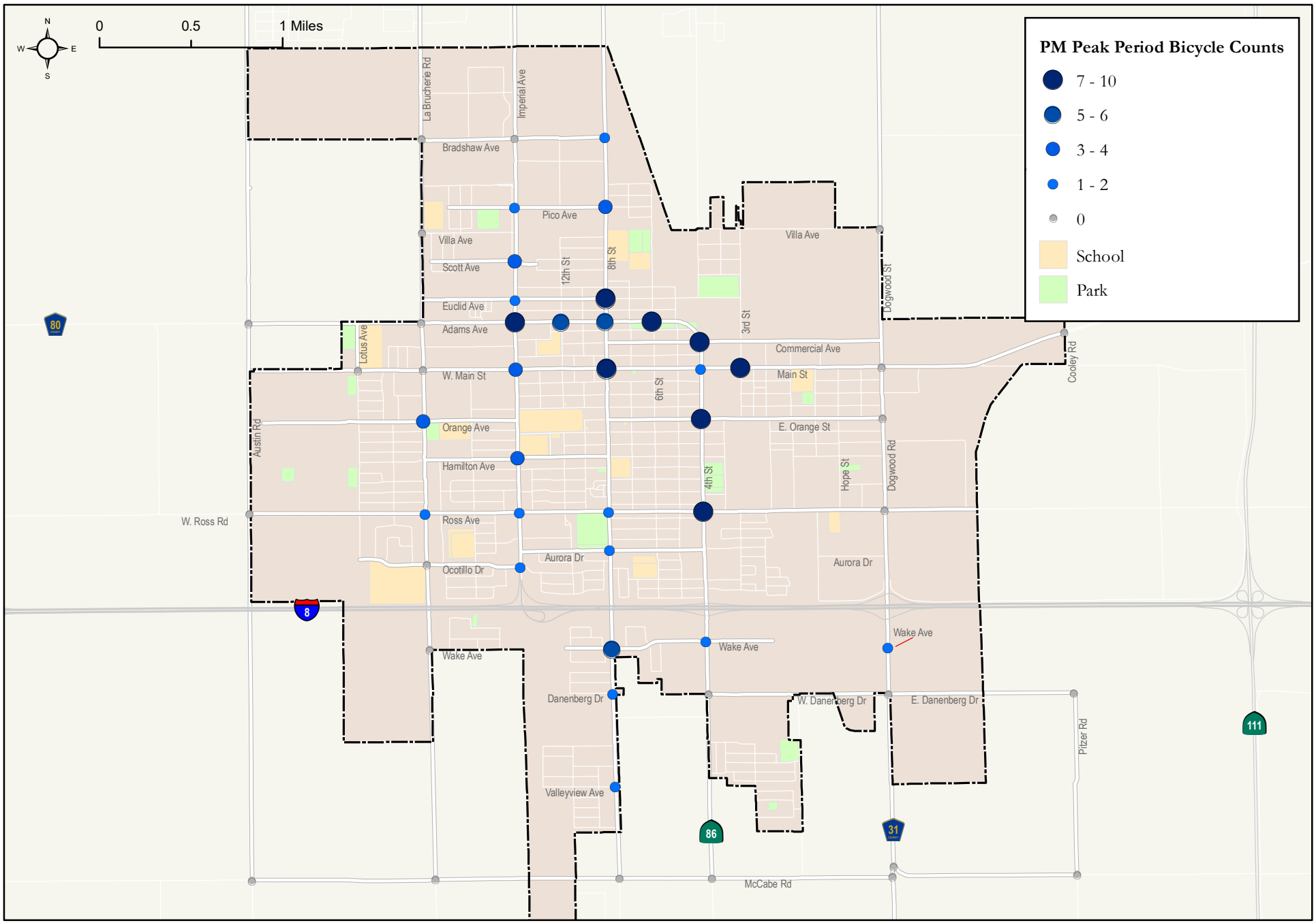
Figure 3.25
Bicycle Volumes - Existing Conditions
(Intersections 39-54)



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Figure 3.26
AM Peak Period Bicycle Counts



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Figure 3.27
PM Peak Period Bicycle Counts

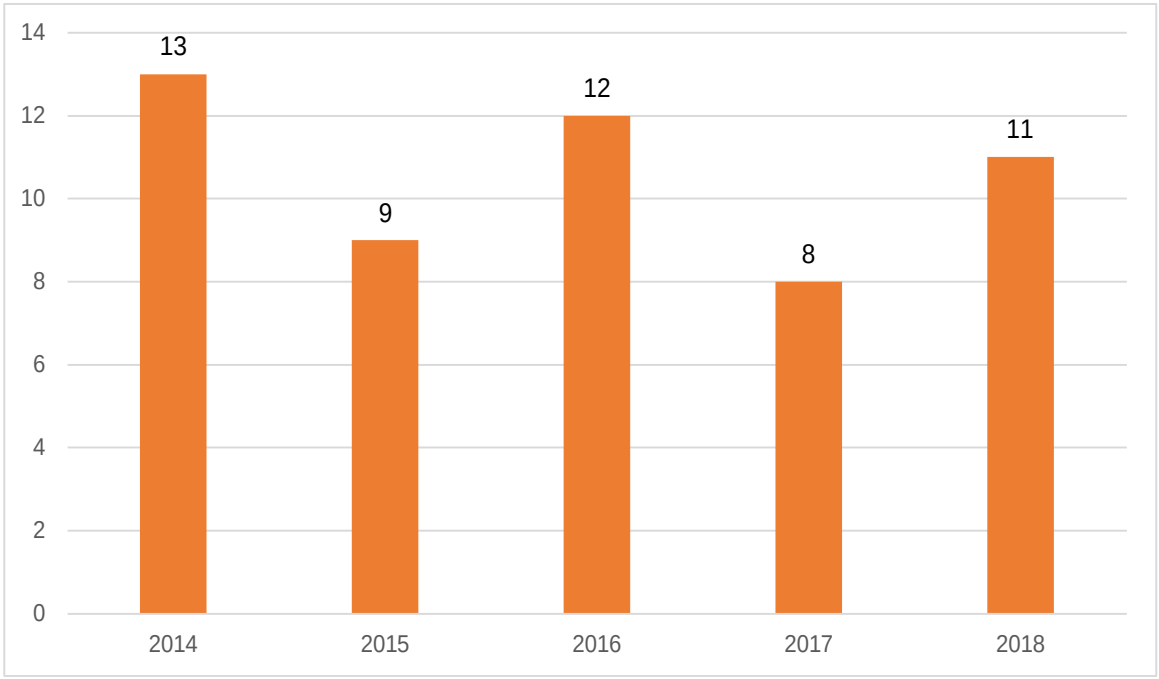
3.4.3 Bicycle Collisions

Bicycle collision data was obtained from SWITRS for the five-year period from 2014 to 2018. During this period, 53 bicycle-involved collisions were reported in El Centro, accounting for 10.7 percent of total collisions, when considered against the 494 total collisions that occurred in El Centro across all modes during the five-year period analyzed.



Figure 3.28 summarizes bicycle-involved collisions by year from 2014 to 2018. Collisions ranged from eight to 13 per year, with the fewest number of collisions recorded in 2017, and the greatest number of collisions recorded in 2014.

Figure 3.28 Bicycle Collisions by Year (2014 – 2018)



Source: SWITRS (2020).

Figure 3.29 displays the distribution of the 53 bicycle-involved collisions across the City of El Centro. As shown, similar to the distribution of pedestrian-involved collisions, bicycle collisions are generally concentrated along major roadways. In this case, Imperial Avenue, 8th Street, and 4th Street.

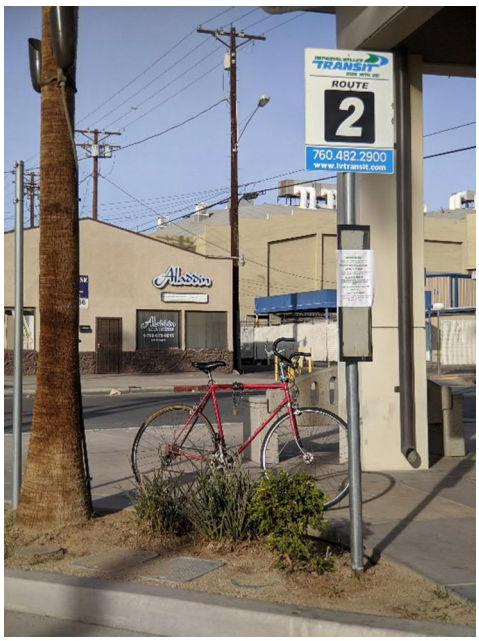


Table 3.19 summarizes the primary collision factor violation category for the 53 bicycle-involved collisions occurring in El Centro between 2014 and 2018. The leading cause was due to the bicyclist impeding the "automobile right-of-way", accounting for 34 percent of total bicycle-involved collisions. It was followed by the bicyclist riding on the "wrong side of road", as well as failing to obey "traffic signals and signs," which were the primary factor in 19 percent of collisions each. These findings potentially indicate a need for increased cyclist education regarding the laws of the road and safe bicycle operation, as well as a need for improved bicycle facilities, such as cycle tracks, side paths, or other separated facilities.

Table 3.19 Primary Bicycle Collision Factor (2014-2018)

Primary Collision Factor	Collisions	Percent of Total
Automobile Right-of-Way	18	34%
Wrong Side of Road	10	19%
Traffic Signals and Signs	10	19%
Improper Turning	3	6%
Improper Passing	2	4%
Other Hazardous Violation	2	4%
Unknown	1	2%
Unsafe Speed	1	2%
Following Too Closely	1	2%
Unsafe Lane Change	1	2%
Pedestrian Right of Way	1	2%
Lights	1	2%
Unsafe Starting and Backing	1	2%
Other Improper Driving	1	2%
Total	**53**	**100%**

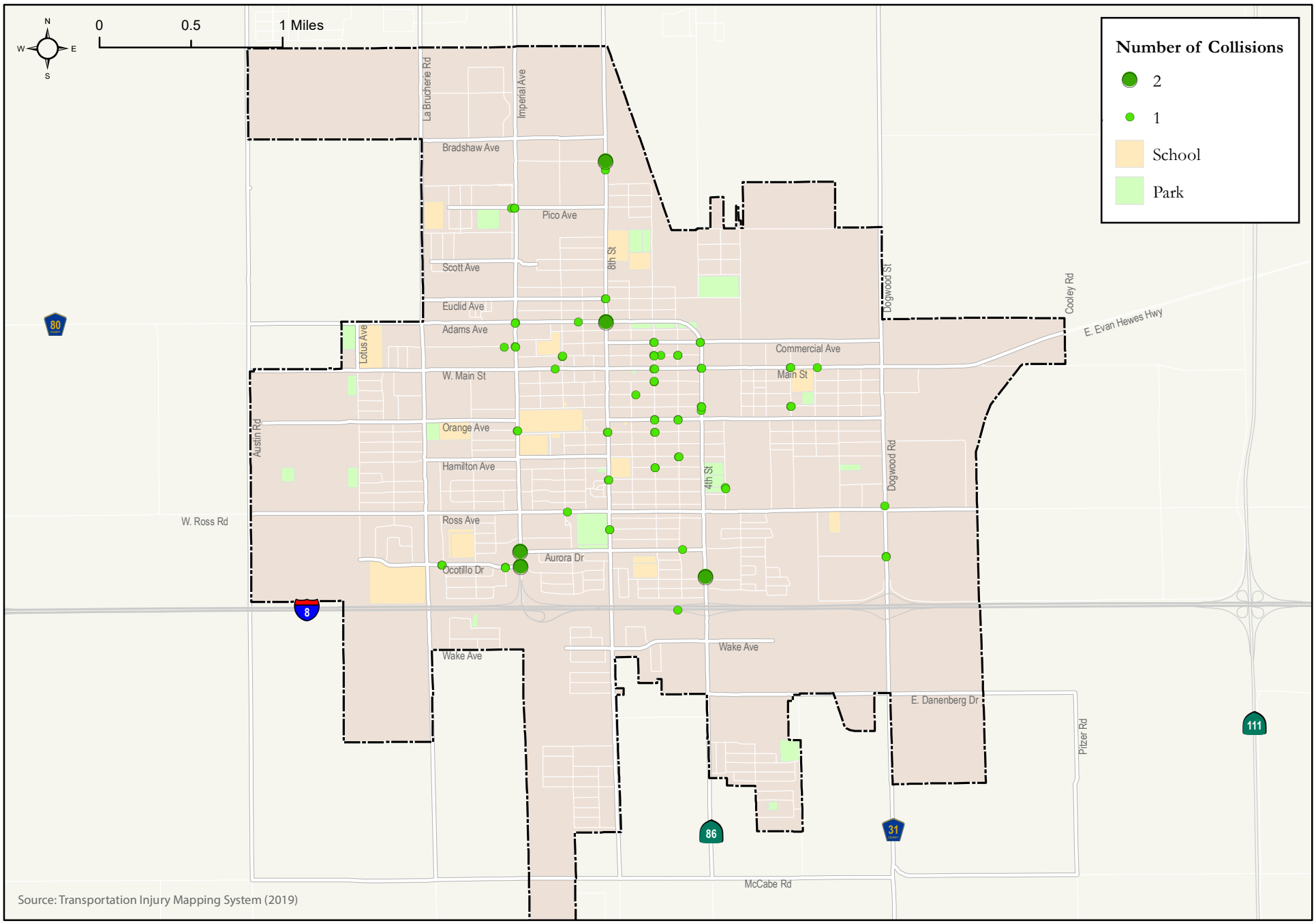
Source: SWITRS (2020).

Table 3.20 summarizes the bicycle collisions by party-at-fault. As shown, both the bicyclist and the driver share the same proportion of party-at-fault in all bicycle collisions.

Table 3.20 Bicycle Collisions by Party-at-Fault (2014-2018)

Party-at-Fault	Collisions	Percent of Total
Bicyclist	32	50%
Driver	34	50%
Total	**66**	**100%**

Source: SWITRS (2020).



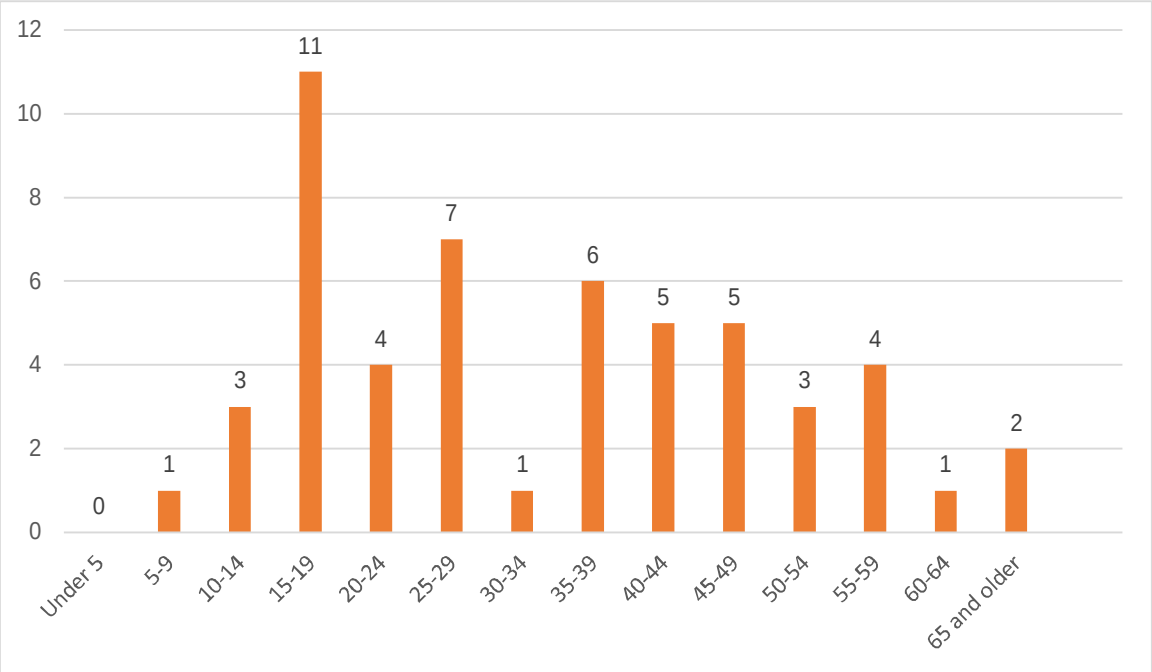
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Figure 3.29
Bicycle Collisions (2014 - 2018)

Figure 3.30 displays bicycle-involved collisions distributed by age group from 2014 to 2018. As shown, school aged children, as well as those between 25-29 years of age, and 35-39 years of age, accounted for a large share of bicycle-involved collisions, with 11 collisions recorded for ages 15-19, seven collisions for ages 25-19, and six collisions for ages 35-39 during the five-year period. This potentially indicates a need for increased bicycle safety education among all members of the community.

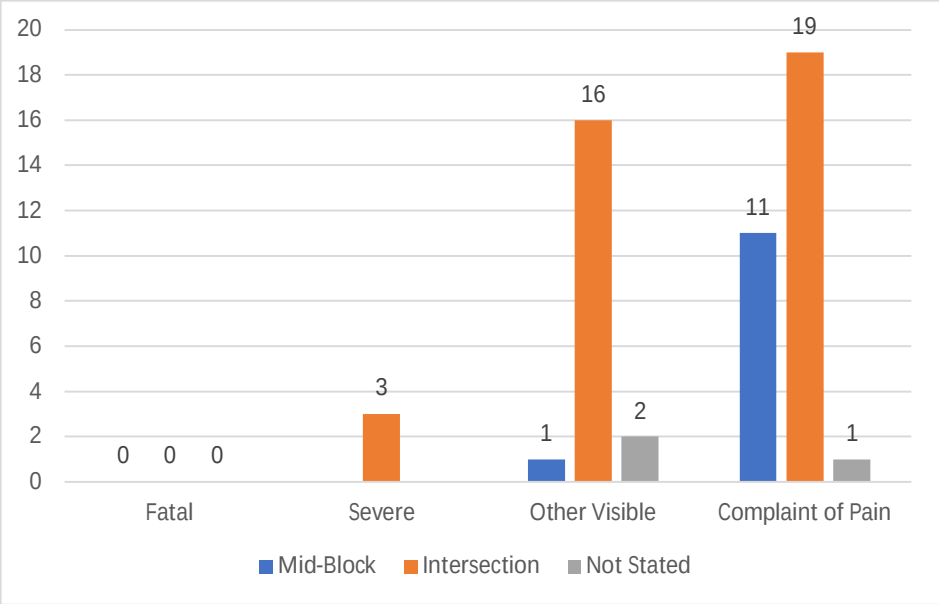
Figure 3.30 Bicycle Collisions by Age Group (2014 – 2018)



Source: SWITRS (2020).

Figure 3.31 below presents collision severity by roadway location. Bicycle collisions at intersections were identified to represent approximately 72 percent of all pedestrian collisions reported and 23 percent at mid-block locations. The locations of the remaining five percent of collisions were not reported.

Figure 3.31 Bicycle Collision Severity by Roadway Location (2014-2018)



Source: SWITRS (2020).

Roadway corridors experiencing relatively higher bicycle collisions (≥four) are identified in **Table 3.21**. Three of these roadways currently have dedicated bicycle facilities. However, Imperial Avenue does not offer bicycle facilities along the entire roadway. This finding potentially indicates a need for increased bicycle facilities along key roadways.

Table 3.21 High Bicycle Collision Segments (2014 – 2018)

Segment	Extents	Collisions	Bicycle Facility
8th Street	Bradshaw Avenue to Aurora Drive	9 (6 occurred in Class III segments)	Yes (both Class II and Class III)
4th Street	Commercial Avenue to I-8 Freeway Ramps	6	No
Main Street	Imperial Avenue to Dogwood Road	5	No
Imperial Avenue	Bradshaw Avenue to I-8 Freeway Ramps	4	Yes (only partially Class III)
6th Street	Adams Avenue to Ross Avenue	4	Yes (Class III)

Source: SWITRS (2020).

Table 3.22 identifies, by severity, the locations where multiple collisions occurred during the five-year collision analysis period.

Table 3.22 Bicycle Collision Locations by Severity (2014 – 2018)

Identification	Location	Collision (s)	Severity
Main Street (62 feet of 1st Street)	Mid-block	1	Severe
Dogwood Road (336 feet south of Aurora Drive)	Mid-block	1	Severe
3rd Street & Cedar Avenue	Intersection	1	Severe

Source: SWITRS (2020).

3.5 Intelligent Transportation Systems (ITS)

ITS can provide many benefits to local and regional roadway networks, including improving roadway traffic operations, improving transit operations, emergency vehicle preemption, relaying valuable traffic-related information, and providing guidance to drivers (ex. locations of available parking, traffic congestion points, and accident locations).

Traffic signals in El Centro are currently sensitive to emergency vehicle preemption, which grants emergency vehicles higher priority over other vehicles in an effort to help reduce response times and improve traffic safety.

3.6 Transportation Demand Management (TDM)

SCAG adopted the 2016-2040 RTP/SCS in April 2016, which included TDM strategies for the region. TDM strategies are designed to reduce roadway congestion by managing or reducing system demand. The RTP/SCS allocates $6.9 billion to TDM strategies through the following three main areas of focus:

- Reduce the number of single-occupancy vehicle (SOV) trips and overall vehicle miles traveled (VMT) through ridesharing, which includes carpooling, vanpooling, and supportive policies for shared ride services such as Uber and Lyft.
- Redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules.
- Reducing the number of SOV trips through the use of other modes of travel such as transit, rail, bicycling, and walking.

In addition, the RTP/SCS identifies the following strategies to expand and encourage the implementation of TDM strategies:

- Rideshare incentives and rideshare matching.
- Parking management and parking cash-out policies.
- Preferential parking or parking subsidies for carpoolers.
- Intelligent parking programs.
- Promotion and expansion of Guaranteed Ride Home programs.
- Incentives for telecommuting and flexible work schedules.
- Integrated mobility hubs and first/last mile strategies.
- Incentives for employees who bike and walk to work.
- Investments in active transportation infrastructure.
- Investments in Safe Routes to School programs and infrastructure.

3.7 Airports and Goods Movement

3.7.1 Airport



Source: County of Imperial (2020)

The Imperial County Airport (IPL) is located less than a mile north of the El Centro City Limit. The airport is a county-owned public-use airport. Service is subsidized by the Essential Air Service program. The facility is non-towered and has two (2) runways. The airport solely serves general aviation operations, but the National Plan of Integrated Airport Systems categorizes this airport as a non-primary commercial service airport. Currently, Mokulele Airlines is the only commercial airline serving IPL with direct flights to Los Angeles (LAX). Two Cargo airlines, Ameriflight and FedEx Feeder serve IPL with direct flights to Ontario (ONT). IPL Airport was founded in 1940 and occupies about 370 acres.

The Airport Land Use Compatibility (ALUC) Plan Update for Imperial County (1996) serves as a guiding document for the County's military and public use airports, promoting continued operation while protecting public and airport users alike from potential adverse noise and safety concerns, while maintaining compatibility with City and County general plans. According to AirNav Airport Operational Statistics, in 2018, the airport had an average of 40 airport activities per day, or 14,600 annual airport activities. Of these movements, approximately 40 percent were local general aviation, 27 percent were military operations, 24 percent of operations from transient aircraft, and eight percent commercial aviation. A total of 34 aircraft are based at the airport, which includes 30 single-engine airplanes, one multi-engine airplane, and three helicopters.

Noise abatement procedures and a prohibition of night operations are in place to reduce the airport's noise footprint on the community, which maintains compatibility with SCAG 2016-2040 RTP/SCS Aviation Performance Measure 12, maintaining sensitivity to Aviation Noise Impacts.

The Imperial County Airport is accessible via Imperial Avenue, where the airport driveway connects at Airport Road.

3.7.2 Goods Movement

Maintaining the efficient movement of goods is essential for sustaining a local economy and meeting basic consumer needs. The SCAG 2016-2040 RTP/SCS and the Imperial County Long Range Transportation Plan identify the regional role of the Calexico Port of Entry (POE) and Calexico East POE in particular, and the importance of the roadway network in surrounding Imperial County cities in serving the Ports and supporting the truck traffic generated.

The RTP/SCS identifies the need for goods movement to be carefully balanced with overall sustainability, public health, and environmental justice goals, and establishes the need for goods movement strategies to work in concert with the region's overall emissions reduction targets. These overarching guidelines are adapted to the local setting by the Imperial County Long Range Transportation Plan, which identifies particular improvements for the county such as roadway widening and grade separation, while reiterating the need for consideration of potential impacts to local community health, safety, and quality of life.

Currently, there are no truck routes designated within the City of El Centro; however, the City's Circulation Element identifies Interstate 8, SR 86, and SR 111 as truck terminal access routes.

3.7.3 Rail

There are three rail lines that serve the City of El Centro. Union Pacific Railroad operates a main line that extends west and northeast from El Centro. This line connects Los Angeles Port of Entry (POE) with the greater Union Pacific Rail Network. A branch line connects the Calexico POE to the south. Several minor spurs connect to Westmoreland, areas north of Holtville, and shipping yards within El Centro. The western line, the San Diego and Arizona Eastern Railroad, terminates to the west in Plaster City. Rail service beyond Plaster City has been cutoff since damage to the line was incurred in 2009. No passenger rail currently serves the City of El Centro. The Imperial County Long Range Transportation Plan seeks to sustain freight movement operations and transportation connections where possible via rail grade-separation, while acknowledging the need to balance potential impacts to local communities in Imperial County.

4.0 OPPORTUNITIES AND CONSTRAINTS

This section synthesizes the existing conditions analysis findings as opportunities and constraints, including a discussion of relevant state and regional policies and programs and planned transportation improvements. The summary includes reference to collision and demand analyses, as well as network gaps identified through network reviews. The findings may be used when considering future improvements or transportation related decisions.

4.1 Roadway Network

Multiple school-serving roadways were identified during the roadway network review. These streets may serve as a starting point for safety improvement considerations related to student commuters, since they most likely have higher numbers of pedestrians and cyclists. These roadways include:

- La Brucherie Road
- Imperial Avenue
- 8th Street
- Main Street

12 roadway segments currently operate at LOS below "C":

<u>City of El Centro – Eight roadway segments</u>

- Imperial Avenue, between Pico Avenue and Scott Avenue – LOS D;
- Imperial Avenue, between Scott Avenue and Euclid Avenue – LOS E;
- 8th Street, between Aurora Drive and Wake Avenue – LOS F;
- Dogwood Road, between Main Street and Orange Street – LOS D;
- Dogwood Road, between Orange Street and Ross Avenue – LOS D;
- Dogwood Road, between Ross Avenue and Aurora Drive – LOS E;
- Ross Avenue, between 4th Street to Hope Street – LOS D; and
- Ross Avenue, between Dogwood Road to City Limits – LOS D.

<u>County of Imperial – Four roadway segments</u>

- SR 86, between Countryside Drive and McCabe Road – LOS D;
- Dogwood Street, North of Villa Avenue – LOS D;
- Dogwood Street, between Villa Avenue and Main Street – LOS D; and
- Adams Avenue, between Austin Road and City Limits – LOS D.

21 total intersections currently operate at LOS below "C" during the AM and/or PM peak hour(s), including:

<u>City of El Centro – 17 intersections</u>

3. Austin Road & Ross Avenue – LOS E (AM peak hour);
10. La Brucherie Road & Orange Avenue – LOS F (AM peak hour);
15. Imperial Avenue & Bradshaw Avenue – LOS D (AM peak hour);
19. Imperial Avenue & Adams Avenue – LOS D (AM peak hour);
24. Imperial Avenue & Ocotillo Drive – LOS D (AM peak hour);

25. 12th Street & Adams Avenue – LOS F (AM and PM peak hours);
27. 8th Street & Pico Avenue – LOS D (AM peak hour);
28. 8th Street & Euclid Avenue – LOS D (AM peak hour) and LOS E (PM peak hour);
31. 8th Street & Aurora Drive – LOS F (AM peak hour) and LOS D (PM peak hour);
41. 6th Street & Adams Avenue – LOS F (AM peak hour);
42. 4th Street & Commercial Avenue – LOS E (AM peak hour) and LOS F (PM peak hour);
43. 4th Street & Main Street – LOS F (AM peak hour) and LOS D (PM peak hour);
44. 4th Street & Orange Avenue - LOS F (AM peak hour);
45. 4th Street & Ross Avenue – LOS D (AM and PM peak hours);
46. 4th Street & Wake Avenue – LOS D (PM peak hour);
44. 3rd Street & Main Street – LOS F (AM and PM peak hours); and
46. Dogwood Road & Main Street – LOS D (PM peak hour).

<u>County of Imperial – Four (4) intersections</u>

2. Austin Road & Adams Avenue – LOS D (AM peak hour);
4. Austin Road & McCabe Road – LOS F (AM peak hour);
14. La Brucherie & McCabe Road – LOS F (AM and PM peak hours); and
35. 8th Street & McCabe Road – LOS F (AM and PM peak hours).

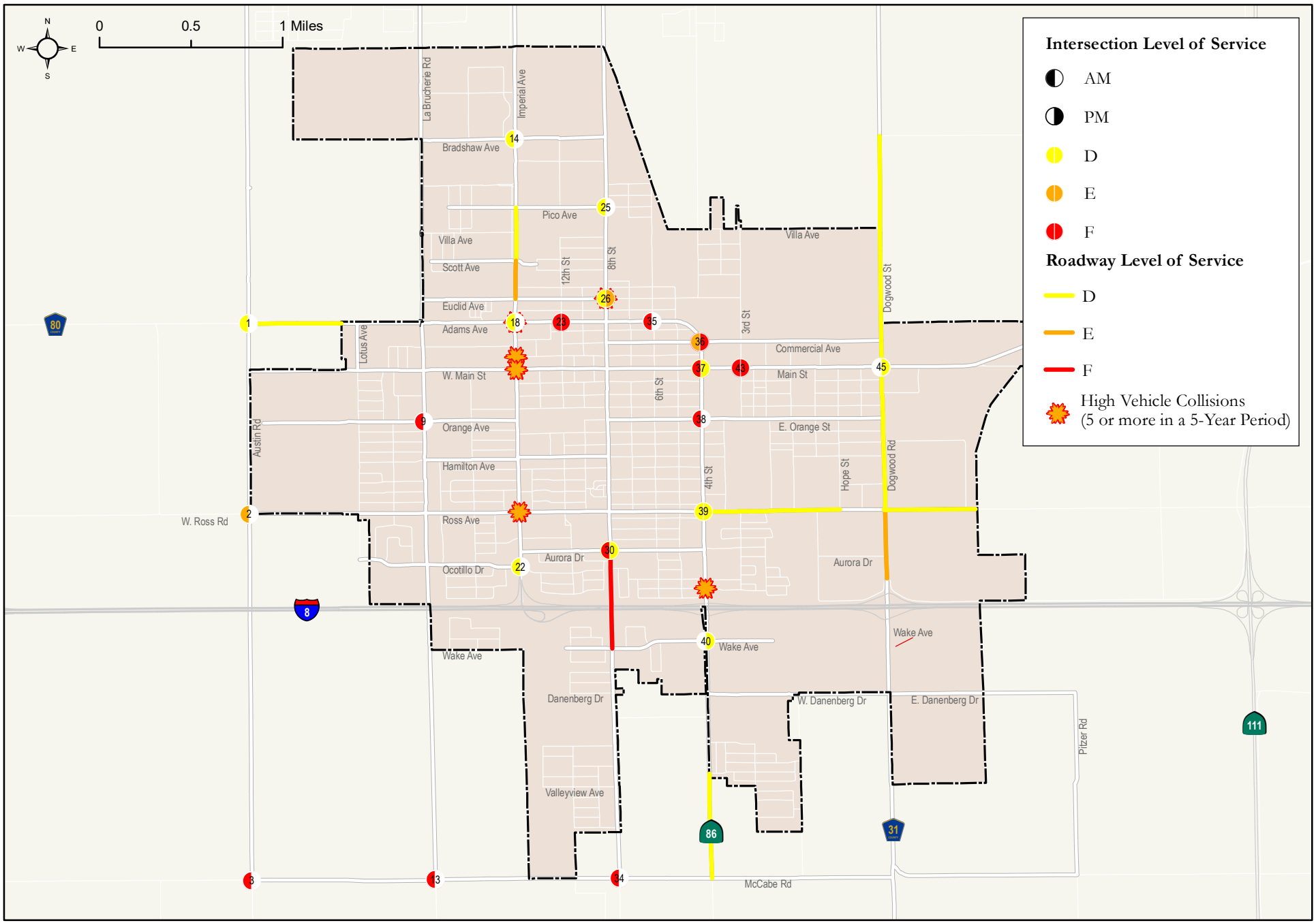
Based upon forthcoming land use policies, public input, and future conditions operational analyses, it may be possible that a recommendation is made to change the LOS threshold to consider LOS D and above as acceptable throughout the City and not only along the corridors located along Imperial Avenue, 4th Street, Dogwood Avenue and Ross Avenue at full buildout. Additionally, the impending shift away from LOS as a CEQA impact measure would further facilitate this transition, as LOS would become a purely operational measure for community planning and traffic engineering.

The collision analysis found the intersections listed below experienced the greatest number of collisions within El Centro (2014-2018):

- 4th Street & Smoketree Drive (Nine)
- Imperial Avenue & Main Street (Seven)
- 8th Street & Euclid Avenue (Six)
- Imperial Avenue & Ross Avenue (Six)
- Imperial Avenue & Adams Avenue (Six)
- Imperial Avenue & Broadway (Five)
- 8th Street & Pico Avenue (Four)
- Waterman Avenue & Ross Avenue (Four)
- 12th Street & Adams Avenue (Four)
- 8th Street & Broadway (Four)

Of the ten intersections listed above, the intersection of Waterman Avenue and Ross Avenue was the location that experienced the highest collision rate with 0.294 collisions per one million vehicles entering the intersection. This finding potentially indicates need for further intersection analysis to determine if mitigatable safety issues exist.

Figure 4.1 displays the opportunities and constraints for automobiles.



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Figure 4.1
Automobile Opportunities and Constraints

4.2 Public Transit Network

The public transit network is comprised of 14 regularly scheduled, fixed-route bus lines. Two routes serve as circulator-like loops within the City, in each (clockwise and counterclockwise) direction. Additionally, the other 12 routes provide connectivity to other cities surrounding El Centro by way of La Brucherie Road, Imperial Avenue, Dogwood Road and Evan Hewes Highway. Residents that live south of I-8, as well as residents living west of La Brucherie Road, may find that walking to a bus stop is undesirable due to the need to travel relatively long distances (> ¼ mile).

A key challenge associated with transit generally consists of bicycle and pedestrian safety near transit stops, since most transit users begin or end their trip as a bicyclist or pedestrian. The emphasis paid to first-last mile connectivity to transit in the SCAG RTP/SCS, such as those presented in Chapter Three, indicate that this challenge is understood by agencies at regional and county governmental agencies, which shall lend support to potentially challenging first-last mile improvements in El Centro.

Planning documents at regional and county levels establish a coherent framework to aid the City in navigating the translation of regional goals to local implementation. Although SCAG does not deem any part of the City or sphere of influence as an HQTA, ICTC's transit goals are nonetheless aided by a regional orientation to transit mobility.

Figure 4.2 displays the opportunities and constraints for transit.

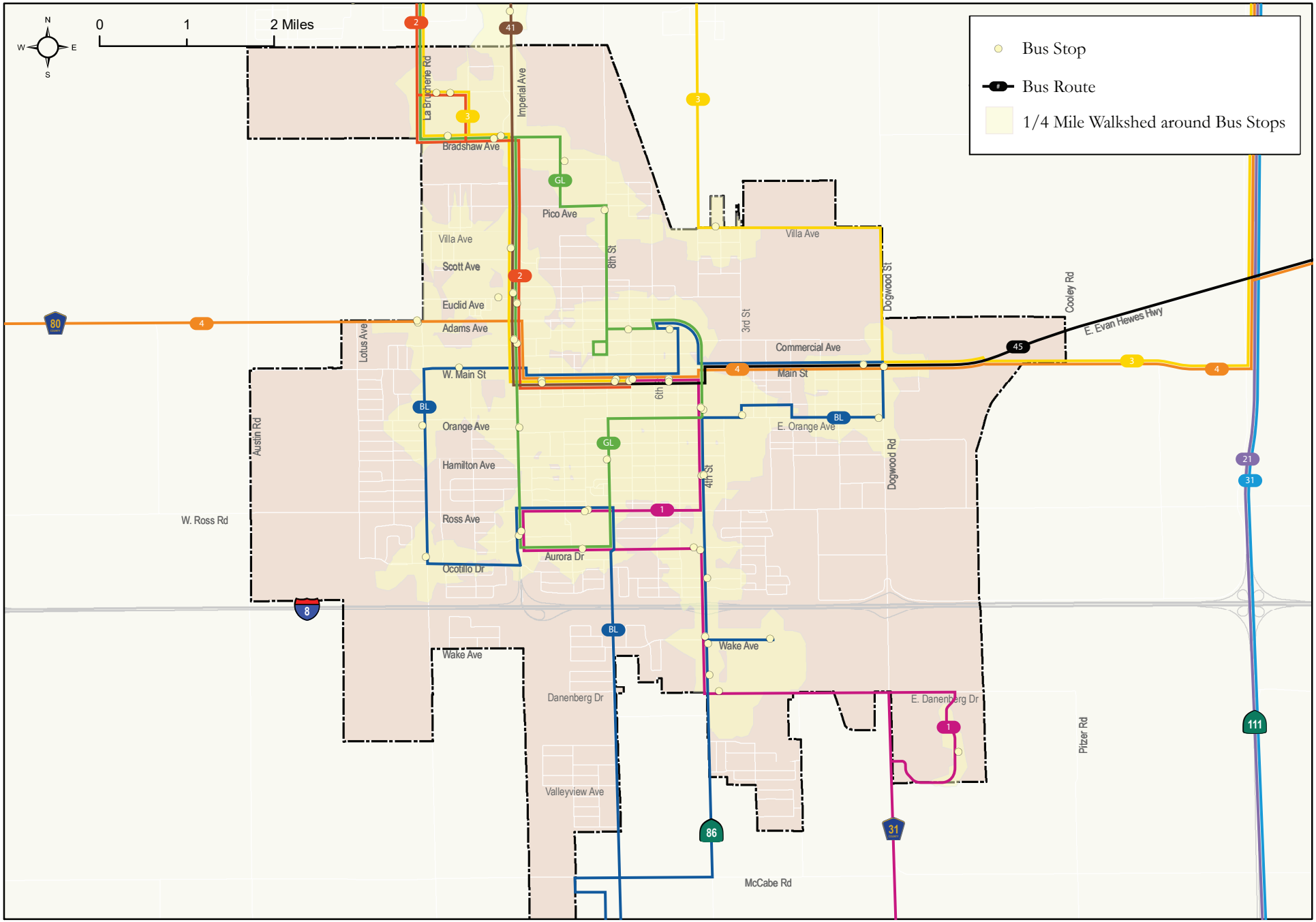
4.3 Pedestrian Environment

Pedestrian mobility in the City of El Centro benefits from the grid network. However, the need to cross high speed, high volume roads, as well as a lack of pedestrian buffer from traffic, act as constraints to pedestrians. Additionally, I-8 poses a physical barrier to pedestrians, restricting north-south mobility with limited crossing options.

As indicated in Chapter Three, the most common primary collision factor in El Centro's pedestrian-involved collisions (2014 – 2018) was "pedestrian violation" such as a pedestrian crossing a roadway at an improper location, whereby the vast majority of pedestrian-involved collisions occurred along major thoroughfares, such as Imperial Avenue, Adams Avenue, 8th Street, 4th Street, and Main Street.

Additionally, the highest pedestrian volumes were observed along similar corridors, particularly near schools. Taken together, these findings may support an argument for increased investments in improved pedestrian crossings or additional crossing opportunities near schools, and along the City's major roadways. Crossing treatments to consider may include high-visibility crosswalks, pedestrian refuges in medians, mid-block crossings, curb extensions (bulb-outs), lead pedestrian intervals at signalized crossings, and pedestrian signal heads with countdowns.

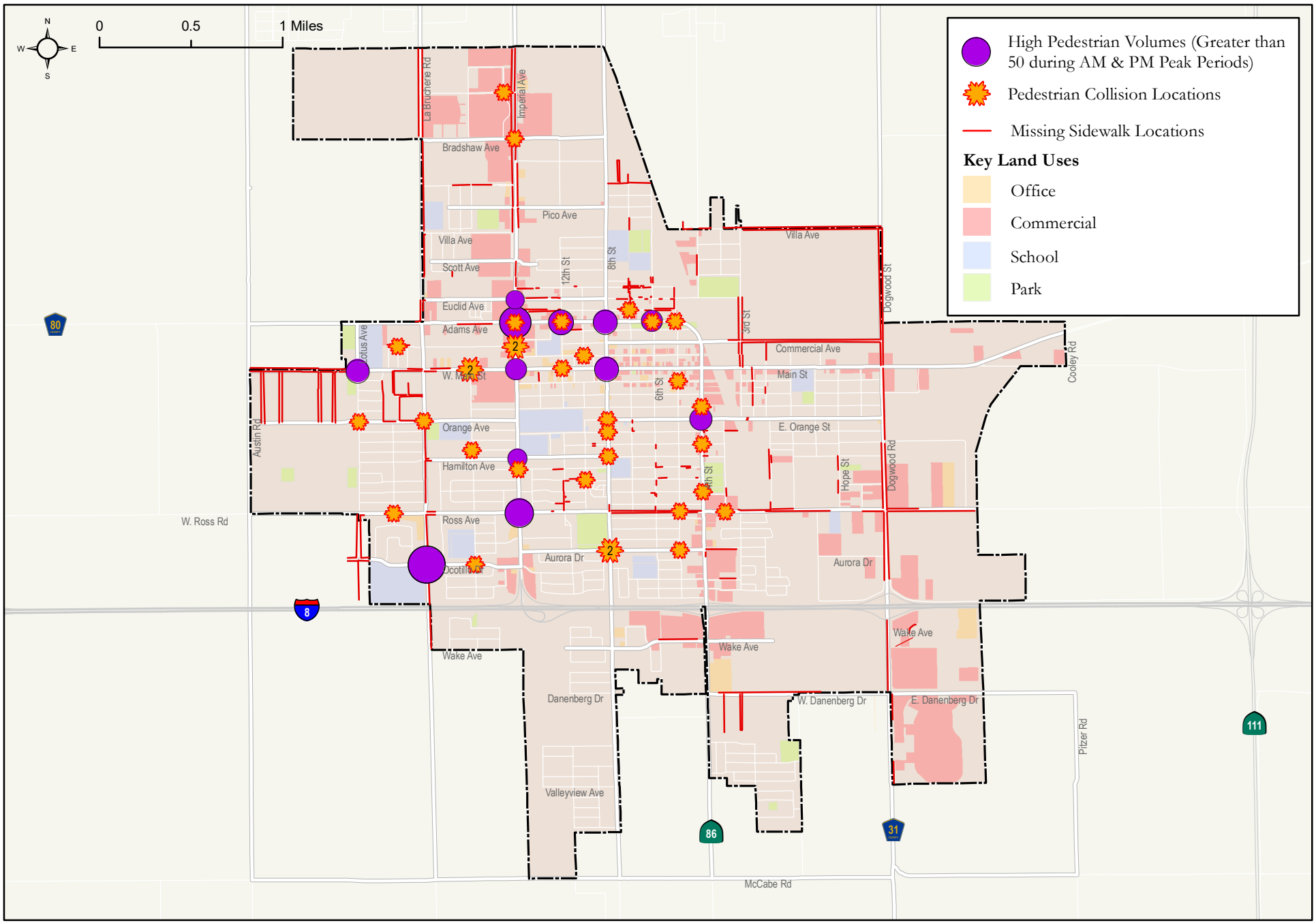
Figure 4.3 displays the opportunities and constraints for pedestrians.



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Figure 4.2
Transit Opportunities and Constraints



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Figure 4.3
Pedestrian Opportunities and Constraints

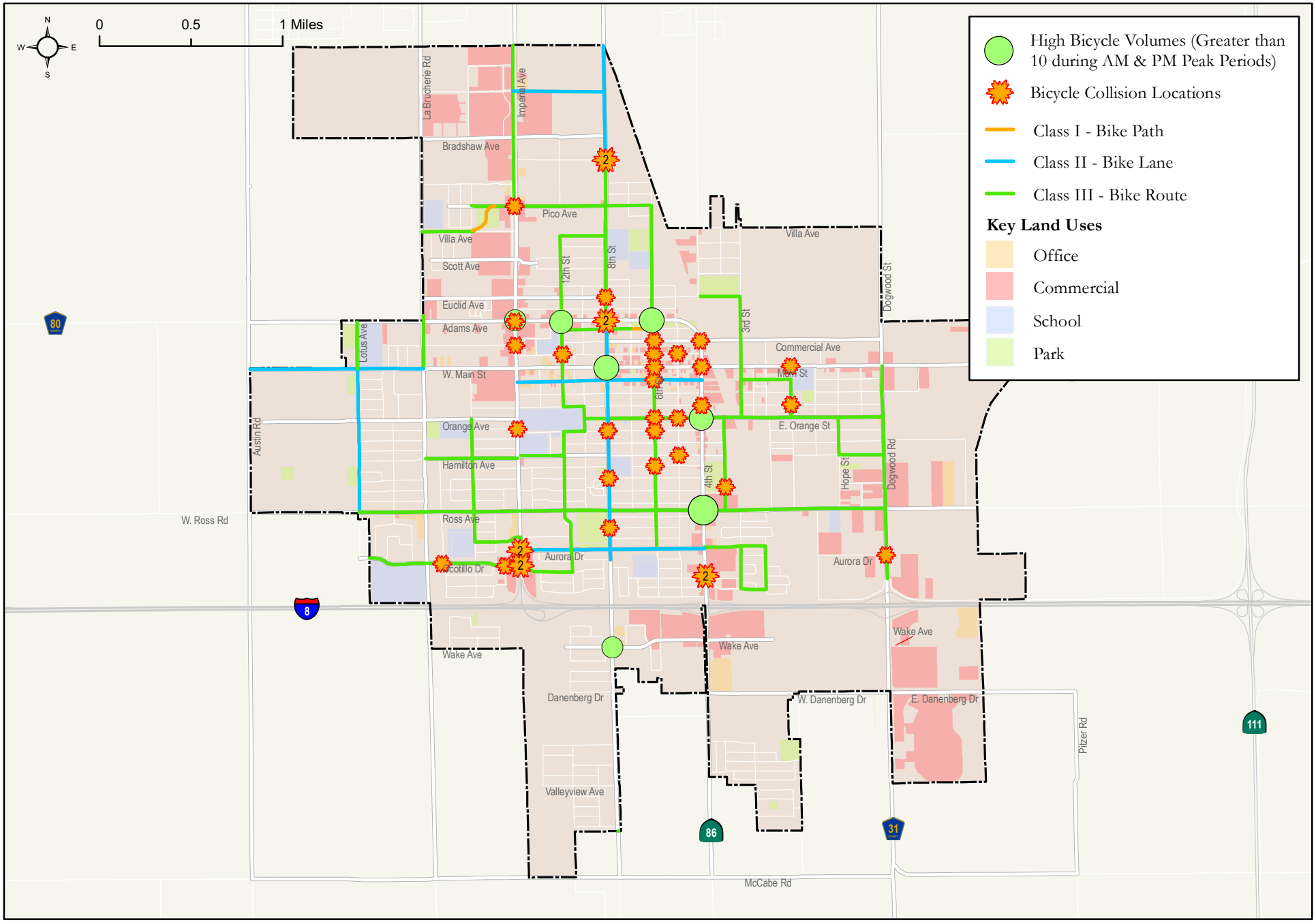
4.4 Bicycle Network

Similar to the pedestrian environment, bicycle mobility in El Centro benefits from a grid network that provides maximum connections and reduced distances between destinations, however, bicycle mobility is also limited by the physical barrier of I-8 and the lack of east-west connectivity within the City. The barrier created by I-8 and the lack of east-west connectivity potentially requires cyclists to travel out-of-direction along less direct routes, which likely increases travel times significantly. Additionally, uncomfortable riding conditions are present along many major roadways due to a general lack of bicycle facilities.

The current Imperial County Bicycle Master Plan (2011) proposes increased interconnectivity throughout Imperial County and is corroborated at the regional level in SCAG's 2016-2040 RTP/SCS. The ATP/SR2S (2019) identifies and recommends a wide variety of bicycle infrastructure projects throughout the City which will improve connections to existing facilities, as well as to schools and other major centers of activity. Finally, the El Centro Bicycle Master Plan (2010) calls for the implementation of 20 miles of bicycle facilities which includes 4.7 miles of Class I multi-use path, 4.9 miles of Class II bike lanes, and 9.2 miles of Class III bike route. The City's Bicycle Master Plan also calls for programs that will promote bicycle facilities, such as:

1. Provide more educational and incentive programs to the community, schools, businesses, and employment center to encourage bicycling for economics, health benefits, air quality, reduce traffic and recreations.
2. Provide incentives to engineers and developers to provide bicycle facilities in the planning and development projects.
3. Develop a Bicycle Route Maintenance Program to maintain the facilities in good condition to promote bicycling.
4. Update the General Plan Circulation Element to include bicycle facilities in the Typical Street Cross-section.
5. Update the Bicycle Master Plan every four years, as recommended by the State for consideration for funding.

Figure 4.4 displays the opportunities and constraints for bicyclists.



El Centro Mobility Element Update
Existing Conditions Report

CHEN RYAN

Figure 4.4
Bicycle Opportunities and Constraints

APPENDIX A – Signal Timing Plans

City of El Centro

INTERSECTION:

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: **La Brucherie Avenue**
E/W Street Name: **Bradshaw Road**

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date
ATC	HL	2/19/10			

Excl Ped Assignment	
Exclusive Walk	
Exclusive FDW	
All Red Clear	

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	
Don't Walk Output	

	Phase							
	1	2	3	4	5	6	7	8
		SBT		WBT	SBLT	NBT		
Basic Phase Timing: Min Green		10		4	4	10		
Extension		5.0		2.0	2.0	5.0		
Max		40		20	20	40		
Max 2								
Cond Serve Check								
Clear: Yellow Change		5.0		4.0	4.0	5.0		
Red Clear		2.0		1.5	1.0	2.0		
Pedestrian Timing: Walk				7		7		
Ped Clear - FDW				18		12		
Adv / Delay Walk								
PE Min Ped FDW								
Volume Density: Type 3 Disconnect		25				25		
Added per Vehicle								
Max Added Initial								
Min Gap		5.0		2.0	2.0	5.0		
Max Gap		2.0		2.0	2.0	2.0		
Reduce Every		1.0				1.0		

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	

Red Rest	
Dual Entry	2,6
Sequential Timing	
Inhibit Ped Reservice	
Semi-Actuated	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 1

Minimum Recall	2,6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	

Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap G. Flash	

Phase Functions - Page 2

City of El Centro

INTERSECTION:

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: **La Brucherie Avenue**
E/W Street Name: **Villa Avenue**

Last *QuicNet* Database Change:

Notes:

Field Change Record

Change	By	Date	Change	By	Date
ATC	HL	2/19/10			

	Phase							
	1	2	3	4	5	6	7	8
	NBLT	SBT	EBT	WBT	SBLT	NBT		WB(PED)
Basic Phase Timing: Min Green	4	10	4	4	4	10		
Extension	2.0	5.0	2.0	2.0	2.0	5.0		
Max	15	40	15	20	20	40		
Max 2								
Cond Serve Check								
Clear: Yellow Change	4.0	5.0	4.0	4.0	4.0	5.0		
Red Clear	1.0	2.0	1.5	1.5	1.0	2.0		
Pedestrian Timing: Walk						7		7
Ped Clear - FDW						15		18
Adv / Delay Walk								
PE Min Ped FDW								
Volume Density: Type 3 Disconnect		25				25		
Added per Vehicle								
Max Added Initial								
Min Gap	2.0	5.0	2.0	2.0	2.0	5.0		
Max Gap	2.0	2.0	2.0	2.0	2.0	2.0		
Reduce Every		1.0				1.0		

Phase Timing - Bank 1

Excl Ped Assignment	
Exclusive Walk	
Exclusive FDW	
All Red Clear	

Walk Output	
Don't Walk Output	

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	

Red Rest	
Dual Entry	2,6
Sequential Timing	
Inhibit Ped Reservice	
Semi-Actuated	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 1

Minimum Recall	2,6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	

Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap G. Flash	

Phase Functions - Page 2

ION:
ALTRANS C8 Version 3
F PAGE

LA Brucherie And Adams

date
6-9-2004

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	1	1	1	1	10	1	10	CLK RST
1	DONT WALK	1	1	1	1	1	10	10	10	
2	MIN GREEN	5	5	5	5	5	5	5	5	
3	TYPE 3 DET	0	0	0	0	0	0	0	0	
4	ADD/VEH	.5	1.0	0	0	1.0	1.0	0	0	
5	PASSAGE	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
6	MAX GAP	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
7	MIN GAP	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	
8	MAX EXT	20	25	20	15	20	25	15	20	
9	MAX 2	0	0	0	0	0	0	0	0	YR
A	MAX 3	0	0	0	0	0	0	0	0	MO
B		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	DAY
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	DOW
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	HR
E	YELLOW	3.5	4.0	3.5	3.5	3.5	3.0	3.5	3.5	MIN
F	RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	SEC
	PED XING FT									

	PRE-EMPTION E	
EV SEL		0
RR1 CLR		15
EVA DLY		0
EVA CLR		5
EVB DLY		0
EVB CLR		5
EVC DLY		0
EVC CLR		5
EVD DLY		0
EVD CLR		5
MAX EV		255
RR2 CLR		15

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

FOC LONG FAILUR	
FOD SHORT FAILU	
FOE	
FOF	
FCO	
FC1	
FC2	
FCA	0
FCB	0
FCC	0
FCD	0
FDO TB SELECT	
FD3 PED SELECT	
FD4 7 WIRE	
FD5 PERMISSIVE	
FD8 OS SEEKING	
CO5 FLASH TYPE	
CC2 DOWNLOAD	

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

COPIED
DOGWOOD/ROSS

These Times adopted as of 28 Aug 19 mtg

2005A

VERSION 1.F
OCT. 1991

PHASE TIMING

KEYSTROKES: F+PHASE+INTERVAL

INTERVAL		PHASE 1	2	3	4	5	6	7	8
WALK	0		7		7		7		7
FLASH D/W	1		27		27		27		27
MIN GREEN	2	5	10	5	10	5	10	5	10
TYPE 3 DET	3								
ADD/VEH	4								
VEH EXTEN *	5	2.0	4.3	2.0	4.3	2.0	4.3	2.0	4.3
MAX GAP *	6	2.0	7.0	2.0	4.3	2.0	7.0	2.0	4.3
MIN GAP *	7	2.0	2.0	2.0	4.3	2.0	2.0	2.0	4.3
MAX EXTEN	8	17	40	17	40	17	40	17	40
MAX 2	9								
	A								
CALLTO PHASE	B								
REDUCE BY	C		0.1		0.1		0.1		0.1
REDUCE EVERY	D		1.0		1.0		1.0		1.0
YELLOW	E	3.0	4.3	3.0	4.3	3.0	4.3	3.0	4.0
RED CLEAR	F	0	0.5	0	1.0	0	0.5	0	1.0

PREEMPT	E	
RR1 DELAY		0
RR1 CLEAR		1
EVA DELAY		2
EVA CLEAR		3
EVB DELAY		4
EVB CLEAR		5
EVC DELAY		6
EVC CLEAR		7
EVD DELAY		8
EVD CLEAR		9
RR2 DELAY		A
RR2 CLEAR		B
EV CLR TMR		C
EV DLY TMR		D
RR CLR TMR		E
RR DLY TMR		F

MAX INITIAL (F-0-E) = 20

RED REVERT (F-0-F) = 5.0

ALL RED START (F-C-0) = 5.0

* MUST BE SAME FOR NON-DENSITY OPERATION

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

FUNCTION →

		PHASE 1	2	3	4	5	6	7	8
PERMIT	0	X	X	X	X	X	X	X	X
RED LOCK	1								
YELLOW LOCK	2								
VEH RECALL	3								
PED RECALL	4								
PEDS	5								
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8		X		X		X		X
MAX RECALL	9								
SOFT RECALL	A		X				X		
MAX 2	B								
COND SERVE	C								
MAN CONT RECALL	D								
STARTUP	E				X				X
FIRST PHASES	F		X				X		

NO D.E?

OVERLAP TIMING

KEYSTROKE: F+ COLOR CODE+OVERLAP

	9 GREEN	C YELLO	D RED
OVERLAP A			
OVERLAP B			
OVERLAP C			
OVERLAP D			

BI TRAN SYSTEMS, INC.

La brocherie & Main St.

LOCATION: ROSS LA BRUCHERIE
CALTRANS C7
F PAGE

DATE: 11/2/95

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9	PRE-EMPTION E		F FLAGS	1	2	3	4	5	6	7	8	
0	WALK	1	7	7	7	1	7	X	X	CLK RST	EV SEL	0	PERMIT	X	X	X	X	X	X			0
1	DON'T WALK	1	10	1	16	1	10	X	X	CHK SUM	RR1 CLR	5	RED LOCK			X	X					1
2	MIN GREEN	5	5	5	5	5	5	X	X		EVA DLY	0	YEL LOCK									2
3	TYPE 3 DET	0	0	0	0	0	0	X	X		EVA CLR	5	V RECALL									3
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	X	X		EVB DLY	0	P RECALL									4
5	PASSAGE	1.0	2.0	2.0	2.0	1.0	2.0	X	X		EVB CLR	5	PED PHASES		X		X		X			5
6	MAX GAP	1.0	2.0	2.0	2.0	1.0	2.0	X	X		EVC DLY	0	RT OLA									6
7	MIN GAP	1.0	2.0	2.0	2.0	1.0	2.0	X	X		EVC CLR	5	RT OLB									7
8	MAX EXT	20	25	20	25	20	25	X	X		EVD DLY	0	DBL ENTRY									8
9	MAX 2									YR	EVD CLR	5	MAX 2 PHASES									9
A	MAX 3									MO	MAX EV	255	LAG PHASES	READ ONLY								A
B										DAY	RR2 CLR	5	RED REST									B
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	X	X	DOW			REST-IN-WALK									C
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0	X	X	HR			MAX 3 PHASES									D
E	YELLOW	3.2	3.5	3.5	3.5	3.2	3.5	X	X	MIN			YEL START UP		X				X			E
F	RED	0.5	1.0	1.0	1.0	0.5	1.0	X	X	SEC			FIRST PHASE			X						F
	PED XING FT																					

NOTES:

DETECTORS:

FOE	0	FOF	5
FC0	3	FD0 TB SELECT	0
FC1	3	FD3 PED SELECT	0
FC2	10	FD4 7 WIRE	0
FCA	0.0	FD8 OS SEEKING	1
FCB	0.0	C05 FLASH TYPE	0
FCC	0.0	FOC LONG FAILURE	
FCD	0.0	FOD SHORT FAILURE	
F91			

LOCATION: LA BRUCHERIE / OCOTILLO

CALTRANS C8

DATE: 3/27/96

F PAGE

f10

FF0

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9	PRE-EMPTION E		F FLAGS	1	2	3	4	5	6	7	8	
0	WALK	1	10	1	10	1	10	1	10	CLK RST	EV SEL	0	PERMIT	X	X	X	X	X	X	X	X	0
1	DONT WALK	1	15	1	15	1	15	1	15		RR1 CLR	5	RED LOCK	X	X	X	X	X	X	X	X	1
2	MIN GREEN	5	5	5	5	5	5	5	5		EVA DLY	0	YEL LOCK									2
3	TYPE 3 DE	0	0	0	0	0	0	0	0		EVA CLR	5	V RECALL		X				X			3
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		EVB DLY	0	P RECALL									4
5	PASSAGE	1.0	~~4.0~~ 2.0	1.0	2.0	1.0	~~4.0~~ 2.0	1.0	2.0		EVB CLR	5	PED PHASES		X		X		X		X	5
6	MAX GAP	1.0	~~5.0~~	1.0	2.0	1.0	~~5.0~~	1.0	2.0		EVC DLY	0	RT OLA									6
7	MIN GAP	1.0	~~2.0~~	1.0	2.0	1.0	~~2.0~~	1.0	2.0		EVC CLR	5	RT OLB									7
8	MAX EXT	20	~~40~~	20	40	20	~~40~~	40	30		EVD DLY	0	DBL ENTRY									8
9	MAX 2		25				25			YR	EVD CLR	5	MAX 2 PHASES									9
A	MAX 3									MO	MAX EV	255	LAG PHASES	READ ONLY								A
B							0			DAY	RR2 CLR	5	RED REST	X		X		X	•	X		B
C	REDUCE BY	0.0	~~0.0~~ 0.1	0.0	0.0	0.0	~~0.1~~	0.0	0.0	DOW			REST-IN-WALK									C
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	HR			MAX 3 PHASES									D
E	YELLOW	3.2	4.0	3.2	3.5	3.2	4.0	3.2	3.5	MIN			YEL START UP		X				X			E
F	RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	SEC			FIRST PHASE			X				X		F
	PED XING FT																					

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5
FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0
FD0 TB SELECT	1
FD3 PED SELEC	0
FD4 7 WIRE	0
FD5 PERMISSIV	0
FD8 OS SEEKIN	1
CO5 FLASH TYP	1
CC2 DOWNLOAD	1

NOTES: CC1 > 0 = CONTROLLER FLASH

SUNDAY = DAY 1

C - 2.0 2 & 6 - 2.0 CARRY OVER

LOCATION: **IMP RTE 86 @ BRADSHAW AVENUE**

CALTRANS C8 Version 3 11/22/2016 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9	PRE-EMPTION E		F FLAGS	1	2	3	4	5	6	7	8	
0	WALK	1	7	1	1	1	7	1	7	CLK RST	EV SEL	0	PERMIT	1	2	3	4	5	6	7	8	0
1	DONT WALK	1	22	1	1	1	27	1	35		RR1 CLR	15	RED LOCK	1		3		5		7		1
2	MIN GREEN	5	10	5	5	5	10	5	5		EVA DLY	0	YEL LOCK									2
3	TYPE 3 DET	0	0	0	0	0	0	0	0		EVA CLR	5	V RECALL		2				6			3
4	ADD/VEH	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0		EVB DLY	0	P RECALL									4
5	PASSAGE	2.0	7.0	2.0	3.0	2.0	7.0	2.0	3.0		EVB CLR	5	PED PHASES		2				6		8	5
6	MAX GAP	2.0	9.0	2.0	3.0	2.0	9.0	2.0	3.0		EVC DLY	0	RT OLA									6
7	MIN GAP	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0		EVC CLR	5	RT OLB									7
8	MAX EXT	30	40	20	25	20	40	25	25		EVD DLY	0	DBL ENTRY									8
9	MAX 2									YR	EVD CLR	5	MAX 2 PHASES									9
A	MAX 3									MO	MAX EV	255	LAG PHASES	READ ONLY								A
B										DAY	RR2 CLR	15	RED REST									B
C	REDUCE BY	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	DOW			REST-IN-WALK									C
D	EVERY	1.0	0.6	1.0	1.0	1.0	0.6	1.0	1.0	HR			MAX 3 PHASES									D
E	YELLOW	3.7	5.5	3.7	4.1	3.7	5.5	3.7	4.4	MIN			YEL START UP		2				6			E
F	RED	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	SEC			FIRST PHASE			3				7		F
3.5'	PED XING FT		78				96		125					1	2	3	4	5	6	7	8	
	BIKE XING FT																					

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	30
FOF	5
FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0
FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1
CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS									
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**100**	**120**	**130**												LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR	**20**	**30**	**35**										GAPOUT CP1	**1**	LAG FZ CP 1	**1**			**4**		**6**		**8**	1
2														GAPOUT CP2	**1**	LAG FZ CP 2	**1**			**4**		**6**		**8**	2
3	FZ3 GRN FCTR	**15**	**15**	**15**										GAPOUT CP3	**1**	LAG FZ CP 3	**1**			**4**		**6**		**8**	3
4	FZ4 GRN FCTR	**20**	**20**	**20**							PERM TIME			GAPOUT CP4	**1**	LAG FZ CP 4									4
5	FZ5 GRN FCTR	**15**	**15**	**15**							LAG OFFSET			GAPOUT CP5	**1**	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	**1**	LAG FZ CP 6									6
7	FZ7 GRN FCTR	**15**	**15**	**15**							LONG GRN			GAPOUT CP7	**1**	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**20**	**20**	**20**							NO GREEN			GAPOUT CP8	**1**	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**										GAPOUT CP9	**1**	LAG FZ CP 9									9
A	OFFSET A	**0**	**100**	**100**							OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	**1**
2	*2*	
3	*4*	
4	*8*	**8**
5	*16*	
6	*32*	
7		
8		

COO = **9**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

7 PAGE

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

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**07**	**45**	**2**	**A**		**2**	**3**	**4**	**5**	**6**	
1	**08**	**30**	**3**	**A**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

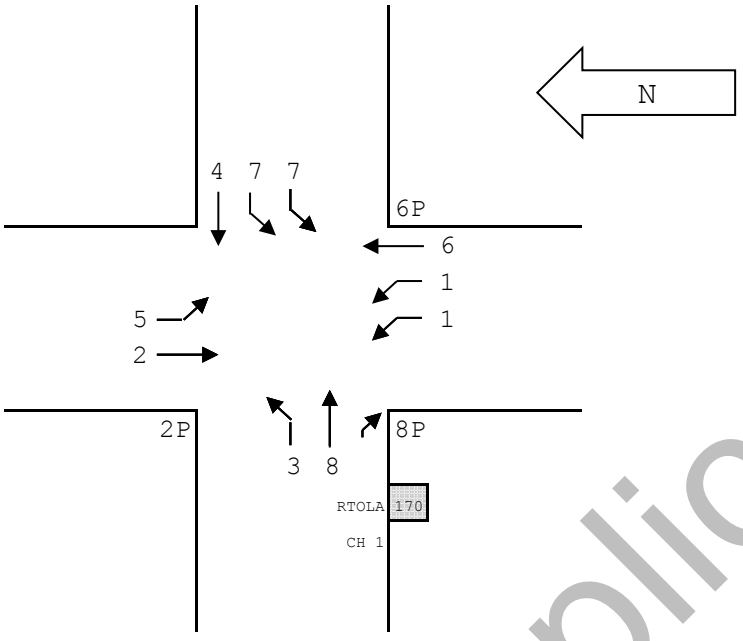
9 PAGE CO9 = 2

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

Do not Duplicate

LOCATION: IMP RTE 86 @ BRADSHAW AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP RTE 86 @ PICO AVENUE**

CALTRANS C8 Version 3 2/3/2017 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9	PRE-EMPTION E		F FLAGS	1	2	3	4	5	6	7	8	
0	WALK	**1**	**7**	1	**12**	**1**	**7**	1	**1**	CLK RST	EV SEL	**0**	PERMIT	**1**	**2**		**4**	**5**	**6**		**8**	0
1	DONT WALK	**1**	**18**	1	**32**	**1**	**18**	1	**1**		RR1 CLR	**15**	RED LOCK	**1**				**5**				1
2	MIN GREEN	**5**	**10**	1	**5**	**5**	**10**	1	**5**		EVA DLY	**0**	YEL LOCK									2
3	TYPE 3 DET	**0**	**0**	0	**0**	**0**	**0**	0	**0**		EVA CLR	**5**	V RECALL		**2**				**6**			3
4	ADD/VEH	**0.0**	**2.0**	0.0	**0.0**	**0.0**	**2.0**	0.0	**0.0**		EVB DLY	**0**	P RECALL									4
5	PASSAGE	**2.0**	**7.0**	0.9	**3.0**	**2.0**	**7.0**	0.9	**3.0**		EVB CLR	**5**	PED PHASES		**2**		**4**		**6**			5
6	MAX GAP	**2.0**	**9.0**	0.9	**3.0**	**2.0**	**9.0**	0.9	**3.0**		EVC DLY	**0**	RT OLA									6
7	MIN GAP	**2.0**	**3.0**	0.9	**3.0**	**2.0**	**3.0**	0.9	**3.0**		EVC CLR	**5**	RT OLB									7
8	MAX EXT	**20**	**40**	9	**35**	**20**	**40**	9	**35**		EVD DLY	**0**	DBL ENTRY				**4**				**8**	8
9	MAX 2									YR	EVD CLR	**5**	MAX 2 PHASES									9
A	MAX 3									MO	MAX EV	**255**	LAG PHASES	**READ ONLY**								A
B										DAY	RR2 CLR	**15**	RED REST									B
C	REDUCE BY	**0.0**	**0.1**	0.0	**0.0**	**0.0**	**0.1**	0.0	**0.0**	DOW			REST-IN-WALK									C
D	EVERY	**1.0**	**0.6**	1.0	**1.0**	**1.0**	**0.6**	1.0	**1.0**	HR			MAX 3 PHASES									D
E	YELLOW	**3.7**	**5.2**	3.0	**3.6**	**3.7**	**5.2**	3.0	**3.6**	MIN			YEL START UP		**2**				**6**			E
F	RED	**2.0**	**2.0**	0.0	**2.0**	**2.0**	**2.0**	0.0	**2.0**	SEC			FIRST PHASE				**4**				**8**	F
3.5'	PED XING FT		64		112		64							1	2	3	4	5	6	7	8	
	BIKE XING FT																					

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ADDITIONAL WALK TIMES DUE TO SCHOOL CROSSINGS

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS									
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**100**	**120**	**130**												LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR	**15**	**15**	**15**										GAPOUT CP1	**1**	LAG FZ CP 1	**1**			**4**		**6**		**8**	1
2														GAPOUT CP2	**1**	LAG FZ CP 2	**1**			**4**		**6**		**8**	2
3	FZ3 GRN FCTR	**0**	**0**	**0**										GAPOUT CP3	**1**	LAG FZ CP 3	**1**			**4**		**6**		**8**	3
4	FZ4 GRN FCTR	**30**	**30**	**30**							PERM TIME			GAPOUT CP4	**1**	LAG FZ CP 4									4
5	FZ5 GRN FCTR	**15**	**15**	**15**							LAG OFFSET			GAPOUT CP5	**1**	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	**1**	LAG FZ CP 6									6
7	FZ7 GRN FCTR	**0**	**0**	**0**							LONG GRN			GAPOUT CP7	**1**	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**30**	**30**	**30**							NO GREEN			GAPOUT CP8	**1**	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**										GAPOUT CP9	**1**	LAG FZ CP 9									9
A	OFFSET A	**85**	**85**	**85**							OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	
2	*2*	
3	*4*	
4	*8*	**8**
5	*16*	
6	*32*	
7		
8		

COO = **8**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

7 PAGE

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

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**07**	**45**	**2**	**A**		**2**	**3**	**4**	**5**	**6**	
1	**08**	**30**	**3**	**A**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

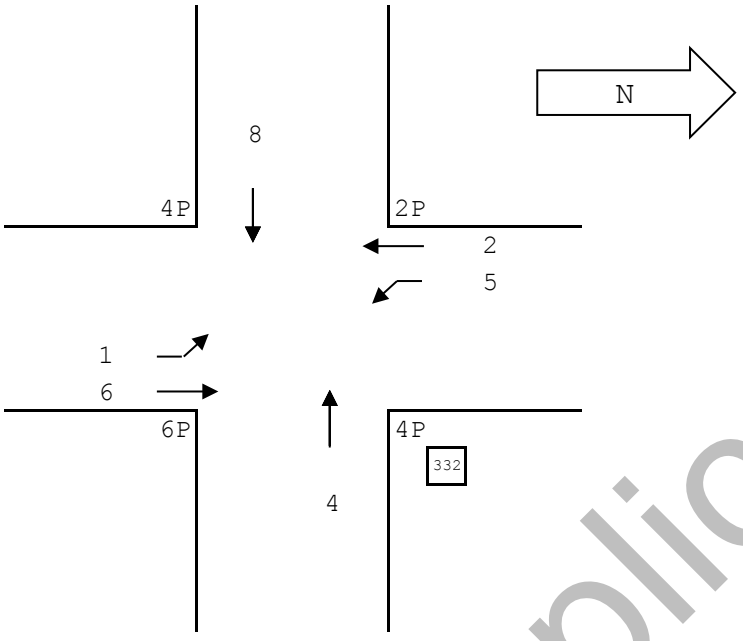
9 PAGE CO9 = 2

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

Do not Duplicate

LOCATION: IMP RTE 86 @ PICO AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP RTE 86 @ SCOTT AVENUE**

CALTRANS C8 Version 3 2/2/2017 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**7**	1	**7**	**1**	**7**	1	**1**	CLK RST
1	DONT WALK	**1**	**25**	1	**36**	**1**	**17**	1	**1**	
2	MIN GREEN	**5**	**10**	1	**5**	**5**	**10**	1	**5**	
3	TYPE 3 DET	**0**	**0**	0	**0**	**0**	**0**	0	**0**	
4	ADD/VEH	**0.0**	**2.0**	0.0	**0.0**	**0.0**	**2.0**	0.0	**0.0**	
5	PASSAGE	**2.0**	**6.0**	0.9	**3.0**	**2.0**	**6.0**	0.9	**3.0**	
6	MAX GAP	**2.0**	**8.0**	0.9	**3.0**	**2.0**	**8.0**	0.9	**3.0**	
7	MIN GAP	**2.0**	**3.0**	0.9	**3.0**	**2.0**	**3.0**	0.9	**3.0**	
8	MAX EXT	**20**	**45**	9	**30**	**20**	**45**	9	**30**	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.1**	0.0	**0.0**	**0.0**	**0.1**	0.0	**0.0**	DOW
D	EVERY	**1.0**	**0.6**	1.0	**1.0**	**1.0**	**0.6**	1.0	**1.0**	HR
E	YELLOW	**3.7**	**4.8**	3.0	**3.6**	**3.7**	**4.8**	3.0	**3.6**	MIN
F	RED	**1.5**	**2.0**	0.0	**2.0**	**1.5**	**2.0**	0.0	**2.0**	SEC
3.5'	PED XING FT		86		125		59			
	BIKE XING FT									

	PRE-EMPTION E	
EV SEL		**0**
RR1 CLR		**15**
EVA DLY		**0**
EVA CLR		**5**
EVB DLY		**0**
EVB CLR		**5**
EVC DLY		**0**
EVC CLR		**5**
EVD DLY		**0**
EVD CLR		**5**
MAX EV		**255**
RR2 CLR		**15**

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS								
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**100**	**120**	**130**												LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR	**15**	**20**	**25**										GAPOUT CP1	**1**	LAG FZ CP 1		**2**		**4**	**5**			**8**	1
2														GAPOUT CP2	**1**	LAG FZ CP 2		**2**		**4**	**5**			**8**	2
3	FZ3 GRN FCTR	**0**	**0**	**0**										GAPOUT CP3	**1**	LAG FZ CP 3		**2**		**4**	**5**			**8**	3
4	FZ4 GRN FCTR	**30**	**30**	**30**							PERM TIME			GAPOUT CP4	**1**	LAG FZ CP 4									4
5	FZ5 GRN FCTR	**15**	**15**	**15**							LAG OFFSET			GAPOUT CP5	**1**	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	**1**	LAG FZ CP 6									6
7	FZ7 GRN FCTR	**0**	**0**	**0**							LONG GRN			GAPOUT CP7	**1**	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**30**	**30**	**30**							NO GREEN			GAPOUT CP8	**1**	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**										GAPOUT CP9	**1**	LAG FZ CP 9									9
A	OFFSET A	**75**	**75**	**75**							OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	**1**
2	*2*	**2**
3	*4*	**4**
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **7**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

LOCATION: **IMP RTE 86 @ SCOTT AVENUE**

CALTRANS C8 Version 3 5/12/2010 PAGE 4

7 PAGE

TIME OF DAY ACTIVITY TABLE

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

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

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY

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

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**07**	**45**	**2**	**A**		**2**	**3**	**4**	**5**	**6**	
1	**08**	**30**	**3**	**A**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

9 PAGE CO9 = 2

CONTROL PLAN TIME OF DAY

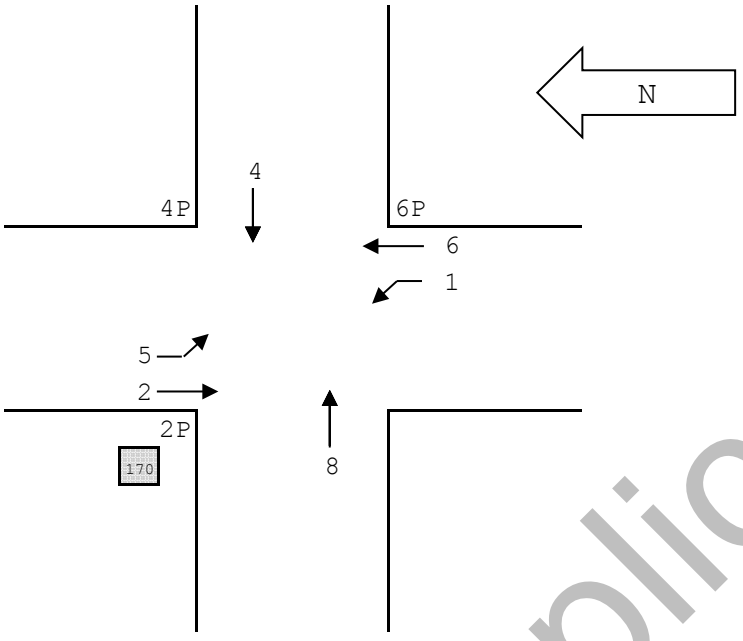
9+EVENT+HR+MIN+CP+OS+E+DOW

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

Do not Duplicate

LOCATION: IMP RTE 86 @ SCOTT AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP RTE 86 @ EUCLID AVENUE**

CALTRANS C8 Version 3 10/21/2016 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**7**	1	**7**	**1**	**7**	1	**1**	CLK RST
1	DONT WALK	**1**	**11**	1	**30**	**1**	**11**	1	**1**	
2	MIN GREEN	**5**	**10**	1	**5**	**5**	**10**	1	**8**	
3	TYPE 3 DET	**0**	**0**	0	**0**	**0**	**0**	0	**0**	
4	ADD/VEH	**0.0**	**2.0**	0.0	**0.0**	**0.0**	**2.0**	0.0	**0.0**	
5	PASSAGE	**2.0**	**3.0**	0.9	**4.0**	**2.0**	**3.0**	0.9	**4.0**	
6	MAX GAP	**2.0**	**3.0**	0.9	**4.0**	**2.0**	**3.0**	0.9	**4.0**	
7	MIN GAP	**2.0**	**3.0**	0.9	**4.0**	**2.0**	**3.0**	0.9	**4.0**	
8	MAX EXT	**20**	**40**	9	**25**	**20**	**40**	9	**25**	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.0**	0.0	**0.0**	**0.0**	**0.0**	0.0	**0.0**	DOW
D	EVERY	**1.0**	**1.0**	1.0	**1.0**	**1.0**	**1.0**	1.0	**1.0**	HR
E	YELLOW	**3.7**	**4.1**	3.0	**3.6**	**3.7**	**4.1**	3.0	**3.6**	MIN
F	RED	**1.0**	**2.0**	0.0	**2.0**	**1.0**	**2.0**	0.0	**2.0**	SEC
3.5'	PED XING FT		40		104		40			
	BIKE XING FT									

	PRE-EMPTION E	
EV SEL		**0**
RR1 CLR		**15**
EVA DLY		**0**
EVA CLR		**5**
EVB DLY		**0**
EVB CLR		**5**
EVC DLY		**0**
EVC CLR		**5**
EVD DLY		**0**
EVD CLR		**5**
MAX EV		**255**
RR2 CLR		**15**

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS								
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**100**	**120**	**130**												LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR	**20**	**20**	**25**										GAPOUT CP1	**1**	LAG FZ CP 1		**2**		**4**	**5**			**8**	1
2														GAPOUT CP2	**1**	LAG FZ CP 2		**2**		**4**	**5**			**8**	2
3	FZ3 GRN FCTR	**0**	**0**	**0**										GAPOUT CP3	**1**	LAG FZ CP 3		**2**		**4**	**5**			**8**	3
4	FZ4 GRN FCTR	**26**	**26**	**26**							PERM TIME			GAPOUT CP4	**1**	LAG FZ CP 4									4
5	FZ5 GRN FCTR	**15**	**20**	**20**							LAG OFFSET			GAPOUT CP5	**1**	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	**1**	LAG FZ CP 6									6
7	FZ7 GRN FCTR	**0**	**0**	**0**							LONG GRN			GAPOUT CP7	**1**	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**26**	**26**	**26**							NO GREEN			GAPOUT CP8	**1**	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**										GAPOUT CP9	**1**	LAG FZ CP 9									9
A	OFFSET A	**50**	**50**	**50**							OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	
2	*2*	**2**
3	*4*	**4**
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **6**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

LOCATION: **IMP RTE 86 @ EUCLID AVENUE**

CALTRANS C8 Version 3 5/12/2010 PAGE 4

7 PAGE

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

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**07**	**45**	**2**	**A**		**2**	**3**	**4**	**5**	**6**	
1	**08**	**30**	**3**	**A**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

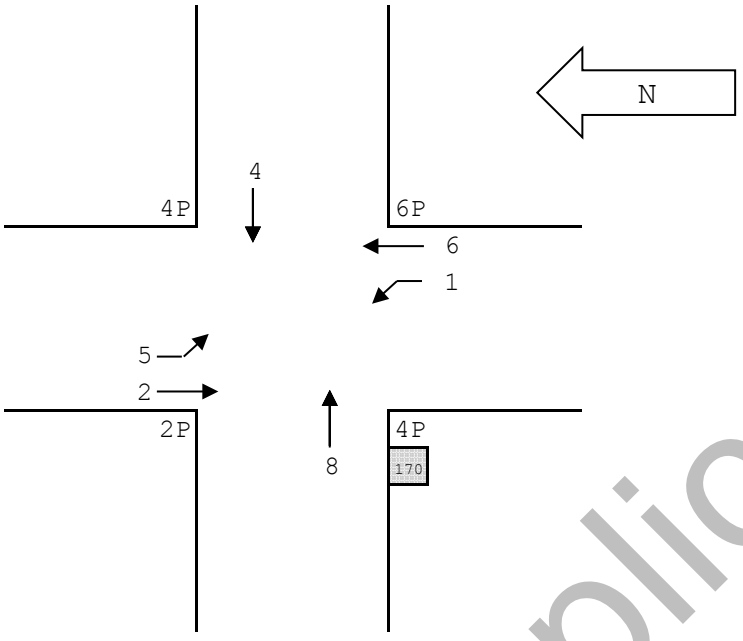
9 PAGE CO9 = 2

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

Do not Duplicate

LOCATION: IMP RTE 86 @ EUCLID AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP RTE 86 @ IMPERIAL AVENUE / ADAMS AVENUE**

CALTRANS C8 Version 3 2/3/2017 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9	PRE-EMPTION E		F FLAGS	1	2	3	4	5	6	7	8	
0	WALK	1	7	1	7	1	7	1	7	CLK RST	EV SEL	0	PERMIT	1	2	3	4	5	6	7	8	0
1	DONT WALK	1	25	1	24	1	22	1	23		RR1 CLR	15	RED LOCK	1		3		5		7		1
2	MIN GREEN	5	10	5	5	10	10	5	5		EVA DLY	0	YEL LOCK				4				8	2
3	TYPE 3 DET	0	0	0	0	0	0	0	0		EVA CLR	5	V RECALL		2				6			3
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0		EVB DLY	0	P RECALL									4
5	PASSAGE	2.0	3.0	2.0	3.0	3.0	3.0	2.0	3.0		EVB CLR	5	PED PHASES		2		4		6		8	5
6	MAX GAP	2.0	3.0	2.0	3.0	3.0	3.0	2.0	3.0		EVC DLY	0	RT OLA									6
7	MIN GAP	2.0	3.0	2.0	3.0	3.0	3.0	2.0	3.0		EVC CLR	5	RT OLB									7
8	MAX EXT	20	40	20	30	30	40	15	30		EVD DLY	0	DBL ENTRY									8
9	MAX 2									YR	EVD CLR	5	MAX 2 PHASES									9
A	MAX 3									MO	MAX EV	255	LAG PHASES	READ ONLY								A
B										DAY	RR2 CLR	15	RED REST									B
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	DOW			REST-IN-WALK									C
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	HR			MAX 3 PHASES									D
E	YELLOW	3.7	4.1	3.7	4.4	3.7	4.1	3.7	4.8	MIN			YEL START UP		2				6			E
F	RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	SEC			FIRST PHASE			3				7		F
3.5'	PED XING FT		88		85		76		82					1	2	3	4	5	6	7	8	
	BIKE XING FT																					

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	30
FOF	5
FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0
FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1
CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

		CONTROL PLANS									Y-COORD			LAG PHASE	FLAGS								
		1	2	3	4	5	6	7	8	9		C	D	E	F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**100**	**120**	**130**											LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR	**12**	**20**	**25**										GAPOUT CP1	LAG FZ CP 1		**2**		**4**	**5**			**8**	1
2														GAPOUT CP2	LAG FZ CP 2		**2**		**4**	**5**			**8**	2
3	FZ3 GRN FCTR	**10**	**15**	**15**										GAPOUT CP3	LAG FZ CP 3		**2**		**4**	**5**			**8**	3
4	FZ4 GRN FCTR	**15**	**20**	**20**							PERM TIME			GAPOUT CP4	LAG FZ CP 4									4
5	FZ5 GRN FCTR	**25**	**30**	**30**							LAG OFFSET			GAPOUT CP5	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6									6
7	FZ7 GRN FCTR	**10**	**15**	**15**							LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**15**	**20**	**20**							NO GREEN			GAPOUT CP8	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**										GAPOUT CP9	LAG FZ CP 9									9
A	OFFSET A	**35**	**35**	**35**							OFFSET				LAG C COORD									A
B	OFFSET B														LAG D COORD									B
C	OFFSET C														COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																							D
E	FZ 7 EXT																							E
F	OFFSET INTRPT																							F
																1	2	3	4	5	6	7	8	

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	**1**
2	*2*	
3	*4*	**4**
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **5**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

7 PAGE

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

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**07**	**45**	**2**	**A**		**2**	**3**	**4**	**5**	**6**	
1	**08**	**30**	**3**	**A**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

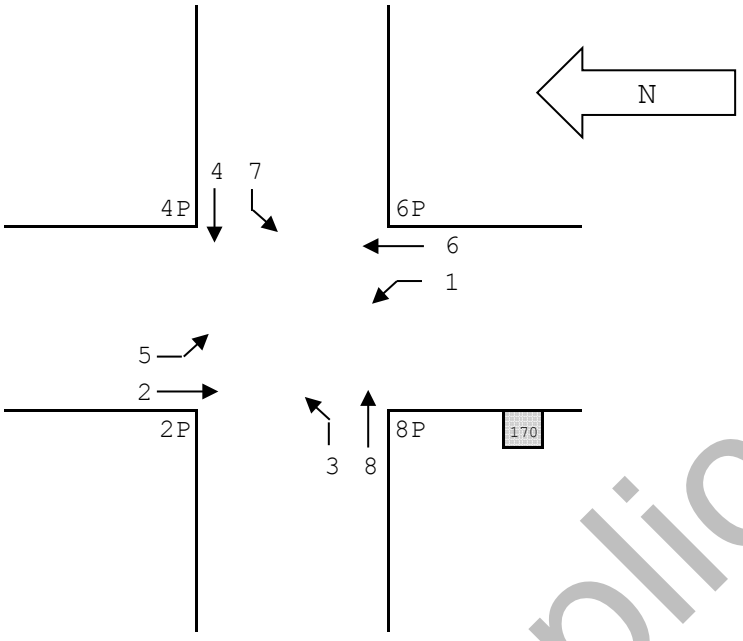
9 PAGE CO9 = 2

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

Do not Duplicate

LOCATION: IMP RTE 86 @ IMPERIAL AVENUE / ADAMS AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

City of El Centro

INTERSECTION:

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: **Imperial Avenue**
E/W Street Name: **Main Street**

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date
ATC	HL	2/4/2010			

	Excl Ped Assignment	
	Exclusive Walk	
	Exclusive FDW	
	All Red Clear	

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	
Don't Walk Output	

		Phase							
		1	2	3	4	5	6	7	8
		NBLT	SBT	EBLT	WBT	SBLT	NBT	WBLT	EBT
Basic Phase Timing	Min Green	4	10	4	4	4	10	4	4
	Extension	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
	Max	20	40	15	35	20	40	15	35
	Max 2								
	Cond Serve Check								
Clear	Yellow Change	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	Red Clear	1.0	1.5	1.0	1.5	1.0	1.5	1.0	1.5
Pedestrian Timing	Walk		7		7		7		15
	Ped Clear - FDW		20		20		20		20
	Adv / Delay Walk								
	PE Min Ped FDW								
Volume Density	Type 3 Disconnect		20		20		20		20
	Added per Vehicle								
	Max Added Initial								
	Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	Max Gap	2.0	4.0	2.0	2.0	2.0	4.0	2.0	2.0
	Reduce Every		1.0				1.0		

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	

Red Rest	
Dual Entry	2,4,6,8
Sequential Timing	
Inhibit Ped Reservice	
Semi-Actuated	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 1

Minimum Recall	2,6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	

Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap G. Flash	

Phase Functions - Page 2

City of El Centro

INTERSECTION:

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: **Imperial Avenue**
E/W Street Name: **Hamilton Street**

Last *QuicNet* Database Change:

Notes:

Field Change Record

Change	By	Date	Change	By	Date
ATC	HL	2/19/2010			

	Phase							
	1	2	3	4	5	6	7	8
	NBLT	SBT	EBT	WBT	SBLT	NBT		
Basic Phase Timing: Min Green	4	10	4	4	4	10		
Extension	2.0	4.0	2.0	2.0	2.0	4.0		
Max	15	40	25	25	15	40		
Max 2								
Cond Serve Check								
Clear: Yellow Change	4.0	4.0	4.0	4.0	4.0	4.0		
Red Clear	1.0	1.5	2.0	2.0	1.0	1.5		
Pedestrian Timing: Walk		7		7		7		
Ped Clear - FDW		14		20		16		
Adv / Delay Walk								
PE Min Ped FDW								
Volume Density: Type 3 Disconnect		20				20		
Added per Vehicle								
Max Added Initial								
Min Gap	2.0	2.0	2.0	2.0	2.0	2.0		
Max Gap	2.0	4.0	2.0	2.0	2.0	4.0		
Reduce Every		1.0				1.0		

Phase Timing - Bank 1

Excl Ped Assignment	
Exclusive Walk	
Exclusive FDW	
All Red Clear	

Walk Output	
Don't Walk Output	

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	2,6
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	2,6	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

City of El Centro

INTERSECTION:

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: **Imperial Avenue**
E/W Street Name: **Ross Avenue**

Last *QuicNet* Database Change:

Notes:

Field Change Record

Change	By	Date	Change	By	Date
ATC	HL	2/4/2010			

Excl Ped Assignment	
Exclusive Walk	
Exclusive FDW	
All Red Clear	

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	
Don't Walk Output	

	Phase 1	2	3	4	5	6	7	8
	SBLT	NBT	WBLT	EBT	NBLT	SBT	EBLT	WBT
Basic Phase Timing: Min Green	4	10	4	4	4	10	4	4
Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Max	15	40	15	25	15	40	15	25
Max 2								
Cond Serve Check								
Clear: Yellow Change	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clear	1.0	1.5	1.0	1.5	1.0	1.5	1.0	1.5
Pedestrian Timing: Walk		7		7		7		7
Ped Clear - FDW		16		20		18		20
Adv / Delay Walk								
PE Min Ped FDW								
Volume Density: Type 3 Disconnect		20				20		
Added per Vehicle								
Max Added Initial								
Min Gap	2.0	4.0	2.0	2.0	2.0	4.0	2.0	2.0
Max Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Reduce Every		1.0				1.0		

Phase Timing - Bank 1

	Phase 1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	

Red Rest	
Dual Entry	2,6
Sequential Timing	
Inhibit Ped Reservice	
Semi-Actuated	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 1

Minimum Recall	2,6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	

Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap G. Flash	

Phase Functions - Page 2

City of El Centro

INTERSECTION:

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: **Imperial Avenue**
E/W Street Name: **Ocotillo Drive**

Last *QuicNet* Database Change:

Notes:

Field Change Record

Change	By	Date	Change	By	Date
ATC	HL	2/4/2010			

	Excl Ped Assignment		Walk Output	
	Exclusive Walk		Don't Walk Output	
	Exclusive FDW			
	All Red Clear			

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

		Phase							
		1	2	3	4	5	6	7	8
		SBLT	NBT		EBT	NBLT	SBT	EBLT	WBT
Basic Phase Timing	Min Green	4	10		4	4	10	4	4
	Extension	2.0	4.0		2.0	2.0	4.0	2.0	2.0
	Max	15	40		25	15	40	15	25
	Max 2								
	Cond Serve Check								
Clear	Yellow Change	4.0	4.0		4.0	4.0	4.0	4.0	4.0
	Red Clear	1.0	1.5		1.5	1.0	1.5	1.0	1.5
Pedestrian Timing	Walk		7		7		7		7
	Ped Clear - FDW		16		22		16		20
	Adv / Delay Walk								
	PE Min Ped FDW								
Volume Density	Type 3 Disconnect		20				20		
	Added per Vehicle								
	Max Added Initial								
	Min Gap	2.0	4.0		2.0	2.0	4.0		
	Max Gap	2.0	2.0		2.0	2.0	2.0	2.0	2.0
	Reduce Every		1.0				1.0		

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

	Red Lock		Red Rest	
	Yellow Lock		Dual Entry	2,6
	Simultaneous Gap		Sequential Timing	
	Rest In Walk		Inhibit Ped Reservice	
	Advance Walk		Semi-Actuated	
	Flashing Walk		Guaranteed Passage	
	Max Extension		Conditional Service	

Phase Functions - Page 1

	Minimum Recall	2,6	Soft Recall	
	Ped Recall		External Recall	
	Maximum Recall		Manual Control Calls	
	Green Flash		Fast Green Flash	
	Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

LOCATION: **IMP RTE 86 @ 8TH STREET / ADAMS AVENUE**

CALTRANS C8 Version 3 1/6/2017 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9	PRE-EMPTION E		F FLAGS	1	2	3	4	5	6	7	8	
0	WALK	1	7	1	7	1	7	1	7	CLK RST	EV SEL	0	PERMIT	1	2	3	4	5	6	7	8	0
1	DONT WALK	1	22	1	24	1	19	1	24		RR1 CLR	15	RED LOCK	1		3		5		7		1
2	MIN GREEN	5	10	5	5	5	10	5	5		EVA DLY	0	YEL LOCK									2
3	TYPE 3 DET	0	0	0	0	0	0	0	0		EVA CLR	5	V RECALL		2				6			3
4	ADD/VEH	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0		EVB DLY	0	P RECALL									4
5	PASSAGE	2.0	6.0	2.0	3.0	2.0	6.0	2.0	3.0		EVB CLR	5	PED PHASES		2		4		6		8	5
6	MAX GAP	2.0	8.0	2.0	3.0	2.0	8.0	2.0	3.0		EVC DLY	0	RT OLA									6
7	MIN GAP	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0		EVC CLR	5	RT OLB									7
8	MAX EXT	20	40	20	25	20	40	20	25		EVD DLY	0	DBL ENTRY									8
9	MAX 2									YR	EVD CLR	5	MAX 2 PHASES									9
A	MAX 3									MO	MAX EV	255	LAG PHASES	READ ONLY								A
B										DAY	RR2 CLR	15	RED REST									B
C	REDUCE BY	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	DOW			REST-IN-WALK									C
D	EVERY	1.0	0.6	1.0	1.0	1.0	0.6	1.0	1.0	HR			MAX 3 PHASES									D
E	YELLOW	3.7	4.4	3.7	4.1	3.7	4.4	3.7	4.1	MIN			YEL START UP		2				6			E
F	RED	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	SEC			FIRST PHASE			3				7		F
3.5'	PED XING FT		78		85		68		85					1	2	3	4	5	6	7	8	
	BIKE XING FT																					

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	30
FOF	5
FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0
FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1
CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS									
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**110**	**110**	**130**												LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR	**12**	**12**	**15**										GAPOUT CP1	**1**	LAG FZ CP 1	**1**			**4**		**6**		**8**	1
2														GAPOUT CP2	**1**	LAG FZ CP 2	**1**			**4**		**6**		**8**	2
3	FZ3 GRN FCTR	**12**	**12**	**15**										GAPOUT CP3	**1**	LAG FZ CP 3	**1**			**4**		**6**		**8**	3
4	FZ4 GRN FCTR	**20**	**20**	**25**							PERM TIME			GAPOUT CP4	**1**	LAG FZ CP 4									4
5	FZ5 GRN FCTR	**12**	**12**	**15**							LAG OFFSET			GAPOUT CP5	**1**	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	**1**	LAG FZ CP 6									6
7	FZ7 GRN FCTR	**12**	**12**	**12**							LONG GRN			GAPOUT CP7	**1**	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**20**	**20**	**25**							NO GREEN			GAPOUT CP8	**1**	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**										GAPOUT CP9	**1**	LAG FZ CP 9									9
A	OFFSET A	**0**	**0**	**0**							OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	
2	*2*	
3	*4*	**4**
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **4**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

LOCATION: **IMP RTE 86 @ 8TH STREET / ADAMS AVENUE**

CALTRANS C8 Version 3 5/12/2010 PAGE 4

7 PAGE

TIME OF DAY ACTIVITY TABLE

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

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

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY

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

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**07**	**45**	**2**	**A**		**2**	**3**	**4**	**5**	**6**	**7**
1	**08**	**30**	**3**	**A**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

9 PAGE CO9 = 2

CONTROL PLAN TIME OF DAY

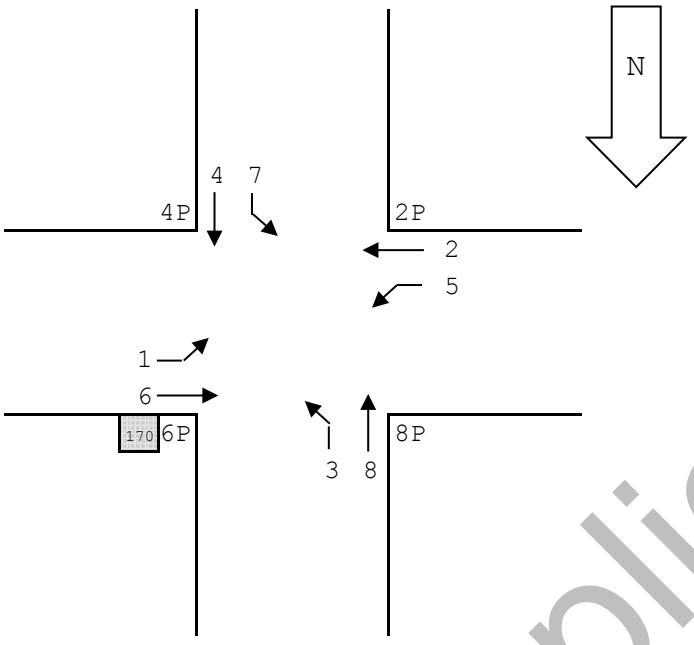
9+EVENT+HR+MIN+CP+OS+E+DOW

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

Do not Duplicate

LOCATION: IMP RTE 86 @ 8TH STREET / ADAMS AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

City of El Centro

INTERSECTION:

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: **8th Street**
E/W Street Name: **Main Street**

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date
ATC	HL	2/4/2010			

Excl Ped Assignment	
Exclusive Walk	
Exclusive FDW	
All Red Clear	

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	
Don't Walk Output	

	Phase							
	1	2	3	4	5	6	7	8
	SBLT	NBT	WBT	EBT	NBLT	SBT		
Basic Phase Timing: Min Green	4	10	4	4	4	10		
Extension	2.0	4.0	2.0	2.0	2.0	4.0		
Max	15	40	20	20	15	40		
Max 2								
Cond Serve Check								
Clear: Yellow Change	4.0	4.0	4.0	4.0	4.0	4.0		
Red Clear	1.0	1.5	1.0	1.5	1.0	1.5		
Pedestrian Timing: Walk		7	7	7		7		
Ped Clear - FDW		14	18	18		16		
Adv / Delay Walk								
PE Min Ped FDW								
Volume Density: Type 3 Disconnect		20				20		
Added per Vehicle								
Max Added Initial								
Min Gap	2.0	2.0	2.0	2.0	2.0	2.0		
Max Gap	2.0	4.0	2.0	2.0	2.0	4.0		
Reduce Every		1.0				1.0		

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	

Red Rest	
Dual Entry	2,6
Sequential Timing	
Inhibit Ped Reservice	
Semi-Actuated	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 1

Minimum Recall	2,6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	

Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap G. Flash	

Phase Functions - Page 2

CeI2 EOF

F = →
C = ←

A = ↓
D = ↑

LOCATION: 8TH ROSS

C8

F PAGE

DATE: 11/2/95

FFO

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	7	X	7	1	7	1	7	CLK RST
1	DONT WALK	1	15	X	15	1	15	1	15	
2	MIN GREEN	5	5	X	5	5	5	5	5	
3	TYPE 3 DET	0	0	X	0	0	0	0	0	
4	ADD/VEH	0.0	0.0	X	0.0	0.0	0.0	0.0	0.0	
5	PASSAGE	1.0	2.0	X	2.0	1.0	2.0	1.0	2.0	
6	MAX GAP	1.0	2.0	X	2.0	1.0	2.0	1.0	2.0	
7	MIN GAP	1.0	2.0	X	2.0	1.0	2.0	1.0	2.0	
8	MAX EXT	20	25	X	25	20	25	20	25	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	0.0	X	0.0	0.0	0.0	0.0	0.0	DOW
D	EVERY	1.0	1.0	X	1.0	1.0	1.0	1.0	1.0	HR
E	YELLOW	3.2	3.5	X	3.5	3.2	3.5	3.2	3.5	MIN
F	RED	0.5	1.0	X	1.0	0.5	1.0	0.5	1.0	SEC
	PED XING FT		40		76		40		76	

	PRE-EMPTION E	
0	EV SEL	0
1	RR1 CLR	5
2	EVA DLY	0
3	EVA CLR	5
4	EVB DLY	0
5	EVB CLR	5
6	EVC DLY	0
7	EVC CLR	5
8	EVD DLY	0
9	EVD CLR	5
A	MAX EV	255
B	RR2 CLR	5
C		
D		
E		
F		

F FO

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FC0	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FD0 TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CC5 FLASH TYPE	1
CC2 DOWNLOAD	1

EOE

NOTES: CC1 > 0 = CONTROLLER FLASH

SUNDAY = DAY 1

D-10 0.2

Location:
CALTRANS C8 VERSION 3
F PAGE

8TH STREET AND WAKE AVENUE

INTERVAL		PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	10	1	10	1	10	1	10	CK RST
1	DON'T WALK	1	7	1	7	1	7	1	7	
2	MIN GREEN	5	5	5	5	5	5	5	5	
3	TYPE 3 DET	0	0	0	0	0	0	0	0	
4	ADD/VEH	0	0	0	0	0	0	0	0	
5	PASSAGE	1	2	1	2	1	2	1	2	
6	MAX GAP	1	1	1	1	1	1	1	1	
7	MIN GAP	1	1	1	1	1	1	1	1	
8	MAX EXT	15	25	20	20	15	25	20	20	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0	0	0	0	0	0	0	0	DOW
D	EVERY	1	1	1	1	1	1	1	1	HR
E	YELLOW	3	3.5	3	~~3~~ 4.5	3	3.5	~~3~~ 4.5	3	MIN
F	RED	1	~~2.5~~	1.5	2	1	~~2.5~~	1.5	2	SEC
	PED XING FT									

PRE-EMPTION E	
EV SEL	0
RR1 CLR	15
EVA DLY	0
EVA CLR	5
EVB DLY	0
EVB CLR	5
EVC DLY	0
EVC CLR	5
EVD DLY	0
EVD CLR	5
MAX EV	255
RR2 CLR	15

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	5.0
FCD	0.0

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

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Phase 4 OLA set with Phase 5-7 and has 5.0 seconds green extension time based on HWY 86 and Wake Ave.

TIMING SHEET 11/2/18

LOCATION: **IMP RTE 86 @ SIXTH STREET / ADAMS AVENUE**

CALTRANS C8 Version 3 7/6/2017 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**10**	**10**	**10**	**1**	**10**	1	1	CLK RST
1	DONT WALK	**1**	**13**	**25**	**24**	**1**	**13**	1	1	
2	MIN GREEN	**5**	**10**	**8**	**8**	**5**	**10**	1	1	
3	TYPE 3 DET	**0**	**0**	**0**	**0**	**0**	**0**	0	0	
4	ADD/VEH	**0.0**	**2.0**	**0.0**	**0.0**	**0.0**	**2.0**	0.0	0.0	
5	PASSAGE	**2.0**	**6.0**	**3.0**	**3.0**	**2.0**	**6.0**	0.9	0.9	
6	MAX GAP	**2.0**	**8.0**	**3.0**	**3.0**	**2.0**	**8.0**	0.9	0.9	
7	MIN GAP	**2.0**	**3.0**	**3.0**	**3.0**	**2.0**	**3.0**	0.9	0.9	
8	MAX EXT	**20**	**40**	**20**	**20**	**20**	**40**	9	9	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	0.0	0.0	DOW
D	EVERY	**1.0**	**0.6**	**1.0**	**1.0**	**1.0**	**0.6**	1.0	1.0	HR
E	YELLOW	**3.7**	**4.4**	**3.6**	**3.6**	**3.7**	**4.4**	3.0	3.0	MIN
F	RED	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	0.0	0.0	SEC
3.5'	PED XING FT		47	87	84		46			
	BIKE XING FT									

PRE-EMPTION E	
EV SEL	**0**
RR1 CLR	**15**
EVA DLY	**0**
EVA CLR	**5**
EVB DLY	**0**
EVB CLR	**5**
EVC DLY	**0**
EVC CLR	**5**
EVD DLY	**0**
EVD CLR	**5**
MAX EV	**255**
RR2 CLR	**15**

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS								
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**110**	**110**	**130**												LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR	**12**	**12**	**15**										GAPOUT CP1	**1**	LAG FZ CP 1		**2**		**4**	**5**			**8**	1
2														GAPOUT CP2	**1**	LAG FZ CP 2		**2**		**4**	**5**			**8**	2
3	FZ3 GRN FCTR	**30**	**30**	**30**										GAPOUT CP3	**1**	LAG FZ CP 3		**2**		**4**	**5**			**8**	3
4	FZ4 GRN FCTR	**30**	**30**	**30**							PERM TIME			GAPOUT CP4	**1**	LAG FZ CP 4									4
5	FZ5 GRN FCTR	**12**	**12**	**15**							LAG OFFSET			GAPOUT CP5	**1**	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	**1**	LAG FZ CP 6									6
7	FZ7 GRN FCTR	**0**	**0**	**0**							LONG GRN			GAPOUT CP7	**1**	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**0**	**0**	**0**							NO GREEN			GAPOUT CP8	**1**	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**										GAPOUT CP9	**1**	LAG FZ CP 9									9
A	OFFSET A	**108**	**108**	**1**							OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	**1**
2	*2*	**2**
3	*4*	
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **3**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

7 PAGE

TIME OF DAY ACTIVITY TABLE

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

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

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY

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

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**07**	**45**	**2**	**A**		**2**	**3**	**4**	**5**	**6**	
1	**08**	**30**	**3**	**A**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

9 PAGE CO9 = 2

CONTROL PLAN TIME OF DAY

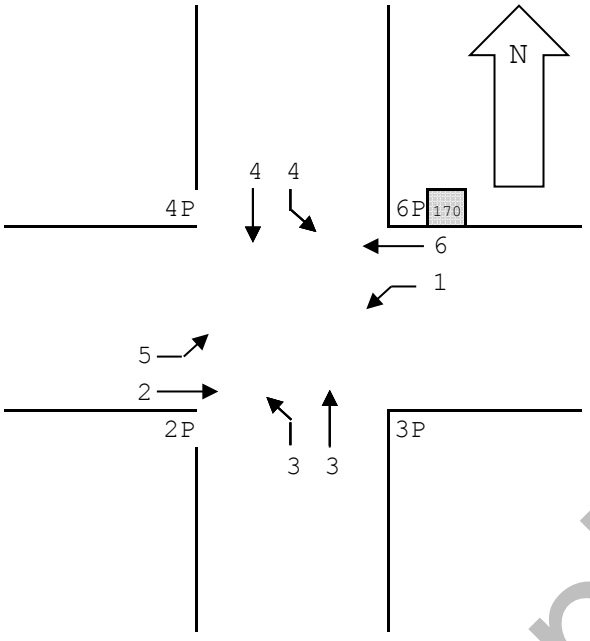
9+EVENT+HR+MIN+CP+OS+E+DOW

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

Do not Duplicate

LOCATION: IMP RTE 86 @ SIXTH STREET / ADAMS AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP RTE 86 @ 4TH STREET / MAIN STREET**

CALTRANS C8 Version 3 1/11/2017 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**7**	**7**	**7**	**1**	**7**	1	1	CLK RST
1	DONT WALK	**1**	**16**	**23**	**20**	**1**	**26**	1	1	
2	MIN GREEN	**7**	**10**	**8**	**8**	**7**	**10**	1	1	
3	TYPE 3 DET	**0**	**0**	**0**	**0**	**0**	**0**	0	0	
4	ADD/VEH	**0.0**	**2.0**	**0.0**	**0.0**	**0.0**	**2.0**	0.0	0.0	
5	PASSAGE	**2.0**	**6.0**	**3.0**	**3.0**	**2.0**	**6.0**	0.9	0.9	
6	MAX GAP	**2.0**	**8.0**	**3.0**	**3.0**	**2.0**	**8.0**	0.9	0.9	
7	MIN GAP	**2.0**	**3.0**	**3.0**	**3.0**	**2.0**	**3.0**	0.9	0.9	
8	MAX EXT	**20**	**40**	**25**	**25**	**25**	**40**	9	9	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	0.0	0.0	DOW
D	EVERY	**1.0**	**0.6**	**1.0**	**1.0**	**1.0**	**0.6**	1.0	1.0	HR
E	YELLOW	**3.7**	**4.1**	**3.6**	**4.4**	**3.7**	**4.1**	3.0	3.0	MIN
F	RED	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	0.0	0.0	SEC
3.5'	PED XING FT		57	71	71		74			
	BIKE XING FT	46	69	85	81	72	98			

PRE-EMPTION E	
EV SEL	**0**
RR1 CLR	**15**
EVA DLY	**0**
EVA CLR	**5**
EVB DLY	**0**
EVB CLR	**5**
EVC DLY	**0**
EVC CLR	**5**
EVD DLY	**0**
EVD CLR	**5**
MAX EV	**255**
RR2 CLR	**15**

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS									
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**110**	**110**	**130**												LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR	**12**	**12**	**15**										GAPOUT CP1	**1**	LAG FZ CP 1		**2**		**4**		**6**		**8**	1
2														GAPOUT CP2	**1**	LAG FZ CP 2		**2**		**4**		**6**		**8**	2
3	FZ3 GRN FCTR	**19**	**19**	**15**										GAPOUT CP3	**1**	LAG FZ CP 3		**2**		**4**		**6**		**8**	3
4	FZ4 GRN FCTR	**19**	**19**	**22**							PERM TIME			GAPOUT CP4	**1**	LAG FZ CP 4									4
5	FZ5 GRN FCTR	**18**	**18**	**25**							LAG OFFSET			GAPOUT CP5	**1**	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	**1**	LAG FZ CP 6									6
7	FZ7 GRN FCTR	**0**	**0**	**0**							LONG GRN			GAPOUT CP7	**1**	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**0**	**0**	**0**							NO GREEN			GAPOUT CP8	**1**	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**										GAPOUT CP9	**1**	LAG FZ CP 9									9
A	OFFSET A	**61**	**61**	**77**							OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	
2	*2*	**2**
3	*4*	
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **2**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

LOCATION: **IMP RTE 86 @ 4TH STREET / MAIN STREET**

CALTRANS C8 Version 3 9/16/2010 PAGE 4

7 PAGE 9 PAGE C09 = 0 or 1 9 PAGE CO9 = 2

TIME OF DAY ACTIVITY TABLE

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

	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**07**	**00**	**4**	**ON**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
1	**08**	**30**	**4**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**4**	**ON**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
3	**20**	**00**	**4**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

CONTROL PLAN TIME OF DAY

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

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**07**	**45**	**2**	**A**		**2**	**3**	**4**	**5**	**6**	**7**
1	**08**	**30**	**3**	**A**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

CONTROL PLAN TIME OF DAY

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

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

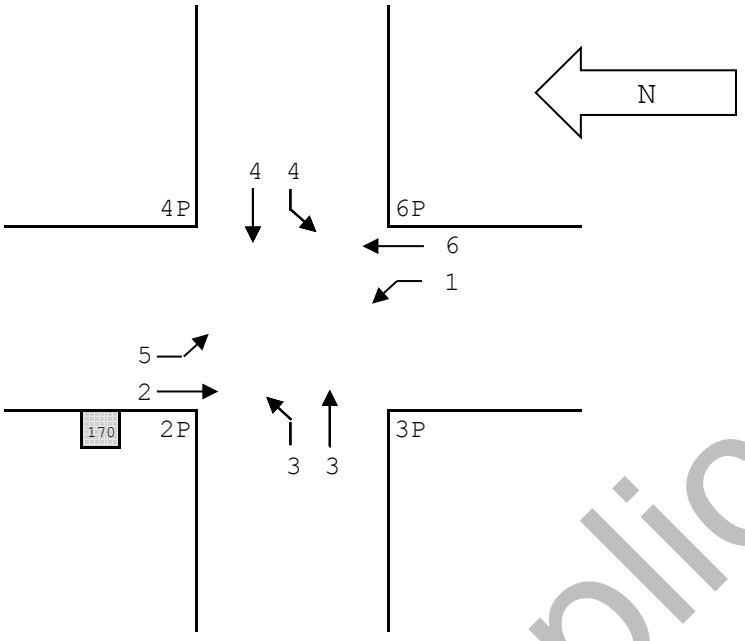
ACTIVITY CODE

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

Do not Duplicate

LOCATION: IMP RTE 86 @ 4TH STREET / MAIN STREET

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP RTE 86 @ 4TH STREET / ORANGE AVENUE**

CALTRANS C8 Version 3 11/16/2016 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**7**	**7**	**7**	**1**	**7**	1	1	CLK RST
1	DONT WALK	**1**	**12**	**19**	**19**	**1**	**12**	1	1	
2	MIN GREEN	**6**	**10**	**7**	**7**	**6**	**10**	1	1	
3	TYPE 3 DET	**0**	**0**	**0**	**0**	**0**	**0**	0	0	
4	ADD/VEH	**0.0**	**2.0**	**0.0**	**0.0**	**0.0**	**2.0**	0.0	0.0	
5	PASSAGE	**2.0**	**6.0**	**3.0**	**3.0**	**2.0**	**6.0**	0.9	0.9	
6	MAX GAP	**2.0**	**8.0**	**3.0**	**3.0**	**2.0**	**8.0**	0.9	0.9	
7	MIN GAP	**2.0**	**3.0**	**3.0**	**3.0**	**2.0**	**3.0**	0.9	0.9	
8	MAX EXT	**15**	**40**	**15**	**20**	**20**	**40**	9	9	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	0.0	0.0	DOW
D	EVERY	**1.0**	**0.6**	**1.0**	**1.0**	**1.0**	**0.6**	1.0	1.0	HR
E	YELLOW	**3.7**	**4.1**	**3.6**	**3.6**	**3.7**	**4.1**	3.0	3.0	MIN
F	RED	**1.0**	**1.0**	**2.0**	**2.0**	**1.0**	**1.0**	0.0	0.0	SEC
3.5'	PED XING FT		41	65	65		41			
	BIKE XING FT	47.5	54.0	74.0	74.5	48.0	54.0			

	PRE-EMPTION E	
EV SEL		**0**
RR1 CLR		**15**
EVA DLY		**0**
EVA CLR		**5**
EVB DLY		**0**
EVB CLR		**5**
EVC DLY		**0**
EVC CLR		**5**
EVD DLY		**0**
EVD CLR		**5**
MAX EV		**255**
RR2 CLR		**15**

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS								
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**110**	**110**	**130**												LAG FZ FREE		**2**	**3**			**6**		**8**	0
1	FZ1 GRN FCTR	**12**	**12**	**15**										GAPOUT CP1	**1**	LAG FZ CP 1		**2**	**3**		**5**			**8**	1
2														GAPOUT CP2	**1**	LAG FZ CP 2		**2**	**3**		**5**			**8**	2
3	FZ3 GRN FCTR	**12**	**12**	**20**										GAPOUT CP3	**1**	LAG FZ CP 3		**2**	**3**		**5**			**8**	3
4	FZ4 GRN FCTR	**15**	**15**	**20**							PERM TIME			GAPOUT CP4	**1**	LAG FZ CP 4									4
5	FZ5 GRN FCTR	**12**	**12**	**15**							LAG OFFSET			GAPOUT CP5	**1**	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	**1**	LAG FZ CP 6									6
7	FZ7 GRN FCTR	**0**	**0**	**0**							LONG GRN			GAPOUT CP7	**1**	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**0**	**0**	**0**							NO GREEN			GAPOUT CP8	**1**	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**										GAPOUT CP9	**1**	LAG FZ CP 9									9
A	OFFSET A	**49**	**49**	**66**							OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	**1**
2	*2*	
3	*4*	
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **1**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
				ON/	S	M	T	W	T	F	S
	HR	MIN	ACT	OFF	1	2	3	4	5	6	7
0	**07**	**00**	**4**	**ON**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
1	**08**	**30**	**4**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
					S	M	T	W	T	F	S
	HR	MIN	CP	OS	1	2	3	4	5	6	7
0	**07**	**45**	**2**	**A**		**2**	**3**	**4**	**5**	**6**	
1	**08**	**30**	**3**	**A**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**18**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

9 PAGE CO9 = 2

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

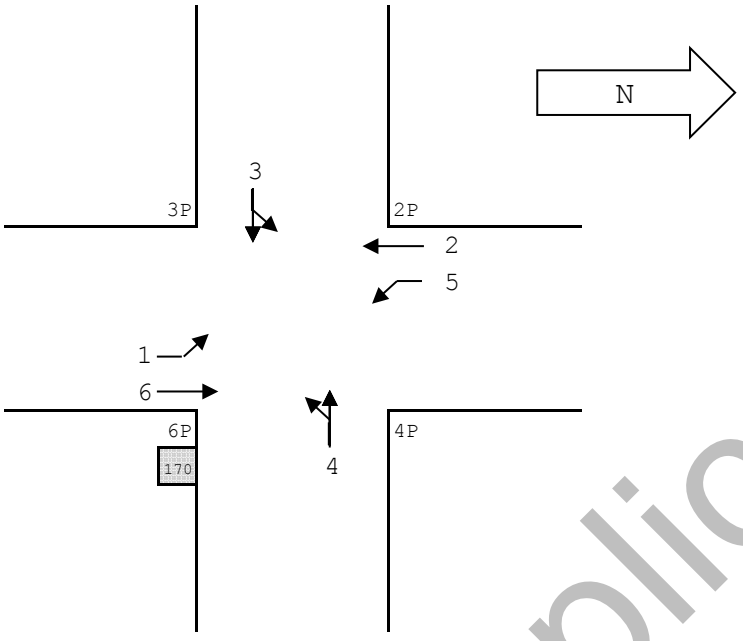
ACTIVITY CODE

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

Do not Duplicate

LOCATION: IMP RTE 86 @ 4TH STREET / ORANGE AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP 86 @ FOURTH STREET / ROSS AVENUE**

CALTRANS C8 Version 3 7/5/2019 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**12**	**12**	**12**	**1**	**12**	1	1	CLK RST
1	DONT WALK	**1**	**14**	**25**	**25**	**1**	**23**	1	1	
2	MIN GREEN	**5**	**5**	**5**	**5**	**5**	**5**	1	1	
3	TYPE 3 DET	**0**	**0**	**0**	**0**	**0**	**0**	0	0	
4	ADD/VEH	**0.0**	**2.0**	**0.0**	**0.0**	**0.0**	**2.0**	0.0	0.0	
5	PASSAGE	**2.0**	**6.0**	**3.0**	**3.0**	**2.0**	**6.0**	0.9	0.9	
6	MAX GAP	**2.0**	**8.0**	**3.0**	**3.0**	**2.0**	**8.0**	0.9	0.9	
7	MIN GAP	**2.0**	**3.0**	**3.0**	**3.0**	**2.0**	**3.0**	0.9	0.9	
8	MAX EXT	**25**	**40**	**25**	**30**	**25**	**40**	9	9	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	0.0	0.0	DOW
D	EVERY	**1.0**	**0.6**	**1.0**	**1.0**	**1.0**	**0.6**	1.0	1.0	HR
E	YELLOW	**3.7**	**4.4**	**4.1**	**4.1**	**3.7**	**4.4**	3.0	3.0	MIN
F	RED	**2.0**	**1.0**	**2.0**	**2.0**	**2.0**	**1.0**	0.0	0.0	SEC
3.5'	PED XING FT		48	87	88		79			
	BIKE XING FT									

PRE-EMPTION E	
EV SEL	**0**
RR1 CLR	**15**
EVA DLY	**0**
EVA CLR	**5**
EVB DLY	**0**
EVB CLR	**5**
EVC DLY	**0**
EVC CLR	**5**
EVD DLY	**0**
EVD CLR	**5**
MAX EV	**255**
RR2 CLR	**15**

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ADDITIONAL WALK TIMES DUE TO SCHOOL CROSSINGS

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

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

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	
2	*2*	**2**
3	*4*	**4**
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **6**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

7 PAGE

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

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

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

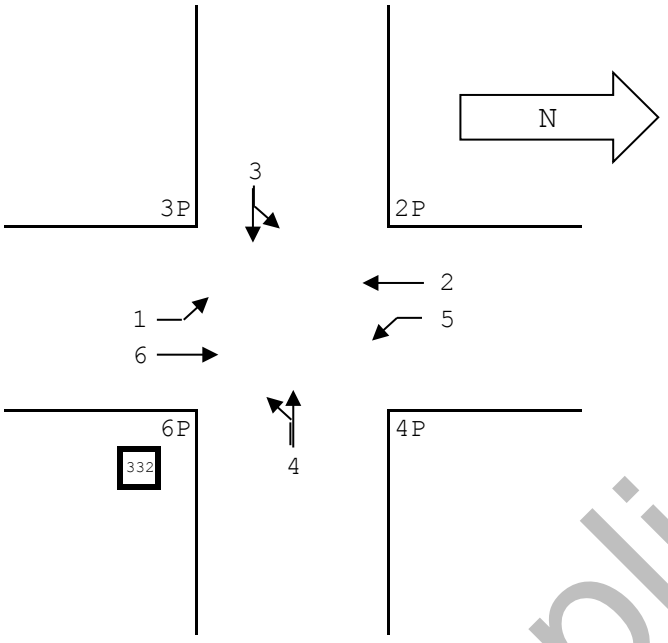
9 PAGE CO9 = 2

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

Do not Duplicate

LOCATION: IMP 86 @ FOURTH STREET / ROSS AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP RTE 86 @ WAKE AVENUE**

CALTRANS C8 Version 3 4/20/2017 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**7**	**7**	**7**	**1**	**7**	1	1	CLK RST
1	DONT WALK	**1**	**24**	**26**	**29**	**1**	**22**	1	1	
2	MIN GREEN	**5**	**10**	**10**	**5**	**5**	**10**	1	1	
3	TYPE 3 DET	**0**	**0**	**0**	**0**	**0**	**0**	0	0	
4	ADD/VEH	**0.0**	**2.0**	**0.0**	**0.0**	**0.0**	**2.0**	0.0	0.0	
5	PASSAGE	**2.0**	**6.0**	**4.0**	**2.0**	**2.0**	**6.0**	0.9	0.9	
6	MAX GAP	**2.0**	**8.0**	**4.0**	**2.0**	**2.0**	**8.0**	0.9	0.9	
7	MIN GAP	**2.0**	**3.0**	**4.0**	**2.0**	**2.0**	**3.0**	0.9	0.9	
8	MAX EXT	**20**	**35**	**30**	**25**	**25**	**25**	9	9	
9	MAX 2		**80**							YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	0.0	0.0	DOW
D	EVERY	**1.0**	**0.6**	**1.0**	**1.0**	**1.0**	**0.6**	1.0	1.0	HR
E	YELLOW	**3.7**	**5.2**	**4.4**	**4.4**	**3.7**	**5.2**	3.0	3.0	MIN
F	RED	**1.0**	**2.0**	**3.0**	**2.0**	**1.0**	**2.0**	0.0	0.0	SEC
3.5'	PED XING FT		83	91	103		76			
	BIKE XING FT									

PRE-EMPTION E	
EV SEL	**0**
RR1 CLR	**15**
EVA DLY	**0**
EVA CLR	**5**
EVB DLY	**0**
EVB CLR	**5**
EVC DLY	**0**
EVC CLR	**5**
EVD DLY	**0**
EVD CLR	**5**
MAX EV	**255**
RR2 CLR	**15**

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

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

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	
2	*2*	**2**
3	*4*	
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **2**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
				ON/	S	M	T	W	T	F	S
	HR	MIN	ACT	OFF	1	2	3	4	5	6	7
0	**07**	**00**	**4**	**ON**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
1	**08**	**00**	**2**	**ON**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
2	**11**	**40**	**4**			**2**	**3**	**4**	**5**	**6**	
3	**12**	**15**	**4**	**ON**		**2**	**3**	**4**	**5**	**6**	
4	**17**	**00**	**4**			**2**	**3**	**4**	**5**	**6**	
5	**17**	**30**	**4**	**ON**		**2**	**3**	**4**	**5**	**6**	
6	**20**	**00**	**2**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
7	**21**	**00**	**4**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

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

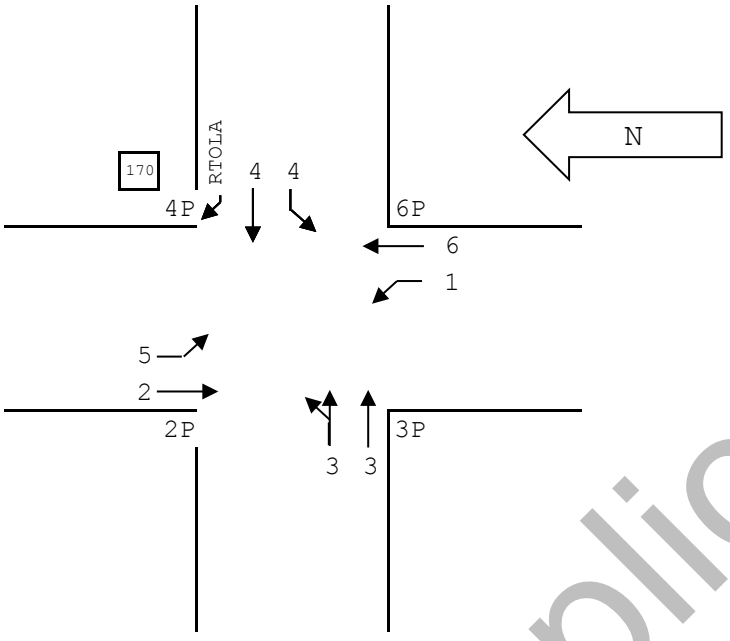
9 PAGE CO9 = 2

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

Do not Duplicate

LOCATION: IMP RTE 86 @ WAKE AVENUE

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP RTE 86 @ DANENBERG DRIVE**

CALTRANS C8 Version 3 8/15/2019 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**1**	1	**1**	**1**	**7**	1	**1**	CLK RST
1	DONT WALK	**1**	**1**	1	**1**	**1**	**22**	1	**1**	
2	MIN GREEN	**1**	**10**	1	**5**	**5**	**10**	1	**1**	
3	TYPE 3 DET	**0**	**0**	0	**0**	**0**	**0**	0	**0**	
4	ADD/VEH	**0.0**	**2.0**	0.0	**2.0**	**0.0**	**2.0**	0.0	**0.0**	
5	PASSAGE	**0.9**	**6.0**	0.9	**3.0**	**2.0**	**6.0**	0.9	**0.9**	
6	MAX GAP	**0.9**	**8.0**	0.9	**3.0**	**2.0**	**8.0**	0.9	**0.9**	
7	MIN GAP	**0.9**	**3.0**	0.9	**3.0**	**2.0**	**3.0**	0.9	**0.9**	
8	MAX EXT	**9**	**40**	9	**35**	**45**	**40**	9	**9**	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.1**	0.0	**0.0**	**0.0**	**0.1**	0.0	**0.0**	DOW
D	EVERY	**1.0**	**0.5**	1.0	**1.0**	**1.0**	**0.5**	1.0	**1.0**	HR
E	YELLOW	**3.0**	**4.4**	3.0	**5.2**	**3.7**	**5.8**	3.0	**3.0**	MIN
F	RED	**0.0**	**2.0**	0.0	**1.0**	**1.0**	**2.0**	0.0	**0.0**	SEC
3.5'	PED XING FT						77			
	BIKE XING FT									

PRE-EMPTION E	
EV SEL	**0**
RR1 CLR	**15**
EVA DLY	**0**
EVA CLR	**5**
EVB DLY	**0**
EVB CLR	**5**
EVC DLY	**0**
EVC CLR	**5**
EVD DLY	**0**
EVD CLR	**5**
MAX EV	**255**
RR2 CLR	**15**

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

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

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	**1**
2	**2**	
3	**4**	
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **1**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

7 PAGE

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

ACTIVITY CODE

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

9 PAGE C09 = 0 or 1

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

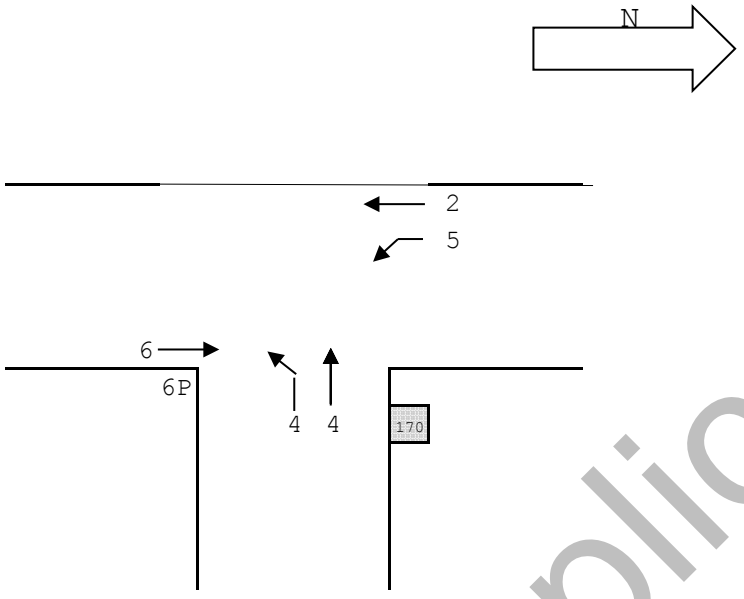
9 PAGE CO9 = 2

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

Do not Duplicate

LOCATION: IMP RTE 86 @ DANENBERG DRIVE

CONFLICT MONITOR PROGRAM



Do not Duplicate

LOCATION: **IMP RTE 86 @ McCABE ROAD**

CALTRANS C8 Version 3 **7/31/2017** PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**7**	1	**1**	**1**	**7**	1	**7**	CLK RST
1	DONT WALK	**1**	**21**	1	**1**	**1**	**11**	1	**19**	
2	MIN GREEN	**5**	**10**	1	**5**	**5**	**10**	1	**5**	
3	TYPE 3 DET	**0**	**0**	0	**0**	**0**	**0**	0	**0**	
4	ADD/VEH	**0.0**	**0.0**	0.0	**0.0**	**0.0**	**0.0**	0.0	**0.0**	
5	PASSAGE	**2.0**	**7.0**	0.9	**3.0**	**2.0**	**7.0**	0.9	**3.0**	
6	MAX GAP	**2.0**	**9.0**	0.9	**3.0**	**2.0**	**9.0**	0.9	**3.0**	
7	MIN GAP	**2.0**	**3.0**	0.9	**3.0**	**2.0**	**3.0**	0.9	**3.0**	
8	MAX EXT	**20**	**50**	9	**25**	**20**	**50**	9	**25**	
9	MAX 2								**40**	YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.1**	0.0	**0.0**	**0.0**	**0.1**	0.0	**0.0**	DOW
D	EVERY	**1.0**	**0.8**	1.0	**1.0**	**1.0**	**0.8**	1.0	**1.0**	HR
E	YELLOW	**3.7**	**5.9**	3.0	**5.5**	**3.7**	**5.5**	3.0	**5.5**	MIN
F	RED	**1.0**	**2.0**	0.0	**2.0**	**1.0**	**2.0**	0.0	**2.0**	SEC
3.5'	PED XING FT		75				38		66	
	BIKE XING FT									

	PRE-EMPTION E	
EV SEL		**0**
RR1 CLR		**15**
EVA DLY		**0**
EVA CLR		**5**
EVB DLY		**0**
EVB CLR		**5**
EVC DLY		**0**
EVC CLR		**5**
EVD DLY		**0**
EVD CLR		**5**
MAX EV		**255**
RR2 CLR		**15**

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**30**
FOF	**5**
FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**
FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**
CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

Do not Duplicate

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

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

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	**1**
2	*2*	
3	*4*	
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **1**

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

Do not Duplicate

D PAGE

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

E PAGE

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

LAST POWER FAILURE REGISTER

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

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

LAST FLASH TIME REGISTER

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

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

Do not Duplicate

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
				ON/	S	M	T	W	T	F	S
	HR	MIN	ACT	OFF	1	2	3	4	5	6	7
0	**07**	**15**	**2**	**ON**		**2**	**3**	**4**	**5**	**6**	
1	**08**	**30**	**2**			**2**	**3**	**4**	**5**	**6**	
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

9 PAGE C09 = 0 or 1

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

9 PAGE CO9 = 2

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

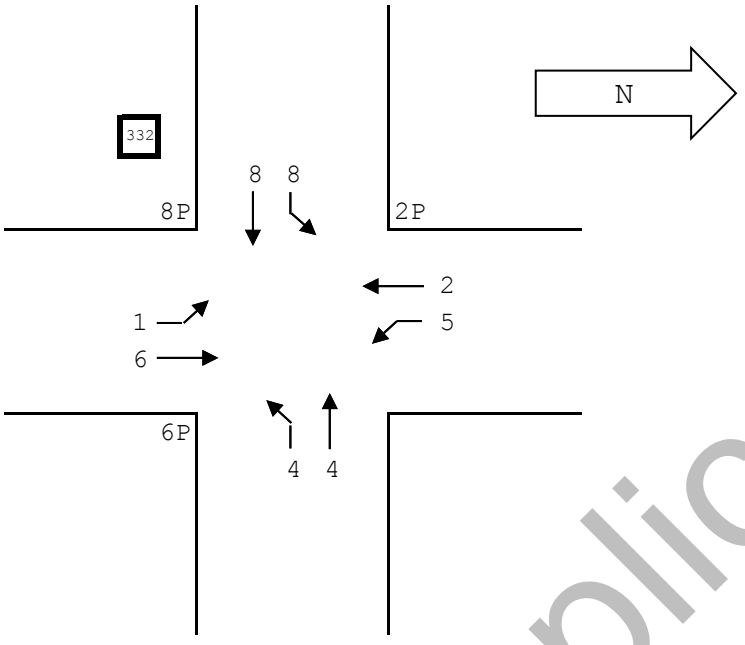
ACTIVITY CODE

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

Do not Duplicate

LOCATION: IMP RTE 86 @ McCABE ROAD

CONFLICT MONITOR PROGRAM



Do not Duplicate

City of El Centro

INTERSECTION:

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: DOGWOOD
E/W Street Name: MAIN

Last *QuicNet* Database Change:

Notes:

Field Change Record

Change	By	Date	Change	By	Date
ATC	HL	7/9/10			

Basic Phase Timing

	Phase 1	2	3	4	5	6	7	8
	WBLT	EBT	NBT	SBT	EBLT	WBT		
Min Green	4	10	5	5	4	10		
Extension	2	5	5	5	2	5		
Max	20	40	40	40	20	40		
Max 2								
Cond Serve Check								

Clear

Yellow Change	4	5	5	5	4	5		
Red Clear	1	2	2	2	1	2		

Pedestrian Timing

Walk		7		7		7		
Ped Clear - FDW		15		18		15		
Adv / Delay Walk								
PE Min Ped FDW								

Volume Density

Type 3 Disconnect		25	25	25	[redacted]	25		
Added per Vehicle								
Max Added Initial								
Min Gap	2	5	5	5	2	5		
Max Gap	2	2	2	2	2	2		
Reduce Every		1	1	1		1		

Phase Timing - Bank 1

Excl Ped Assignment	
Exclusive Walk	
Exclusive FDW	
All Red Clear	

Walk Output	
Don't Walk Output	

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Exclusive Ped Phase

	Phase 1	2	3	4	5	6	7	8
Alternate Walk								
Alternate Ped Clear								
Alternate Minimum								
Alternate Extension								

Alternate Timing - Bank 1

Red Lock	
Yellow Lock	
Simultaneous Gap	
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	

Red Rest	
Dual Entry	2, 6
Sequential Timing	
Inhibit Ped Reservice	
Semi-Actuated	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 1

Minimum Recall	2, 6
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	

Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap G. Flash	

Phase Functions - Page 2

LOCATION: **DOGWOOD & ROSS**

C8

F PAGE

DATE: 5/1/96

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	7	7	1	1	7	X	X	CLK RST
1	DONT WALK	1	15	10	1	1	15	X	X	
2	MIN GREEN	5	5	5	5	5	5	X	X	
3	TYPE 3 DET	0	0	0	0	0	0	X	X	
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	X	X	
5	PASSAGE	1.0	2.0	2.0	2.0	1.0	2.0	X	X	
6	MAX GAP	1.0	2.0	2.0	2.0	1.0	2.0	X	X	
7	MIN GAP	1.0	2.0	2.0	2.0	1.0	2.0	X	X	
8	MAX EXT	20	30	20	20	20	30	X	X	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	X	X	DOW
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0	X	X	HR
E	YELLOW	3.2	4.5	3.5	3.5	3.2	4.5	X	X	MIN
F	RED	0.5	1.0	1.0	1.0	0.5	1.0	X	X	SEC
	PED XING FT									

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

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FC0	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FD0 TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

NOTES: **CC1 > 0 = CONTROLLER FLASH**

SUNDAY = DAY 1

Example: CC11 (E)NTER
Then Ø (E)NTER
To RETURN
TO AUTO.

Dogwood + Danenburg

PHASE TIMING

KEYSTROKES: F+PHASE+INTERVAL

200SA
VERSION 1.F
OCT. 1991

INTERVAL		PHASE 1	2	3	4	5	6	7	8
WALK	0		7		7		7		7
FLASH D/W	1		27		27		27		27
MIN GREEN	2	5	10	5	10	5	10	5	10
TYPE 3 DET	3								
ADD/VEH	4								
VEH EXTEN *	5	2.0	4.3	2.0	4.3	2.0	4.3	2.0	4.3
MAX GAP *	6	2.0	7.0	2.0	4.3	2.0	7.0	2.0	4.3
MIN GAP *	7	2.0	2.0	2.0	4.3	2.0	2.0	2.0	4.3
MAX EXTEN	8	17	40	17	40	17	40	17	40
MAX 2	9								
	A								
CALLTO PHASE	B								
REDUCE BY	C		0.1		0.1		0.1		0.1
REDUCE EVERY	D		1.0		1.0		1.0		1.0
YELLOW	E	3.0	4.3	3.0	4.3	3.0	4.3	3.0	4.0
RED CLEAR	F	0	0.5	0	1.0	0	0.5	0	1.0

PREEMPT	E	
RR1 DELAY		0
RR1 CLEAR		1
EVA DELAY		2
EVA CLEAR		3
EVB DELAY		4
EVB CLEAR		5
EVC DELAY		6
EVC CLEAR		7
EVD DELAY		8
EVD CLEAR		9
RR2 DELAY		A
RR2 CLEAR		B
EV CLR TMR		C
EV DLY TMR		D
RR CLR TMR		E
RR DLY TMR		F

MAX INITIAL (F-0-E) = 20

RED REVERT (F-0-F) = 5.0

ALL RED START (F-C-0) = 5.0

* MUST BE SAME FOR NON-DENSITY OPERATION

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

FUNCTION		PHASE 1	2	3	4	5	6	7	8
PERMIT	0	X	X	X	X	X	X	X	X
RED LOCK	1								
YELLOW LOCK	2								
VEH RECALL	3								
PED RECALL	4								
PEDS	5								
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8	X	X	X	X	X			
MAX RECALL	9								
SOFT RECALL	A	X			X				
MAX 2	B								
COND SERVE	C								
MAN CONT RECALL	D								
STARTUP	E			X				X	
FIRST PHASES	F	X			X				

NO D.E?

OVERLAP TIMING

KEYSTROKE: F+ COLOR CODE+OVERLAP

	9 GREEN	C YELLO	D RED
OVERLAP A			
OVERLAP B			
OVERLAP C			
OVERLAP D			

BI TRAN SYSTEMS, INC.

County of Imperial

BiTran 233R__ Type 170 Program
Phase Timing

Prepared By:	BKC	Checked By:		Completed By:	
Date:	5/30/2012	Date:		Date:	

NOTES: _____

Dogwood Rd and McCabe Rd N/Leg
(Intersection Name)

QuicLoad No. : TS No. :

	Interval	PHASE 1	2	3	4	5	6	7	8
0	WALK	0	0	0	0	0	0	0	0
1	DONT WALK	0	0	0	0	0	0	0	0
2	MIN INITIAL	5	10	0	0	0	10	0	5
3	TYPE 3 LIMIT	0	0	0	0	0	0	0	0
4	ADD PER VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	VEH EXT	2.0	5.0	0.0	0.0	0.0	5.0	0.0	2.0
6	MAX GAP	2.0	5.0	0.0	0.0	0.0	5.0	0.0	2.0
7	MIN GAP	2.0	3.0	0.0	0.0	0.0	3.0	0.0	2.0
8	MAX LIMIT	15	50	0	0	0	50	0	30
9	MAXIMUM 2	0	0	0	0	0	0	0	0
A	ADV/DLY WLK	0	0	0	0	0	0	0	0
B	MIN PED CLR	0	0	0	0	0	0	0	0
C	COND SRV MIN	0	0	0	0	0	0	0	0
D	REDUCE EVERY	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
E	YELLOW	3.0	5.0	0.0	0.0	0.0	5.0	0.0	4.0
F	RED CLEAR	1.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0

PHASE BANK 1 < C + 0 + F = 1 >

		ALTERNATE TIMING 9 Maximum Initial	A Alternate Walk	B Alternate FDW	C Alternate Initial	D Alternate Extension
1	Ph. 1					
2	Ph. 2					
3	Ph. 3					
4	Ph. 4					
5	Ph. 5					
6	Ph. 6					
7	Ph. 7					
8	Ph. 8					

ALL RED START: <F/ + C + 0> = 3.0
RED REVERT: <F/ 1 + 0 + F> = 2.0
FLASH START: <F/ 1 + 0 + E> = 0.0

PREEMPT		E
RR1 DLY		0
RR1 CLR		0
EVA DLY		0
EVA CLR		20
EVB DLY		0
EVB CLR		20
EVC DLY		0
EVC CLR		15
EVD DLY		0
EVD CLR		0
RR2 DLY		0
RR2 CLR		0
EV CLR		
EV DLY		
RR CLR		60
RR DLY		

PHASE FUNCTION FLAGS Column F

0	PERMIT	12 6 8
1	RED LOCK	
2	YELLOW LOCK	
3	VEH MIN CALL	2 6
4	PED RECALL	
5	PEDESTRIANS	
6	REST IN WALK	
7	RED REST	
8	DOUBLE ENTRY	
9	VEH MAX CALL	
A	SOFT RECALL	
B	MAXIMUM 2	
C	COND SERVICE	
D	MAN CONT CALL	
E	YELLOW START	8
F	FIRST PHASES	1 6

< C + 0 + F = 1 >

SPECIALS Column F

0	FAST GRN FLH	
1	GREEN FLSH	
2	FLASH WALK	
3	GUAR PASS	
4	SIMUL GAP	12345678
5	SEQ TIMING	
6	ADV WALK	
7	DELAY WALK	
8	EXT RECALL	
9	START OPV GRN	
A	MAX EXTEN	
B	INH PED RSRV	
C	SEMI ACTUA.	
D	O'LAP STRT UP	
E	STRT VEH CALL	12345678
F	STRT PED CALL	12345678

Specials <C + 0 + F = 2>

Controller Intervals
0 = Walk
1 = FDW
2 = MIN. Green
3 =
4 = Var. Initial
5 = Extension
6 =
7 = Reduce Gap
8 = Red Rest
9 = Preempt
A = Stop Time
B = Red Revrt
C = Gap Term.
D = MAX Term.
E = Forceoff
F = Red Clear.

INPUT KEYSTROKES:
1) Set PAGE to required BANK #
< C+0+PAGE = BANK # >
2) Key stroke: PAGE + COLUMN + ROW

To Enable "E" Page, Set < F/1 + 9 + E = Not Zero >

MANUAL PLAN SELECT:
(C/0 + A + 1) = 0
AUTO = 0 FREE = 14
PLAN = 1 - 9 FLASH= 15

MANUAL OFFSET SELECT:
(C/0 + B + 1) = 0
AUTO = 0 OFFSET B = 2
OFFSET A = 1 OFFSET C = 3

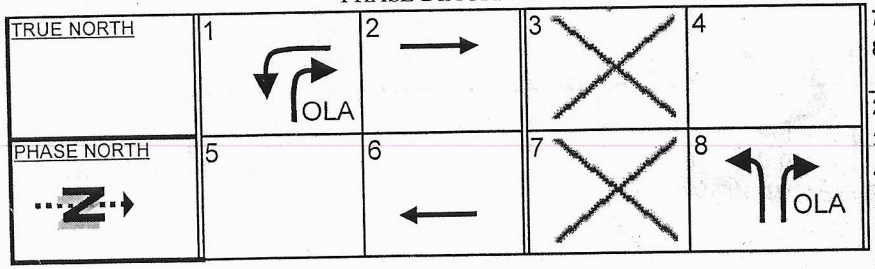
COMM ADDRESS:
(C/0 + 0 + 0) = 0
ZONE NUMBER:
(C/0 + 0 + 1) = 0
AREA NUMBER:
(C/0 + 0 + 2) = 0
AREA ADDRESS:
(C/0 + 0 + 3) = 0

EXCL. PED. OPERATION:
WALK:
(F/1+0+0) = 0
DONT WALK:
(F/1+0+1) = 0
RED CLEAR:
(F/1+0+2) = 0.0

EXTRA 1
1 = TBC Type 1
2 = NEMA External Coordinator
3 = Auto Daylight Savings
4 = EV Preempt Advance
5 = Expanded Status Report
6 = International Ped.
7 = Clear Outputs During Flash
8 = Split Ring Operation

IC SELECT
2 = 2 Way Modem
3 = 7 Wire Slave
4 = Flash/Free
5 = Simplex Master
7 = 7 Wire Master
8 = Offset Interruptor

PHASE DIAGRAM



CONTROLLER CONFIGURATION FLAGS

Column E

0	EXCLUSIVE	
1	RR 1 CLEAR	
2	RR 2 CLEAR	2
3	RR 2 LTD SRV	1
4	PROT/PERM	
5	FLH TO PREMT	
6	FLASH ENTRY	
7	DSABL MIN YEL	
8	DSABL OVP YEL	
9	OVP FLH YEL	
A	EM. VEH. A	1 6
B	EM. VEH. B	8
C	EM. VEH. C	2 8
D	EM. VEH. D	8
E	EXTRA 1	1 3
F	IC SELECT	2

< C + 0 + E = 125 >

Column F

0		
1	EXT PERMIT 1	
2	EXT PERMIT 2	
3	EXCLU PED	
4	PE NON-LOCK	
5	PED 2 P OUT	
6	PED 6 P OUT	
7	PED 4 P OUT	
8	PED 8 P OUT	
9	FLH YELLOW	
A	LOW PRL A	
B	LOW PRL B	
C	LOW PRL C	
D	LOW PRL D	
E	RESTRICTED	
F	EXTRA 2	

< C + 0 + E = 125 >

EXTRA 2
1 = AWB On during Phase Initial
2 = LMU installed

FLASH TO PREMPT
1 = EV A
2 = EV B
3 = EV C
4 = EV D
5 = RR 1
6 = RR2
7 = SE 1
8 = SE 2

County of Imperial
Engineering Division

BiTran 233R__ Type 170 Program
Phase Timing

Prepared By:	bkc	Checked By:		Completed By:	
Date:	5/30/2012	Date:		Date:	

NOTES:

Dogwood Rd and McCabe Rd S/Leg

(Intersection Name)

QuicLoad No. : TS No. :

	Interval	PHASE 1	2	3	4	5	6	7	8
0	WALK	0	0	0	0	0	0	0	0
1	DONT WALK	0	0	0	0	0	0	0	0
2	MIN INITIAL	0	10	0	5	5	10	0	0
3	TYPE 3 LIMIT	0	0	0	0	0	0	0	0
4	ADD PER VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	VEH EXT	0.0	5.0	0.0	2.0	2.0	5.0	0.0	0.0
6	MAX GAP	0.0	5.0	0.0	2.0	2.0	5.0	0.0	0.0
7	MIN GAP	0.0	3.0	0.0	2.0	2.0	3.0	0.0	0.0
8	MAX LIMIT	0	50	0	30	15	50	0	0
9	MAXIMUM 2	0	0	0	0	0	0	0	0
A	ADV/DLY WLK	0	0	0	0	0	0	0	0
B	MIN PED CLR	0	0	0	0	0	0	0	0
C	COND SRV MIN	0	0	0	0	0	0	0	0
D	REDUCE EVERY	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
E	YELLOW	0.0	5.0	0.0	4.0	3.0	5.0	0.0	0.0
F	RED CLEAR	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.0

PHASE BANK 1 < C + 0 + F = 1 >

		ALTERNATE TIMING 9	A	B	C	D
1	Ph. 1					
2	Ph. 2					
3	Ph. 3					
4	Ph. 4					
5	Ph. 5					
6	Ph. 6					
7	Ph. 7					
8	Ph. 8					
		Maximum Initial	Alternate Walk	Alternate FDW	Alternate Initial	Alternate Extension

ALL RED START: <F/ + C + 0> = 3.0
RED REVERT: <F/ 1 + 0 + F> = 2.0
FLASH START: <F/ 1 + 0 + E> = 0.0

PREEMPT	E
RR1 DLY	0
RR1 CLR	0
EVA DLY	0
EVA CLR	20
EVB DLY	0
EVB CLR	20
EVC DLY	0
EVC CLR	15
EVD DLY	0
EVD CLR	0
RR2 DLY	0
RR2 CLR	0
EV CLR	
EV DLY	
RR CLR	60
RR DLY	

	PHASE FUNCTION FLAGS Column F	
0	PERMIT	2 456
1	RED LOCK	
2	YELLOW LOCK	
3	VEH MIN CALL	2 6
4	PED RECALL	
5	PEDESTRIANS	
6	REST IN WALK	
7	RED REST	
8	DOUBLE ENTRY	
9	VEH MAX CALL	
A	SOFT RECALL	
B	MAXIMUM 2	
C	COND SERVICE	
D	MAN CONT CALL	
E	YELLOW START	4
F	FIRST PHASES	2 5

< C + 0 + F = 1 >

	SPECIALS Column F	
0	FAST GRN FLH	
1	GREEN FLSH	
2	FLASH WALK	
3	GUAR PASS	
4	SIMUL GAP	12345678
5	SEQ TIMING	
6	ADV WALK	
7	DELAY WALK	
8	EXT RECALL	
9	START OPV GRN	
A	MAX EXTEN	
B	INH PED RSRV	
C	SEMI ACTUA.	
D	O'LAP STRT UP	
E	STRT VEH CALL	12345678
F	STRT PED CALL	12345678

Specials <C + 0 + F = 2>

Controller Intervals
0 = Walk
1 = FDW
2 = MIN. Green
3 =
4 = Var. Initial
5 = Extension
6 =
7 = Reduce Gap
8 = Red Rest
9 = Preempt
A = Stop Time
B = Red Revrt
C = Gap Term.
D = MAX Term
E = Forceoff
F = Red Clear.

MANUAL PLAN SELECT:
(C/0 + A + 1) = 0
AUTO = 0 FREE = 14
PLAN = 1 - 9 FLASH= 15

MANUAL OFFSET SELECT:
(C/0 + B + 1) = 0
AUTO = 0 OFFSET B = 2
OFFSET A = 1 OFFSET C = 3

COMM ADDRESS:
(C/0 + 0 + 0) = 0
ZONE NUMBER:
(C/0 + 0 + 1) = 0
AREA NUMBER:
(C/0 + 0 + 2) = 0
AREA ADDRESS:
(C/0 + 0 + 3) = 0

INPUT KEYSTROKES:
1) Set PAGE to required BANK #
< C+0+PAGE = BANK # >
2) Key stroke: PAGE + COLUMN + ROW

EXCL. PED. OPERATION:
WALK:
(F/1+0+0) = 0
DONT WALK:
(F/1+0+1) = 0
RED CLEAR:
(F/1+0+2) = 0.0

To Enable "E" Page, Set < F/1 + 9 + E = Not Zero >

CONTROLLER CONFIGURATION FLAGS

	Column E	
0	EXCLUSIVE	
1	RR 1 CLEAR	
2	RR 2 CLEAR	6
3	RR 2 LTD SRV	5
4	PROT/PERM	
5	FLH TO PREMT	
6	FLASH ENTRY	
7	DSABL MIN YEL	
8	DSABL OVP YEL	
9	OVP FLH YEL	
A	EM. VEH. A	2 5
B	EM. VEH. B	4
C	EM. VEH. C	6
D	EM. VEH. D	
E	EXTRA 1	1 3
F	IC SELECT	2

< C + 0 + E = 125 >

	Column F	
0		
1	EXT PERMIT 1	
2	EXT PERMIT 2	
3	EXCLU PED	
4	PE NON-LOCK	
5	PED 2 P OUT	
6	PED 6 P OUT	
7	PED 4 P OUT	
8	PED 8 P OUT	
9	FLH YELLOW	
A	LOW PRL A	
B	LOW PRL B	
C	LOW PRL C	
D	LOW PRL D	
E	RESTRICTED	
F	EXTRA 2	

< C + 0 + E = 125 >

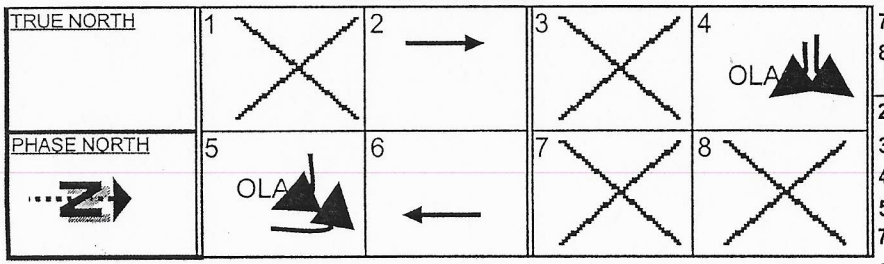
EXTRA 1
1 = TBC Type 1
2 = NEMA External Coordinator
3 = Auto Daylight Savings
4 = EV Preempt Advance
5 = Expanded Status Report
6 = International Ped.
7 = Clear Outputs During Flash
8 = Split Ring Operation

IC SELECT
2 = 2 Way Modem
3 = 7 Wire Slave
4 = Flash/Free
5 = Simplex Master
7 = 7 Wire Master
8 = Offset Interruptor

EXTRA 2
1 = AWB On during Phase Initial
2 = LMU installed

FLASH TO PREMPT
1 = EV A
2 = EV B
3 = EV C
4 = EV D
5 = RR 1
6 = RR2
7 = SE 1
8 = SE 2

PHASE DIAGRAM



F+9+E ≠ 0
TO "heat up" "E"

E + E + 1 Gives RR1

Pitzer & McCabe

PHASE TIMING

200SA

KEYSTROKES: F+PHASE+INTERVAL

INTERVAL		PHASE 1	2	3	4	5	6	7	8
WALK	0		7	7	7		7		
FLASH D/W	1		25	15	15		25		
MIN GREEN	2		10	4	4		10		
TYPE 3 DET	3								
ADD/VEH	4								
VEH EXTEN *	5		5	2	2		5		
MAX GAP *	6		4	2	2		4		
MIN GAP *	7		2	2	2		2		
MAX EXTEN	8		40	30	30		40		
MAX 2	9								
	A								
CALLTO PHASE	B								
REDUCE BY	C		0.1				0.1		
REDUCE EVERY	D		0.5				0.5		
YELLOW	E		4.5	4.5	4.5		4.5		
RED CLEAR	F		1.5	1.5	1.5		1.5		

PREEMPT	E	
RR1 DELAY		0
RR1 CLEAR		1
EVA DELAY		2
EVA CLEAR		3
EVB DELAY		4
EVB CLEAR		5
EVC DELAY		6
EVC CLEAR		7
EVD DELAY		8
EVD CLEAR		9
RR2 DELAY		A
RR2 CLEAR		B
EV CLR TMR		C
EV DLY TMR		D
RR CLR TMR		E
RR DLY TMR		F

MAX INITIAL (F-0-E) = 0

RED REVERT (F-0-F) = 5

ALL RED START (F-C-0) = 5

* MUST BE SAME FOR NON-DENSITY OPERATION

PHASE FUNCTION FLAGS

KEYSTROKES: F+F+FUNCTION#

FUNCTION		PHASE 1	2	3	4	5	6	7	8
PERMIT	0		X	X	X		X		
RED LOCK	1			X	X				
YELLOW LOCK	2		X				X		
VEH RECALL	3								
PED RECALL	4								
PEDS	5								
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8		X				X		
MAX RECALL	9								
SOFT RECALL	A								
MAX 2	B								
COND SERVE	C								
RESERVED	D								
STARTUP	E		X				X		
FIRST PHASES	F	1		X					

OVERLAP TIMING

KEYSTROKE: F+ COLOR CODE+OVERLAP

	9 GREEN	C YELLO	D RED
OVERLAP A			
OVERLAP B			
OVERLAP C			
OVERLAP D			

BI TRAN SYSTEMS, INC.

APPENDIX B – Roadway Traffic Counts

TUESDAY - SEPTEMBER 14, 2019 AREA: SAN DIEGO PROJECT: ETD19-0600-00

AUSTIN - N/O ADAMS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	2		0					12:00	35		33				
00:15	4		1					12:15	25		42				
00:30	3		3					12:30	27		37				
00:45	1	10	3	7			17	12:45	28	115	51	163			278
01:00	3		3					13:00	32		41				
01:15	3		1					13:15	44		45				
01:30	3		2					13:30	35		31				
01:45	1	10	1	7			17	13:45	51	162	39	156			318
02:00	5		2					14:00	47		49				
02:15	0		2					14:15	49		52				
02:30	1		0					14:30	55		66				
02:45	2	8	1	5			13	14:45	60	211	71	238			449
03:00	0		3					15:00	53		59				
03:15	4		5					15:15	56		58				
03:30	1		3					15:30	55		68				
03:45	2	7	5	16			23	15:45	59	223	56	241			464
04:00	1		1					16:00	55		47				
04:15	3		5					16:15	51		63				
04:30	7		7					16:30	73		52				
04:45	14	25	7	20			45	16:45	70	249	64	226			475
05:00	6		9					17:00	89		57				
05:15	9		9					17:15	95		75				
05:30	12		17					17:30	78		60				
05:45	21	48	27	62			110	17:45	59	321	68	260			581
06:00	9		8					18:00	61		44				
06:15	25		24					18:15	51		54				
06:30	22		47					18:30	37		61				
06:45	28	84	57	136			220	18:45	35	184	41	200			384
07:00	35		62					19:00	46		23				
07:15	48		108					19:15	41		26				
07:30	65		133					19:30	34		23				
07:45	58	206	112	415			621	19:45	27	148	22	94			242
08:00	67		66					20:00	31		26				
08:15	25		62					20:15	43		19				
08:30	24		49					20:30	26		21				
08:45	21	137	39	216			353	20:45	27	127	16	82			209
09:00	24		40					21:00	26		17				
09:15	17		31					21:15	19		16				
09:30	17		39					21:30	16		12				
09:45	16	74	35	145			219	21:45	15	76	10	55			131
10:00	21		31					22:00	14		8				
10:15	27		28					22:15	21		8				
10:30	18		34					22:30	7		6				
10:45	25	91	36	129			220	22:45	9	51	8	30			81
11:00	30		42					23:00	9		5				
11:15	23		37					23:15	3		3				
11:30	27		49					23:30	9		5				
11:45	28	108	43	171			279	23:45	2	23	2	15			38
Total Vol.		808		1329			**2137**			1890		1760			**3650**

Daily Totals

NB	SB	EB	WB	**Combined**
2698	3089			**5787**

	AM			PM		
Split %	37.8%	62.2%	**36.9%**	51.8%	48.2%	**63.1%**
Peak Hour	07:15	07:15	**07:15**	16:45	17:00	**16:45**
Volume	238	419	**657**	332	260	**588**
P.H.F.	0.89	0.79	**0.83**	0.92	0.87	**0.86**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - SEPTEMBER 14, 2019 AREA: SAN DIEGO PROJECT: ETD19-0600-00

AUSTIN - ROSS TO ADAMS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	1		1					12:00	27		21				
00:15	5		0					12:15	23		21				
00:30	3		2					12:30	21		18				
00:45	1	10	0	3			13	12:45	20	91	24	84			175
01:00	1		0					13:00	28		32				
01:15	2		1					13:15	26		30				
01:30	1		2					13:30	26		42				
01:45	1	5	0	3			8	13:45	34	114	42	146			260
02:00	2		1					14:00	49		48				
02:15	0		0					14:15	42		44				
02:30	0		0					14:30	27		50				
02:45	1	3	2	3			6	14:45	59	177	65	207			384
03:00	1		1					15:00	53		53				
03:15	3		3					15:15	51		55				
03:30	0		2					15:30	43		57				
03:45	0	4	4	10			14	15:45	60	207	51	216			423
04:00	4		1					16:00	51		44				
04:15	1		2					16:15	33		37				
04:30	5		5					16:30	64		36				
04:45	6	16	8	16			32	16:45	42	190	38	155			345
05:00	9		7					17:00	58		45				
05:15	4		8					17:15	42		44				
05:30	5		15					17:30	35		41				
05:45	12	30	17	47			77	17:45	38	173	37	167			340
06:00	7		8					18:00	34		24				
06:15	10		15					18:15	29		30				
06:30	10		19					18:30	20		45				
06:45	30	57	52	94			151	18:45	24	107	25	124			231
07:00	22		38					19:00	15		18				
07:15	45		74					19:15	17		16				
07:30	71		99					19:30	19		14				
07:45	86	224	101	312			536	19:45	9	60	15	63			123
08:00	90		49					20:00	11		20				
08:15	43		35					20:15	20		15				
08:30	21		28					20:30	14		17				
08:45	21	175	29	141			316	20:45	14	59	23	75			134
09:00	22		29					21:00	17		10				
09:15	14		21					21:15	7		13				
09:30	11		21					21:30	9		10				
09:45	24	71	22	93			164	21:45	9	42	14	47			89
10:00	21		32					22:00	10		8				
10:15	17		17					22:15	17		8				
10:30	25		30					22:30	4		3				
10:45	19	82	30	109			191	22:45	5	36	5	24			60
11:00	12		35					23:00	5		5				
11:15	24		25					23:15	2		2				
11:30	24		37					23:30	4		4				
11:45	21	81	26	123			204	23:45	1	12	2	13			25
Total Vol.		758		954			**1712**			1268		1321			**2589**

Daily Totals

NB	SB	EB	WB	**Combined**
2026	2275			**4301**

	AM			**PM**		
Split %	44.3%	55.7%	**39.8%**	49.0%	51.0%	**60.2%**
Peak Hour	07:15	07:15	**07:15**	15:45	14:45	**14:45**
Volume	292	323	**615**	208	230	**436**
P.H.F.	0.81	0.80	**0.82**	0.74	0.88	**0.88**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

AUSTIN - McCABE TO ROSS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	0		1					12:00	15		10				
00:15	4		1					12:15	10		8				
00:30	1		0					12:30	9		15				
00:45	1	6	3	5			11	12:45	7	41	15	48			89
01:00	2		1					13:00	21		19				
01:15	2		0					13:15	12		21				
01:30	1		0					13:30	14		26				
01:45	1	6	2	3			9	13:45	21	68	41	107			175
02:00	1		1					14:00	59		45				
02:15	2		0					14:15	28		28				
02:30	1		0					14:30	25		35				
02:45	0	4	0	1			5	14:45	72	184	30	138			322
03:00	5		0					15:00	23		22				
03:15	4		1					15:15	14		35				
03:30	0		3					15:30	48		61				
03:45	0	9	3	7			16	15:45	62	147	36	154			301
04:00	1		3					16:00	38		18				
04:15	2		1					16:15	21		14				
04:30	0		0					16:30	17		16				
04:45	2	5	4	8			13	16:45	18	94	10	58			152
05:00	0		5					17:00	35		18				
05:15	7		2					17:15	28		14				
05:30	4		11					17:30	14		23				
05:45	6	17	9	27			44	17:45	13	90	14	69			159
06:00	11		7					18:00	9		10				
06:15	12		8					18:15	6		10				
06:30	7		11					18:30	11		17				
06:45	10	40	35	61			101	18:45	7	33	7	44			77
07:00	24		35					19:00	15		6				
07:15	28		55					19:15	5		5				
07:30	68		101					19:30	8		3				
07:45	90	210	136	327			537	19:45	5	33	1	15			48
08:00	71		70					20:00	3		3				
08:15	57		27					20:15	3		6				
08:30	5		9					20:30	4		5				
08:45	11	144	14	120			264	20:45	3	13	3	17			30
09:00	10		13					21:00	4		4				
09:15	7		4					21:15	6		3				
09:30	7		11					21:30	3		2				
09:45	10	34	14	42			76	21:45	2	15	0	9			24
10:00	9		20					22:00	5		1				
10:15	4		16					22:15	4		1				
10:30	8		8					22:30	4		0				
10:45	13	34	13	57			91	22:45	4	17	3	5			22
11:00	16		11					23:00	1		3				
11:15	14		8					23:15	1		1				
11:30	9		13					23:30	0		3				
11:45	9	48	9	41			89	23:45	1	3	1	8			11
Total Vol.		557		699			**1256**			738		672			**1410**

Daily Totals

NB	SB	EB	WB	**Combined**
1295	1371			**2666**

	AM			**PM**		
Split %	44.3%	55.7%	**47.1%**	52.3%	47.7%	**52.9%**
Peak Hour	07:30	07:15	**07:30**	14:00	15:00	**14:00**
Volume	286	362	**620**	184	154	**322**
P.H.F.	0.79	0.67	**0.69**	0.58	0.63	**0.77**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LOTUS - MAIN TO ADAMS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	0		0					12:00	17		13				
00:15	2		2					12:15	16		21				
00:30	0		1					12:30	20		18				
00:45	0	2	0	3			5	12:45	23	76	27	79			155
01:00	1		0					13:00	14		18				
01:15	0		1					13:15	12		17				
01:30	0		0					13:30	14		13				
01:45	0	1	2	3			4	13:45	16	56	20	68			124
02:00	1		0					14:00	46		28				
02:15	0		0					14:15	34		20				
02:30	0		0					14:30	61		19				
02:45	1	2	0	0			2	14:45	21	162	28	95			257
03:00	1		0					15:00	27		35				
03:15	0		0					15:15	30		42				
03:30	0		1					15:30	44		30				
03:45	0	1	0	1			2	15:45	27	128	24	131			259
04:00	1		0					16:00	28		24				
04:15	2		0					16:15	24		28				
04:30	2		0					16:30	30		28				
04:45	3	8	2	2			10	16:45	28	110	24	104			214
05:00	4		1					17:00	28		28				
05:15	6		0					17:15	29		27				
05:30	4		1					17:30	34		31				
05:45	7	21	5	7			28	17:45	24	115	20	106			221
06:00	5		1					18:00	23		23				
06:15	8		1					18:15	30		26				
06:30	12		1					18:30	28		26				
06:45	15	40	7	10			50	18:45	32	113	34	109			222
07:00	18		10					19:00	25		27				
07:15	19		25					19:15	12		9				
07:30	57		47					19:30	11		12				
07:45	91	185	44	126			311	19:45	25	73	19	67			140
08:00	69		13					20:00	26		19				
08:15	15		14					20:15	7		13				
08:30	19		15					20:30	8		8				
08:45	18	121	16	58			179	20:45	2	43	15	55			98
09:00	12		10					21:00	7		9				
09:15	14		9					21:15	3		6				
09:30	17		15					21:30	2		8				
09:45	13	56	8	42			98	21:45	1	13	5	28			41
10:00	17		9					22:00	5		6				
10:15	10		11					22:15	1		10				
10:30	9		18					22:30	8		3				
10:45	18	54	11	49			103	22:45	1	15	2	21			36
11:00	18		17					23:00	1		2				
11:15	16		10					23:15	2		2				
11:30	16		12					23:30	1		1				
11:45	23	73	16	55			128	23:45	0	4	5	10			14
Total Vol.		564		356			**920**			908		873			**1781**

Daily Totals

NB	SB	EB	WB	**Combined**
1472	1229			**2701**

	AM			**PM**		
Split %	61.3%	38.7%	**34.1%**	51.0%	49.0%	**65.9%**
Peak Hour	07:15	07:15	**07:15**	14:00	14:45	**14:30**
Volume	236	129	**365**	162	135	**263**
P.H.F.	0.65	0.69	**0.68**	0.83	0.80	**0.82**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LA BRUCHERIE - N/O BRADSHAW

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	8		2					12:00	96		85				
00:15	3		2					12:15	103		86				
00:30	3		4					12:30	97		91				
00:45	6	20	3	11			31	12:45	98	394	89	351			745
01:00	3		2					13:00	103		109				
01:15	4		3					13:15	89		108				
01:30	2		2					13:30	103		74				
01:45	4	13	4	11			24	13:45	97	392	87	378			770
02:00	2		4					14:00	110		83				
02:15	5		2					14:15	104		120				
02:30	2		4					14:30	107		103				
02:45	0	9	5	15			24	14:45	111	432	111	417			849
03:00	4		3					15:00	98		105				
03:15	5		4					15:15	111		109				
03:30	0		4					15:30	107		118				
03:45	7	16	1	12			28	15:45	105	421	122	454			875
04:00	2		5					16:00	120		111				
04:15	7		10					16:15	113		110				
04:30	10		5					16:30	134		119				
04:45	18	37	6	26			63	16:45	108	475	115	455			930
05:00	12		23					17:00	172		141				
05:15	11		13					17:15	136		110				
05:30	21		28					17:30	137		111				
05:45	29	73	22	86			159	17:45	115	560	109	471			1031
06:00	24		20					18:00	101		113				
06:15	30		28					18:15	89		70				
06:30	45		53					18:30	73		72				
06:45	59	158	55	156			314	18:45	73	336	55	310			646
07:00	67		63					19:00	66		64				
07:15	79		86					19:15	66		67				
07:30	97		154					19:30	68		49				
07:45	119	362	163	466			828	19:45	56	256	46	226			482
08:00	96		93					20:00	62		54				
08:15	92		72					20:15	52		45				
08:30	62		82					20:30	54		38				
08:45	80	330	72	319			649	20:45	50	218	40	177			395
09:00	74		44					21:00	40		32				
09:15	60		63					21:15	39		52				
09:30	60		72					21:30	28		27				
09:45	81	275	74	253			528	21:45	54	161	19	130			291
10:00	58		68					22:00	29		14				
10:15	68		77					22:15	35		25				
10:30	66		74					22:30	19		16				
10:45	80	272	76	295			567	22:45	19	102	12	67			169
11:00	90		77					23:00	15		21				
11:15	74		83					23:15	15		13				
11:30	76		74					23:30	13		6				
11:45	105	345	87	321			666	23:45	9	52	13	53			105
Total Vol.		1910		1971			**3881**			3799		3489			**7288**

Daily Totals

NB	SB	EB	WB	**Combined**
5709	5460			**11169**

	AM			**PM**		
Split %	49.2%	50.8%	**34.7%**	52.1%	47.9%	**65.3%**
Peak Hour	07:30	07:15	**07:15**	17:00	16:15	**16:30**
Volume	404	496	**887**	560	485	**1035**
P.H.F.	0.85	0.76	**0.79**	0.85	0.86	**0.83**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LA BRUCHERIE - VILLA TO BRADSHAW

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	9		6					12:00	136		140				
00:15	6		5					12:15	145		105				
00:30	5		10					12:30	148		121				
00:45	8	28	7	28			56	12:45	128	557	139	505			1062
01:00	4		3					13:00	165		129				
01:15	5		2					13:15	130		168				
01:30	2		3					13:30	154		143				
01:45	4	15	4	12			27	13:45	134	583	135	575			1158
02:00	4		4					14:00	140		122				
02:15	5		3					14:15	146		149				
02:30	7		4					14:30	139		140				
02:45	1	17	4	15			32	14:45	148	573	136	547			1120
03:00	1		0					15:00	121		146				
03:15	6		3					15:15	155		140				
03:30	2		4					15:30	180		168				
03:45	7	16	2	9			25	15:45	147	603	151	605			1208
04:00	13		1					16:00	146		160				
04:15	5		13					16:15	171		169				
04:30	12		5					16:30	156		154				
04:45	30	60	10	29			89	16:45	211	684	151	634			1318
05:00	15		16					17:00	196		172				
05:15	16		24					17:15	193		178				
05:30	25		22					17:30	186		160				
05:45	35	91	29	91			182	17:45	168	743	132	642			1385
06:00	38		23					18:00	137		141				
06:15	41		29					18:15	133		125				
06:30	53		45					18:30	102		104				
06:45	71	203	57	154			357	18:45	111	483	87	457			940
07:00	66		55					19:00	95		111				
07:15	96		97					19:15	98		87				
07:30	120		153					19:30	92		81				
07:45	149	431	193	498			929	19:45	82	367	89	368			735
08:00	174		99					20:00	74		71				
08:15	140		79					20:15	66		71				
08:30	113		99					20:30	73		58				
08:45	101	528	89	366			894	20:45	59	272	62	262			534
09:00	117		81					21:00	57		67				
09:15	104		80					21:15	52		65				
09:30	98		85					21:30	43		57				
09:45	109	428	95	341			769	21:45	54	206	38	227			433
10:00	115		99					22:00	46		33				
10:15	99		120					22:15	45		30				
10:30	109		92					22:30	29		34				
10:45	130	453	113	424			877	22:45	22	142	16	113			255
11:00	129		108					23:00	16		33				
11:15	135		113					23:15	14		18				
11:30	132		113					23:30	21		14				
11:45	148	544	105	439			983	23:45	9	60	10	75			135
Total Vol.		2814		2406			**5220**			5273		5010			**10283**

Daily Totals

NB	SB	EB	WB	**Combined**
8087	7416			**15503**

	AM			**PM**		
Split %	53.9%	46.1%	**33.7%**	51.3%	48.7%	**66.3%**
Peak Hour	07:30	07:15	**07:30**	16:45	16:45	**16:45**
Volume	583	542	**1107**	786	661	**1447**
P.H.F.	0.84	0.70	**0.81**	0.94	0.93	**0.98**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LA BRUCHERIE - ADAMS TO VILLA

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	12		6					12:00	160		152				
00:15	7		4					12:15	182		122				
00:30	7		9					12:30	151		126				
00:45	9	35	8	27			62	12:45	149	642	164	564			1206
01:00	5		3					13:00	178		142				
01:15	4		5					13:15	177		190				
01:30	3		3					13:30	162		195				
01:45	7	19	3	14			33	13:45	163	680	167	694			1374
02:00	6		3					14:00	163		153				
02:15	9		2					14:15	170		149				
02:30	7		4					14:30	164		169				
02:45	2	24	4	13			37	14:45	161	658	160	631			1289
03:00	2		1					15:00	150		175				
03:15	5		4					15:15	215		175				
03:30	3		7					15:30	201		180				
03:45	9	19	3	15			34	15:45	180	746	151	681			1427
04:00	12		4					16:00	155		186				
04:15	7		13					16:15	193		172				
04:30	17		9					16:30	203		175				
04:45	28	64	9	35			99	16:45	228	779	154	687			1466
05:00	14		17					17:00	217		180				
05:15	17		28					17:15	217		176				
05:30	28		27					17:30	215		183				
05:45	38	97	39	111			208	17:45	191	840	133	672			1512
06:00	42		29					18:00	163		150				
06:15	44		30					18:15	160		136				
06:30	52		53					18:30	98		113				
06:45	78	216	71	183			399	18:45	124	545	96	495			1040
07:00	83		69					19:00	105		120				
07:15	109		118					19:15	111		95				
07:30	155		202					19:30	103		80				
07:45	223	570	238	627			1197	19:45	99	418	88	383			801
08:00	233		145					20:00	84		72				
08:15	167		102					20:15	78		69				
08:30	119		112					20:30	73		61				
08:45	123	642	91	450			1092	20:45	68	303	77	279			582
09:00	139		88					21:00	62		70				
09:15	116		90					21:15	61		72				
09:30	107		102					21:30	48		60				
09:45	129	491	97	377			868	21:45	70	241	48	250			491
10:00	113		106					22:00	59		35				
10:15	114		129					22:15	52		35				
10:30	116		100					22:30	34		31				
10:45	152	495	125	460			955	22:45	24	169	21	122			291
11:00	147		104					23:00	17		32				
11:15	158		132					23:15	14		28				
11:30	146		127					23:30	20		14				
11:45	154	605	117	480			1085	23:45	11	62	14	88			150
Total Vol.		3277		2792			**6069**			6083		5546			**11629**

Daily Totals

NB	SB	EB	WB	**Combined**
9360	8338			**17698**

	AM			**PM**		
Split %	54.0%	46.0%	**34.3%**	52.3%	47.7%	**65.7%**
Peak Hour	07:30	07:15	**07:30**	16:45	13:15	**16:45**
Volume	778	703	**1465**	877	705	**1570**
P.H.F.	0.83	0.74	**0.79**	0.96	0.90	**0.99**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LA BRUCHERIE - MAIN TO ADAMS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	11		12					12:00	149		136				
00:15	8		10					12:15	146		119				
00:30	0		5					12:30	127		136				
00:45	4	23	7	34			57	12:45	129	551	152	543			1094
01:00	5		4					13:00	114		115				
01:15	4		3					13:15	143		127				
01:30	5		5					13:30	120		146				
01:45	6	20	5	17			37	13:45	166	543	160	548			1091
02:00	4		1					14:00	147		134				
02:15	3		4					14:15	165		150				
02:30	1		3					14:30	160		161				
02:45	4	12	7	15			27	14:45	117	589	158	603			1192
03:00	3		3					15:00	145		176				
03:15	6		2					15:15	214		180				
03:30	5		4					15:30	190		180				
03:45	10	24	2	11			35	15:45	152	701	151	687			1388
04:00	5		2					16:00	175		177				
04:15	6		7					16:15	169		177				
04:30	19		9					16:30	174		176				
04:45	26	56	11	29			85	16:45	182	700	155	685			1385
05:00	37		16					17:00	204		170				
05:15	18		31					17:15	163		190				
05:30	39		24					17:30	152		169				
05:45	37	131	27	98			229	17:45	126	645	151	680			1325
06:00	35		20					18:00	138		150				
06:15	42		19					18:15	101		132				
06:30	70		42					18:30	110		110				
06:45	66	213	51	132			345	18:45	91	440	106	498			938
07:00	75		74					19:00	83		90				
07:15	115		168					19:15	90		103				
07:30	177		216					19:30	91		85				
07:45	195	562	256	714			1276	19:45	74	338	74	352			690
08:00	200		117					20:00	66		101				
08:15	103		95					20:15	56		63				
08:30	108		104					20:30	47		62				
08:45	109	520	113	429			949	20:45	72	241	54	280			521
09:00	97		96					21:00	40		57				
09:15	90		69					21:15	46		57				
09:30	102		101					21:30	35		39				
09:45	117	406	90	356			762	21:45	37	158	36	189			347
10:00	116		76					22:00	38		42				
10:15	100		95					22:15	23		31				
10:30	122		101					22:30	20		23				
10:45	109	447	104	376			823	22:45	19	100	21	117			217
11:00	128		91					23:00	19		18				
11:15	117		130					23:15	17		15				
11:30	139		114					23:30	10		15				
11:45	135	519	113	448			967	23:45	10	56	5	53			109
Total Vol.		2933		2659			**5592**			5062		5235			**10297**

Daily Totals

NB	SB	EB	WB	**Combined**
7995	7894			**15889**

	AM			**PM**		
Split %	52.4%	47.6%	**35.2%**	49.2%	50.8%	**64.8%**
Peak Hour	07:15	07:15	**07:15**	15:15	14:45	**15:15**
Volume	687	757	**1444**	731	694	**1419**
P.H.F.	0.86	0.74	**0.80**	0.83	0.96	**0.90**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LA BRUCHERIE - ORANGE TO MAIN

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	7		9					12:00	93		116				
00:15	5		8					12:15	101		93				
00:30	5		5					12:30	105		94				
00:45	1	18	4	26			44	12:45	82	381	98	401			782
01:00	3		4					13:00	92		82				
01:15	4		6					13:15	89		116				
01:30	3		4					13:30	97		113				
01:45	5	15	2	16			31	13:45	118	396	103	414			810
02:00	2		4					14:00	106		111				
02:15	3		2					14:15	123		112				
02:30	2		1					14:30	100		115				
02:45	3	10	3	10			20	14:45	103	432	114	452			884
03:00	1		5					15:00	97		163				
03:15	6		3					15:15	140		132				
03:30	5		2					15:30	177		138				
03:45	8	20	1	11			31	15:45	120	534	124	557			1091
04:00	5		2					16:00	97		137				
04:15	4		5					16:15	123		141				
04:30	8		7					16:30	132		134				
04:45	21	38	8	22			60	16:45	113	465	140	552			1017
05:00	27		12					17:00	145		132				
05:15	25		24					17:15	124		178				
05:30	16		19					17:30	100		135				
05:45	30	98	25	80			178	17:45	107	476	138	583			1059
06:00	38		21					18:00	88		138				
06:15	30		20					18:15	85		101				
06:30	53		19					18:30	81		96				
06:45	60	181	45	105			286	18:45	62	316	82	417			733
07:00	67		37					19:00	54		79				
07:15	90		108					19:15	68		76				
07:30	158		123					19:30	75		94				
07:45	197	512	203	471			983	19:45	66	263	65	314			577
08:00	186		115					20:00	48		60				
08:15	119		73					20:15	45		68				
08:30	78		78					20:30	39		44				
08:45	82	465	86	352			817	20:45	36	168	43	215			383
09:00	80		78					21:00	44		50				
09:15	62		54					21:15	33		57				
09:30	68		70					21:30	36		37				
09:45	79	289	75	277			566	21:45	26	139	27	171			310
10:00	78		71					22:00	36		37				
10:15	83		67					22:15	13		28				
10:30	73		67					22:30	12		14				
10:45	77	311	71	276			587	22:45	7	68	20	99			167
11:00	95		83					23:00	11		22				
11:15	96		79					23:15	18		9				
11:30	68		98					23:30	12		11				
11:45	113	372	89	349			721	23:45	10	51	5	47			98
Total Vol.		2329		1995			**4324**			3689		4222			**7911**

Daily Totals

NB	SB	EB	WB	**Combined**
6018	6217			**12235**

	AM			**PM**		
Split %	53.9%	46.1%	**35.3%**	46.6%	53.4%	**64.7%**
Peak Hour	07:30	07:15	**07:15**	15:00	17:15	**16:30**
Volume	660	549	**1180**	534	589	**1098**
P.H.F.	0.84	0.68	**0.74**	0.83	0.83	**0.91**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LA BRUCHERIE - ROSS TO ORANGE

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	10		4					12:00	80		89				
00:15	3		6					12:15	87		76				
00:30	3		2					12:30	70		82				
00:45	2	18	2	14			32	12:45	74	311	86	333			644
01:00	3		3					13:00	80		62				
01:15	4		2					13:15	81		88				
01:30	2		5					13:30	75		91				
01:45	4	13	1	11			24	13:45	79	315	86	327			642
02:00	1		3					14:00	87		99				
02:15	4		2					14:15	105		93				
02:30	2		0					14:30	82		85				
02:45	3	10	3	8			18	14:45	94	368	102	379			747
03:00	1		4					15:00	79		135				
03:15	4		2					15:15	109		124				
03:30	2		2					15:30	137		117				
03:45	7	14	3	11			25	15:45	111	436	93	469			905
04:00	4		3					16:00	100		113				
04:15	3		4					16:15	102		114				
04:30	5		9					16:30	127		128				
04:45	18	30	8	24			54	16:45	109	438	111	466			904
05:00	24		16					17:00	129		105				
05:15	15		25					17:15	117		120				
05:30	7		23					17:30	88		101				
05:45	19	65	29	93			158	17:45	90	424	86	412			836
06:00	27		19					18:00	93		109				
06:15	24		20					18:15	74		78				
06:30	43		16					18:30	78		63				
06:45	50	144	48	103			247	18:45	57	302	70	320			622
07:00	43		35					19:00	44		63				
07:15	77		100					19:15	49		59				
07:30	125		133					19:30	59		73				
07:45	136	381	179	447			828	19:45	36	188	50	245			433
08:00	128		117					20:00	47		46				
08:15	78		69					20:15	36		62				
08:30	59		71					20:30	32		45				
08:45	68	333	88	345			678	20:45	39	154	46	199			353
09:00	60		69					21:00	33		44				
09:15	55		56					21:15	15		53				
09:30	48		68					21:30	26		35				
09:45	70	233	68	261			494	21:45	18	92	18	150			242
10:00	68		61					22:00	31		32				
10:15	67		62					22:15	9		16				
10:30	62		58					22:30	20		17				
10:45	60	257	52	233			490	22:45	6	66	14	79			145
11:00	83		74					23:00	11		15				
11:15	79		67					23:15	14		6				
11:30	70		80					23:30	8		8				
11:45	93	325	68	289			614	23:45	9	42	3	32			74
Total Vol.		1823		1839			**3662**			3136		3411			**6547**

Daily Totals

NB	SB	EB	WB	**Combined**
4959	5250			**10209**

	AM			PM		
Split %	49.8%	50.2%	**35.9%**	47.9%	52.1%	**64.1%**
Peak Hour	07:30	07:15	**07:15**	16:30	14:45	**16:30**
Volume	467	529	**995**	482	478	**946**
P.H.F.	0.86	0.74	**0.79**	0.96	0.89	**0.93**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LA BRUCHERIE - OCOTILLO TO ROSS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	8		3					12:00	46		66				
00:15	3		4					12:15	55		64				
00:30	3		2					12:30	49		55				
00:45	3	17	1	10			27	12:45	52	202	68	253			455
01:00	0		3					13:00	55		59				
01:15	4		1					13:15	55		66				
01:30	0		5					13:30	58		62				
01:45	2	6	1	10			16	13:45	58	226	63	250			476
02:00	1		3					14:00	65		74				
02:15	1		2					14:15	79		77				
02:30	1		0					14:30	71		66				
02:45	3	6	3	8			14	14:45	65	280	103	320			600
03:00	1		5					15:00	56		96				
03:15	2		2					15:15	105		109				
03:30	2		2					15:30	103		108				
03:45	4	9	2	11			20	15:45	79	343	90	403			746
04:00	2		3					16:00	71		79				
04:15	4		4					16:15	69		114				
04:30	3		11					16:30	98		101				
04:45	18	27	6	24			51	16:45	76	314	98	392			706
05:00	22		16					17:00	82		98				
05:15	11		16					17:15	74		103				
05:30	5		33					17:30	80		82				
05:45	20	58	24	89			147	17:45	67	303	79	362			665
06:00	26		16					18:00	54		91				
06:15	20		21					18:15	51		74				
06:30	32		12					18:30	60		52				
06:45	31	109	36	85			194	18:45	29	194	45	262			456
07:00	38		33					19:00	33		56				
07:15	61		81					19:15	42		46				
07:30	112		92					19:30	40		53				
07:45	128	339	114	320			659	19:45	33	148	38	193			341
08:00	115		67					20:00	37		42				
08:15	59		43					20:15	28		47				
08:30	42		52					20:30	27		41				
08:45	39	255	49	211			466	20:45	38	130	37	167			297
09:00	41		59					21:00	21		32				
09:15	36		43					21:15	10		39				
09:30	38		50					21:30	24		23				
09:45	45	160	64	216			376	21:45	13	68	20	114			182
10:00	45		49					22:00	18		20				
10:15	47		50					22:15	7		14				
10:30	32		54					22:30	12		15				
10:45	45	169	49	202			371	22:45	8	45	10	59			104
11:00	49		59					23:00	4		8				
11:15	45		41					23:15	9		5				
11:30	52		54					23:30	10		10				
11:45	60	206	43	197			403	23:45	6	29	2	25			54
Total Vol.		1361		1383			**2744**			2282		2800			**5082**

Daily Totals

NB	SB	EB	WB	**Combined**
3643	4183			**7826**

	AM			**PM**		
Split %	49.6%	50.4%	**35.1%**	44.9%	55.1%	**64.9%**
Peak Hour	07:15	07:15	**07:15**	15:15	14:45	**15:00**
Volume	416	354	**770**	358	416	**746**
P.H.F.	0.81	0.78	**0.80**	0.87	0.95	**0.87**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LA BRUCHERIE - WAKE TO OCOTILLO

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	7		3					12:00	38		38				
00:15	3		2					12:15	53		42				
00:30	3		2					12:30	45		38				
00:45	1	14	0	7			21	12:45	32	168	38	156			324
01:00	0		2					13:00	55		42				
01:15	2		0					13:15	37		47				
01:30	0		3					13:30	36		49				
01:45	2	4	3	8			12	13:45	51	179	42	180			359
02:00	0		0					14:00	50		47				
02:15	1		3					14:15	56		58				
02:30	0		1					14:30	59		48				
02:45	2	3	2	6			9	14:45	50	215	53	206			421
03:00	1		1					15:00	74		53				
03:15	2		1					15:15	63		106				
03:30	3		3					15:30	60		93				
03:45	3	9	1	6			15	15:45	72	269	57	309			578
04:00	2		2					16:00	72		58				
04:15	4		5					16:15	70		79				
04:30	5		10					16:30	66		79				
04:45	21	32	13	30			62	16:45	59	267	68	284			551
05:00	24		15					17:00	66		83				
05:15	16		13					17:15	65		73				
05:30	6		25					17:30	60		59				
05:45	19	65	29	82			147	17:45	53	244	57	272			516
06:00	28		14					18:00	55		60				
06:15	21		18					18:15	51		46				
06:30	34		21					18:30	40		39				
06:45	43	126	22	75			201	18:45	25	171	29	174			345
07:00	43		21					19:00	25		32				
07:15	67		61					19:15	27		35				
07:30	133		68					19:30	28		49				
07:45	154	397	95	245			642	19:45	25	105	30	146			251
08:00	61		73					20:00	27		33				
08:15	47		31					20:15	22		28				
08:30	29		31					20:30	23		28				
08:45	31	168	35	170			338	20:45	20	92	28	117			209
09:00	33		24					21:00	11		40				
09:15	27		23					21:15	11		23				
09:30	27		30					21:30	22		19				
09:45	49	136	33	110			246	21:45	6	50	19	101			151
10:00	33		23					22:00	12		13				
10:15	33		32					22:15	3		11				
10:30	30		28					22:30	10		11				
10:45	35	131	31	114			245	22:45	4	29	8	43			72
11:00	46		42					23:00	2		5				
11:15	36		29					23:15	7		4				
11:30	39		31					23:30	5		5				
11:45	39	160	32	134			294	23:45	3	17	1	15			32
Total Vol.		1245		987			**2232**			1806		2003			**3809**

Daily Totals

NB	SB	EB	WB	**Combined**
3051	2990			**6041**

	AM			PM		
Split %	55.8%	44.2%	**36.9%**	47.4%	52.6%	**63.1%**
Peak Hour	07:15	07:15	**07:15**	15:45	15:15	**15:15**
Volume	415	297	**712**	280	314	**581**
P.H.F.	0.67	0.78	**0.71**	0.99	0.74	**0.86**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

LA BRUCHERIE - McCABE TO WAKE

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	6		5					12:00	43		26				
00:15	7		5					12:15	28		32				
00:30	4		4					12:30	21		33				
00:45	1	18	1	15			33	12:45	36	128	35	126			254
01:00	1		3					13:00	21		33				
01:15	0		1					13:15	24		46				
01:30	2		0					13:30	31		37				
01:45	1	4	2	6			10	13:45	38	114	45	161			275
02:00	2		1					14:00	41		32				
02:15	1		1					14:15	44		39				
02:30	1		3					14:30	30		39				
02:45	2	6	2	7			13	14:45	51	166	46	156			322
03:00	4		3					15:00	62		27				
03:15	0		1					15:15	77		97				
03:30	2		1					15:30	44		92				
03:45	3	9	2	7			16	15:45	62	245	50	266			511
04:00	3		3					16:00	57		54				
04:15	3		8					16:15	52		65				
04:30	3		5					16:30	54		56				
04:45	7	16	12	28			44	16:45	47	210	54	229			439
05:00	2		14					17:00	70		58				
05:15	12		18					17:15	54		57				
05:30	3		21					17:30	46		46				
05:45	15	32	24	77			109	17:45	51	221	42	203			424
06:00	14		18					18:00	40		31				
06:15	12		16					18:15	36		26				
06:30	22		30					18:30	17		30				
06:45	33	81	17	81			162	18:45	28	121	21	108			229
07:00	32		28					19:00	25		25				
07:15	58		52					19:15	24		22				
07:30	97		79					19:30	19		23				
07:45	112	299	99	258			557	19:45	20	88	12	82			170
08:00	66		67					20:00	30		24				
08:15	48		32					20:15	19		18				
08:30	27		21					20:30	13		20				
08:45	24	165	29	149			314	20:45	11	73	21	83			156
09:00	22		21					21:00	11		11				
09:15	23		25					21:15	12		10				
09:30	22		22					21:30	7		6				
09:45	32	99	28	96			195	21:45	6	36	5	32			68
10:00	27		27					22:00	10		5				
10:15	23		35					22:15	11		10				
10:30	27		24					22:30	8		18				
10:45	25	102	23	109			211	22:45	2	31	5	38			69
11:00	21		26					23:00	5		3				
11:15	25		16					23:15	6		1				
11:30	36		25					23:30	4		2				
11:45	29	111	38	105			216	23:45	4	19	1	7			26
Total Vol.		942		938			**1880**		1452		1491				**2943**

Daily Totals

NB	SB	EB	WB	**Combined**
2394	2429			**4823**

	AM			PM		
Split %	50.1%	49.9%	**39.0%**	49.3%	50.7%	**61.0%**
Peak Hour	07:15	07:15	**07:15**	15:00	15:15	**15:15**
Volume	333	297	**630**	245	293	**533**
P.H.F.	0.74	0.75	**0.75**	0.74	0.76	**0.77**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

IMPERIAL - N/O BRADSHAW

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	24		14					12:00	184		196				
00:15	11		19					12:15	198		214				
00:30	12		18					12:30	167		211				
00:45	10	57	14	65			122	12:45	180	729	238	859			1588
01:00	4		15					13:00	149		179				
01:15	9		8					13:15	151		180				
01:30	14		5					13:30	175		185				
01:45	8	35	10	38			73	13:45	168	643	189	733			1376
02:00	9		4					14:00	158		173				
02:15	2		5					14:15	167		160				
02:30	4		3					14:30	163		214				
02:45	10	25	10	22			47	14:45	177	665	198	745			1410
03:00	7		7					15:00	173		191				
03:15	7		8					15:15	162		168				
03:30	10		15					15:30	168		262				
03:45	13	37	11	41			78	15:45	191	694	199	820			1514
04:00	12		9					16:00	180		189				
04:15	18		13					16:15	169		185				
04:30	26		17					16:30	161		179				
04:45	38	94	20	59			153	16:45	185	695	195	748			1443
05:00	35		29					17:00	222		201				
05:15	69		28					17:15	197		187				
05:30	60		53					17:30	210		199				
05:45	82	246	42	152			398	17:45	185	814	175	762			1576
06:00	49		53					18:00	172		166				
06:15	55		58					18:15	149		146				
06:30	78		70					18:30	125		150				
06:45	92	274	79	260			534	18:45	127	573	116	578			1151
07:00	88		87					19:00	103		113				
07:15	92		138					19:15	130		156				
07:30	124		171					19:30	109		125				
07:45	166	470	182	578			1048	19:45	106	448	107	501			949
08:00	127		169					20:00	102		98				
08:15	103		160					20:15	99		100				
08:30	119		135					20:30	100		81				
08:45	127	476	139	603			1079	20:45	94	395	63	342			737
09:00	137		148					21:00	98		84				
09:15	151		168					21:15	80		110				
09:30	126		133					21:30	74		77				
09:45	148	562	151	600			1162	21:45	64	316	61	332			648
10:00	145		141					22:00	57		30				
10:15	138		179					22:15	41		54				
10:30	168		173					22:30	52		54				
10:45	147	598	184	677			1275	22:45	30	180	29	167			347
11:00	160		196					23:00	22		26				
11:15	160		192					23:15	35		20				
11:30	161		180					23:30	27		19				
11:45	159	640	182	750			1390	23:45	30	114	21	86			200
Total Vol.		3514		3845			**7359**			6266		6673			**12939**

Daily Totals

NB	SB	EB	WB	**Combined**
9780	10518			**20298**

	AM			**PM**		
Split %	47.8%	52.2%	**36.3%**	48.4%	51.6%	**63.7%**
Peak Hour	11:45	11:45	**11:45**	16:45	12:00	**16:45**
Volume	708	803	**1511**	814	859	**1596**
P.H.F.	0.89	0.94	**0.92**	0.90	0.90	**0.94**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

IMPERIAL - PICO TO BRADSHAW

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	25		30					12:00	297		243				
00:15	12		39					12:15	293		287				
00:30	11		35					12:30	276		303				
00:45	10	58	17	121			179	12:45	298	1164	310	1143			2307
01:00	5		23					13:00	257		297				
01:15	9		15					13:15	243		263				
01:30	16		10					13:30	273		278				
01:45	6	36	10	58			94	13:45	220	993	288	1126			2119
02:00	9		7					14:00	254		289				
02:15	3		7					14:15	274		271				
02:30	6		5					14:30	254		278				
02:45	10	28	11	30			58	14:45	261	1043	277	1115			2158
03:00	9		13					15:00	248		282				
03:15	11		6					15:15	275		255				
03:30	12		14					15:30	263		311				
03:45	22	54	13	46			100	15:45	277	1063	279	1127			2190
04:00	23		7					16:00	286		282				
04:15	18		15					16:15	241		253				
04:30	37		14					16:30	247		274				
04:45	50	128	28	64			192	16:45	278	1052	248	1057			2109
05:00	40		33					17:00	310		270				
05:15	79		31					17:15	295		260				
05:30	63		67					17:30	269		258				
05:45	91	273	43	174			447	17:45	291	1165	271	1059			2224
06:00	58		51					18:00	259		231				
06:15	60		76					18:15	219		235				
06:30	86		79					18:30	237		270				
06:45	99	303	81	287			590	18:45	198	913	248	984			1897
07:00	98		99					19:00	193		224				
07:15	99		144					19:15	174		218				
07:30	152		195					19:30	190		223				
07:45	212	561	193	631			1192	19:45	169	726	185	850			1576
08:00	181		183					20:00	154		185				
08:15	161		185					20:15	157		185				
08:30	165		168					20:30	142		169				
08:45	179	686	171	707			1393	20:45	97	550	134	673			1223
09:00	195		189					21:00	140		146				
09:15	228		201					21:15	117		164				
09:30	225		175					21:30	94		146				
09:45	256	904	191	756			1660	21:45	93	444	120	576			1020
10:00	246		230					22:00	87		76				
10:15	233		225					22:15	59		113				
10:30	254		245					22:30	59		90				
10:45	255	988	249	949			1937	22:45	45	250	57	336			586
11:00	256		261					23:00	36		66				
11:15	266		254					23:15	41		51				
11:30	258		270					23:30	42		34				
11:45	275	1055	265	1050			2105	23:45	32	151	33	184			335
Total Vol.		5074		4873			**9947**			9514		10230			**19744**

Daily Totals

NB	SB	EB	WB	**Combined**
14588	15103			**29691**

	AM			PM		
Split %	51.0%	49.0%	**33.5%**	48.2%	51.8%	**66.5%**
Peak Hour	11:45	11:45	**11:45**	17:00	12:15	**12:15**
Volume	1141	1098	**2239**	1165	1197	**2321**
P.H.F.	0.96	0.91	**0.97**	0.92	0.97	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

IMPERIAL - SCOTT TO PICO

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	30		32					12:00	326		261				
00:15	16		38					12:15	320		288				
00:30	7		34					12:30	288		315				
00:45	13	66	17	121			187	12:45	317	1251	331	1195			2446
01:00	4		24					13:00	271		309				
01:15	12		17					13:15	283		292				
01:30	18		10					13:30	279		304				
01:45	8	42	9	60			102	13:45	262	1095	295	1200			2295
02:00	12		8					14:00	272		297				
02:15	4		7					14:15	295		268				
02:30	5		6					14:30	282		315				
02:45	10	31	12	33			64	14:45	279	1128	298	1178			2306
03:00	11		14					15:00	286		294				
03:15	9		8					15:15	286		272				
03:30	12		15					15:30	289		327				
03:45	22	54	14	51			105	15:45	292	1153	292	1185			2338
04:00	23		9					16:00	290		295				
04:15	24		16					16:15	265		286				
04:30	39		16					16:30	275		296				
04:45	47	133	30	71			204	16:45	295	1125	293	1170			2295
05:00	38		37					17:00	344		295				
05:15	68		33					17:15	309		271				
05:30	70		62					17:30	286		283				
05:45	93	269	58	190			459	17:45	296	1235	270	1119			2354
06:00	58		49					18:00	273		259				
06:15	70		69					18:15	230		255				
06:30	86		81					18:30	240		247				
06:45	106	320	90	289			609	18:45	217	960	239	1000			1960
07:00	107		102					19:00	202		237				
07:15	105		135					19:15	177		219				
07:30	173		201					19:30	215		209				
07:45	233	618	229	667			1285	19:45	176	770	186	851			1621
08:00	214		201					20:00	172		181				
08:15	183		201					20:15	170		188				
08:30	177		176					20:30	151		159				
08:45	179	753	176	754			1507	20:45	113	606	136	664			1270
09:00	217		190					21:00	139		161				
09:15	234		204					21:15	119		148				
09:30	241		193					21:30	111		161				
09:45	267	959	200	787			1746	21:45	91	460	110	580			1040
10:00	250		233					22:00	98		79				
10:15	237		226					22:15	72		102				
10:30	272		250					22:30	61		87				
10:45	258	1017	257	966			1983	22:45	45	276	72	340			616
11:00	273		257					23:00	41		70				
11:15	285		276					23:15	50		52				
11:30	282		279					23:30	43		34				
11:45	305	1145	292	1104			2249	23:45	41	175	34	190			365
Total Vol.		5407		5093			**10500**			10234		10672			**20906**

Daily Totals

NB	SB	EB	WB	**Combined**
15641	15765			**31406**

	AM			**PM**		
Split %	51.5%	48.5%	**33.4%**	49.0%	51.0%	**66.6%**
Peak Hour	11:45	11:45	**11:45**	12:00	12:30	**12:00**
Volume	1239	1156	**2395**	1251	1247	**2446**
P.H.F.	0.95	0.92	**0.98**	0.94	0.94	**0.94**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

IMPERIAL - ROSS TO HAMILTON

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	22		14					12:00	217		247				
00:15	26		15					12:15	185		204				
00:30	14		13					12:30	181		218				
00:45	13	75	30	72			147	12:45	176	759	215	884			1643
01:00	12		13					13:00	204		198				
01:15	7		9					13:15	171		213				
01:30	16		8					13:30	205		222				
01:45	7	42	12	42			84	13:45	217	797	228	861			1658
02:00	7		11					14:00	209		212				
02:15	8		8					14:15	206		235				
02:30	10		11					14:30	223		239				
02:45	12	37	14	44			81	14:45	218	856	230	916			1772
03:00	16		15					15:00	226		251				
03:15	12		22					15:15	194		235				
03:30	14		21					15:30	243		237				
03:45	26	68	19	77			145	15:45	186	849	257	980			1829
04:00	8		10					16:00	178		234				
04:15	14		12					16:15	186		239				
04:30	12		28					16:30	173		223				
04:45	24	58	31	81			139	16:45	186	723	260	956			1679
05:00	23		47					17:00	202		259				
05:15	22		34					17:15	198		269				
05:30	30		49					17:30	211		241				
05:45	63	138	61	191			329	17:45	179	790	258	1027			1817
06:00	43		53					18:00	167		193				
06:15	48		69					18:15	142		222				
06:30	56		68					18:30	136		185				
06:45	89	236	86	276			512	18:45	115	560	204	804			1364
07:00	95		73					19:00	128		149				
07:15	134		143					19:15	120		151				
07:30	251		211					19:30	122		173				
07:45	238	718	249	676			1394	19:45	111	481	153	626			1107
08:00	185		152					20:00	93		162				
08:15	117		116					20:15	106		146				
08:30	121		141					20:30	86		141				
08:45	140	563	123	532			1095	20:45	87	372	124	573			945
09:00	140		117					21:00	79		110				
09:15	140		152					21:15	74		102				
09:30	157		169					21:30	59		108				
09:45	162	599	153	591			1190	21:45	65	277	77	397			674
10:00	151		150					22:00	54		70				
10:15	175		171					22:15	41		70				
10:30	189		188					22:30	45		76				
10:45	170	685	194	703			1388	22:45	45	185	59	275			460
11:00	194		185					23:00	33		48				
11:15	181		190					23:15	29		53				
11:30	169		198					23:30	27		28				
11:45	169	713	202	775			1488	23:45	27	116	38	167			283
Total Vol.		3932		4060			**7992**			6765		8466			**15231**

Daily Totals

NB	SB	EB	WB	**Combined**
10697	12526			**23223**

	AM			**PM**		
Split %	49.2%	50.8%	**34.4%**	44.4%	55.6%	**65.6%**
Peak Hour	07:15	11:45	**11:45**	14:45	16:45	**14:45**
Volume	808	871	**1623**	881	1029	**1834**
P.H.F.	0.80	0.88	**0.87**	0.92	0.96	**0.96**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

IMPERIAL - EUCLID TO SCOTT

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	31		31					12:00	334		272				
00:15	14		39					12:15	329		292				
00:30	10		35					12:30	298		307				
00:45	13	68	17	122			190	12:45	322	1283	349	1220			2503
01:00	8		22					13:00	284		319				
01:15	10		22					13:15	278		328				
01:30	20		9					13:30	282		326				
01:45	8	46	8	61			107	13:45	271	1115	330	1303			2418
02:00	12		8					14:00	296		313				
02:15	4		7					14:15	302		289				
02:30	4		8					14:30	292		354				
02:45	13	33	12	35			68	14:45	290	1180	308	1264			2444
03:00	12		16					15:00	286		297				
03:15	8		7					15:15	309		277				
03:30	13		17					15:30	302		362				
03:45	24	57	18	58			115	15:45	291	1188	313	1249			2437
04:00	25		10					16:00	307		309				
04:15	20		17					16:15	283		311				
04:30	41		17					16:30	273		313				
04:45	45	131	28	72			203	16:45	325	1188	323	1256			2444
05:00	39		43					17:00	350		319				
05:15	63		38					17:15	323		286				
05:30	67		70					17:30	311		306				
05:45	94	263	59	210			473	17:45	314	1298	289	1200			2498
06:00	57		55					18:00	279		270				
06:15	75		75					18:15	231		278				
06:30	87		93					18:30	233		255				
06:45	109	328	100	323			651	18:45	220	963	265	1068			2031
07:00	111		99					19:00	192		251				
07:15	117		151					19:15	195		227				
07:30	164		218					19:30	232		228				
07:45	240	632	245	713			1345	19:45	166	785	189	895			1680
08:00	225		204					20:00	198		198				
08:15	183		202					20:15	147		190				
08:30	206		195					20:30	148		173				
08:45	199	813	176	777			1590	20:45	127	620	149	710			1330
09:00	215		204					21:00	142		177				
09:15	253		220					21:15	126		157				
09:30	255		209					21:30	103		172				
09:45	279	1002	212	845			1847	21:45	106	477	119	625			1102
10:00	240		243					22:00	95		80				
10:15	238		235					22:15	65		106				
10:30	276		272					22:30	65		86				
10:45	259	1013	277	1027			2040	22:45	46	271	75	347			618
11:00	273		276					23:00	41		79				
11:15	315		286					23:15	54		58				
11:30	278		312					23:30	44		39				
11:45	315	1181	313	1187			2368	23:45	40	179	35	211			390
Total Vol.		5567		5430			**10997**			10547		11348			**21895**

Daily Totals				
NB	SB	EB	WB	**Combined**
16114	16778			**32892**

	AM			PM		
Split %	50.6%	49.4%	**33.4%**	48.2%	51.8%	**66.6%**
Peak Hour	11:45	11:30	**11:45**	16:45	12:45	**16:45**
Volume	1276	1189	**2460**	1309	1322	**2543**
P.H.F.	0.96	0.95	**0.98**	0.94	0.95	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

IMPERIAL - ADAMS TO EUCLID

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	35		29					12:00	338		271				
00:15	18		47					12:15	330		318				
00:30	15		32					12:30	310		307				
00:45	11	79	25	133			212	12:45	349	1327	385	1281			2608
01:00	10		23					13:00	309		322				
01:15	11		19					13:15	269		333				
01:30	21		10					13:30	309		334				
01:45	14	56	11	63			119	13:45	271	1158	378	1367			2525
02:00	14		13					14:00	317		334				
02:15	5		8					14:15	294		313				
02:30	5		7					14:30	295		347				
02:45	12	36	14	42			78	14:45	305	1211	315	1309			2520
03:00	12		17					15:00	293		326				
03:15	10		7					15:15	307		292				
03:30	15		17					15:30	335		340				
03:45	28	65	20	61			126	15:45	295	1230	337	1295			2525
04:00	19		10					16:00	308		329				
04:15	21		15					16:15	311		307				
04:30	46		20					16:30	293		297				
04:45	44	130	35	80			210	16:45	345	1257	336	1269			2526
05:00	41		48					17:00	338		331				
05:15	67		46					17:15	335		316				
05:30	66		74					17:30	330		305				
05:45	95	269	67	235			504	17:45	325	1328	279	1231			2559
06:00	64		54					18:00	292		289				
06:15	71		84					18:15	240		310				
06:30	94		88					18:30	227		261				
06:45	113	342	103	329			671	18:45	220	979	263	1123			2102
07:00	117		90					19:00	212		259				
07:15	126		161					19:15	195		220				
07:30	165		231					19:30	215		234				
07:45	243	651	263	745			1396	19:45	181	803	215	928			1731
08:00	239		206					20:00	195		210				
08:15	191		205					20:15	161		208				
08:30	219		195					20:30	147		180				
08:45	198	847	185	791			1638	20:45	123	626	157	755			1381
09:00	215		195					21:00	146		170				
09:15	257		222					21:15	127		190				
09:30	264		196					21:30	110		174				
09:45	293	1029	185	798			1827	21:45	116	499	122	656			1155
10:00	250		244					22:00	102		97				
10:15	253		246					22:15	68		123				
10:30	265		263					22:30	78		98				
10:45	269	1037	271	1024			2061	22:45	58	306	80	398			704
11:00	275		283					23:00	44		81				
11:15	329		283					23:15	50		56				
11:30	297		333					23:30	49		48				
11:45	304	1205	287	1186			2391	23:45	37	180	31	216			396
Total Vol.		5746		5487			**11233**			10904		11828			**22732**

Daily Totals

NB	SB	EB	WB	**Combined**
16650	17315			**33965**

	AM			**PM**		
Split %	51.2%	48.8%	**33.1%**	48.0%	52.0%	**66.9%**
Peak Hour	11:45	11:30	**11:30**	16:45	13:15	**16:45**
Volume	1282	1209	**2478**	1348	1379	**2636**
P.H.F.	0.95	0.91	**0.96**	0.98	0.91	**0.97**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

IMPERIAL - OCOTILLO TO ROSS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	28		15					12:00	211		253				
00:15	28		24					12:15	179		233				
00:30	10		12					12:30	179		227				
00:45	12	78	22	73			151	12:45	179	748	242	955			1703
01:00	16		20					13:00	216		235				
01:15	8		11					13:15	180		211				
01:30	16		8					13:30	203		218				
01:45	8	48	8	47			95	13:45	214	813	233	897			1710
02:00	8		8					14:00	198		251				
02:15	8		10					14:15	208		230				
02:30	11		14					14:30	189		261				
02:45	11	38	15	47			85	14:45	236	831	259	1001			1832
03:00	14		16					15:00	212		238				
03:15	17		22					15:15	192		261				
03:30	16		26					15:30	223		256				
03:45	22	69	23	87			156	15:45	202	829	250	1005			1834
04:00	7		13					16:00	185		254				
04:15	11		15					16:15	204		240				
04:30	11		23					16:30	182		250				
04:45	24	53	39	90			143	16:45	191	762	283	1027			1789
05:00	29		47					17:00	194		260				
05:15	24		47					17:15	206		267				
05:30	34		42					17:30	216		308				
05:45	66	153	70	206			359	17:45	209	825	234	1069			1894
06:00	48		61					18:00	182		215				
06:15	48		62					18:15	144		224				
06:30	63		65					18:30	145		202				
06:45	109	268	103	291			559	18:45	138	609	212	853			1462
07:00	93		85					19:00	137		173				
07:15	156		108					19:15	133		162				
07:30	258		189					19:30	129		168				
07:45	243	750	258	640			1390	19:45	112	511	158	661			1172
08:00	189		207					20:00	120		167				
08:15	136		132					20:15	113		162				
08:30	134		153					20:30	88		123				
08:45	159	618	173	665			1283	20:45	105	426	140	592			1018
09:00	173		103					21:00	91		105				
09:15	157		162					21:15	73		108				
09:30	163		158					21:30	58		100				
09:45	172	665	176	599			1264	21:45	73	295	94	407			702
10:00	154		144					22:00	72		68				
10:15	163		172					22:15	53		69				
10:30	180		178					22:30	51		70				
10:45	178	675	200	694			1369	22:45	44	220	72	279			499
11:00	201		181					23:00	35		47				
11:15	161		221					23:15	36		60				
11:30	175		189					23:30	28		28				
11:45	158	695	207	798			1493	23:45	27	126	35	170			296
Total Vol.		4110		4237			**8347**			6995		8916			**15911**

Daily Totals

NB	SB	EB	WB	**Combined**
11105	13153			**24258**

	AM			**PM**		
Split %	49.2%	50.8%	**34.4%**	44.0%	56.0%	**65.6%**
Peak Hour	07:15	11:45	**11:45**	14:45	16:45	**16:45**
Volume	846	920	**1647**	863	1118	**1925**
P.H.F.	0.82	0.91	**0.89**	0.88	0.91	**0.92**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

IMPERIAL - MAIN TO ADAMS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	24		18					12:00	252		256				
00:15	14		20					12:15	246		267				
00:30	16		19					12:30	231		263				
00:45	12	66	26	83			149	12:45	196	925	283	1069			1994
01:00	15		25					13:00	214		256				
01:15	13		10					13:15	215		266				
01:30	15		9					13:30	244		270				
01:45	5	48	17	61			109	13:45	254	927	281	1073			2000
02:00	6		10					14:00	243		261				
02:15	8		8					14:15	255		271				
02:30	5		12					14:30	273		275				
02:45	16	35	14	44			79	14:45	243	1014	270	1077			2091
03:00	11		11					15:00	274		272				
03:15	16		9					15:15	259		280				
03:30	13		14					15:30	295		262				
03:45	25	65	15	49			114	15:45	250	1078	251	1065			2143
04:00	14		12					16:00	274		285				
04:15	31		9					16:15	243		253				
04:30	26		27					16:30	229		280				
04:45	27	98	31	79			177	16:45	265	1011	272	1090			2101
05:00	31		37					17:00	238		231				
05:15	30		33					17:15	259		293				
05:30	65		53					17:30	249		254				
05:45	49	175	63	186			361	17:45	231	977	236	1014			1991
06:00	47		56					18:00	205		262				
06:15	53		61					18:15	168		213				
06:30	61		79					18:30	132		203				
06:45	77	238	88	284			522	18:45	140	645	200	878			1523
07:00	97		89					19:00	140		183				
07:15	129		187					19:15	164		161				
07:30	211		258					19:30	128		179				
07:45	231	668	282	816			1484	19:45	145	577	154	677			1254
08:00	181		160					20:00	121		187				
08:15	153		155					20:15	108		161				
08:30	136		169					20:30	107		162				
08:45	158	628	164	648			1276	20:45	114	450	144	654			1104
09:00	168		159					21:00	89		134				
09:15	183		179					21:15	80		104				
09:30	199		189					21:30	61		106				
09:45	199	749	208	735			1484	21:45	58	288	76	420			708
10:00	227		196					22:00	57		81				
10:15	209		229					22:15	33		83				
10:30	225		230					22:30	48		67				
10:45	238	899	209	864			1763	22:45	34	172	70	301			473
11:00	230		237					23:00	36		56				
11:15	227		250					23:15	32		48				
11:30	236		220					23:30	31		32				
11:45	237	930	232	939			1869	23:45	21	120	39	175			295
Total Vol.		4599		4788			**9387**			8184		9493			**17677**

Daily Totals

NB	SB	EB	WB	**Combined**
12783	14281			**27064**

	AM			**PM**		
Split %	49.0%	51.0%	**34.7%**	46.3%	53.7%	**65.3%**
Peak Hour	11:30	11:45	**11:45**	15:00	14:30	**15:15**
Volume	971	1018	**1984**	1078	1097	**2156**
P.H.F.	0.96	0.95	**0.97**	0.95	0.98	**0.96**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

IMPERIAL - HAMILTON TO MAIN

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	26		15					12:00	194		258				
00:15	18		18					12:15	181		225				
00:30	9		18					12:30	202		215				
00:45	13	66	24	75			141	12:45	181	758	248	946			1704
01:00	14		21					13:00	197		220				
01:15	5		9					13:15	186		221				
01:30	13		5					13:30	189		203				
01:45	9	41	11	46			87	13:45	208	780	228	872			1652
02:00	9		10					14:00	205		215				
02:15	8		8					14:15	231		242				
02:30	8		14					14:30	270		249				
02:45	15	40	12	44			84	14:45	233	939	241	947			1886
03:00	12		11					15:00	241		261				
03:15	16		16					15:15	216		237				
03:30	15		16					15:30	222		250				
03:45	22	65	16	59			124	15:45	206	885	261	1009			1894
04:00	10		8					16:00	211		235				
04:15	26		13					16:15	184		226				
04:30	28		22					16:30	182		262				
04:45	26	90	29	72			162	16:45	198	775	266	989			1764
05:00	29		39					17:00	222		296				
05:15	32		24					17:15	199		266				
05:30	53		43					17:30	211		252				
05:45	68	182	60	166			348	17:45	186	818	251	1065			1883
06:00	50		51					18:00	196		221				
06:15	51		54					18:15	117		216				
06:30	70		60					18:30	134		188				
06:45	85	256	72	237			493	18:45	134	581	192	817			1398
07:00	100		70					19:00	126		171				
07:15	160		173					19:15	139		148				
07:30	264		231					19:30	127		163				
07:45	295	819	202	676			1495	19:45	113	505	140	622			1127
08:00	173		116					20:00	125		169				
08:15	124		99					20:15	96		141				
08:30	143		149					20:30	89		149				
08:45	151	591	120	484			1075	20:45	97	407	140	599			1006
09:00	139		131					21:00	72		115				
09:15	165		130					21:15	74		88				
09:30	150		159					21:30	54		106				
09:45	187	641	150	570			1211	21:45	53	253	81	390			643
10:00	191		155					22:00	46		73				
10:15	178		164					22:15	37		77				
10:30	175		171					22:30	55		76				
10:45	211	755	166	656			1411	22:45	36	174	62	288			462
11:00	188		168					23:00	41		54				
11:15	183		164					23:15	28		52				
11:30	195		200					23:30	30		31				
11:45	204	770	214	746			1516	23:45	25	124	42	179			303
Total Vol.		4316		3831			**8147**			6999		8723			**15722**

Daily Totals

NB	SB	EB	WB	**Combined**
11315	12554			**23869**

	AM			**PM**		
Split %	53.0%	47.0%	**34.1%**	44.5%	55.5%	**65.9%**
Peak Hour	07:15	11:45	**11:45**	14:15	16:30	**14:15**
Volume	892	912	**1693**	975	1090	**1968**
P.H.F.	0.76	0.88	**0.94**	0.90	0.92	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - N/O BRADSHAW

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	10		8					12:00	102		97				
00:15	1		0					12:15	105		82				
00:30	2		7					12:30	91		95				
00:45	7	20	5	20			40	12:45	90	388	98	372			760
01:00	4		9					13:00	71		83				
01:15	1		1					13:15	103		104				
01:30	3		0					13:30	88		94				
01:45	2	10	2	12			22	13:45	89	351	98	379			730
02:00	4		1					14:00	94		102				
02:15	2		4					14:15	95		91				
02:30	4		3					14:30	107		117				
02:45	3	13	1	9			22	14:45	100	396	105	415			811
03:00	3		2					15:00	103		107				
03:15	4		0					15:15	101		98				
03:30	0		2					15:30	91		132				
03:45	6	13	1	5			18	15:45	100	395	112	449			844
04:00	2		6					16:00	105		99				
04:15	3		7					16:15	98		100				
04:30	14		7					16:30	101		117				
04:45	22	41	7	27			68	16:45	129	433	110	426			859
05:00	24		14					17:00	147		125				
05:15	36		8					17:15	118		116				
05:30	36		12					17:30	107		105				
05:45	38	134	18	52			186	17:45	104	476	91	437			913
06:00	30		11					18:00	86		84				
06:15	22		20					18:15	76		77				
06:30	48		19					18:30	82		74				
06:45	49	149	36	86			235	18:45	58	302	78	313			615
07:00	41		49					19:00	49		56				
07:15	81		78					19:15	57		62				
07:30	94		108					19:30	50		56				
07:45	99	315	98	333			648	19:45	58	214	50	224			438
08:00	64		79					20:00	47		54				
08:15	73		65					20:15	51		48				
08:30	73		58					20:30	41		43				
08:45	74	284	71	273			557	20:45	38	177	43	188			365
09:00	78		72					21:00	42		35				
09:15	59		56					21:15	36		46				
09:30	66		63					21:30	35		28				
09:45	61	264	70	261			525	21:45	18	131	28	137			268
10:00	60		72					22:00	25		28				
10:15	61		60					22:15	16		16				
10:30	70		78					22:30	20		15				
10:45	70	261	73	283			544	22:45	7	68	17	76			144
11:00	89		87					23:00	16		12				
11:15	85		76					23:15	13		10				
11:30	80		93					23:30	3		5				
11:45	93	347	89	345			692	23:45	15	47	7	34			81
Total Vol.		1851		1706			**3557**			3378		3450			**6828**

Daily Totals

NB	SB	EB	WB	**Combined**
5229	5156			**10385**

	AM			PM		
Split %	52.0%	48.0%	**34.3%**	49.5%	50.5%	**65.7%**
Peak Hour	11:45	07:15	**11:45**	16:45	16:30	**16:30**
Volume	391	363	**754**	501	468	**963**
P.H.F.	0.93	0.84	**0.95**	0.87	0.94	**0.89**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - PICO TO BRADSHAW

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	15		9					12:00	139		141				
00:15	6		2					12:15	117		122				
00:30	5		7					12:30	152		128				
00:45	8	34	4	22			56	12:45	101	509	140	531			1040
01:00	4		6					13:00	120		133				
01:15	4		6					13:15	103		128				
01:30	1		3					13:30	166		133				
01:45	3	12	3	18			30	13:45	131	520	130	524			1044
02:00	5		2					14:00	117		126				
02:15	2		4					14:15	103		133				
02:30	3		4					14:30	169		138				
02:45	3	13	2	12			25	14:45	147	536	144	541			1077
03:00	4		0					15:00	106		151				
03:15	3		2					15:15	98		116				
03:30	3		3					15:30	131		143				
03:45	9	19	3	8			27	15:45	122	457	156	566			1023
04:00	6		6					16:00	127		130				
04:15	7		7					16:15	131		127				
04:30	11		7					16:30	133		137				
04:45	30	54	2	22			76	16:45	166	557	147	541			1098
05:00	20		15					17:00	177		170				
05:15	34		15					17:15	163		152				
05:30	32		14					17:30	169		146				
05:45	56	142	25	69			211	17:45	141	650	134	602			1252
06:00	35		16					18:00	103		122				
06:15	32		23					18:15	106		114				
06:30	50		35					18:30	89		110				
06:45	54	171	52	126			297	18:45	97	395	103	449			844
07:00	46		50					19:00	56		99				
07:15	74		88					19:15	81		78				
07:30	106		120					19:30	61		88				
07:45	127	353	122	380			733	19:45	53	251	71	336			587
08:00	92		101					20:00	72		82				
08:15	83		80					20:15	42		75				
08:30	100		95					20:30	72		67				
08:45	90	365	86	362			727	20:45	47	233	60	284			517
09:00	102		87					21:00	50		65				
09:15	81		104					21:15	39		62				
09:30	72		81					21:30	28		42				
09:45	79	334	69	341			675	21:45	36	153	42	211			364
10:00	86		80					22:00	11		36				
10:15	77		71					22:15	11		30				
10:30	90		85					22:30	25		23				
10:45	122	375	90	326			701	22:45	8	55	18	107			162
11:00	112		118					23:00	8		16				
11:15	117		113					23:15	8		16				
11:30	98		109					23:30	3		12				
11:45	103	430	127	467			897	23:45	6	25	9	53			78
Total Vol.		2302		2153			**4455**			4341		4745			**9086**

Daily Totals

NB	SB	EB	WB	**Combined**
6643	6898			**13541**

	AM			**PM**		
Split %	51.7%	48.3%	**32.9%**	47.8%	52.2%	**67.1%**
Peak Hour	11:45	11:45	**11:45**	16:45	16:45	**16:45**
Volume	511	518	**1029**	675	615	**1290**
P.H.F.	0.84	0.92	**0.92**	0.94	0.90	**0.93**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - EUCLID TO PICO

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	11		11					12:00	162		143				
00:15	4		3					12:15	119		122				
00:30	5		3					12:30	137		133				
00:45	7	27	3	20			47	12:45	128	546	144	542			1088
01:00	3		4					13:00	150		130				
01:15	2		7					13:15	162		121				
01:30	3		3					13:30	157		155				
01:45	2	10	1	15			25	13:45	136	605	140	546			1151
02:00	8		2					14:00	132		129				
02:15	1		3					14:15	118		126				
02:30	3		3					14:30	171		154				
02:45	3	15	2	10			25	14:45	147	568	160	569			1137
03:00	3		1					15:00	132		165				
03:15	3		5					15:15	124		123				
03:30	2		4					15:30	131		158				
03:45	9	17	2	12			29	15:45	136	523	153	599			1122
04:00	8		7					16:00	124		130				
04:15	6		10					16:15	137		133				
04:30	14		6					16:30	143		134				
04:45	19	47	8	31			78	16:45	183	587	138	535			1122
05:00	18		10					17:00	183		146				
05:15	27		15					17:15	161		163				
05:30	27		11					17:30	166		143				
05:45	50	122	29	65			187	17:45	140	650	118	570			1220
06:00	30		17					18:00	113		122				
06:15	40		22					18:15	100		109				
06:30	45		31					18:30	115		111				
06:45	57	172	46	116			288	18:45	102	430	84	426			856
07:00	47		50					19:00	68		104				
07:15	87		78					19:15	80		78				
07:30	148		127					19:30	69		83				
07:45	194	476	131	386			862	19:45	74	291	57	322			613
08:00	105		113					20:00	72		74				
08:15	89		82					20:15	56		80				
08:30	93		96					20:30	66		66				
08:45	103	390	82	373			763	20:45	47	241	62	282			523
09:00	89		74					21:00	67		53				
09:15	78		88					21:15	59		55				
09:30	78		79					21:30	36		41				
09:45	92	337	98	339			676	21:45	42	204	39	188			392
10:00	95		117					22:00	30		36				
10:15	102		73					22:15	28		28				
10:30	85		94					22:30	32		14				
10:45	114	396	89	373			769	22:45	10	100	17	95			195
11:00	134		108					23:00	23		13				
11:15	120		107					23:15	16		12				
11:30	100		109					23:30	8		15				
11:45	123	477	120	444			921	23:45	15	62	11	51			113
Total Vol.		2486		2184			**4670**			4807		4725			**9532**

Daily Totals

NB	SB	EB	WB	**Combined**
7293	6909			**14202**

	AM			**PM**		
Split %	53.2%	46.8%	**32.9%**	50.4%	49.6%	**67.1%**
Peak Hour	11:45	11:45	**11:45**	16:45	14:45	**16:45**
Volume	541	518	**1059**	693	606	**1283**
P.H.F.	0.83	0.91	**0.87**	0.94	0.92	**0.97**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - ADAMS TO EUCLID

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	13		13					12:00	174		165				
00:15	9		6					12:15	129		139				
00:30	7		3					12:30	132		146				
00:45	9	38	5	27			65	12:45	126	561	161	611			1172
01:00	3		5					13:00	151		143				
01:15	4		9					13:15	138		135				
01:30	4		2					13:30	145		165				
01:45	4	15	2	18			33	13:45	145	579	161	604			1183
02:00	8		1					14:00	136		134				
02:15	4		5					14:15	130		143				
02:30	3		5					14:30	167		165				
02:45	4	19	2	13			32	14:45	144	577	158	600			1177
03:00	4		1					15:00	133		165				
03:15	1		5					15:15	134		135				
03:30	2		6					15:30	152		172				
03:45	7	14	5	17			31	15:45	157	576	180	652			1228
04:00	7		8					16:00	142		156				
04:15	6		9					16:15	148		170				
04:30	14		10					16:30	145		156				
04:45	20	47	12	39			86	16:45	194	629	150	632			1261
05:00	19		12					17:00	195		162				
05:15	28		28					17:15	178		157				
05:30	25		22					17:30	174		163				
05:45	45	117	37	99			216	17:45	159	706	129	611			1317
06:00	30		23					18:00	118		147				
06:15	40		27					18:15	96		126				
06:30	45		38					18:30	111		130				
06:45	56	171	67	155			326	18:45	106	431	98	501			932
07:00	43		60					19:00	67		112				
07:15	78		97					19:15	88		90				
07:30	130		139					19:30	70		88				
07:45	163	414	155	451			865	19:45	75	300	74	364			664
08:00	115		130					20:00	71		81				
08:15	90		91					20:15	62		87				
08:30	91		103					20:30	63		68				
08:45	98	394	94	418			812	20:45	56	252	72	308			560
09:00	88		91					21:00	78		59				
09:15	81		99					21:15	59		52				
09:30	84		101					21:30	38		52				
09:45	93	346	119	410			756	21:45	50	225	40	203			428
10:00	96		124					22:00	31		42				
10:15	102		97					22:15	31		28				
10:30	88		111					22:30	34		17				
10:45	117	403	103	435			838	22:45	14	110	17	104			214
11:00	144		121					23:00	24		15				
11:15	121		125					23:15	22		15				
11:30	112		130					23:30	16		21				
11:45	123	500	145	521			1021	23:45	19	81	14	65			146
Total Vol.		2478		2603			**5081**			5027		5255			**10282**

Daily Totals

NB	SB	EB	WB	**Combined**
7505	7858			**15363**

	AM			PM		
Split %	48.8%	51.2%	**33.1%**	48.9%	51.1%	**66.9%**
Peak Hour	11:45	11:45	**11:45**	16:45	15:30	**16:45**
Volume	558	595	**1153**	741	678	**1373**
P.H.F.	0.80	0.90	**0.85**	0.96	0.94	**0.96**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - MAIN TO ADAMS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	7		7					12:00	99		95				
00:15	9		4					12:15	110		96				
00:30	4		3					12:30	110		107				
00:45	5	25	3	17			42	12:45	104	423	102	400			823
01:00	4		5					13:00	100		116				
01:15	3		6					13:15	93		102				
01:30	4		0					13:30	80		124				
01:45	3	14	3	14			28	13:45	106	379	114	456			835
02:00	4		4					14:00	92		120				
02:15	3		1					14:15	113		135				
02:30	3		5					14:30	134		124				
02:45	2	12	4	14			26	14:45	122	461	148	527			988
03:00	2		3					15:00	121		123				
03:15	1		2					15:15	133		118				
03:30	0		1					15:30	116		149				
03:45	3	6	4	10			16	15:45	103	473	138	528			1001
04:00	3		4					16:00	132		148				
04:15	6		7					16:15	125		109				
04:30	7		6					16:30	119		143				
04:45	14	30	10	27			57	16:45	113	489	146	546			1035
05:00	12		5					17:00	156		171				
05:15	18		6					17:15	136		148				
05:30	24		14					17:30	104		134				
05:45	27	81	23	48			129	17:45	113	509	101	554			1063
06:00	18		19					18:00	127		103				
06:15	28		14					18:15	91		85				
06:30	40		40					18:30	67		64				
06:45	57	143	28	101			244	18:45	61	346	74	326			672
07:00	59		59					19:00	66		63				
07:15	77		96					19:15	59		66				
07:30	88		144					19:30	49		64				
07:45	147	371	142	441			812	19:45	39	213	45	238			451
08:00	111		86					20:00	46		50				
08:15	73		80					20:15	34		36				
08:30	90		70					20:30	45		55				
08:45	77	351	72	308			659	20:45	47	172	52	193			365
09:00	84		77					21:00	44		39				
09:15	77		73					21:15	35		33				
09:30	88		93					21:30	16		33				
09:45	103	352	76	319			671	21:45	25	120	25	130			250
10:00	87		89					22:00	29		20				
10:15	74		96					22:15	20		15				
10:30	100		83					22:30	15		9				
10:45	82	343	117	385			728	22:45	11	75	12	56			131
11:00	95		100					23:00	24		14				
11:15	90		109					23:15	9		13				
11:30	90		93					23:30	11		12				
11:45	81	356	110	412			768	23:45	9	53	8	47			100
Total Vol.		2084		2096			**4180**			3713		4001			**7714**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	5797	6097			**11894**

	AM			**PM**		
Split %	49.9%	50.1%	**35.1%**	48.1%	51.9%	**64.9%**
Peak Hour	07:15	07:15	**07:15**	16:30	16:30	**16:30**
Volume	423	468	**891**	524	608	**1132**
P.H.F.	0.72	0.81	**0.77**	0.87	0.89	**0.87**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - ROSS TO MAIN

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	7		5					12:00	85		85				
00:15	12		4					12:15	115		115				
00:30	3		4					12:30	124		124				
00:45	6	28	5	18			46	12:45	138	462	138	462			924
01:00	5		3					13:00	121		121				
01:15	5		1					13:15	105		105				
01:30	3		5					13:30	100		100				
01:45	1	14	2	11			25	13:45	132	458	132	458			916
02:00	6		2					14:00	104		104				
02:15	2		3					14:15	125		125				
02:30	3		5					14:30	139		139				
02:45	2	13	6	16			29	14:45	146	514	146	514			1028
03:00	1		6					15:00	164		164				
03:15	2		2					15:15	112		112				
03:30	3		5					15:30	136		136				
03:45	1	7	6	19			26	15:45	120	532	120	532			1064
04:00	7		5					16:00	126		126				
04:15	4		4					16:15	143		143				
04:30	11		10					16:30	129		129				
04:45	16	38	17	36			74	16:45	122	520	122	520			1040
05:00	11		4					17:00	149		149				
05:15	12		6					17:15	139		139				
05:30	27		16					17:30	88		88				
05:45	31	81	17	43			124	17:45	143	519	143	519			1038
06:00	27		22					18:00	112		112				
06:15	31		19					18:15	102		102				
06:30	44		35					18:30	66		66				
06:45	76	178	41	117			295	18:45	77	357	77	357			714
07:00	85		72					19:00	59		59				
07:15	133		94					19:15	56		56				
07:30	195		151					19:30	42		42				
07:45	224	637	154	471			1108	19:45	46	203	46	203			406
08:00	153		88					20:00	43		43				
08:15	107		71					20:15	46		46				
08:30	107		67					20:30	45		45				
08:45	94	461	74	300			761	20:45	47	181	47	181			362
09:00	73		83					21:00	34		34				
09:15	95		83					21:15	27		27				
09:30	99		93					21:30	20		20				
09:45	125	392	77	336			728	21:45	21	102	21	102			204
10:00	91		69					22:00	29		29				
10:15	84		83					22:15	15		15				
10:30	117		114					22:30	12		12				
10:45	104	396	121	387			783	22:45	12	68	12	68			136
11:00	130		91					23:00	22		22				
11:15	101		85					23:15	9		9				
11:30	90		117					23:30	10		10				
11:45	108	429	120	413			842	23:45	9	50	9	50			100
Total Vol.		2674		2167			**4841**			3966		3966			**7932**

Daily Totals

NB	SB	EB	WB	**Combined**
6640	6133			**12773**

	AM			**PM**		
Split %	55.2%	44.8%	**37.9%**	50.0%	50.0%	**62.1%**
Peak Hour	07:15	07:15	**07:15**	14:15	14:15	**14:15**
Volume	705	487	**1192**	574	574	**1148**
P.H.F.	0.79	0.79	**0.79**	0.95	0.88	**0.88**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - AURORA TO ROSS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	6		8					12:00	88		152				
00:15	8		8					12:15	126		97				
00:30	5		5					12:30	87		103				
00:45	2	21	3	24			45	12:45	122	423	88	440			863
01:00	7		2					13:00	115		102				
01:15	7		4					13:15	96		93				
01:30	1		3					13:30	97		87				
01:45	2	17	1	10			27	13:45	134	442	96	378			820
02:00	7		3					14:00	106		116				
02:15	2		1					14:15	118		114				
02:30	3		4					14:30	126		124				
02:45	1	13	8	16			29	14:45	132	482	113	467			949
03:00	2		5					15:00	150		190				
03:15	3		0					15:15	110		176				
03:30	3		4					15:30	143		135				
03:45	3	11	2	11			22	15:45	134	537	131	632			1169
04:00	5		2					16:00	127		153				
04:15	9		6					16:15	139		117				
04:30	6		8					16:30	134		143				
04:45	15	35	4	20			55	16:45	110	510	149	562			1072
05:00	10		5					17:00	155		228				
05:15	14		8					17:15	129		188				
05:30	17		13					17:30	103		164				
05:45	36	77	13	39			116	17:45	141	528	110	690			1218
06:00	24		19					18:00	101		107				
06:15	32		17					18:15	107		99				
06:30	45		38					18:30	77		72				
06:45	65	166	55	129			295	18:45	52	337	77	355			692
07:00	81		42					19:00	53		74				
07:15	169		54					19:15	54		56				
07:30	215		141					19:30	45		71				
07:45	191	656	166	403			1059	19:45	47	199	45	246			445
08:00	123		78					20:00	47		62				
08:15	108		51					20:15	56		53				
08:30	92		53					20:30	45		57				
08:45	84	407	74	256			663	20:45	49	197	45	217			414
09:00	71		78					21:00	42		51				
09:15	76		83					21:15	23		28				
09:30	89		73					21:30	24		37				
09:45	94	330	80	314			644	21:45	19	108	19	135			243
10:00	96		61					22:00	36		17				
10:15	81		80					22:15	19		19				
10:30	104		89					22:30	16		15				
10:45	93	374	90	320			694	22:45	20	91	10	61			152
11:00	111		84					23:00	18		16				
11:15	93		86					23:15	10		14				
11:30	85		96					23:30	12		14				
11:45	104	393	112	378			771	23:45	9	49	8	52			101
Total Vol.		2500		1920			**4420**			3903		4235			**8138**

Daily Totals

NB	SB	EB	WB	**Combined**
6403	6155			**12558**

	AM			**PM**		
Split %	56.6%	43.4%	**35.2%**	48.0%	52.0%	**64.8%**
Peak Hour	07:15	11:45	**07:15**	15:30	16:45	**16:30**
Volume	698	464	**1137**	543	729	**1236**
P.H.F.	0.81	0.76	**0.80**	0.93	0.80	**0.81**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - WAKE TO AURORA

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	7		8					12:00	105		146				
00:15	10		10					12:15	124		100				
00:30	8		7					12:30	104		105				
00:45	3	28	10	35			63	12:45	131	464	105	456			920
01:00	6		6					13:00	118		117				
01:15	10		3					13:15	106		90				
01:30	1		1					13:30	96		86				
01:45	1	18	3	13			31	13:45	128	448	106	399			847
02:00	6		6					14:00	99		104				
02:15	5		4					14:15	124		132				
02:30	4		5					14:30	104		132				
02:45	1	16	5	20			36	14:45	157	484	114	482			966
03:00	2		6					15:00	165		143				
03:15	5		4					15:15	118		173				
03:30	2		3					15:30	144		175				
03:45	3	12	1	14			26	15:45	133	560	146	637			1197
04:00	4		5					16:00	142		150.5				
04:15	7		7					16:15	155		144.5				
04:30	12		4					16:30	132		156				
04:45	15	38	5	21			59	16:45	128	557	145.5	596.5			1153.5
05:00	13		6					17:00	158		192				
05:15	17		9					17:15	136		198.5				
05:30	18		12					17:30	123		168.5				
05:45	47	95	19	46			141	17:45	122	539	140.5	699.5			1238.5
06:00	19		23					18:00	106		124				
06:15	42		21					18:15	112		103				
06:30	49		36					18:30	93		101				
06:45	81	191	59	139			330	18:45	76	387	84	412			799
07:00	108		49					19:00	67		87				
07:15	179.5		63.5					19:15	58		72				
07:30	256		112					19:30	41		69				
07:45	213	756.5	155.5	380			1136.5	19:45	60	226	70	298			524
08:00	144		101.5					20:00	51		73				
08:15	115		81.5					20:15	62		73				
08:30	99.5		62.5					20:30	56		53				
08:45	95.5	454	82	327.5			781.5	20:45	48	217	65	264			481
09:00	86		75					21:00	45		55				
09:15	86		79					21:15	32		38				
09:30	102		78					21:30	28		42				
09:45	102	376	80	312			688	21:45	21	126	31	166			292
10:00	90		80					22:00	33		16				
10:15	90		66					22:15	16		21				
10:30	101		85					22:30	17		20				
10:45	97	378	80	311			689	22:45	20	86	17	74			160
11:00	101		89					23:00	22		18				
11:15	92		91					23:15	12		9				
11:30	98		108					23:30	15		21				
11:45	102	393	103	391			784	23:45	14	63	11	59			122
Total Vol.		2755.5		2009.5			**4765**			4157		4543			**8700**

Daily Totals

NB	SB	EB	WB	**Combined**
6913	6553			**13465**

	AM			**PM**		
Split %	57.8%	42.2%	**35.4%**	47.8%	52.2%	**64.6%**
Peak Hour	07:15	11:30	**07:15**	14:45	16:45	**16:45**
Volume	792.5	457	**1225**	584	705	**1250**
P.H.F.	0.77	0.78	**0.83**	0.85	0.89	**0.89**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

CLARK - DANENBERG TO WAKE

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	9		7					12:00	77		108				
00:15	4		13					12:15	63		68				
00:30	6		9					12:30	75		72				
00:45	10	29	15	44			73	12:45	78	293	79	327			620
01:00	8		19					13:00	75		75				
01:15	4		5					13:15	75		77				
01:30	3		3					13:30	67		55				
01:45	3	18	7	34			52	13:45	82	299	76	283			582
02:00	2		1					14:00	72		87				
02:15	4		1					14:15	103		90				
02:30	4		3					14:30	78		101				
02:45	5	15	6	11			26	14:45	108	361	88	366			727
03:00	6		6					15:00	98		107				
03:15	3		2					15:15	104		136				
03:30	6		1					15:30	107		132				
03:45	5	20	7	16			36	15:45	104	413	118	493			906
04:00	6		4					16:00	109		124				
04:15	5		6					16:15	86		117				
04:30	5		5					16:30	79		122				
04:45	18	34	12	27			61	16:45	89	363	116	479			842
05:00	21		9					17:00	103		154				
05:15	17		19					17:15	94		175				
05:30	29		12					17:30	75		135				
05:45	39	106	20	60			166	17:45	92	364	124	588			952
06:00	26		19					18:00	61		108				
06:15	48		31					18:15	66		73				
06:30	48		47					18:30	52		65				
06:45	61	183	43	140			323	18:45	60	239	68	314			553
07:00	98		49					19:00	50		75				
07:15	175		62					19:15	64		55				
07:30	220		82					19:30	35		60				
07:45	195	688	120	313			1001	19:45	60	209	60	250			459
08:00	127		81					20:00	31		53				
08:15	106		78					20:15	38		48				
08:30	82		55					20:30	38		63				
08:45	80	395	42	256			651	20:45	22	129	48	212			341
09:00	66		55					21:00	32		54				
09:15	76		49					21:15	24		38				
09:30	90		55					21:30	28		17				
09:45	87	319	57	216			535	21:45	12	96	33	142			238
10:00	54		46					22:00	22		26				
10:15	52		50					22:15	16		18				
10:30	77		52					22:30	18		27				
10:45	67	250	62	210			460	22:45	15	71	17	88			159
11:00	68		78					23:00	19		16				
11:15	61		62					23:15	9		12				
11:30	60		61					23:30	4		8				
11:45	66	255	75	276			531	23:45	18	50	6	42			92
Total Vol.		2312		1603			**3915**		2887		3584				**6471**

Daily Totals

NB	SB	EB	WB	**Combined**
5199	5187			**10386**

	AM			**PM**		
Split %	59.1%	40.9%	**37.7%**	44.6%	55.4%	**62.3%**
Peak Hour	07:15	07:30	**07:15**	15:15	17:00	**17:00**
Volume	717	361	**1062**	424	588	**952**
P.H.F.	0.81	0.75	**0.84**	0.98	0.84	**0.88**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

CLARK - VALLEYVIEW TO DANENBERG

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	9		6					12:00	76		94				
00:15	3		12					12:15	65		70				
00:30	6		7					12:30	66		75				
00:45	9	27	14	39			66	12:45	79	286	74	313			599
01:00	8		17					13:00	72		66				
01:15	4		5					13:15	70		68				
01:30	2		3					13:30	62		56				
01:45	3	17	6	31			48	13:45	82	286	69	259			545
02:00	2		2					14:00	74		89				
02:15	4		1					14:15	98		85				
02:30	4		3					14:30	75		97				
02:45	4	14	6	12			26	14:45	103	350	82	353			703
03:00	6		5					15:00	93		97				
03:15	1		2					15:15	101		129				
03:30	6		1					15:30	102		130				
03:45	4	17	7	15			32	15:45	99	395	117	473			868
04:00	6		4					16:00	107		116				
04:15	5		7					16:15	75		112				
04:30	4		7					16:30	80		113				
04:45	15	30	11	29			59	16:45	85	347	107	448			795
05:00	14		9					17:00	100		149				
05:15	14		18					17:15	94		159				
05:30	25		11					17:30	75		129				
05:45	36	89	15	53			142	17:45	85	354	117	554			908
06:00	25		17					18:00	57		98				
06:15	41		28					18:15	64		77				
06:30	45		41					18:30	53		61				
06:45	54	165	44	130			295	18:45	59	233	63	299			532
07:00	91		50					19:00	48		69				
07:15	163		64					19:15	61		50				
07:30	194		81					19:30	35		59				
07:45	182	630	114	309			939	19:45	53	197	51	229			426
08:00	119		74					20:00	28		53				
08:15	104		73					20:15	35		42				
08:30	77		52					20:30	37		59				
08:45	73	373	39	238			611	20:45	19	119	44	198			317
09:00	65		54					21:00	33		48				
09:15	70		42					21:15	24		40				
09:30	83		56					21:30	28		17				
09:45	79	297	52	204			501	21:45	14	99	27	132			231
10:00	50		43					22:00	22		26				
10:15	52		44					22:15	15		20				
10:30	72		52					22:30	16		26				
10:45	64	238	61	200			438	22:45	15	68	17	89			157
11:00	59		71					23:00	21		17				
11:15	59		63					23:15	8		13				
11:30	58		62					23:30	6		9				
11:45	66	242	73	269			511	23:45	18	53	5	44			97
Total Vol.		2139		1529			**3668**			2787		3391			**6178**

Daily Totals

NB	SB	EB	WB	**Combined**
4926	4920			**9846**

	AM			PM		
Split %	58.3%	41.7%	**37.3%**	45.1%	54.9%	**62.7%**
Peak Hour	07:15	07:30	**07:15**	15:15	17:00	**17:00**
Volume	658	342	**991**	409	554	**908**
P.H.F.	0.85	0.75	**0.84**	0.98	0.87	**0.90**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

CLARK - McCABE TO VALLEYVIEW

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	6		5					12:00	44		53				
00:15	6		6					12:15	38		45				
00:30	8		3					12:30	46		42				
00:45	8	28	9	23			51	12:45	40	168	44	184			352
01:00	7		11					13:00	37		48				
01:15	4		2					13:15	43		43				
01:30	1		6					13:30	39		44				
01:45	4	16	3	22			38	13:45	52	171	55	190			361
02:00	2		2					14:00	65		56				
02:15	4		1					14:15	70		57				
02:30	4		3					14:30	54		62				
02:45	3	13	5	11			24	14:45	83	272	48	223			495
03:00	5		5					15:00	62		69				
03:15	2		5					15:15	78		67				
03:30	3		1					15:30	78		80				
03:45	1	11	7	18			29	15:45	83	301	63	279			580
04:00	4		4					16:00	83		73				
04:15	2		7					16:15	55		70				
04:30	3		6					16:30	64		73				
04:45	4	13	14	31			44	16:45	59	261	69	285			546
05:00	6		9					17:00	82		101				
05:15	4		17					17:15	69		90				
05:30	12		15					17:30	57		71				
05:45	17	39	22	63			102	17:45	45	253	60	322			575
06:00	20		15					18:00	30		51				
06:15	15		19					18:15	32		43				
06:30	29		40					18:30	33		28				
06:45	21	85	43	117			202	18:45	35	130	30	152			282
07:00	70		47					19:00	24		30				
07:15	68		76					19:15	39		15				
07:30	76		117					19:30	19		28				
07:45	112	326	136	376			702	19:45	36	118	13	86			204
08:00	105		66					20:00	17		19				
08:15	80		50					20:15	20		28				
08:30	47		38					20:30	24		18				
08:45	41	273	23	177			450	20:45	18	79	13	78			157
09:00	39		38					21:00	21		20				
09:15	41		33					21:15	20		16				
09:30	61		37					21:30	18		15				
09:45	44	185	53	161			346	21:45	11	70	13	64			134
10:00	38		28					22:00	18		7				
10:15	38		28					22:15	13		16				
10:30	50		29					22:30	10		9				
10:45	34	160	49	134			294	22:45	12	53	11	43			96
11:00	40		53					23:00	15		13				
11:15	34		40					23:15	10		3				
11:30	41		40					23:30	6		7				
11:45	43	158	51	184			342	23:45	13	44	4	27			71
Total Vol.		1307		1317			**2624**			1920		1933			**3853**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	3227	3250			**6477**

	AM			**PM**		
Split %	49.8%	50.2%	**40.5%**	49.8%	50.2%	**59.5%**
Peak Hour	07:30	07:15	**07:15**	15:15	16:30	**16:30**
Volume	373	395	**756**	322	333	**607**
P.H.F.	0.83	0.73	**0.76**	0.97	0.82	**0.83**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

SCOTT - WATERMAN TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		4			12:00			18		18		
00:15			2		3			12:15			6		9		
00:30			2		1			12:30			9		9		
00:45			1	5	1	9	14	12:45			12	45	16	52	97
01:00			1		3			13:00			10		15		
01:15			1		1			13:15			14		11		
01:30			2		2			13:30			17		13		
01:45			1	5	0	6	11	13:45			16	57	19	58	115
02:00			0		1			14:00			11		13		
02:15			1		0			14:15			12		9		
02:30			0		1			14:30			14		17		
02:45			2	3	2	4	7	14:45			13	50	18	57	107
03:00			3		1			15:00			11		19		
03:15			1		0			15:15			11		6		
03:30			1		0			15:30			15		10		
03:45			2	7	2	3	10	15:45			18	55	14	49	104
04:00			0		0			16:00			17		22		
04:15			1		0			16:15			23		20		
04:30			2		0			16:30			24		15		
04:45			0	3	1	1	4	16:45			21	85	30	87	172
05:00			4		3			17:00			22		14		
05:15			5		0			17:15			18		25		
05:30			6		0			17:30			16		15		
05:45			7	22	1	4	26	17:45			13	69	20	74	143
06:00			2		1			18:00			14		16		
06:15			6		3			18:15			16		16		
06:30			12		1			18:30			16		10		
06:45			10	30	1	6	36	18:45			16	62	19	61	123
07:00			3		5			19:00			16		12		
07:15			12		10			19:15			12		15		
07:30			18		6			19:30			14		9		
07:45			16	49	10	31	80	19:45			8	50	11	47	97
08:00			8		15			20:00			6		12		
08:15			13		5			20:15			14		8		
08:30			7		18			20:30			11		7		
08:45			6	34	20	58	92	20:45			5	36	15	42	78
09:00			11		10			21:00			13		10		
09:15			11		6			21:15			3		18		
09:30			13		13			21:30			5		4		
09:45			12	47	12	41	88	21:45			1	22	7	39	61
10:00			11		8			22:00			6		9		
10:15			6		5			22:15			2		3		
10:30			14		10			22:30			5		2		
10:45			7	38	7	30	68	22:45			3	16	6	20	36
11:00			9		8			23:00			9		4		
11:15			14		13			23:15			9		6		
11:30			22		6			23:30			3		2		
11:45			15	60	15	42	102	23:45			6	27	3	15	42
Total Vol.				303		235	**538**					574		601	**1175**

Daily Totals

NB	SB	EB	WB	**Combined**
		877	836	**1713**

	AM			**PM**		
Split %	56.3%	43.7%	**31.4%**	48.9%	51.1%	**68.6%**
Peak Hour	11:15	08:00	**11:15**	16:15	16:00	**16:00**
Volume	69	58	**121**	90	87	**172**
P.H.F.	0.78	0.73	**0.84**	0.94	0.73	**0.84**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

4TH - ORANGE TO MAIN

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	15		20					12:00	173		215				
00:15	14		19					12:15	204		204				
00:30	8		14					12:30	211		201				
00:45	15	52	14	67			119	12:45	211	799	196	816			1615
01:00	9		13					13:00	174		196				
01:15	5		8					13:15	196		221				
01:30	8		17					13:30	170		165				
01:45	2	24	14	52			76	13:45	202	742	181	763			1505
02:00	9		10					14:00	193		196				
02:15	2		7					14:15	189		217				
02:30	4		6					14:30	180		239				
02:45	8	23	8	31			54	14:45	186	748	201	853			1601
03:00	8		11					15:00	185		212				
03:15	2		18					15:15	173		228				
03:30	9		9					15:30	195		204				
03:45	15	34	18	56			90	15:45	149	702	202	846			1548
04:00	8		23					16:00	195		207				
04:15	9		20					16:15	225		235				
04:30	18		13					16:30	190		224				
04:45	18	53	26	82			135	16:45	212	822	185	851			1673
05:00	21		30					17:00	171		233				
05:15	37		45					17:15	189		203				
05:30	40		54					17:30	159		221				
05:45	49	147	56	185			332	17:45	188	707	186	843			1550
06:00	42		44					18:00	142		159				
06:15	42		39					18:15	115		186				
06:30	42		56					18:30	132		118				
06:45	55	181	72	211			392	18:45	122	511	118	581			1092
07:00	60		60					19:00	125		129				
07:15	105		74					19:15	117		99				
07:30	112		100					19:30	89		104				
07:45	142	419	184	418			837	19:45	102	433	94	426			859
08:00	163		143					20:00	91		92				
08:15	131		135					20:15	75		74				
08:30	120		128					20:30	72		87				
08:45	147	561	132	538			1099	20:45	59	297	80	333			630
09:00	142		146					21:00	70		89				
09:15	156		169					21:15	71		65				
09:30	152		170					21:30	79		68				
09:45	160	610	156	641			1251	21:45	30	250	48	270			520
10:00	169		157					22:00	42		33				
10:15	148		161					22:15	39		38				
10:30	166		181					22:30	28		45				
10:45	169	652	183	682			1334	22:45	17	126	36	152			278
11:00	160		193					23:00	27		31				
11:15	138		186					23:15	28		21				
11:30	188		199					23:30	20		18				
11:45	165	651	186	764			1415	23:45	26	101	23	93			194
Total Vol.		3407		3727			**7134**			6238		6827			**13065**

Daily Totals

NB	SB	EB	WB	**Combined**
9645	10554			**20199**

	AM			**PM**		
Split %	47.8%	52.2%	**35.3%**	47.7%	52.3%	**64.7%**
Peak Hour	11:45	11:45	**11:45**	16:00	14:30	**16:15**
Volume	753	806	**1559**	822	880	**1675**
P.H.F.	0.89	0.94	**0.95**	0.89	0.92	**0.91**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

4TH - ROSS TO ORANGE

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	22		23					12:00	188		198				
00:15	21		17					12:15	180		196				
00:30	16		16					12:30	209		153				
00:45	17	76	14	70			146	12:45	217	794	195	742			1536
01:00	9		13					13:00	188		190				
01:15	8		6					13:15	205		191				
01:30	12		15					13:30	187		155				
01:45	6	35	15	49			84	13:45	206	786	184	720			1506
02:00	9		8					14:00	193		177				
02:15	3		9					14:15	201		209				
02:30	10		7					14:30	210		201				
02:45	14	36	10	34			70	14:45	208	812	191	778			1590
03:00	9		12					15:00	212		192				
03:15	9		16					15:15	171		215				
03:30	10		11					15:30	189		190				
03:45	18	46	20	59			105	15:45	191	763	192	789			1552
04:00	15		22					16:00	218		181				
04:15	15		24					16:15	230		198				
04:30	24		16					16:30	202		208				
04:45	38	92	29	91			183	16:45	235	885	174	761			1646
05:00	38		28					17:00	195		197				
05:15	47		46					17:15	194		191				
05:30	60		52					17:30	187		202				
05:45	92	237	44	170			407	17:45	197	773	174	764			1537
06:00	49		41					18:00	151		180				
06:15	56		40					18:15	135		164				
06:30	73		53					18:30	129		111				
06:45	81	259	65	199			458	18:45	137	552	119	574			1126
07:00	83		55					19:00	120		127				
07:15	138		73					19:15	111		95				
07:30	127		100					19:30	90		97				
07:45	190	538	151	379			917	19:45	114	435	76	395			830
08:00	185		124					20:00	104		93				
08:15	153		119					20:15	73		72				
08:30	149		130					20:30	89		88				
08:45	162	649	135	508			1157	20:45	74	340	74	327			667
09:00	152		134					21:00	76		86				
09:15	159		158					21:15	86		66				
09:30	167		151					21:30	72		59				
09:45	161	639	145	588			1227	21:45	41	275	46	257			532
10:00	183		135					22:00	49		32				
10:15	155		162					22:15	42		39				
10:30	181		155					22:30	34		45				
10:45	187	706	146	598			1304	22:45	21	146	33	149			295
11:00	170		176					23:00	38		31				
11:15	174		163					23:15	29		20				
11:30	184		193					23:30	23		19				
11:45	199	727	175	707			1434	23:45	26	116	17	87			203
Total Vol.		4040		3452			**7492**			6677		6343			**13020**

Daily Totals

NB	SB	EB	WB	**Combined**
10717	9795			**20512**

	AM			**PM**		
Split %	53.9%	46.1%	**36.5%**	51.3%	48.7%	**63.5%**
Peak Hour	11:45	11:30	**11:30**	16:00	14:30	**16:00**
Volume	776	762	**1513**	885	799	**1646**
P.H.F.	0.93	0.96	**0.98**	0.93	0.93	**0.96**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

4TH - WAKE TO ROSS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	21		26					12:00	188		207				
00:15	20		23					12:15	159		218				
00:30	16		15					12:30	191		200				
00:45	15	72	12	76			148	12:45	168	706	207	832			1538
01:00	11		12					13:00	176		203				
01:15	5		8					13:15	190		231				
01:30	8		15					13:30	155		190				
01:45	6	30	13	48			78	13:45	186	707	215	839			1546
02:00	7		13					14:00	156		179				
02:15	5		9					14:15	178		212				
02:30	8		8					14:30	173		219				
02:45	14	34	14	44			78	14:45	161	668	179	789			1457
03:00	8		19					15:00	172		222				
03:15	12		17					15:15	154		208				
03:30	14		22					15:30	154		212				
03:45	14	48	22	80			128	15:45	174	654	226	868			1522
04:00	16		23					16:00	207		192				
04:15	13		21					16:15	178		231				
04:30	21		18					16:30	194		234				
04:45	38	88	35	97			185	16:45	212	791	211	868			1659
05:00	36		33					17:00	189		202				
05:15	52		45					17:15	208		231				
05:30	39		64					17:30	166		229				
05:45	72	199	56	198			397	17:45	139	702	194	856			1558
06:00	44		50					18:00	126		193				
06:15	55		43					18:15	116		180				
06:30	65		55					18:30	113		121				
06:45	82	246	79	227			473	18:45	121	476	129	623			1099
07:00	106		62					19:00	128		166				
07:15	135		69					19:15	88		97				
07:30	142		105					19:30	93		94				
07:45	178	561	144	380			941	19:45	105	414	109	466			880
08:00	174		129					20:00	92		106				
08:15	136		124					20:15	79		80				
08:30	153		157					20:30	71		85				
08:45	148	611	149	559			1170	20:45	64	306	78	349			655
09:00	146		151					21:00	66		81				
09:15	139		147					21:15	76		77				
09:30	141		144					21:30	68		48				
09:45	153	579	165	607			1186	21:45	38	248	59	265			513
10:00	149		146					22:00	47		41				
10:15	158		160					22:15	47		44				
10:30	151		150					22:30	36		52				
10:45	136	594	155	611			1205	22:45	27	157	32	169			326
11:00	158		193					23:00	48		35				
11:15	171		188					23:15	36		25				
11:30	177		184					23:30	29		26				
11:45	174	680	209	774			1454	23:45	23	136	21	107			243
Total Vol.		3742		3701			**7443**			5965		7031			**12996**

Daily Totals

NB	SB	EB	WB	**Combined**
9707	10732			**20439**

	AM			**PM**		
Split %	50.3%	49.7%	**36.4%**	45.9%	54.1%	**63.6%**
Peak Hour	11:45	11:45	**11:45**	16:30	15:45	**16:30**
Volume	712	834	**1546**	803	883	**1681**
P.H.F.	0.93	0.96	**0.98**	0.92	0.94	**0.96**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

SR86 - DANENBERG TO WAKE

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	11		4					12:00	108		119				
00:15	17		6					12:15	87		118				
00:30	9		8					12:30	101		148				
00:45	18	55	9	27			82	12:45	103	399	114	499			898
01:00	6		7					13:00	95		137				
01:15	10		5					13:15	93		140				
01:30	8		4					13:30	109		128				
01:45	4	28	3	19			47	13:45	96	393	107	512			905
02:00	6		6					14:00	106		149				
02:15	9		3					14:15	116		129				
02:30	8		5					14:30	105		156				
02:45	4	27	8	22			49	14:45	110	437	145	579			1016
03:00	11		5					15:00	121		149				
03:15	11		5					15:15	86		158				
03:30	20		6					15:30	122		143				
03:45	5	47	5	21			68	15:45	115	444	156	606			1050
04:00	10		5					16:00	107		139				
04:15	18		12					16:15	101		188				
04:30	19		11					16:30	106		170				
04:45	32	79	12	40			119	16:45	115	429	160	657			1086
05:00	52		13					17:00	132		166				
05:15	43		19					17:15	106		178				
05:30	45		23					17:30	93		151				
05:45	49	189	22	77			266	17:45	103	434	127	622			1056
06:00	24		34					18:00	94		132				
06:15	33		31					18:15	84		116				
06:30	47		38					18:30	87		113				
06:45	59	163	45	148			311	18:45	68	333	103	464			797
07:00	71		45					19:00	70		103				
07:15	90		59					19:15	65		89				
07:30	127		79					19:30	61		98				
07:45	95	383	98	281			664	19:45	49	245	67	357			602
08:00	84		72					20:00	52		86				
08:15	85		72					20:15	73		55				
08:30	72		63					20:30	49		64				
08:45	86	327	76	283			610	20:45	47	221	73	278			499
09:00	73		86					21:00	44		64				
09:15	75		85					21:15	47		49				
09:30	94		85					21:30	43		43				
09:45	87	329	86	342			671	21:45	32	166	44	200			366
10:00	86		82					22:00	27		39				
10:15	94		120					22:15	21		47				
10:30	67		99					22:30	26		41				
10:45	109	356	108	409			765	22:45	14	88	25	152			240
11:00	82		104					23:00	25		23				
11:15	99		120					23:15	10		14				
11:30	79		134					23:30	10		11				
11:45	90	350	108	466			816	23:45	9	54	4	52			106
Total Vol.		2333		2135			**4468**			3643		4978			**8621**

Daily Totals

NB	SB	EB	WB	**Combined**
5976	7113			**13089**

	AM			PM		
Split %	52.2%	47.8%	**34.1%**	42.3%	57.7%	**65.9%**
Peak Hour	07:15	11:45	**11:45**	16:30	16:15	**16:15**
Volume	396	493	**879**	459	684	**1138**
P.H.F.	0.78	0.83	**0.88**	0.92	0.91	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

SR86 - McCABE TO DANENBERG

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	4		3					12:00	50		58				
00:15	5		6					12:15	54		59				
00:30	7		2					12:30	48		74				
00:45	12	28	0	11			39	12:45	45	197	65	256			453
01:00	6		0					13:00	40		68				
01:15	6		2					13:15	44		65				
01:30	7		0					13:30	54		74				
01:45	5	24	0	2			26	13:45	44	182	56	263			445
02:00	5		0					14:00	61		79				
02:15	6		0					14:15	58		75				
02:30	6		0					14:30	36		95				
02:45	5	22	0	0			22	14:45	67	222	90	339			561
03:00	11		0					15:00	62		90				
03:15	10		1					15:15	41		109				
03:30	16		0					15:30	67		102				
03:45	6	43	0	1			44	15:45	72	242	87	388			630
04:00	5		0					16:00	49		74				
04:15	9		5					16:15	56		104				
04:30	10		7					16:30	50		105				
04:45	28	52	10	22			74	16:45	51	206	95	378			584
05:00	33		11					17:00	58		119				
05:15	27		14					17:15	57		112				
05:30	20		19					17:30	34		87				
05:45	30	110	19	63			173	17:45	46	195	61	379			574
06:00	16		24					18:00	39		71				
06:15	24		26					18:15	31		59				
06:30	31		19					18:30	48		44				
06:45	46	117	37	106			223	18:45	31	149	52	226			375
07:00	42		35					19:00	26		47				
07:15	57		61					19:15	35		41				
07:30	82		94					19:30	23		40				
07:45	87	268	70	260			528	19:45	17	101	41	169			270
08:00	88		42					20:00	20		38				
08:15	56		36					20:15	23		27				
08:30	49		36					20:30	18		33				
08:45	54	247	37	151			398	20:45	19	80	36	134			214
09:00	41		49					21:00	19		33				
09:15	40		47					21:15	17		23				
09:30	54		38					21:30	10		19				
09:45	50	185	45	179			364	21:45	12	58	24	99			157
10:00	41		41					22:00	13		15				
10:15	56		58					22:15	15		29				
10:30	29		59					22:30	16		25				
10:45	61	187	62	220			407	22:45	1	45	15	84			129
11:00	44		48					23:00	10		14				
11:15	51		55					23:15	6		7				
11:30	43		58					23:30	5		3				
11:45	43	181	55	216			397	23:45	5	26	3	27			53
Total Vol.		1464		1231			**2695**			1703		2742			**4445**

Daily Totals

NB	SB	EB	WB	**Combined**
3167	3973			**7140**

	AM			PM		
Split %	54.3%	45.7%	**37.7%**	38.3%	61.7%	**62.3%**
Peak Hour	07:15	07:15	**07:15**	15:30	16:30	**16:30**
Volume	314	267	**581**	244	431	**647**
P.H.F.	0.89	0.71	**0.83**	0.82	0.91	**0.91**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DOGWOOD - N/O VILLA

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	5		5					12:00	77		86				
00:15	9		7					12:15	70		80				
00:30	3		2					12:30	75		102				
00:45	5	22	5	19			41	12:45	81	303	89	357			660
01:00	6		2					13:00	75		94				
01:15	5		1					13:15	65		85				
01:30	3		3					13:30	88		89				
01:45	3	17	3	9			26	13:45	66	294	77	345			639
02:00	3		1					14:00	81		80				
02:15	4		2					14:15	79		93				
02:30	1		0					14:30	71		105				
02:45	3	11	1	4			15	14:45	90	321	82	360			681
03:00	5		0					15:00	93		86				
03:15	6		6					15:15	89		80				
03:30	5		4					15:30	76		84				
03:45	5	21	6	16			37	15:45	83	341	104	354			695
04:00	12		1					16:00	101		103				
04:15	8		16					16:15	95		101				
04:30	10		13					16:30	57		102				
04:45	22	52	19	49			101	16:45	92	345	101	407			752
05:00	17		14					17:00	93		83				
05:15	19		11					17:15	83		100				
05:30	38		31					17:30	85		84				
05:45	43	117	48	104			221	17:45	81	342	66	333			675
06:00	45		28					18:00	86		71				
06:15	38		40					18:15	78		52				
06:30	53		39					18:30	58		63				
06:45	52	188	86	193			381	18:45	58	280	49	235			515
07:00	42		62					19:00	33		52				
07:15	57		63					19:15	45		51				
07:30	78		76					19:30	38		47				
07:45	88	265	120	321			586	19:45	48	164	42	192			356
08:00	70		76					20:00	57		25				
08:15	56		63					20:15	56		22				
08:30	57		65					20:30	37		30				
08:45	47	230	64	268			498	20:45	51	201	22	99			300
09:00	42		56					21:00	55		21				
09:15	52		70					21:15	45		15				
09:30	52		75					21:30	33		18				
09:45	42	188	84	285			473	21:45	50	183	17	71			254
10:00	52		72					22:00	29		9				
10:15	63		61					22:15	19		7				
10:30	61		90					22:30	28		15				
10:45	52	228	78	301			529	22:45	18	94	8	39			133
11:00	66		82					23:00	13		3				
11:15	73		90					23:15	9		16				
11:30	53		76					23:30	12		5				
11:45	76	268	76	324			592	23:45	11	45	6	30			75
Total Vol.		1607		1893			**3500**			2913		2822			**5735**

Daily Totals

NB	SB	EB	WB	**Combined**
4520	4715			**9235**

	AM			**PM**		
Split %	45.9%	54.1%	**37.9%**	50.8%	49.2%	**62.1%**
Peak Hour	11:45	11:45	**11:45**	15:30	15:45	**16:00**
Volume	298	344	**642**	355	410	**752**
P.H.F.	0.97	0.84	**0.91**	0.89	0.99	**0.92**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DOGWOOD - MAIN TO VILLA

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	8		6					12:00	78		105				
00:15	7		8					12:15	76		89				
00:30	3		1					12:30	72		104				
00:45	6	24	4	19			43	12:45	82	308	98	396			704
01:00	5		2					13:00	93		91				
01:15	6		1					13:15	66		97				
01:30	1		1					13:30	99		94				
01:45	3	15	3	7			22	13:45	66	324	85	367			691
02:00	3		1					14:00	77		96				
02:15	5		3					14:15	83		96				
02:30	1		0					14:30	75		115				
02:45	3	12	2	6			18	14:45	83	318	96	403			721
03:00	5		0					15:00	92		93				
03:15	9		4					15:15	89		86				
03:30	4		4					15:30	80		104				
03:45	10	28	7	15			43	15:45	82	343	123	406			749
04:00	12		2					16:00	98		112				
04:15	10		14					16:15	93		108				
04:30	9		13					16:30	66		114				
04:45	20	51	23	52			103	16:45	92	349	104	438			787
05:00	24		18					17:00	105		100				
05:15	26		15					17:15	93		108				
05:30	42		43					17:30	102		89				
05:45	51	143	49	125			268	17:45	84	384	71	368			752
06:00	50		34					18:00	78		88				
06:15	43		38					18:15	87		52				
06:30	55		45					18:30	58		72				
06:45	62	210	100	217			427	18:45	60	283	60	272			555
07:00	45		62					19:00	41		56				
07:15	46		64					19:15	60		52				
07:30	80		92					19:30	40		51				
07:45	91	262	142	360			622	19:45	52	193	45	204			397
08:00	70		86					20:00	66		27				
08:15	58		68					20:15	54		27				
08:30	61		71					20:30	40		33				
08:45	44	233	68	293			526	20:45	56	216	26	113			329
09:00	48		61					21:00	65		21				
09:15	52		73					21:15	47		15				
09:30	59		76					21:30	38		21				
09:45	39	198	94	304			502	21:45	56	206	20	77			283
10:00	52		70					22:00	32		8				
10:15	64		68					22:15	23		7				
10:30	63		96					22:30	30		14				
10:45	54	233	90	324			557	22:45	21	106	8	37			143
11:00	64		86					23:00	18		3				
11:15	75		99					23:15	11		14				
11:30	63		85					23:30	14		7				
11:45	70	272	75	345			617	23:45	11	54	7	31			85
Total Vol.		1681		2067			**3748**			3084		3112			**6196**

Daily Totals

NB	SB	EB	WB	**Combined**
4765	5179			**9944**

	AM			**PM**		
Split %	44.9%	55.1%	**37.7%**	49.8%	50.2%	**62.3%**
Peak Hour	07:30	07:30	**07:30**	16:45	15:45	**15:30**
Volume	299	388	**687**	392	457	**800**
P.H.F.	0.82	0.68	**0.74**	0.91	0.93	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DOGWOOD - ORANGE TO MAIN

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	21		7					12:00	129		139				
00:15	14		4					12:15	152		128				
00:30	12		7					12:30	151		158				
00:45	6	53	4	22			75	12:45	155	587	129	554			1141
01:00	9		2					13:00	139		140				
01:15	5		4					13:15	135		129				
01:30	4		4					13:30	139		107				
01:45	5	23	7	17			40	13:45	142	555	118	494			1049
02:00	12		7					14:00	164		129				
02:15	3		4					14:15	141		154				
02:30	7		7					14:30	148		163				
02:45	5	27	7	25			52	14:45	135	588	157	603			1191
03:00	8		7					15:00	137		119				
03:15	7		8					15:15	138		130				
03:30	9		12					15:30	153		137				
03:45	13	37	5	32			69	15:45	164	592	173	559			1151
04:00	7		12					16:00	156		139				
04:15	26		10					16:15	136		157				
04:30	21		22					16:30	154		126				
04:45	35	89	35	79			168	16:45	124	570	139	561			1131
05:00	31		29					17:00	171		159				
05:15	42		31					17:15	141		135				
05:30	57		47					17:30	152		111				
05:45	68	198	62	169			367	17:45	116	580	101	506			1086
06:00	54		34					18:00	138		107				
06:15	61		46					18:15	116		108				
06:30	72		88					18:30	108		97				
06:45	85	272	90	258			530	18:45	104	466	76	388			854
07:00	84		58					19:00	84		71				
07:15	102		81					19:15	102		68				
07:30	141		131					19:30	84		71				
07:45	123	450	109	379			829	19:45	81	351	54	264			615
08:00	133		113					20:00	104		69				
08:15	86		93					20:15	67		58				
08:30	106		72					20:30	85		47				
08:45	92	417	74	352			769	20:45	77	333	45	219			552
09:00	102		101					21:00	69		24				
09:15	115		90					21:15	68		18				
09:30	109		112					21:30	56		23				
09:45	109	435	78	381			816	21:45	45	238	30	95			333
10:00	102		102					22:00	51		17				
10:15	91		105					22:15	30		14				
10:30	105		126					22:30	33		9				
10:45	107	405	115	448			853	22:45	19	133	10	50			183
11:00	108		101					23:00	16		13				
11:15	122		105					23:15	18		16				
11:30	141		103					23:30	18		13				
11:45	120	491	148	457			948	23:45	22	74	9	51			125
Total Vol.		2897		2619			**5516**			5067		4344			**9411**

Daily Totals

NB	SB	EB	WB	**Combined**
7964	6963			**14927**

	AM			**PM**		
Split %	52.5%	47.5%	**37.0%**	53.8%	46.2%	**63.0%**
Peak Hour	11:45	11:45	**11:45**	15:15	15:30	**15:30**
Volume	552	573	**1125**	611	606	**1215**
P.H.F.	0.91	0.91	**0.91**	0.94	0.88	**0.90**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DOGWOOD - ROSS TO ORANGE

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	22		10					12:00	127		153				
00:15	18		8					12:15	145		125				
00:30	13		5					12:30	150		141				
00:45	7	60	4	27			87	12:45	142	564	145	564			1128
01:00	7		6					13:00	140		122				
01:15	7		6					13:15	120		121				
01:30	5		1					13:30	138		140				
01:45	8	27	4	17			44	13:45	146	544	100	483			1027
02:00	13		13					14:00	161		119				
02:15	7		4					14:15	149		130				
02:30	3		9					14:30	150		175				
02:45	10	33	4	30			63	14:45	114	574	144	568			1142
03:00	10		7					15:00	146		137				
03:15	3		13					15:15	139		124				
03:30	10		10					15:30	143		128				
03:45	12	35	9	39			74	15:45	143	571	157	546			1117
04:00	7		13					16:00	131		169				
04:15	19		10					16:15	141		129				
04:30	20		14					16:30	144		151				
04:45	36	82	23	60			142	16:45	135	551	137	586			1137
05:00	22		27					17:00	150		148				
05:15	35		31					17:15	164		155				
05:30	47		31					17:30	127		122				
05:45	56	160	65	154			314	17:45	125	566	122	547			1113
06:00	39		41					18:00	116		105				
06:15	51		37					18:15	135		125				
06:30	65		54					18:30	127		106				
06:45	87	242	74	206			448	18:45	106	484	76	412			896
07:00	81		51					19:00	91		87				
07:15	96		85					19:15	102		68				
07:30	131		121					19:30	89		78				
07:45	152	460	156	413			873	19:45	101	383	54	287			670
08:00	136		95					20:00	102		73				
08:15	92		109					20:15	82		62				
08:30	97		79					20:30	89		52				
08:45	101	426	96	379			805	20:45	91	364	43	230			594
09:00	85		91					21:00	83		41				
09:15	103		95					21:15	75		19				
09:30	109		104					21:30	77		15				
09:45	95	392	104	394			786	21:45	51	286	24	99			385
10:00	101		89					22:00	50		26				
10:15	85		106					22:15	40		12				
10:30	107		109					22:30	42		10				
10:45	94	387	119	423			810	22:45	30	162	14	62			224
11:00	108		117					23:00	23		12				
11:15	101		108					23:15	20		15				
11:30	130		109					23:30	23		13				
11:45	125	464	152	486			950	23:45	24	90	13	53			143
Total Vol.		2768		2628			**5396**			5139		4437			**9576**

Daily Totals

NB	SB	EB	WB	**Combined**
7907	7065			**14972**

	AM			**PM**		
Split %	51.3%	48.7%	**36.0%**	53.7%	46.3%	**64.0%**
Peak Hour	11:45	11:45	**11:45**	13:45	15:45	**16:30**
Volume	547	571	**1118**	606	606	**1184**
P.H.F.	0.91	0.93	**0.96**	0.94	0.90	**0.93**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DOGWOOD - WAKE TO ROSS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	25		8					12:00	147		199				
00:15	11		9					12:15	135		156				
00:30	14		6					12:30	157		140				
00:45	8	58	2	25			83	12:45	183	622	165	660			1282
01:00	10		6					13:00	147		129				
01:15	8		6					13:15	152		136				
01:30	7		1					13:30	160		146				
01:45	6	31	6	19			50	13:45	148	607	116	527			1134
02:00	13		11					14:00	172		127				
02:15	6		8					14:15	176		135				
02:30	7		7					14:30	169		178				
02:45	15	41	6	32			73	14:45	142	659	187	627			1286
03:00	11		4					15:00	135		157				
03:15	4		10					15:15	170		153				
03:30	11		14					15:30	152		153				
03:45	11	37	10	38			75	15:45	157	614	181	644			1258
04:00	5		12					16:00	141		179				
04:15	21		12					16:15	149		166				
04:30	24		18					16:30	154		172				
04:45	39	89	19	61			150	16:45	153	597	181	698			1295
05:00	21		20					17:00	154		169				
05:15	42		30					17:15	165		173				
05:30	53		28					17:30	158		152				
05:45	86	202	64	142			344	17:45	149	626	140	634			1260
06:00	38		30					18:00	139		133				
06:15	50		31					18:15	140		126				
06:30	95		58					18:30	138		116				
06:45	108	291	77	196			487	18:45	121	538	97	472			1010
07:00	87		65					19:00	106		103				
07:15	117		79					19:15	115		87				
07:30	137		128					19:30	112		97				
07:45	173	514	136	408			922	19:45	112	445	60	347			792
08:00	163		115					20:00	111		85				
08:15	107		96					20:15	106		64				
08:30	107		99					20:30	102		55				
08:45	95	472	106	416			888	20:45	108	427	49	253			680
09:00	113		83					21:00	101		43				
09:15	115		113					21:15	90		30				
09:30	111		136					21:30	82		18				
09:45	116	455	145	477			932	21:45	65	338	29	120			458
10:00	104		96					22:00	59		28				
10:15	112		134					22:15	49		17				
10:30	111		107					22:30	52		14				
10:45	113	440	137	474			914	22:45	42	202	15	74			276
11:00	125		136					23:00	19		15				
11:15	137		133					23:15	28		13				
11:30	158		129					23:30	26		12				
11:45	127	547	156	554			1101	23:45	27	100	19	59			159
Total Vol.		3177		2842			**6019**			5775		5115			**10890**

Daily Totals

NB	SB	EB	WB	**Combined**
8952	7957			**16909**

	AM			PM		
Split %	52.8%	47.2%	**35.6%**	53.0%	47.0%	**64.4%**
Peak Hour	07:15	11:45	**11:45**	13:45	15:45	**16:30**
Volume	590	651	**1217**	665	698	**1321**
P.H.F.	0.85	0.82	**0.88**	0.95	0.96	**0.98**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DOGWOOD - DANENBERG TO WAKE

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	22		15					12:00	195		240				
00:15	16		11					12:15	215		276				
00:30	17		14					12:30	218		230				
00:45	12	67	17	57			124	12:45	215	843	246	992			1835
01:00	13		5					13:00	212		233				
01:15	9		3					13:15	207		217				
01:30	8		6					13:30	209		226				
01:45	4	34	12	26			60	13:45	213	841	208	884			1725
02:00	13		15					14:00	229		208				
02:15	8		3					14:15	232		224				
02:30	13		11					14:30	223		230				
02:45	9	43	12	41			84	14:45	189	873	272	934			1807
03:00	4		7					15:00	206		234				
03:15	2		8					15:15	230		228				
03:30	10		13					15:30	229		269				
03:45	13	29	10	38			67	15:45	192	857	277	1008			1865
04:00	10		10					16:00	190		256				
04:15	22		16					16:15	216		269				
04:30	24		14					16:30	248		282				
04:45	40	96	23	63			159	16:45	216	870	264	1071			1941
05:00	26		21					17:00	226		285				
05:15	42		36					17:15	240		272				
05:30	68		42					17:30	229		252				
05:45	71	207	55	154			361	17:45	242	937	268	1077			2014
06:00	40		44					18:00	232		252				
06:15	51		41					18:15	195		247				
06:30	83		47					18:30	227		237				
06:45	87	261	82	214			475	18:45	180	834	197	933			1767
07:00	101		78					19:00	166		182				
07:15	129		77					19:15	184		189				
07:30	167		109					19:30	183		168				
07:45	190	587	195	459			1046	19:45	171	704	138	677			1381
08:00	160		153					20:00	188		149				
08:15	105		131					20:15	179		135				
08:30	90		100					20:30	174		134				
08:45	94	449	136	520			969	20:45	161	702	102	520			1222
09:00	127		131					21:00	162		75				
09:15	116		134					21:15	146		70				
09:30	104		152					21:30	140		54				
09:45	111	458	161	578			1036	21:45	105	553	50	249			802
10:00	108		161					22:00	112		53				
10:15	121		185					22:15	70		40				
10:30	118		203					22:30	59		51				
10:45	126	473	215	764			1237	22:45	68	309	28	172			481
11:00	163		215					23:00	40		23				
11:15	156		186					23:15	48		29				
11:30	166		234					23:30	31		19				
11:45	166	651	238	873			1524	23:45	46	165	20	91			256
Total Vol.		3355		3787			**7142**			8488		8608			**17096**

Daily Totals

NB	SB	EB	WB	**Combined**
11843	12395			**24238**

	AM			**PM**		
Split %	47.0%	53.0%	**29.5%**	49.6%	50.4%	**70.5%**
Peak Hour	11:45	11:30	**11:45**	17:15	16:30	**16:30**
Volume	794	988	**1778**	943	1103	**2033**
P.H.F.	0.91	0.89	**0.91**	0.98	0.97	**0.96**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

BRADSHAW - WATERMAN TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			10		8			12:00			139		186		
00:15			13		5			12:15			154		175		
00:30			10		7			12:30			168		173		
00:45			7	40	1	21	61	12:45			189	650	156	690	1340
01:00			7		2			13:00			191		144		
01:15			4		2			13:15			126		161		
01:30			3		1			13:30			176		161		
01:45			3	17	0	5	22	13:45			170	663	158	624	1287
02:00			0		2			14:00			161		170		
02:15			1		2			14:15			156		148		
02:30			2		2			14:30			158		153		
02:45			0	3	2	8	11	14:45			154	629	143	614	1243
03:00			1		1			15:00			160		142		
03:15			2		4			15:15			150		156		
03:30			1		5			15:30			178		185		
03:45			1	5	13	23	28	15:45			181	669	153	636	1305
04:00			3		13			16:00			164		145		
04:15			5		9			16:15			129		137		
04:30			5		8			16:30			167		138		
04:45			14	27	14	44	71	16:45			140	600	147	567	1167
05:00			8		13			17:00			149		160		
05:15			15		19			17:15			156		148		
05:30			8		10			17:30			167		159		
05:45			9	40	23	65	105	17:45			153	625	155	622	1247
06:00			13		22			18:00			145		122		
06:15			24		32			18:15			139		111		
06:30			30		30			18:30			152		121		
06:45			27	94	32	116	210	18:45			142	578	121	475	1053
07:00			40		44			19:00			143		106		
07:15			38		52			19:15			119		105		
07:30			50		58			19:30			139		108		
07:45			53	181	74	228	409	19:45			105	506	84	403	909
08:00			68		75			20:00			111		91		
08:15			62		87			20:15			95		67		
08:30			66		75			20:30			110		50		
08:45			68	264	91	328	592	20:45			86	402	53	261	663
09:00			83		73			21:00			79		40		
09:15			73		105			21:15			58		36		
09:30			70		107			21:30			55		35		
09:45			71	297	139	424	721	21:45			57	249	26	137	386
10:00			88		122			22:00			49		35		
10:15			105		160			22:15			44		21		
10:30			115		141			22:30			43		11		
10:45			107	415	156	579	994	22:45			24	160	25	92	252
11:00			149		170			23:00			40		9		
11:15			136		170			23:15			32		13		
11:30			166		173			23:30			18		10		
11:45			148	599	164	677	1276	23:45			12	102	10	42	144
Total Vol.				1982		2518	**4500**					5833		5163	**10996**

Daily Totals

NB	SB	EB	WB	**Combined**
		7815	7681	**15496**

	AM			**PM**		
Split %	44.0%	56.0%	**29.0%**	53.0%	47.0%	**71.0%**
Peak Hour	11:45	11:30	**11:45**	12:15	12:00	**12:15**
Volume	609	698	**1307**	702	690	**1350**
P.H.F.	0.91	0.94	**0.96**	0.92	0.93	**0.98**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DOGWOOD - McCABE TO DANENBERG

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	15		15					12:00	132		105				
00:15	6		14					12:15	113		115				
00:30	6		9					12:30	110		103				
00:45	7	34	7	45			79	12:45	121	476	100	423			899
01:00	5		10					13:00	106		93				
01:15	2		2					13:15	148		94				
01:30	4		7					13:30	127		102				
01:45	2	13	8	27			40	13:45	126	507	92	381			888
02:00	4		6					14:00	133		92				
02:15	5		5					14:15	111		100				
02:30	16		7					14:30	104		138				
02:45	1	26	6	24			50	14:45	142	490	105	435			925
03:00	2		5					15:00	122		106				
03:15	4		7					15:15	107		124				
03:30	7		5					15:30	128		131				
03:45	13	26	5	22			48	15:45	122	479	111	472			951
04:00	8		10					16:00	112		119				
04:15	25		12					16:15	129		131				
04:30	21		9					16:30	141		135				
04:45	33	87	10	41			128	16:45	124	506	121	506			1012
05:00	22		11					17:00	133		184				
05:15	47		12					17:15	102		149				
05:30	58		21					17:30	124		128				
05:45	69	196	26	70			266	17:45	135	494	121	582			1076
06:00	32		26					18:00	124		122				
06:15	56		20					18:15	102		127				
06:30	73		18					18:30	94		112				
06:45	76	237	25	89			326	18:45	92	412	83	444			856
07:00	86		39					19:00	86		109				
07:15	100		38					19:15	88		91				
07:30	138		58					19:30	87		103				
07:45	172	496	65	200			696	19:45	71	332	84	387			719
08:00	135		56					20:00	78		74				
08:15	85		66					20:15	54		69				
08:30	79		56					20:30	53		85				
08:45	84	383	46	224			607	20:45	40	225	77	305			530
09:00	92		45					21:00	43		76				
09:15	87		45					21:15	36		77				
09:30	117		54					21:30	37		58				
09:45	108	404	49	193			597	21:45	27	143	57	268			411
10:00	86		51					22:00	27		59				
10:15	87		68					22:15	22		39				
10:30	104		63					22:30	20		34				
10:45	102	379	72	254			633	22:45	28	97	38	170			267
11:00	115		68					23:00	22		23				
11:15	96		59					23:15	12		20				
11:30	129		83					23:30	5		18				
11:45	99	439	75	285			724	23:45	12	51	20	81			132
Total Vol.		2720		1474			**4194**			4212		4454			**8666**

Daily Totals

NB	SB	EB	WB	**Combined**
6932	5928			**12860**

	AM			**PM**		
Split %	64.9%	35.1%	**32.6%**	48.6%	51.4%	**67.4%**
Peak Hour	07:15	11:45	**11:45**	13:15	16:30	**16:15**
Volume	545	398	**852**	534	589	**1098**
P.H.F.	0.79	0.87	**0.90**	0.89	0.80	**0.87**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DOGWOOD - McCABE WB TO McCABE EB

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	14		17					12:00	127		110				
00:15	7		14					12:15	111		122				
00:30	4		8					12:30	110		101				
00:45	7	32	7	46			78	12:45	114	462	105	438			900
01:00	6		9					13:00	104		101				
01:15	3		2					13:15	142		91				
01:30	3		7					13:30	119		109				
01:45	3	15	12	30			45	13:45	115	480	95	396			876
02:00	4		7					14:00	119		92				
02:15	6		3					14:15	109		94				
02:30	15		7					14:30	100		160				
02:45	1	26	5	22			48	14:45	128	456	116	462			918
03:00	2		7					15:00	112		110				
03:15	5		10					15:15	107		130				
03:30	6		5					15:30	119		138				
03:45	12	25	6	28			53	15:45	120	458	126	504			962
04:00	10		10					16:00	109		132				
04:15	25		10					16:15	118		140				
04:30	23		10					16:30	138		133				
04:45	34	92	12	42			134	16:45	121	486	124	529			1015
05:00	26		12					17:00	136		179				
05:15	46		12					17:15	100		138				
05:30	56		26					17:30	114		127				
05:45	64	192	33	83			275	17:45	122	472	117	561			1033
06:00	38		36					18:00	116		121				
06:15	58		26					18:15	95		138				
06:30	70		38					18:30	91		111				
06:45	73	239	31	131			370	18:45	85	387	96	466			853
07:00	86		41					19:00	80		108				
07:15	107		45					19:15	85		94				
07:30	147		64					19:30	89		99				
07:45	176	516	66	216			732	19:45	68	322	81	382			704
08:00	131		64					20:00	71		79				
08:15	81		74					20:15	50		79				
08:30	82		61					20:30	54		83				
08:45	80	374	37	236			610	20:45	39	214	77	318			532
09:00	92		56					21:00	39		68				
09:15	85		50					21:15	32		80				
09:30	105		55					21:30	39		57				
09:45	98	380	50	211			591	21:45	28	138	57	262			400
10:00	81		60					22:00	23		57				
10:15	85		71					22:15	25		41				
10:30	92		64					22:30	21		35				
10:45	95	353	71	266			619	22:45	28	97	40	173			270
11:00	114		71					23:00	21		24				
11:15	90		63					23:15	12		29				
11:30	124		89					23:30	6		16				
11:45	96	424	77	300			724	23:45	12	51	21	90			141
Total Vol.		2668		1611			**4279**			4023		4581			**8604**

Daily Totals

NB	SB	EB	WB	**Combined**
6691	6192			**12883**

	AM			PM		
Split %	62.4%	37.6%	**33.2%**	46.8%	53.2%	**66.8%**
Peak Hour	07:15	11:45	**11:30**	16:15	16:15	**16:15**
Volume	561	410	**856**	513	576	**1089**
P.H.F.	0.80	0.84	**0.90**	0.90	0.80	**0.86**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

BRADSHAW - IMPERIAL TO 12TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			1		4			12:00			54		57		
00:15			0		0			12:15			53		52		
00:30			1		6			12:30			48		52		
00:45			2	4	1	11	15	12:45			75	230	41	202	432
01:00			1		3			13:00			64		55		
01:15			0		1			13:15			57		63		
01:30			2		0			13:30			41		50		
01:45			1	4	0	4	8	13:45			50	212	62	230	442
02:00			0		0			14:00			46		42		
02:15			2		0			14:15			67		38		
02:30			0		2			14:30			48		51		
02:45			0	2	0	2	4	14:45			51	212	52	183	395
03:00			0		0			15:00			47		52		
03:15			0		0			15:15			47		35		
03:30			1		0			15:30			53		40		
03:45			0	1	8	8	9	15:45			72	219	63	190	409
04:00			0		5			16:00			65		38		
04:15			1		5			16:15			51		44		
04:30			1		5			16:30			48		47		
04:45			2	4	14	29	33	16:45			54	218	58	187	405
05:00			1		8			17:00			56		45		
05:15			8		10			17:15			53		53		
05:30			4		6			17:30			56		57		
05:45			7	20	14	38	58	17:45			67	232	47	202	434
06:00			6		10			18:00			57		43		
06:15			11		16			18:15			54		45		
06:30			13		15			18:30			48		55		
06:45			9	39	12	53	92	18:45			45	204	46	189	393
07:00			14		8			19:00			59		25		
07:15			17		19			19:15			37		30		
07:30			30		30			19:30			37		32		
07:45			22	83	52	109	192	19:45			28	161	33	120	281
08:00			27		47			20:00			36		38		
08:15			26		34			20:15			50		24		
08:30			32		31			20:30			42		18		
08:45			21	106	36	148	254	20:45			27	155	21	101	256
09:00			27		33			21:00			29		14		
09:15			32		26			21:15			27		16		
09:30			33		41			21:30			21		8		
09:45			31	123	40	140	263	21:45			26	103	9	47	150
10:00			40		41			22:00			8		5		
10:15			31		41			22:15			12		8		
10:30			37		35			22:30			8		6		
10:45			41	149	46	163	312	22:45			8	36	2	21	57
11:00			38		66			23:00			8		5		
11:15			54		55			23:15			9		2		
11:30			36		36			23:30			4		2		
11:45			44	172	61	218	390	23:45			3	24	3	12	36
Total Vol.				707		923	**1630**					2006		1684	**3690**

Daily Totals

NB	SB	EB	WB	Combined
		2713	2607	**5320**

	AM			PM		
Split %	43.4%	56.6%	**30.6%**	54.4%	45.6%	**69.4%**
Peak Hour	11:45	11:45	**11:45**	12:30	13:00	**12:30**
Volume	199	222	**421**	244	230	**455**
P.H.F.	0.92	0.91	**0.95**	0.81	0.91	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

PITZER - McCABE TO DANENBERG

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	2		8					12:00	51		34				
00:15	2		10					12:15	49		40				
00:30	1		6					12:30	55		44				
00:45	0	5	2	26			31	12:45	52	207	63	181			388
01:00	1		4					13:00	47		44				
01:15	0		4					13:15	42		47				
01:30	0		1					13:30	38		49				
01:45	4	5	3	12			17	13:45	50	177	50	190			367
02:00	1		6					14:00	37		49				
02:15	1		2					14:15	44		56				
02:30	2		1					14:30	47		41				
02:45	0	4	0	9			13	14:45	35	163	56	202			365
03:00	0		1					15:00	35		50				
03:15	0		0					15:15	44		50				
03:30	0		0					15:30	50		53				
03:45	3	3	0	1			4	15:45	46	175	49	202			377
04:00	5		0					16:00	54		61				
04:15	1		0					16:15	44		52				
04:30	3		0					16:30	48		65				
04:45	3	12	3	3			15	16:45	46	192	57	235			427
05:00	2		2					17:00	56		71				
05:15	7		1					17:15	43		66				
05:30	9		3					17:30	46		60				
05:45	6	24	1	7			31	17:45	41	186	48	245			431
06:00	3		0					18:00	55		50				
06:15	9		1					18:15	46		51				
06:30	4		3					18:30	43		54				
06:45	19	35	6	10			45	18:45	43	187	47	202			389
07:00	8		4					19:00	54		52				
07:15	16		5					19:15	44		46				
07:30	18		5					19:30	50		48				
07:45	39	81	12	26			107	19:45	38	186	57	203			389
08:00	20		14					20:00	43		52				
08:15	25		8					20:15	31		53				
08:30	12		7					20:30	30		40				
08:45	24	81	7	36			117	20:45	23	127	54	199			326
09:00	22		13					21:00	27		66				
09:15	22		12					21:15	20		59				
09:30	38		14					21:30	14		54				
09:45	27	109	10	49			158	21:45	11	72	42	221			293
10:00	41		17					22:00	9		57				
10:15	31		12					22:15	6		28				
10:30	52		19					22:30	9		40				
10:45	63	187	24	72			259	22:45	2	26	15	140			166
11:00	48		30					23:00	1		19				
11:15	46		24					23:15	3		20				
11:30	54		38					23:30	4		14				
11:45	36	184	49	141			325	23:45	3	11	21	74			85
Total Vol.		730		392			**1122**		1709		2294				**4003**

Daily Totals

NB	SB	EB	WB	**Combined**
2439	2686			**5125**

	AM			**PM**		
Split %	65.1%	34.9%	**21.9%**	42.7%	57.3%	**78.1%**
Peak Hour	10:45	11:45	**11:45**	12:00	16:30	**16:30**
Volume	211	167	**358**	207	259	**452**
P.H.F.	0.84	0.85	**0.90**	0.95	0.91	**0.89**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

BRADSHAW - LA BRUCHERIE TO WATERMAN

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			4		6			12:00			72		61		
00:15			4		3			12:15			75		44		
00:30			2		4			12:30			58		58		
00:45			1	11	4	17	28	12:45			66	271	65	228	499
01:00			0		1			13:00			67		58		
01:15			2		0			13:15			71		81		
01:30			0		0			13:30			71		78		
01:45			2	4	0	1	5	13:45			74	283	82	299	582
02:00			0		0			14:00			59		78		
02:15			2		1			14:15			68		75		
02:30			3		0			14:30			64		54		
02:45			2	7	2	3	10	14:45			69	260	65	272	532
03:00			2		0			15:00			67		61		
03:15			2		1			15:15			72		74		
03:30			1		0			15:30			82		55		
03:45			8	13	4	5	18	15:45			73	294	79	269	563
04:00			5		0			16:00			60		77		
04:15			3		1			16:15			77		76		
04:30			9		1			16:30			79		59		
04:45			9	26	5	7	33	16:45			78	294	54	266	560
05:00			7		6			17:00			86		78		
05:15			11		7			17:15			82		94		
05:30			11		5			17:30			95		73		
05:45			16	45	7	25	70	17:45			64	327	56	301	628
06:00			16		8			18:00			61		53		
06:15			20		17			18:15			49		51		
06:30			18		11			18:30			54		48		
06:45			23	77	13	49	126	18:45			50	214	64	216	430
07:00			24		24			19:00			45		44		
07:15			38		29			19:15			48		43		
07:30			52		38			19:30			45		55		
07:45			66	180	28	119	299	19:45			39	177	42	184	361
08:00			79		27			20:00			31		53		
08:15			68		39			20:15			34		29		
08:30			48		28			20:30			22		41		
08:45			44	239	34	128	367	20:45			22	109	38	161	270
09:00			54		31			21:00			21		34		
09:15			56		36			21:15			24		24		
09:30			43		39			21:30			21		31		
09:45			55	208	45	151	359	21:45			15	81	19	108	189
10:00			65		47			22:00			12		14		
10:15			67		49			22:15			14		25		
10:30			57		56			22:30			13		7		
10:45			64	253	40	192	445	22:45			4	43	17	63	106
11:00			83		59			23:00			4		8		
11:15			67		54			23:15			11		14		
11:30			73		49			23:30			5		6		
11:45			68	291	66	228	519	23:45			5	25	11	39	64
Total Vol.				1354		925	**2279**					2378		2406	**4784**

Daily Totals

NB	SB	EB	WB	**Combined**
		3732	3331	**7063**

	AM			**PM**		
Split %	59.4%	40.6%	**32.3%**	49.7%	50.3%	**67.7%**
Peak Hour	11:00	11:15	**11:00**	16:45	13:15	**16:45**
Volume	291	230	**519**	341	319	**640**
P.H.F.	0.88	0.87	**0.91**	0.90	0.97	**0.91**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - EUCLID TO PICO

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	11		11					12:00	162		143				
00:15	4		3					12:15	119		122				
00:30	5		3					12:30	137		133				
00:45	7	27	3	20			47	12:45	128	546	144	542			1088
01:00	3		4					13:00	150		130				
01:15	2		7					13:15	162		121				
01:30	3		3					13:30	157		155				
01:45	2	10	1	15			25	13:45	136	605	140	546			1151
02:00	8		2					14:00	132		129				
02:15	1		3					14:15	118		126				
02:30	3		3					14:30	171		154				
02:45	3	15	2	10			25	14:45	147	568	160	569			1137
03:00	3		1					15:00	132		165				
03:15	3		5					15:15	124		123				
03:30	2		4					15:30	131		158				
03:45	9	17	2	12			29	15:45	136	523	153	599			1122
04:00	8		7					16:00	124		130				
04:15	6		10					16:15	137		133				
04:30	14		6					16:30	143		134				
04:45	19	47	8	31			78	16:45	183	587	138	535			1122
05:00	18		10					17:00	183		146				
05:15	27		15					17:15	161		163				
05:30	27		11					17:30	166		143				
05:45	50	122	29	65			187	17:45	140	650	118	570			1220
06:00	30		17					18:00	113		122				
06:15	40		22					18:15	100		109				
06:30	45		31					18:30	115		111				
06:45	57	172	46	116			288	18:45	102	430	84	426			856
07:00	47		50					19:00	68		104				
07:15	87		78					19:15	80		78				
07:30	148		127					19:30	69		83				
07:45	194	476	131	386			862	19:45	74	291	57	322			613
08:00	105		113					20:00	72		74				
08:15	89		82					20:15	56		80				
08:30	93		96					20:30	66		66				
08:45	103	390	82	373			763	20:45	47	241	62	282			523
09:00	89		74					21:00	67		53				
09:15	78		88					21:15	59		55				
09:30	78		79					21:30	36		41				
09:45	92	337	98	339			676	21:45	42	204	39	188			392
10:00	95		117					22:00	30		36				
10:15	102		73					22:15	28		28				
10:30	85		94					22:30	32		14				
10:45	114	396	89	373			769	22:45	10	100	17	95			195
11:00	134		108					23:00	23		13				
11:15	120		107					23:15	16		12				
11:30	100		109					23:30	8		15				
11:45	123	477	120	444			921	23:45	15	62	11	51			113
Total Vol.		2486		2184			**4670**			4807		4725			**9532**

Daily Totals

NB	SB	EB	WB	**Combined**
7293	6909			**14202**

	AM			PM		
Split %	53.2%	46.8%	**32.9%**	50.4%	49.6%	**67.1%**
Peak Hour	11:45	11:45	**11:45**	16:45	14:45	**16:45**
Volume	541	518	**1059**	693	606	**1283**
P.H.F.	0.83	0.91	**0.87**	0.94	0.92	**0.97**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

PICO - WATERMAN TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			2		3			12:00			11		12		
00:15			1		0			12:15			11		16		
00:30			0		1			12:30			8		18		
00:45			1	4	1	5	9	12:45			24	54	14	60	114
01:00			0		0			13:00			10		17		
01:15			0		1			13:15			11		21		
01:30			0		2			13:30			16		17		
01:45			0	0	0	3	3	13:45			16	53	22	77	130
02:00			0		2			14:00			17		20		
02:15			0		0			14:15			24		24		
02:30			0		0			14:30			25		26		
02:45			1	1	1	3	4	14:45			24	90	27	97	187
03:00			0		0			15:00			11		9		
03:15			0		1			15:15			16		14		
03:30			1		1			15:30			19		16		
03:45			1	2	1	3	5	15:45			13	59	20	59	118
04:00			1		0			16:00			12		15		
04:15			0		0			16:15			19		18		
04:30			3		2			16:30			20		21		
04:45			3	7	0	2	9	16:45			15	66	26	80	146
05:00			3		5			17:00			11		17		
05:15			8		3			17:15			14		15		
05:30			9		0			17:30			16		16		
05:45			5	25	0	8	33	17:45			18	59	21	69	128
06:00			5		2			18:00			11		16		
06:15			7		0			18:15			13		12		
06:30			7		5			18:30			4		15		
06:45			7	26	2	9	35	18:45			10	38	15	58	96
07:00			7		7			19:00			6		9		
07:15			10		5			19:15			5		15		
07:30			32		22			19:30			10		10		
07:45			32	81	38	72	153	19:45			5	26	8	42	68
08:00			20		21			20:00			5		6		
08:15			12		15			20:15			6		11		
08:30			14		6			20:30			11		12		
08:45			15	61	6	48	109	20:45			2	24	9	38	62
09:00			9		10			21:00			4		9		
09:15			17		9			21:15			2		7		
09:30			6		15			21:30			4		6		
09:45			18	50	2	36	86	21:45			2	12	6	28	40
10:00			12		9			22:00			5		5		
10:15			5		11			22:15			2		5		
10:30			14		16			22:30			5		5		
10:45			15	46	10	46	92	22:45			5	17	0	15	32
11:00			7		15			23:00			1		5		
11:15			8		16			23:15			0		2		
11:30			6		15			23:30			0		1		
11:45			13	34	20	66	100	23:45			0	1	5	13	14
Total Vol.				337		301	**638**					499		636	**1135**

Daily Totals

NB	SB	EB	WB	Combined
		836	937	**1773**

	AM			PM		
Split %	52.8%	47.2%	**36.0%**	44.0%	56.0%	**64.0%**
Peak Hour	07:30	07:30	**07:30**	14:00	14:00	**14:00**
Volume	96	96	**192**	90	97	**187**
P.H.F.	0.75	0.63	**0.69**	0.90	0.90	**0.92**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

PICO - IMPERIAL TO 12TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			3		2			12:00			37		37		
00:15			3		1			12:15			37		26		
00:30			0		1			12:30			35		31		
00:45			1	7	0	4	11	12:45			34	143	31	125	268
01:00			0		1			13:00			27		29		
01:15			1		0			13:15			41		38		
01:30			0		0			13:30			24		48		
01:45			1	2	1	2	4	13:45			30	122	34	149	271
02:00			0		3			14:00			29		26		
02:15			2		0			14:15			41		37		
02:30			0		0			14:30			41		48		
02:45			2	4	1	4	8	14:45			35	146	46	157	303
03:00			1		0			15:00			34		25		
03:15			1		3			15:15			30		29		
03:30			0		1			15:30			40		23		
03:45			0	2	1	5	7	15:45			27	131	33	110	241
04:00			1		1			16:00			27		34		
04:15			1		1			16:15			39		33		
04:30			1		1			16:30			47		39		
04:45			1	4	3	6	10	16:45			34	147	40	146	293
05:00			1		6			17:00			31		32		
05:15			5		5			17:15			36		21		
05:30			2		6			17:30			30		30		
05:45			3	11	6	23	34	17:45			32	129	31	114	243
06:00			3		1			18:00			37		24		
06:15			3		8			18:15			23		17		
06:30			3		9			18:30			25		20		
06:45			4	13	6	24	37	18:45			23	108	19	80	188
07:00			9		14			19:00			11		23		
07:15			13		14			19:15			18		15		
07:30			41		43			19:30			23		12		
07:45			44	107	75	146	253	19:45			15	67	15	65	132
08:00			27		44			20:00			21		12		
08:15			12		26			20:15			10		10		
08:30			17		21			20:30			13		16		
08:45			11	67	21	112	179	20:45			4	48	7	45	93
09:00			14		19			21:00			1		18		
09:15			15		24			21:15			2		13		
09:30			16		17			21:30			4		5		
09:45			19	64	18	78	142	21:45			10	17	9	45	62
10:00			17		21			22:00			8		2		
10:15			15		22			22:15			8		4		
10:30			11		18			22:30			3		4		
10:45			21	64	29	90	154	22:45			2	21	3	13	34
11:00			21		39			23:00			4		5		
11:15			26		31			23:15			4		3		
11:30			27		27			23:30			2		3		
11:45			36	110	25	122	232	23:45			2	12	1	12	24
Total Vol.				455		616	**1071**					1091		1061	**2152**

Daily Totals

NB	SB	EB	WB	Combined
		1546	1677	**3223**

	AM			PM		
Split %	42.5%	57.5%	**33.2%**	50.7%	49.3%	**66.8%**
Peak Hour	11:45	07:30	**07:30**	14:15	14:00	**14:15**
Volume	145	188	**312**	151	157	**307**
P.H.F.	0.98	0.63	**0.66**	0.92	0.82	**0.86**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - ROSS TO MAIN

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	7		5					12:00	85		85				
00:15	12		4					12:15	115		115				
00:30	3		4					12:30	124		124				
00:45	6	28	5	18			46	12:45	138	462	138	462			924
01:00	5		3					13:00	121		121				
01:15	5		1					13:15	105		105				
01:30	3		5					13:30	100		100				
01:45	1	14	2	11			25	13:45	132	458	132	458			916
02:00	6		2					14:00	104		104				
02:15	2		3					14:15	125		125				
02:30	3		5					14:30	139		139				
02:45	2	13	6	16			29	14:45	146	514	146	514			1028
03:00	1		6					15:00	164		164				
03:15	2		2					15:15	112		112				
03:30	3		5					15:30	136		136				
03:45	1	7	6	19			26	15:45	120	532	120	532			1064
04:00	7		5					16:00	126		126				
04:15	4		4					16:15	143		143				
04:30	11		10					16:30	129		129				
04:45	16	38	17	36			74	16:45	122	520	122	520			1040
05:00	11		4					17:00	149		149				
05:15	12		6					17:15	139		139				
05:30	27		16					17:30	88		88				
05:45	31	81	17	43			124	17:45	143	519	143	519			1038
06:00	27		22					18:00	112		112				
06:15	31		19					18:15	102		102				
06:30	44		35					18:30	66		66				
06:45	76	178	41	117			295	18:45	77	357	77	357			714
07:00	85		72					19:00	59		59				
07:15	133		94					19:15	56		56				
07:30	195		151					19:30	42		42				
07:45	224	637	154	471			1108	19:45	46	203	46	203			406
08:00	153		88					20:00	43		43				
08:15	107		71					20:15	46		46				
08:30	107		67					20:30	45		45				
08:45	94	461	74	300			761	20:45	47	181	47	181			362
09:00	73		83					21:00	34		34				
09:15	95		83					21:15	27		27				
09:30	99		93					21:30	20		20				
09:45	125	392	77	336			728	21:45	21	102	21	102			204
10:00	91		69					22:00	29		29				
10:15	84		83					22:15	15		15				
10:30	117		114					22:30	12		12				
10:45	104	396	121	387			783	22:45	12	68	12	68			136
11:00	130		91					23:00	22		22				
11:15	101		85					23:15	9		9				
11:30	90		117					23:30	10		10				
11:45	108	429	120	413			842	23:45	9	50	9	50			100
Total Vol.		2674		2167			**4841**			3966		3966			**7932**

Daily Totals

NB	SB	EB	WB	**Combined**
6640	6133			**12773**

	AM			PM		
Split %	55.2%	44.8%	**37.9%**	50.0%	50.0%	**62.1%**
Peak Hour	07:15	07:15	**07:15**	14:15	14:15	**14:15**
Volume	705	487	**1192**	574	574	**1148**
P.H.F.	0.79	0.79	**0.79**	0.95	0.88	**0.88**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

SCOTT - WATERMAN TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		4			12:00			18		18		
00:15			2		3			12:15			6		9		
00:30			2		1			12:30			9		9		
00:45			1	5	1	9	14	12:45			12	45	16	52	97
01:00			1		3			13:00			10		15		
01:15			1		1			13:15			14		11		
01:30			2		2			13:30			17		13		
01:45			1	5	0	6	11	13:45			16	57	19	58	115
02:00			0		1			14:00			11		13		
02:15			1		0			14:15			12		9		
02:30			0		1			14:30			14		17		
02:45			2	3	2	4	7	14:45			13	50	18	57	107
03:00			3		1			15:00			11		19		
03:15			1		0			15:15			11		6		
03:30			1		0			15:30			15		10		
03:45			2	7	2	3	10	15:45			18	55	14	49	104
04:00			0		0			16:00			17		22		
04:15			1		0			16:15			23		20		
04:30			2		0			16:30			24		15		
04:45			0	3	1	1	4	16:45			21	85	30	87	172
05:00			4		3			17:00			22		14		
05:15			5		0			17:15			18		25		
05:30			6		0			17:30			16		15		
05:45			7	22	1	4	26	17:45			13	69	20	74	143
06:00			2		1			18:00			14		16		
06:15			6		3			18:15			16		16		
06:30			12		1			18:30			16		10		
06:45			10	30	1	6	36	18:45			16	62	19	61	123
07:00			3		5			19:00			16		12		
07:15			12		10			19:15			12		15		
07:30			18		6			19:30			14		9		
07:45			16	49	10	31	80	19:45			8	50	11	47	97
08:00			8		15			20:00			6		12		
08:15			13		5			20:15			14		8		
08:30			7		18			20:30			11		7		
08:45			6	34	20	58	92	20:45			5	36	15	42	78
09:00			11		10			21:00			13		10		
09:15			11		6			21:15			3		18		
09:30			13		13			21:30			5		4		
09:45			12	47	12	41	88	21:45			1	22	7	39	61
10:00			11		8			22:00			6		9		
10:15			6		5			22:15			2		3		
10:30			14		10			22:30			5		2		
10:45			7	38	7	30	68	22:45			3	16	6	20	36
11:00			9		8			23:00			9		4		
11:15			14		13			23:15			9		6		
11:30			22		6			23:30			3		2		
11:45			15	60	15	42	102	23:45			6	27	3	15	42
Total Vol.				303		235	**538**					574		601	**1175**

Daily Totals

NB	SB	EB	WB	**Combined**
		877	836	**1713**

	AM			**PM**		
Split %	56.3%	43.7%	**31.4%**	48.9%	51.1%	**68.6%**
Peak Hour	11:15	08:00	**11:15**	16:15	16:00	**16:00**
Volume	69	58	**121**	90	87	**172**
P.H.F.	0.78	0.73	**0.84**	0.94	0.73	**0.84**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

8TH - WAKE TO AURORA

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	7		8					12:00	105		146				
00:15	10		10					12:15	124		100				
00:30	8		7					12:30	104		105				
00:45	3	28	10	35			63	12:45	131	464	105	456			920
01:00	6		6					13:00	118		117				
01:15	10		3					13:15	106		90				
01:30	1		1					13:30	96		86				
01:45	1	18	3	13			31	13:45	128	448	106	399			847
02:00	6		6					14:00	99		104				
02:15	5		4					14:15	124		132				
02:30	4		5					14:30	104		132				
02:45	1	16	5	20			36	14:45	157	484	114	482			966
03:00	2		6					15:00	165		143				
03:15	5		4					15:15	118		173				
03:30	2		3					15:30	144		175				
03:45	3	12	1	14			26	15:45	133	560	146	637			1197
04:00	4		5					16:00	142		150.5				
04:15	7		7					16:15	155		144.5				
04:30	12		4					16:30	132		156				
04:45	15	38	5	21			59	16:45	128	557	145.5	596.5			1153.5
05:00	13		6					17:00	158		192				
05:15	17		9					17:15	136		198.5				
05:30	18		12					17:30	123		168.5				
05:45	47	95	19	46			141	17:45	122	539	140.5	699.5			1238.5
06:00	19		23					18:00	106		124				
06:15	42		21					18:15	112		103				
06:30	49		36					18:30	93		101				
06:45	81	191	59	139			330	18:45	76	387	84	412			799
07:00	108		49					19:00	67		87				
07:15	179.5		63.5					19:15	58		72				
07:30	256		112					19:30	41		69				
07:45	213	756.5	155.5	380			1136.5	19:45	60	226	70	298			524
08:00	144		101.5					20:00	51		73				
08:15	115		81.5					20:15	62		73				
08:30	99.5		62.5					20:30	56		53				
08:45	95.5	454	82	327.5			781.5	20:45	48	217	65	264			481
09:00	86		75					21:00	45		55				
09:15	86		79					21:15	32		38				
09:30	102		78					21:30	28		42				
09:45	102	376	80	312			688	21:45	21	126	31	166			292
10:00	90		80					22:00	33		16				
10:15	90		66					22:15	16		21				
10:30	101		85					22:30	17		20				
10:45	97	378	80	311			689	22:45	20	86	17	74			160
11:00	101		89					23:00	22		18				
11:15	92		91					23:15	12		9				
11:30	98		108					23:30	15		21				
11:45	102	393	103	391			784	23:45	14	63	11	59			122
Total Vol.		2755.5		2009.5			**4765**			4157		4543			**8700**

Daily Totals

NB	SB	EB	WB	**Combined**
6913	6553			**13465**

	AM			**PM**		
Split %	57.8%	42.2%	**35.4%**	47.8%	52.2%	**64.6%**
Peak Hour	07:15	11:30	**07:15**	14:45	16:45	**16:45**
Volume	792.5	457	**1225**	584	705	**1250**
P.H.F.	0.77	0.78	**0.83**	0.85	0.89	**0.89**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

SCOTT - IMPERIAL TO 14TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			1		1			12:00			13		14		
00:15			0		2			12:15			15		10		
00:30			1		1			12:30			10		9		
00:45			1	3	2	6	9	12:45			15	53	11	44	97
01:00			2		1			13:00			15		21		
01:15			0		0			13:15			12		17		
01:30			1		0			13:30			22		24		
01:45			0	3	1	2	5	13:45			10	59	12	74	133
02:00			4		0			14:00			18		12		
02:15			0		0			14:15			10		17		
02:30			0		2			14:30			14		22		
02:45			0	4	0	2	6	14:45			14	56	16	67	123
03:00			1		0			15:00			17		19		
03:15			1		0			15:15			13		16		
03:30			0		0			15:30			18		30		
03:45			3	5	4	4	9	15:45			19	67	17	82	149
04:00			1		1			16:00			21		17		
04:15			0		2			16:15			15		21		
04:30			0		2			16:30			31		16		
04:45			1	2	2	7	9	16:45			22	89	29	83	172
05:00			0		3			17:00			20		21		
05:15			2		7			17:15			14		26		
05:30			0		3			17:30			16		12		
05:45			0	2	5	18	20	17:45			11	61	17	76	137
06:00			1		4			18:00			12		20		
06:15			2		4			18:15			7		12		
06:30			2		4			18:30			12		14		
06:45			4	9	3	15	24	18:45			13	44	18	64	108
07:00			3		10			19:00			14		14		
07:15			6		10			19:15			9		9		
07:30			9		14			19:30			4		8		
07:45			5	23	30	64	87	19:45			10	37	7	38	75
08:00			17		17			20:00			7		2		
08:15			12		10			20:15			9		7		
08:30			12		14			20:30			4		9		
08:45			4	45	16	57	102	20:45			7	27	3	21	48
09:00			10		12			21:00			2		7		
09:15			12		13			21:15			3		3		
09:30			12		6			21:30			0		3		
09:45			4	38	14	45	83	21:45			6	11	0	13	24
10:00			8		12			22:00			1		5		
10:15			14		7			22:15			4		1		
10:30			13		12			22:30			5		1		
10:45			8	43	15	46	89	22:45			2	12	1	8	20
11:00			15		21			23:00			3		4		
11:15			14		17			23:15			2		2		
11:30			8		14			23:30			3		2		
11:45			13	50	24	76	126	23:45			3	11	0	8	19
Total Vol.				227		342	**569**					527		578	**1105**

Daily Totals

NB	SB	EB	WB	Combined
		754	920	**1674**

	AM			PM		
Split %	39.9%	60.1%	**34.0%**	47.7%	52.3%	**66.0%**
Peak Hour	11:45	11:00	**11:00**	16:00	16:30	**16:30**
Volume	51	76	**126**	89	92	**179**
P.H.F.	0.85	0.79	**0.85**	0.72	0.79	**0.88**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

EUCLID - LA BRUCHERIE TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			7		8			12:00			63		60		
00:15			6		7			12:15			68		60		
00:30			6		5			12:30			60		40		
00:45			11	30	5	25	55	12:45			72	263	58	218	481
01:00			3		3			13:00			55		51		
01:15			0		0			13:15			64		63		
01:30			3		1			13:30			67		56		
01:45			3	9	5	9	18	13:45			63	249	52	222	471
02:00			2		1			14:00			63		57		
02:15			0		3			14:15			74		42		
02:30			1		2			14:30			51		75		
02:45			3	6	1	7	13	14:45			50	238	54	228	466
03:00			2		2			15:00			75		66		
03:15			1		1			15:15			66		52		
03:30			4		4			15:30			65		70		
03:45			3	10	2	9	19	15:45			72	278	70	258	536
04:00			2		1			16:00			64		48		
04:15			1		4			16:15			63		53		
04:30			8		2			16:30			66		60		
04:45			9	20	5	12	32	16:45			72	265	65	226	491
05:00			10		5			17:00			76		61		
05:15			12		5			17:15			73		63		
05:30			14		10			17:30			66		65		
05:45			16	52	5	25	77	17:45			54	269	58	247	516
06:00			10		10			18:00			56		62		
06:15			10		6			18:15			64		43		
06:30			11		11			18:30			55		44		
06:45			13	44	17	44	88	18:45			51	226	51	200	426
07:00			12		18			19:00			54		56		
07:15			29		23			19:15			41		48		
07:30			39		24			19:30			35		29		
07:45			56	136	37	102	238	19:45			34	164	26	159	323
08:00			31		31			20:00			45		35		
08:15			33		35			20:15			40		27		
08:30			24		23			20:30			25		25		
08:45			34	122	30	119	241	20:45			28	138	14	101	239
09:00			36		24			21:00			27		36		
09:15			41		35			21:15			36		26		
09:30			39		40			21:30			21		19		
09:45			42	158	47	146	304	21:45			22	106	19	100	206
10:00			42		41			22:00			25		22		
10:15			37		31			22:15			13		7		
10:30			54		38			22:30			11		15		
10:45			48	181	35	145	326	22:45			10	59	9	53	112
11:00			62		55			23:00			9		7		
11:15			48		58			23:15			9		5		
11:30			62		48			23:30			9		7		
11:45			52	224	58	219	443	23:45			5	32	5	24	56
Total Vol.				992		862	**1854**					2287		2036	**4323**

Daily Totals

NB	SB	EB	WB	**Combined**
		3279	2898	**6177**

	AM			**PM**		
Split %	53.5%	46.5%	**30.0%**	52.9%	47.1%	**70.0%**
Peak Hour	11:30	11:30	**11:30**	16:30	15:00	**16:45**
Volume	245	226	**471**	287	258	**541**
P.H.F.	0.90	0.94	**0.92**	0.94	0.92	**0.99**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ADAMS - AUSTIN TO LA BRUCHERIE

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			5		6			12:00			54		61		
00:15			7		4			12:15			51		69		
00:30			4		2			12:30			56		56		
00:45			9	25	2	14	39	12:45			61	222	69	255	477
01:00			3		4			13:00			61		54		
01:15			1		3			13:15			46		60		
01:30			3		3			13:30			57		68		
01:45			4	11	5	15	26	13:45			61	225	61	243	468
02:00			4		2			14:00			65		58		
02:15			8		2			14:15			85		55		
02:30			5		1			14:30			65		75		
02:45			1	18	6	11	29	14:45			75	290	71	259	549
03:00			3		2			15:00			85		65		
03:15			3		3			15:15			79		71		
03:30			4		3			15:30			75		70		
03:45			9	19	6	14	33	15:45			91	330	74	280	610
04:00			4		6			16:00			116		58		
04:15			7		4			16:15			98		64		
04:30			9		14			16:30			89		68		
04:45			5	25	11	35	60	16:45			71	374	69	259	633
05:00			11		21			17:00			76		72		
05:15			8		34			17:15			72		82		
05:30			13		41			17:30			60		68		
05:45			27	59	50	146	205	17:45			89	297	58	280	577
06:00			14		33			18:00			67		60		
06:15			24		48			18:15			52		46		
06:30			27		39			18:30			82		42		
06:45			27	92	46	166	258	18:45			65	266	32	180	446
07:00			42		30			19:00			28		42		
07:15			59		54			19:15			36		50		
07:30			76		77			19:30			33		28		
07:45			93	270	68	229	499	19:45			32	129	33	153	282
08:00			90		43			20:00			26		42		
08:15			64		42			20:15			18		35		
08:30			51		35			20:30			18		26		
08:45			56	261	41	161	422	20:45			20	82	33	136	218
09:00			52		35			21:00			18		30		
09:15			62		35			21:15			13		22		
09:30			50		32			21:30			9		27		
09:45			59	223	36	138	361	21:45			11	51	11	90	141
10:00			45		46			22:00			16		14		
10:15			37		37			22:15			16		12		
10:30			55		45			22:30			9		11		
10:45			54	191	42	170	361	22:45			15	56	12	49	105
11:00			48		52			23:00			7		10		
11:15			59		42			23:15			7		12		
11:30			48		58			23:30			5		4		
11:45			59	214	60	212	426	23:45			4	23	6	32	55
Total Vol.				1408		1311	**2719**					2345		2216	**4561**

Daily Totals

NB	SB	EB	WB	Combined
		3753	3527	**7280**

	AM			PM		
Split %	51.8%	48.2%	**37.3%**	51.4%	48.6%	**62.7%**
Peak Hour	07:30	11:30	**07:15**	15:45	16:30	**15:45**
Volume	323	248	**560**	394	291	**658**
P.H.F.	0.87	0.90	**0.87**	0.85	0.89	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

EUCLID - IMPERIAL TO 12TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		1			12:00			15		16		
00:15			2		1			12:15			17		13		
00:30			3		0			12:30			14		10		
00:45			2	7	0	2	9	12:45			19	65	10	49	114
01:00			0		0			13:00			16		15		
01:15			1		0			13:15			11		16		
01:30			0		0			13:30			16		23		
01:45			0	1	0	0	1	13:45			13	56	15	69	125
02:00			0		0			14:00			15		15		
02:15			0		1			14:15			10		9		
02:30			0		0			14:30			20		21		
02:45			2	2	0	1	3	14:45			13	58	23	68	126
03:00			0		1			15:00			20		21		
03:15			0		0			15:15			21		21		
03:30			1		2			15:30			30		22		
03:45			1	2	1	4	6	15:45			22	93	23	87	180
04:00			1		3			16:00			22		15		
04:15			0		0			16:15			27		24		
04:30			0		0			16:30			29		23		
04:45			0	1	3	6	7	16:45			22	100	22	84	184
05:00			3		2			17:00			22		26		
05:15			0		1			17:15			25		18		
05:30			2		4			17:30			26		17		
05:45			6	11	2	9	20	17:45			28	101	24	85	186
06:00			1		1			18:00			11		25		
06:15			2		3			18:15			18		17		
06:30			1		4			18:30			14		9		
06:45			7	11	4	12	23	18:45			12	55	18	69	124
07:00			4		5			19:00			10		12		
07:15			3		13			19:15			21		10		
07:30			14		22			19:30			10		8		
07:45			19	40	22	62	102	19:45			7	48	10	40	88
08:00			9		13			20:00			9		9		
08:15			6		6			20:15			13		6		
08:30			6		8			20:30			5		6		
08:45			3	24	8	35	59	20:45			11	38	8	29	67
09:00			14		9			21:00			20		16		
09:15			14		12			21:15			13		10		
09:30			5		10			21:30			12		9		
09:45			11	44	8	39	83	21:45			5	50	11	46	96
10:00			5		10			22:00			9		2		
10:15			8		12			22:15			5		4		
10:30			9		16			22:30			8		6		
10:45			12	34	18	56	90	22:45			4	26	4	16	42
11:00			12		22			23:00			3		3		
11:15			13		16			23:15			1		2		
11:30			15		23			23:30			3		3		
11:45			9	49	20	81	130	23:45			0	7	1	9	16
Total Vol.				226		307	**533**					697		651	**1348**

Daily Totals

NB	SB	EB	WB	Combined
		923	958	**1881**

	AM			PM		
Split %	42.4%	57.6%	**28.3%**	51.7%	48.3%	**71.7%**
Peak Hour	11:30	11:00	**10:45**	15:30	16:15	**16:15**
Volume	56	81	**131**	101	95	**195**
P.H.F.	0.82	0.88	**0.86**	0.84	0.91	**0.94**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ADAMS - LA BRUCHERIE TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			10		14			12:00			74		86		
00:15			7		7			12:15			74		75		
00:30			5		7			12:30			63		91		
00:45			6	28	2	30	58	12:45			75	286	90	342	628
01:00			6		11			13:00			78		71		
01:15			0		4			13:15			66		75		
01:30			0		4			13:30			83		83		
01:45			4	10	8	27	37	13:45			95	322	92	321	643
02:00			4		2			14:00			90		73		
02:15			4		0			14:15			111		80		
02:30			2		4			14:30			92		108		
02:45			2	12	1	7	19	14:45			94	387	117	378	765
03:00			2		3			15:00			94		109		
03:15			3		4			15:15			93		100		
03:30			4		6			15:30			111		109		
03:45			5	14	7	20	34	15:45			81	379	88	406	785
04:00			10		4			16:00			106		82		
04:15			9		9			16:15			104		89		
04:30			4		11			16:30			100		88		
04:45			7	30	20	44	74	16:45			76	386	90	349	735
05:00			13		24			17:00			96		112		
05:15			15		24			17:15			83		121		
05:30			28		39			17:30			67		113		
05:45			20	76	38	125	201	17:45			88	334	97	443	777
06:00			23		27			18:00			62		72		
06:15			34		30			18:15			72		75		
06:30			39		41			18:30			80		73		
06:45			47	143	40	138	281	18:45			50	264	50	270	534
07:00			51		50			19:00			54		67		
07:15			69		79			19:15			48		53		
07:30			102		115			19:30			40		52		
07:45			138	360	139	383	743	19:45			48	190	49	221	411
08:00			119		66			20:00			39		50		
08:15			75		61			20:15			22		37		
08:30			52		57			20:30			35		44		
08:45			68	314	51	235	549	20:45			29	125	44	175	300
09:00			68		51			21:00			18		54		
09:15			72		55			21:15			21		45		
09:30			68		56			21:30			19		25		
09:45			74	282	63	225	507	21:45			20	78	24	148	226
10:00			63		62			22:00			18		23		
10:15			50		66			22:15			19		19		
10:30			76		56			22:30			12		12		
10:45			74	263	55	239	502	22:45			13	62	16	70	132
11:00			60		62			23:00			7		13		
11:15			79		69			23:15			13		9		
11:30			70		76			23:30			6		9		
11:45			86	295	74	281	576	23:45			5	31	9	40	71
Total Vol.				1827		1754	**3581**					2844		3163	**6007**

Daily Totals

NB	SB	EB	WB	Combined
		4671	4917	**9588**

	AM			PM		
Split %	51.0%	49.0%	**37.3%**	47.3%	52.7%	**62.7%**
Peak Hour	07:30	07:15	**07:15**	15:30	17:00	**14:45**
Volume	434	399	**827**	402	443	**827**
P.H.F.	0.79	0.72	**0.75**	0.91	0.92	**0.94**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ADAMS - IMPERIAL TO 12TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			14		20			12:00			148		181		
00:15			15		15			12:15			170		199		
00:30			9		7			12:30			141		206		
00:45			12	50	7	49	99	12:45			161	620	170	756	1376
01:00			8		13			13:00			150		181		
01:15			11		7			13:15			155		193		
01:30			10		4			13:30			164		171		
01:45			9	38	6	30	68	13:45			166	635	202	747	1382
02:00			8		3			14:00			194		178		
02:15			12		9			14:15			171		187		
02:30			6		12			14:30			187		213		
02:45			7	33	15	39	72	14:45			169	721	221	799	1520
03:00			6		14			15:00			165		194		
03:15			10		7			15:15			157		190		
03:30			8		10			15:30			194		193		
03:45			10	34	17	48	82	15:45			170	686	188	765	1451
04:00			12		8			16:00			168		179		
04:15			14		19			16:15			185		208		
04:30			22		30			16:30			157		197		
04:45			30	78	35	92	170	16:45			147	657	207	791	1448
05:00			34		33			17:00			166		218		
05:15			31		74			17:15			162		200		
05:30			40		70			17:30			151		199		
05:45			36	141	57	234	375	17:45			138	617	171	788	1405
06:00			29		54			18:00			129		149		
06:15			44		48			18:15			133		149		
06:30			75		66			18:30			107		132		
06:45			62	210	81	249	459	18:45			110	479	132	562	1041
07:00			72		84			19:00			136		123		
07:15			88		115			19:15			91		121		
07:30			141		149			19:30			96		107		
07:45			177	478	195	543	1021	19:45			89	412	117	468	880
08:00			155		159			20:00			112		106		
08:15			103		135			20:15			76		76		
08:30			110		132			20:30			78		60		
08:45			114	482	124	550	1032	20:45			74	340	74	316	656
09:00			117		108			21:00			68		70		
09:15			102		132			21:15			47		71		
09:30			112		153			21:30			47		55		
09:45			102	433	152	545	978	21:45			41	203	42	238	441
10:00			94		138			22:00			46		40		
10:15			161		136			22:15			43		29		
10:30			125		174			22:30			39		33		
10:45			156	536	177	625	1161	22:45			30	158	25	127	285
11:00			122		181			23:00			27		22		
11:15			154		179			23:15			16		20		
11:30			159		180			23:30			22		22		
11:45			158	593	193	733	1326	23:45			23	88	24	88	176
Total Vol.				3106		3737	**6843**					5616		6445	**12061**

Daily Totals

NB	SB	EB	WB	Combined
		8722	10182	**18904**

	AM			PM		
Split %	45.4%	54.6%	**36.2%**	46.6%	53.4%	**63.8%**
Peak Hour	11:30	11:45	**11:45**	14:00	16:15	**14:00**
Volume	635	779	**1396**	721	830	**1520**
P.H.F.	0.93	0.95	**0.95**	0.93	0.95	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ADAMS - 12TH TO 8TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			13		16			12:00			167		187		
00:15			16		14			12:15			155		218		
00:30			13		17			12:30			150		195		
00:45			10	52	6	53	105	12:45			176	648	179	779	1427
01:00			11		12			13:00			153		179		
01:15			15		8			13:15			159		189		
01:30			12		6			13:30			161		172		
01:45			9	47	6	32	79	13:45			141	614	203	743	1357
02:00			10		6			14:00			201		175		
02:15			6		14			14:15			198		163		
02:30			8		11			14:30			183		226		
02:45			10	34	11	42	76	14:45			186	768	209	773	1541
03:00			7		5			15:00			169		204		
03:15			9		9			15:15			163		200		
03:30			11		14			15:30			193		188		
03:45			10	37	8	36	73	15:45			184	709	189	781	1490
04:00			12		13			16:00			182		198		
04:15			17		20			16:15			187		189		
04:30			19		18			16:30			164		195		
04:45			35	83	38	89	172	16:45			162	695	204	786	1481
05:00			37		40			17:00			182		214		
05:15			31		41			17:15			163		199		
05:30			36		45			17:30			159		202		
05:45			47	151	49	175	326	17:45			155	659	183	798	1457
06:00			32		33			18:00			132		153		
06:15			43		48			18:15			121		147		
06:30			67		60			18:30			113		147		
06:45			66	208	64	205	413	18:45			113	479	114	561	1040
07:00			71		79			19:00			109		117		
07:15			79		117			19:15			102		122		
07:30			134		156			19:30			107		102		
07:45			207	491	201	553	1044	19:45			90	408	105	446	854
08:00			151		178			20:00			99		93		
08:15			116		141			20:15			71		82		
08:30			113		121			20:30			83		73		
08:45			101	481	137	577	1058	20:45			74	327	72	320	647
09:00			126		120			21:00			71		62		
09:15			95		129			21:15			39		53		
09:30			123		165			21:30			48		58		
09:45			105	449	145	559	1008	21:45			41	199	40	213	412
10:00			112		135			22:00			49		44		
10:15			146		134			22:15			48		37		
10:30			136		157			22:30			37		31		
10:45			167	561	166	592	1153	22:45			24	158	21	133	291
11:00			147		172			23:00			31		22		
11:15			162		172			23:15			13		19		
11:30			163		174			23:30			20		21		
11:45			161	633	196	714	1347	23:45			21	85	24	86	171
Total Vol.				3227		3627	**6854**					5749		6419	**12168**

Daily Totals

NB	SB	EB	WB	Combined
		8976	10046	**19022**

	AM			PM		
Split %	47.1%	52.9%	**36.0%**	47.2%	52.8%	**64.0%**
Peak Hour	11:15	11:45	**11:45**	14:00	14:30	**14:00**
Volume	653	796	**1429**	768	839	**1541**
P.H.F.	0.98	0.91	**0.96**	0.96	0.93	**0.94**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ADAMS - 8TH TO 6TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			14		21			12:00			174		203		
00:15			22		18			12:15			175		224		
00:30			20		15			12:30			176		243		
00:45			9	65	12	66	131	12:45			169	694	207	877	1571
01:00			6		14			13:00			156		204		
01:15			15		8			13:15			183		232		
01:30			12		7			13:30			161		209		
01:45			14	47	7	36	83	13:45			158	658	216	861	1519
02:00			4		5			14:00			200		219		
02:15			8		8			14:15			203		238		
02:30			9		11			14:30			189		243		
02:45			9	30	16	40	70	14:45			195	787	243	943	1730
03:00			10		18			15:00			187		240		
03:15			19		12			15:15			179		219		
03:30			9		14			15:30			185		220		
03:45			13	51	14	58	109	15:45			169	720	230	909	1629
04:00			16		10			16:00			194		248		
04:15			25		19			16:15			193		254		
04:30			20		31			16:30			178		227		
04:45			43	104	35	95	199	16:45			160	725	254	983	1708
05:00			46		32			17:00			183		244		
05:15			63		55			17:15			184		241		
05:30			63		71			17:30			179		226		
05:45			61	233	60	218	451	17:45			184	730	246	957	1687
06:00			49		73			18:00			140		183		
06:15			51		62			18:15			142		183		
06:30			93		92			18:30			131		181		
06:45			83	276	94	321	597	18:45			128	541	156	703	1244
07:00			71		94			19:00			113		159		
07:15			75		132			19:15			115		148		
07:30			140		178			19:30			111		128		
07:45			189	475	241	645	1120	19:45			112	451	155	590	1041
08:00			145		182			20:00			105		120		
08:15			138		152			20:15			91		103		
08:30			120		140			20:30			88		89		
08:45			128	531	174	648	1179	20:45			76	360	92	404	764
09:00			141		155			21:00			86		70		
09:15			119		158			21:15			51		77		
09:30			124		183			21:30			56		63		
09:45			131	515	177	673	1188	21:45			40	233	55	265	498
10:00			134		175			22:00			56		48		
10:15			148		174			22:15			44		49		
10:30			162		180			22:30			39		33		
10:45			178	622	212	741	1363	22:45			35	174	29	159	333
11:00			157		207			23:00			24		28		
11:15			180		200			23:15			14		23		
11:30			163		214			23:30			19		28		
11:45			161	661	246	867	1528	23:45			25	82	29	108	190
Total Vol.				3610		4408	**8018**					6155		7759	**13914**

Daily Totals

NB	SB	EB	WB	**Combined**
		9765	12167	**21932**

	AM			**PM**		
Split %	45.0%	55.0%	**36.6%**	44.2%	55.8%	**63.4%**
Peak Hour	11:45	11:45	**11:45**	14:00	16:00	**14:15**
Volume	686	916	**1602**	787	983	**1738**
P.H.F.	0.97	0.93	**0.96**	0.97	0.97	**0.99**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ADAMS - 6TH TO COMMERCIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			18		22			12:00			178		200		
00:15			9		29			12:15			161		212		
00:30			14		18			12:30			174		221		
00:45			13	54	8	77	131	12:45			176	689	199	832	1521
01:00			7		13			13:00			173		202		
01:15			13		7			13:15			191		227		
01:30			15		5			13:30			151		217		
01:45			9	44	16	41	85	13:45			170	685	213	859	1544
02:00			6		7			14:00			202		206		
02:15			8		12			14:15			201		227		
02:30			9		14			14:30			208		226		
02:45			12	35	9	42	77	14:45			172	783	224	883	1666
03:00			11		10			15:00			173		212		
03:15			17		11			15:15			169		220		
03:30			11		15			15:30			184		210		
03:45			16	55	20	56	111	15:45			181	707	212	854	1561
04:00			17		13			16:00			189		254		
04:15			24		25			16:15			205		261		
04:30			23		26			16:30			202		256		
04:45			41	105	36	100	205	16:45			184	780	266	1037	1817
05:00			56		38			17:00			207		243		
05:15			66		56			17:15			210		238		
05:30			55		69			17:30			205		222		
05:45			75	252	54	217	469	17:45			204	826	237	940	1766
06:00			42		59			18:00			150		189		
06:15			50		79			18:15			136		175		
06:30			91		82			18:30			115		187		
06:45			86	269	86	306	575	18:45			132	533	170	721	1254
07:00			70		97			19:00			81		148		
07:15			76		138			19:15			124		126		
07:30			142		157			19:30			103		133		
07:45			183	471	223	615	1086	19:45			98	406	121	528	934
08:00			146		178			20:00			101		127		
08:15			138		142			20:15			86		103		
08:30			129		146			20:30			99		80		
08:45			132	545	176	642	1187	20:45			83	369	79	389	758
09:00			130		137			21:00			96		78		
09:15			135		146			21:15			53		83		
09:30			120		167			21:30			55		69		
09:45			131	516	164	614	1130	21:45			47	251	49	279	530
10:00			115		182			22:00			33		53		
10:15			153		159			22:15			45		46		
10:30			152		177			22:30			42		39		
10:45			184	604	190	708	1312	22:45			34	154	26	164	318
11:00			145		187			23:00			25		37		
11:15			171		183			23:15			17		30		
11:30			166		201			23:30			21		29		
11:45			160	642	220	791	1433	23:45			29	92	25	121	213
Total Vol.				3592		4209	**7801**					6275		7607	**13882**

Daily Totals

NB	SB	EB	WB	**Combined**
		9867	11816	**21683**

	AM			**PM**		
Split %	46.0%	54.0%	**36.0%**	45.2%	54.8%	**64.0%**
Peak Hour	11:15	11:45	**11:45**	17:00	16:00	**16:15**
Volume	675	853	**1526**	826	1037	**1824**
P.H.F.	0.95	0.96	**0.97**	0.98	0.97	**0.98**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

COMMERCIAL - 8TH TO 4TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			1		0			12:00			8		5		
00:15			0		0			12:15			8		3		
00:30			0		0			12:30			5		4		
00:45			1	2	2	2	4	12:45			7	28	4	16	44
01:00			1		0			13:00			11		2		
01:15			1		0			13:15			7		6		
01:30			0		2			13:30			5		2		
01:45			0	2	0	2	4	13:45			3	26	3	13	39
02:00			1		0			14:00			8		10		
02:15			0		0			14:15			6		5		
02:30			0		0			14:30			8		12		
02:45			0	1	0	0	1	14:45			11	33	3	30	63
03:00			1		0			15:00			5		4		
03:15			1		0			15:15			11		4		
03:30			0		0			15:30			9		2		
03:45			0	2	0	0	2	15:45			6	31	4	14	45
04:00			1		1			16:00			7		6		
04:15			0		0			16:15			6		8		
04:30			0		0			16:30			13		8		
04:45			0	1	0	1	2	16:45			5	31	9	31	62
05:00			1		1			17:00			8		6		
05:15			1		0			17:15			5		3		
05:30			5		0			17:30			8		7		
05:45			2	9	1	2	11	17:45			8	29	2	18	47
06:00			1		0			18:00			2		7		
06:15			1		2			18:15			4		2		
06:30			2		1			18:30			5		4		
06:45			0	4	1	4	8	18:45			1	12	2	15	27
07:00			4		1			19:00			4		2		
07:15			2		1			19:15			2		4		
07:30			6		5			19:30			6		5		
07:45			8	20	6	13	33	19:45			2	14	0	11	25
08:00			11		12			20:00			2		4		
08:15			2		2			20:15			2		2		
08:30			5		3			20:30			3		5		
08:45			3	21	5	22	43	20:45			5	12	1	12	24
09:00			2		5			21:00			4		3		
09:15			5		2			21:15			3		1		
09:30			7		2			21:30			1		0		
09:45			7	21	2	11	32	21:45			2	10	2	6	16
10:00			7		7			22:00			1		0		
10:15			8		3			22:15			1		2		
10:30			7		6			22:30			2		1		
10:45			7	29	3	19	48	22:45			0	4	0	3	7
11:00			2		2			23:00			1		2		
11:15			6		3			23:15			0		2		
11:30			5		3			23:30			1		4		
11:45			4	17	1	9	26	23:45			0	2	0	8	10
Total Vol.				129		85	**214**					232		177	**409**

Daily Totals

NB	SB	EB	WB	**Combined**
		361	262	**623**

	AM			**PM**		
Split %	60.3%	39.7%	**34.3%**	56.7%	43.3%	**65.7%**
Peak Hour	09:30	07:30	**07:30**	14:45	16:00	**14:00**
Volume	29	25	**52**	36	31	**63**
P.H.F.	0.91	0.52	**0.57**	0.82	0.86	**0.79**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

MAIN - LOIS TO LA BRUCHERIE

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			5		3			12:00			36		30		
00:15			3		4			12:15			26		31		
00:30			0		1			12:30			25		28		
00:45			2	10	1	9	19	12:45			26	113	33	122	235
01:00			2		0			13:00			30		26		
01:15			1		0			13:15			30		19		
01:30			0		1			13:30			34		47		
01:45			0	3	0	1	4	13:45			25	119	56	148	267
02:00			0		3			14:00			63		45		
02:15			0		0			14:15			35		71		
02:30			0		1			14:30			46		58		
02:45			0	0	2	6	6	14:45			39	183	40	214	397
03:00			0		1			15:00			40		34		
03:15			1		0			15:15			36		48		
03:30			0		1			15:30			43		30		
03:45			2	3	1	3	6	15:45			47	166	47	159	325
04:00			2		1			16:00			28		43		
04:15			2		2			16:15			39		49		
04:30			5		2			16:30			43		42		
04:45			4	13	3	8	21	16:45			44	154	45	179	333
05:00			0		2			17:00			41		74		
05:15			1		5			17:15			41		70		
05:30			5		2			17:30			45		61		
05:45			9	15	9	18	33	17:45			39	166	40	245	411
06:00			10		6			18:00			30		40		
06:15			4		4			18:15			19		43		
06:30			4		10			18:30			33		37		
06:45			22	40	6	26	66	18:45			37	119	30	150	269
07:00			19		11			19:00			31		21		
07:15			27		30			19:15			10		33		
07:30			84		88			19:30			17		17		
07:45			85	215	117	246	461	19:45			26	84	25	96	180
08:00			85		55			20:00			32		22		
08:15			32		22			20:15			12		29		
08:30			45		25			20:30			5		17		
08:45			31	193	27	129	322	20:45			12	61	23	91	152
09:00			21		23			21:00			16		16		
09:15			29		18			21:15			6		13		
09:30			21		25			21:30			7		7		
09:45			28	99	19	85	184	21:45			4	33	9	45	78
10:00			23		25			22:00			4		7		
10:15			17		27			22:15			6		11		
10:30			29		22			22:30			9		6		
10:45			32	101	15	89	190	22:45			4	23	8	32	55
11:00			23		19			23:00			3		6		
11:15			24		31			23:15			1		1		
11:30			46		32			23:30			0		4		
11:45			43	136	30	112	248	23:45			3	7	6	17	24
Total Vol.				828		732	**1560**					1228		1498	**2726**

Daily Totals

NB	SB	EB	WB	Combined
		2056	2230	**4286**

	AM			PM		
Split %	53.1%	46.9%	**36.4%**	45.0%	55.0%	**63.6%**
Peak Hour	07:30	07:15	**07:15**	14:00	16:45	**16:45**
Volume	286	290	**571**	183	250	**421**
P.H.F.	0.84	0.62	**0.71**	0.73	0.84	**0.92**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

COMMERCIAL - 4TH TO 3RD

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			1		2			12:00			38		29		
00:15			2		2			12:15			39		25		
00:30			4		2			12:30			30		24		
00:45			1	8	0	6	14	12:45			22	129	31	109	238
01:00			1		1			13:00			36		33		
01:15			1		2			13:15			46		30		
01:30			1		3			13:30			30		31		
01:45			2	5	1	7	12	13:45			35	147	25	119	266
02:00			0		0			14:00			31		30		
02:15			2		3			14:15			32		27		
02:30			0		0			14:30			38		23		
02:45			2	4	0	3	7	14:45			32	133	34	114	247
03:00			1		0			15:00			27		31		
03:15			0		2			15:15			27		38		
03:30			1		1			15:30			31		19		
03:45			0	2	1	4	6	15:45			24	109	26	114	223
04:00			2		0			16:00			36		30		
04:15			8		1			16:15			35		27		
04:30			3		1			16:30			29		32		
04:45			3	16	1	3	19	16:45			26	126	36	125	251
05:00			6		0			17:00			30		26		
05:15			10		0			17:15			34		21		
05:30			13		1			17:30			24		27		
05:45			22	51	6	7	58	17:45			29	117	29	103	220
06:00			9		0			18:00			20		18		
06:15			13		10			18:15			17		20		
06:30			12		8			18:30			33		18		
06:45			22	56	8	26	82	18:45			15	85	18	74	159
07:00			16		9			19:00			10		12		
07:15			20		9			19:15			17		11		
07:30			24		18			19:30			10		12		
07:45			35	95	26	62	157	19:45			15	52	11	46	98
08:00			27		14			20:00			11		13		
08:15			25		18			20:15			15		10		
08:30			19		18			20:30			15		7		
08:45			26	97	32	82	179	20:45			15	56	15	45	101
09:00			21		21			21:00			11		6		
09:15			17		14			21:15			11		2		
09:30			24		25			21:30			4		6		
09:45			21	83	21	81	164	21:45			3	29	3	17	46
10:00			25		27			22:00			8		4		
10:15			36		28			22:15			3		8		
10:30			23		27			22:30			3		1		
10:45			28	112	24	106	218	22:45			1	15	4	17	32
11:00			20		34			23:00			2		1		
11:15			23		29			23:15			0		5		
11:30			30		33			23:30			1		4		
11:45			32	105	38	134	239	23:45			7	10	4	14	24
Total Vol.				634		521	**1155**					1008		897	**1905**

Daily Totals

NB	SB	EB	WB	Combined
		1642	1418	**3060**

	AM			PM		
Split %	54.9%	45.1%	**37.7%**	52.9%	47.1%	**62.3%**
Peak Hour	11:30	11:00	**11:30**	13:00	14:30	**13:00**
Volume	139	134	**264**	147	126	**266**
P.H.F.	0.89	0.88	**0.94**	0.80	0.83	**0.88**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

COMMERCIAL - 8TH TO 4TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			1		0			12:00			8		5		
00:15			0		0			12:15			8		3		
00:30			0		0			12:30			5		4		
00:45			1	2	2	2	4	12:45			7	28	4	16	44
01:00			1		0			13:00			11		2		
01:15			1		0			13:15			7		6		
01:30			0		2			13:30			5		2		
01:45			0	2	0	2	4	13:45			3	26	3	13	39
02:00			1		0			14:00			8		10		
02:15			0		0			14:15			6		5		
02:30			0		0			14:30			8		12		
02:45			0	1	0	0	1	14:45			11	33	3	30	63
03:00			1		0			15:00			5		4		
03:15			1		0			15:15			11		4		
03:30			0		0			15:30			9		2		
03:45			0	2	0	0	2	15:45			6	31	4	14	45
04:00			1		1			16:00			7		6		
04:15			0		0			16:15			6		8		
04:30			0		0			16:30			13		8		
04:45			0	1	0	1	2	16:45			5	31	9	31	62
05:00			1		1			17:00			8		6		
05:15			1		0			17:15			5		3		
05:30			5		0			17:30			8		7		
05:45			2	9	1	2	11	17:45			8	29	2	18	47
06:00			1		0			18:00			2		7		
06:15			1		2			18:15			4		2		
06:30			2		1			18:30			5		4		
06:45			0	4	1	4	8	18:45			1	12	2	15	27
07:00			4		1			19:00			4		2		
07:15			2		1			19:15			2		4		
07:30			6		5			19:30			6		5		
07:45			8	20	6	13	33	19:45			2	14	0	11	25
08:00			11		12			20:00			2		4		
08:15			2		2			20:15			2		2		
08:30			5		3			20:30			3		5		
08:45			3	21	5	22	43	20:45			5	12	1	12	24
09:00			2		5			21:00			4		3		
09:15			5		2			21:15			3		1		
09:30			7		2			21:30			1		0		
09:45			7	21	2	11	32	21:45			2	10	2	6	16
10:00			7		7			22:00			1		0		
10:15			8		3			22:15			1		2		
10:30			7		6			22:30			2		1		
10:45			7	29	3	19	48	22:45			0	4	0	3	7
11:00			2		2			23:00			1		2		
11:15			6		3			23:15			0		2		
11:30			5		3			23:30			1		4		
11:45			4	17	1	9	26	23:45			0	2	0	8	10
Total Vol.				129		85	**214**					232		177	**409**

Daily Totals

NB	SB	EB	WB	Combined
		361	262	**623**

	AM			PM		
Split %	60.3%	39.7%	**34.3%**	56.7%	43.3%	**65.7%**
Peak Hour	09:30	07:30	**07:30**	14:45	16:00	**14:00**
Volume	29	25	**52**	36	31	**63**
P.H.F.	0.91	0.52	**0.57**	0.82	0.86	**0.79**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

MAIN - LA BRUCHERIE TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			2		6			12:00			113		105		
00:15			2		8			12:15			123		106		
00:30			0		1			12:30			127		59		
00:45			6	10	2	17	27	12:45			125	488	85	355	843
01:00			4		4			13:00			127		80		
01:15			0		2			13:15			115		81		
01:30			2		3			13:30			131		102		
01:45			0	6	0	9	15	13:45			129	502	99	362	864
02:00			0		8			14:00			139		87		
02:15			2		1			14:15			113		110		
02:30			0		1			14:30			146		107		
02:45			0	2	2	12	14	14:45			144	542	101	405	947
03:00			0		1			15:00			90		98		
03:15			4		2			15:15			90		81		
03:30			4		2			15:30			98		110		
03:45			2	10	5	10	20	15:45			105	383	99	388	771
04:00			6		3			16:00			84		115		
04:15			2		3			16:15			84		104		
04:30			6		4			16:30			84		99		
04:45			6	20	8	18	38	16:45			84	336	111	429	765
05:00			6		8			17:00			68		153		
05:15			12		9			17:15			55		137		
05:30			14		9			17:30			66		111		
05:45			6	38	15	41	79	17:45			66	255	75	476	731
06:00			8		12			18:00			49		99		
06:15			12		11			18:15			45		81		
06:30			14		16			18:30			55		69		
06:45			41	75	29	68	143	18:45			45	194	72	321	515
07:00			37		28			19:00			39		65		
07:15			61		44			19:15			29		51		
07:30			133		86			19:30			43		40		
07:45			150	381	124	282	663	19:45			45	156	40	196	352
08:00			100		88			20:00			53		47		
08:15			68		47			20:15			23		52		
08:30			62		53			20:30			25		34		
08:45			70	300	60	248	548	20:45			25	126	41	174	300
09:00			78		68			21:00			14		38		
09:15			68		58			21:15			4		31		
09:30			61		60			21:30			10		29		
09:45			72	279	62	248	527	21:45			10	38	22	120	158
10:00			57		65			22:00			8		16		
10:15			86		70			22:15			6		19		
10:30			103		60			22:30			14		12		
10:45			82	328	66	261	589	22:45			6	34	21	68	102
11:00			100		82			23:00			4		14		
11:15			109		71			23:15			10		7		
11:30			107		77			23:30			6		4		
11:45			101	417	85	315	732	23:45			4	24	4	29	53
Total Vol.				1866		1529	**3395**					3078		3323	**6401**

Daily Totals

NB	SB	EB	WB	Combined
		4944	4852	**9796**

	AM			PM		
Split %	55.0%	45.0%	**34.7%**	48.1%	51.9%	**65.3%**
Peak Hour	11:45	11:30	**11:45**	14:00	16:45	**14:00**
Volume	464	373	**819**	542	512	**947**
P.H.F.	0.91	0.88	**0.89**	0.93	0.84	**0.94**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

MAIN - IMPERIAL TO 8TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			4		2			12:00			89		96		
00:15			2		0			12:15			85		70		
00:30			3		0			12:30			78		65		
00:45			4	13	0	2	15	12:45			82	334	71	302	636
01:00			2		3			13:00			77		74		
01:15			3		4			13:15			87		65		
01:30			1		2			13:30			69		63		
01:45			4	10	4	13	23	13:45			67	300	86	288	588
02:00			1		2			14:00			69		69		
02:15			1		3			14:15			70		70		
02:30			3		3			14:30			82		76		
02:45			1	6	0	8	14	14:45			90	311	69	284	595
03:00			1		2			15:00			64		69		
03:15			3		0			15:15			84		86		
03:30			1		1			15:30			80		53		
03:45			5	10	0	3	13	15:45			80	308	70	278	586
04:00			2		1			16:00			82		75		
04:15			2		2			16:15			75		51		
04:30			1		4			16:30			66		60		
04:45			6	11	1	8	19	16:45			61	284	51	237	521
05:00			7		3			17:00			76		103		
05:15			10		4			17:15			53		69		
05:30			10		11			17:30			67		62		
05:45			12	39	7	25	64	17:45			49	245	55	289	534
06:00			9		5			18:00			41		30		
06:15			7		7			18:15			31		34		
06:30			14		3			18:30			37		28		
06:45			16	46	11	26	72	18:45			33	142	19	111	253
07:00			26		13			19:00			42		35		
07:15			35		31			19:15			31		22		
07:30			63		27			19:30			19		22		
07:45			61	185	44	115	300	19:45			23	115	22	101	216
08:00			77		40			20:00			25		17		
08:15			67		48			20:15			21		19		
08:30			43		58			20:30			18		13		
08:45			61	248	43	189	437	20:45			14	78	11	60	138
09:00			54		83			21:00			20		14		
09:15			66		72			21:15			8		14		
09:30			48		74			21:30			17		8		
09:45			81	249	64	293	542	21:45			15	60	9	45	105
10:00			61		82			22:00			10		5		
10:15			66		51			22:15			9		9		
10:30			65		57			22:30			6		5		
10:45			91	283	61	251	534	22:45			1	26	3	22	48
11:00			72		75			23:00			4		3		
11:15			73		76			23:15			6		2		
11:30			68		74			23:30			3		4		
11:45			77	290	84	309	599	23:45			5	18	4	13	31
Total Vol.				1390		1242	**2632**					2221		2030	**4251**

Daily Totals

NB	SB	EB	WB	**Combined**
		3611	3272	**6883**

	AM			**PM**		
Split %	52.8%	47.2%	**38.2%**	52.2%	47.8%	**61.8%**
Peak Hour	11:45	11:15	**11:45**	12:00	12:00	**12:00**
Volume	329	330	**644**	334	302	**636**
P.H.F.	0.92	0.86	**0.87**	0.94	0.79	**0.86**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

MAIN - 8TH TO 4TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			2		0			12:00			69		54		
00:15			2		0			12:15			57		65		
00:30			3		3			12:30			51		56		
00:45			4	11	1	4	15	12:45			56	233	40	215	448
01:00			1		2			13:00			34		53		
01:15			2		0			13:15			48		58		
01:30			1		0			13:30			47		54		
01:45			1	5	4	6	11	13:45			35	164	51	216	380
02:00			2		6			14:00			49		47		
02:15			0		2			14:15			58		53		
02:30			2		0			14:30			41		45		
02:45			1	5	0	8	13	14:45			54	202	51	196	398
03:00			0		1			15:00			43		60		
03:15			3		1			15:15			43		43		
03:30			2		2			15:30			66		41		
03:45			3	8	0	4	12	15:45			58	210	58	202	412
04:00			2		2			16:00			47		56		
04:15			3		3			16:15			58		44		
04:30			2		1			16:30			39		44		
04:45			5	12	1	7	19	16:45			38	182	33	177	359
05:00			5		4			17:00			65		41		
05:15			11		2			17:15			52		34		
05:30			4		6			17:30			47		36		
05:45			8	28	7	19	47	17:45			32	196	31	142	338
06:00			6		2			18:00			35		28		
06:15			3		8			18:15			31		29		
06:30			8		3			18:30			28		27		
06:45			6	23	15	28	51	18:45			20	114	24	108	222
07:00			11		16			19:00			25		31		
07:15			7		23			19:15			32		13		
07:30			18		25			19:30			16		24		
07:45			32	68	36	100	168	19:45			12	85	24	92	177
08:00			36		23			20:00			21		13		
08:15			38		42			20:15			12		10		
08:30			26		27			20:30			10		18		
08:45			32	132	38	130	262	20:45			10	53	8	49	102
09:00			28		54			21:00			17		14		
09:15			53		41			21:15			8		7		
09:30			48		38			21:30			9		5		
09:45			39	168	51	184	352	21:45			9	43	9	35	78
10:00			42		48			22:00			5		5		
10:15			45		44			22:15			6		10		
10:30			43		52			22:30			6		2		
10:45			44	174	41	185	359	22:45			1	18	2	19	37
11:00			50		48			23:00			5		6		
11:15			53		61			23:15			5		3		
11:30			45		68			23:30			3		6		
11:45			50	198	64	241	439	23:45			2	15	3	18	33
Total Vol.				832		916	**1748**					1515		1469	**2984**

Daily Totals

NB	SB	EB	WB	Combined
		2347	2385	**4732**

	AM			PM		
Split %	47.6%	52.4%	**36.9%**	50.8%	49.2%	**63.1%**
Peak Hour	11:45	11:30	**11:30**	12:00	13:00	**12:00**
Volume	227	251	**472**	233	216	**448**
P.H.F.	0.82	0.92	**0.96**	0.84	0.93	**0.91**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

MAIN - 4TH TO 3RD

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			12		18			12:00			126		148		
00:15			7		7			12:15			105		178		
00:30			6		9			12:30			103		165		
00:45			6	31	7	41	72	12:45			115	449	146	637	1086
01:00			5		6			13:00			89		161		
01:15			7		6			13:15			127		143		
01:30			10		6			13:30			99		151		
01:45			6	28	7	25	53	13:45			100	415	165	620	1035
02:00			3		11			14:00			104		151		
02:15			3		6			14:15			118		173		
02:30			8		9			14:30			127		175		
02:45			8	22	5	31	53	14:45			120	469	195	694	1163
03:00			5		11			15:00			123		177		
03:15			7		6			15:15			107		145		
03:30			4		7			15:30			105		187		
03:45			15	31	8	32	63	15:45			131	466	169	678	1144
04:00			11		11			16:00			113		166		
04:15			12		7			16:15			135		176		
04:30			16		18			16:30			115		175		
04:45			41	80	15	51	131	16:45			118	481	159	676	1157
05:00			40		20			17:00			142		163		
05:15			44		17			17:15			139		153		
05:30			53		30			17:30			115		151		
05:45			58	195	39	106	301	17:45			119	515	130	597	1112
06:00			34		40			18:00			87		137		
06:15			24		39			18:15			87		114		
06:30			53		47			18:30			56		103		
06:45			54	165	51	177	342	18:45			73	303	98	452	755
07:00			38		63			19:00			76		82		
07:15			58		106			19:15			79		76		
07:30			92		133			19:30			57		80		
07:45			134	322	191	493	815	19:45			48	260	67	305	565
08:00			105		136			20:00			62		82		
08:15			84		123			20:15			52		51		
08:30			88		118			20:30			52		56		
08:45			84	361	124	501	862	20:45			54	220	32	221	441
09:00			70		121			21:00			52		53		
09:15			90		116			21:15			20		25		
09:30			91		138			21:30			13		23		
09:45			90	341	128	503	844	21:45			23	108	39	140	248
10:00			85		137			22:00			24		37		
10:15			94		126			22:15			22		38		
10:30			98		131			22:30			17		33		
10:45			133	410	155	549	959	22:45			12	75	20	128	203
11:00			103		142			23:00			9		16		
11:15			105		137			23:15			12		20		
11:30			117		164			23:30			9		15		
11:45			112	437	144	587	1024	23:45			17	47	15	66	113
Total Vol.				2423		3096	**5519**					3808		5214	**9022**

Daily Totals

NB	SB	EB	WB	Combined
		6231	8310	**14541**

	AM			PM		
Split %	43.9%	56.1%	**38.0%**	42.2%	57.8%	**62.0%**
Peak Hour	11:15	11:45	**11:30**	17:00	14:15	**14:15**
Volume	460	635	**1094**	515	720	**1208**
P.H.F.	0.91	0.89	**0.97**	0.91	0.92	**0.96**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ORANGE - 4TH TO 3RD

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			5		7			12:00			45		45		
00:15			5		3			12:15			37		40		
00:30			4		4			12:30			43		44		
00:45			1	15	1	15	30	12:45			34	159	39	168	327
01:00			4		3			13:00			37		43		
01:15			1		2			13:15			47		43		
01:30			2		2			13:30			39		50		
01:45			2	9	4	11	20	13:45			44	167	45	181	348
02:00			0		2			14:00			47		54		
02:15			2		2			14:15			58		79		
02:30			1		3			14:30			68		72		
02:45			0	3	2	9	12	14:45			60	233	64	269	502
03:00			1		1			15:00			54		69		
03:15			2		1			15:15			82		70		
03:30			1		1			15:30			42		49		
03:45			0	4	2	5	9	15:45			45	223	49	237	460
04:00			6		2			16:00			55		59		
04:15			2		5			16:15			38		50		
04:30			5		3			16:30			52		49		
04:45			3	16	3	13	29	16:45			57	202	45	203	405
05:00			7		8			17:00			54		41		
05:15			11		10			17:15			44		49		
05:30			10		14			17:30			52		49		
05:45			17	45	11	43	88	17:45			50	200	53	192	392
06:00			15		25			18:00			34		56		
06:15			12		16			18:15			48		23		
06:30			8		15			18:30			20		31		
06:45			32	67	17	73	140	18:45			26	128	34	144	272
07:00			33		33			19:00			31		17		
07:15			22		66			19:15			26		19		
07:30			61		111			19:30			21		21		
07:45			109	225	67	277	502	19:45			14	92	31	88	180
08:00			58		68			20:00			19		20		
08:15			39		46			20:15			17		20		
08:30			24		28			20:30			14		16		
08:45			26	147	38	180	327	20:45			15	65	19	75	140
09:00			27		36			21:00			17		16		
09:15			30		32			21:15			15		32		
09:30			28		36			21:30			24		31		
09:45			26	111	36	140	251	21:45			19	75	14	93	168
10:00			38		36			22:00			10		11		
10:15			25		34			22:15			8		6		
10:30			38		25			22:30			8		5		
10:45			38	139	34	129	268	22:45			9	35	15	37	72
11:00			45		49			23:00			7		3		
11:15			35		27			23:15			7		2		
11:30			39		43			23:30			5		1		
11:45			42	161	49	168	329	23:45			5	24	3	9	33
Total Vol.				942		1063	**2005**					1603		1696	**3299**

Daily Totals

NB	SB	EB	WB	Combined
		2545	2759	**5304**

	AM			PM		
Split %	47.0%	53.0%	**37.8%**	48.6%	51.4%	**62.2%**
Peak Hour	07:30	07:15	**07:15**	14:30	14:15	**14:30**
Volume	267	312	**562**	264	284	**539**
P.H.F.	0.61	0.70	**0.80**	0.80	0.90	**0.89**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

MAIN - DOGWOOD TO COOLEY

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			13		14			12:00			89		117		
00:15			6		13			12:15			94		118		
00:30			7		11			12:30			87		85		
00:45			4	30	7	45	75	12:45			97	367	114	434	801
01:00			10		5			13:00			89		119		
01:15			9		5			13:15			120		125		
01:30			10		16			13:30			110		136		
01:45			2	31	13	39	70	13:45			102	421	99	479	900
02:00			10		6			14:00			123		99		
02:15			2		2			14:15			104		106		
02:30			11		4			14:30			93		112		
02:45			5	28	5	17	45	14:45			127	447	112	429	876
03:00			7		6			15:00			104		104		
03:15			12		12			15:15			118		130		
03:30			12		10			15:30			111		144		
03:45			19	50	23	51	101	15:45			129	462	119	497	959
04:00			18		14			16:00			106		128		
04:15			19		17			16:15			133		149		
04:30			49		16			16:30			99		144		
04:45			40	126	31	78	204	16:45			94	432	124	545	977
05:00			65		39			17:00			123		113		
05:15			67		25			17:15			124		106		
05:30			66		29			17:30			112		100		
05:45			59	257	47	140	397	17:45			74	433	79	398	831
06:00			40		55			18:00			79		98		
06:15			47		47			18:15			82		64		
06:30			61		61			18:30			48		75		
06:45			50	198	74	237	435	18:45			57	266	40	277	543
07:00			61		69			19:00			46		58		
07:15			66		108			19:15			51		55		
07:30			97		122			19:30			65		42		
07:45			90	314	141	440	754	19:45			35	197	38	193	390
08:00			84		114			20:00			46		32		
08:15			65		95			20:15			44		34		
08:30			67		93			20:30			40		27		
08:45			73	289	108	410	699	20:45			43	173	46	139	312
09:00			72		118			21:00			41		30		
09:15			84		59			21:15			26		25		
09:30			65		108			21:30			40		26		
09:45			61	282	96	381	663	21:45			24	131	20	101	232
10:00			91		80			22:00			32		31		
10:15			70		95			22:15			28		28		
10:30			85		101			22:30			22		11		
10:45			81	327	113	389	716	22:45			8	90	18	88	178
11:00			95		116			23:00			15		7		
11:15			104		98			23:15			11		21		
11:30			88		142			23:30			12		14		
11:45			91	378	97	453	831	23:45			15	53	18	60	113
Total Vol.				2310		2680	**4990**					3472		3640	**7112**

Daily Totals

NB	SB	EB	WB	**Combined**
		5782	6320	**12102**

	AM			**PM**		
Split %	46.3%	53.7%	**41.2%**	48.8%	51.2%	**58.8%**
Peak Hour	11:00	07:15	**10:45**	15:30	16:00	**15:30**
Volume	378	485	**837**	479	545	**1019**
P.H.F.	0.91	0.86	**0.91**	0.90	0.91	**0.90**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ORANGE - LOIS TO LA BRUCHERIE

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		3			12:00			25		26		
00:15			2		3			12:15			17		21		
00:30			1		2			12:30			22		20		
00:45			0	3	3	11	14	12:45			15	79	15	82	161
01:00			0		1			13:00			23		19		
01:15			0		3			13:15			15		24		
01:30			0		3			13:30			22		19		
01:45			0	0	4	11	11	13:45			14	74	11	73	147
02:00			0		0			14:00			20		20		
02:15			0		1			14:15			23		20		
02:30			0		0			14:30			24		28		
02:45			1	1	2	3	4	14:45			26	93	27	95	188
03:00			0		1			15:00			11		40		
03:15			2		0			15:15			52		24		
03:30			0		1			15:30			29		24		
03:45			1	3	0	2	5	15:45			25	117	24	112	229
04:00			1		1			16:00			16		24		
04:15			1		0			16:15			20		28		
04:30			3		2			16:30			17		26		
04:45			2	7	1	4	11	16:45			23	76	17	95	171
05:00			5		1			17:00			17		32		
05:15			2		4			17:15			21		25		
05:30			5		3			17:30			11		29		
05:45			6	18	2	10	28	17:45			16	65	16	102	167
06:00			6		7			18:00			10		22		
06:15			8		2			18:15			18		16		
06:30			6		7			18:30			13		24		
06:45			10	30	5	21	51	18:45			17	58	16	78	136
07:00			20		8			19:00			14		15		
07:15			38		19			19:15			4		13		
07:30			58		38			19:30			8		5		
07:45			83	199	63	128	327	19:45			6	32	11	44	76
08:00			48		29			20:00			8		17		
08:15			20		9			20:15			13		17		
08:30			20		8			20:30			10		18		
08:45			19	107	14	60	167	20:45			6	37	7	59	96
09:00			17		18			21:00			6		10		
09:15			9		8			21:15			8		14		
09:30			14		11			21:30			6		6		
09:45			11	51	10	47	98	21:45			4	24	4	34	58
10:00			9		12			22:00			6		5		
10:15			13		14			22:15			2		5		
10:30			11		10			22:30			1		5		
10:45			14	47	12	48	95	22:45			3	12	6	21	33
11:00			18		19			23:00			1		3		
11:15			15		14			23:15			2		1		
11:30			13		15			23:30			0		2		
11:45			16	62	17	65	127	23:45			2	5	1	7	12
Total Vol.				528		410	**938**					672		802	**1474**

Daily Totals

NB	SB	EB	WB	Combined
		1200	1212	**2412**

	AM			PM		
Split %	56.3%	43.7%	**38.9%**	45.6%	54.4%	**61.1%**
Peak Hour	07:15	07:15	**07:15**	15:15	14:30	**14:45**
Volume	227	149	**376**	122	119	**233**
P.H.F.	0.68	0.59	**0.64**	0.59	0.74	**0.77**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ORANGE - LA BRUCHERIE TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			2		1			12:00			25		31		
00:15			4		2			12:15			17		20		
00:30			1		2			12:30			15		29		
00:45			4	11	3	8	19	12:45			21	78	12	92	170
01:00			0		0			13:00			23		16		
01:15			1		1			13:15			22		21		
01:30			2		2			13:30			40		22		
01:45			0	3	3	6	9	13:45			39	124	42	101	225
02:00			1		0			14:00			23		30		
02:15			2		0			14:15			20		21		
02:30			0		0			14:30			30		33		
02:45			0	3	1	1	4	14:45			29	102	25	109	211
03:00			0		0			15:00			26		35		
03:15			0		0			15:15			19		41		
03:30			0		2			15:30			19		30		
03:45			0	0	0	2	2	15:45			26	90	22	128	218
04:00			1		2			16:00			28		28		
04:15			0		0			16:15			22		25		
04:30			2		1			16:30			17		36		
04:45			0	3	0	3	6	16:45			21	88	33	122	210
05:00			2		3			17:00			25		33		
05:15			3		6			17:15			37		30		
05:30			5		5			17:30			21		39		
05:45			6	16	3	17	33	17:45			36	119	23	125	244
06:00			5		5			18:00			24		37		
06:15			2		11			18:15			24		31		
06:30			3		8			18:30			25		24		
06:45			6	16	12	36	52	18:45			24	97	17	109	206
07:00			12		16			19:00			11		23		
07:15			34		25			19:15			27		26		
07:30			53		39			19:30			18		15		
07:45			56	155	52	132	287	19:45			18	74	21	85	159
08:00			27		34			20:00			18		16		
08:15			21		23			20:15			4		11		
08:30			20		15			20:30			7		10		
08:45			16	84	11	83	167	20:45			10	39	10	47	86
09:00			13		11			21:00			14		9		
09:15			11		11			21:15			19		12		
09:30			13		19			21:30			14		6		
09:45			17	54	11	52	106	21:45			7	54	10	37	91
10:00			17		10			22:00			6		12		
10:15			17		18			22:15			7		5		
10:30			19		15			22:30			4		2		
10:45			13	66	7	50	116	22:45			7	24	1	20	44
11:00			15		21			23:00			5		2		
11:15			17		17			23:15			3		2		
11:30			20		16			23:30			3		3		
11:45			15	67	16	70	137	23:45			0	11	0	7	18
Total Vol.				478		460	**938**					900		982	**1882**

Daily Totals

NB	SB	EB	WB	Combined
		1378	1442	**2820**

	AM			PM		
Split %	51.0%	49.0%	**33.3%**	47.8%	52.2%	**66.7%**
Peak Hour	07:15	07:15	**07:15**	13:00	16:45	**17:15**
Volume	170	150	**320**	124	135	**247**
P.H.F.	0.76	0.72	**0.74**	0.78	0.87	**0.92**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ORANGE - 4TH TO 3RD

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			5		7			12:00			45		45		
00:15			5		3			12:15			37		40		
00:30			4		4			12:30			43		44		
00:45			1	15	1	15	30	12:45			34	159	39	168	327
01:00			4		3			13:00			37		43		
01:15			1		2			13:15			47		43		
01:30			2		2			13:30			39		50		
01:45			2	9	4	11	20	13:45			44	167	45	181	348
02:00			0		2			14:00			47		54		
02:15			2		2			14:15			58		79		
02:30			1		3			14:30			68		72		
02:45			0	3	2	9	12	14:45			60	233	64	269	502
03:00			1		1			15:00			54		69		
03:15			2		1			15:15			82		70		
03:30			1		1			15:30			42		49		
03:45			0	4	2	5	9	15:45			45	223	49	237	460
04:00			6		2			16:00			55		59		
04:15			2		5			16:15			38		50		
04:30			5		3			16:30			52		49		
04:45			3	16	3	13	29	16:45			57	202	45	203	405
05:00			7		8			17:00			54		41		
05:15			11		10			17:15			44		49		
05:30			10		14			17:30			52		49		
05:45			17	45	11	43	88	17:45			50	200	53	192	392
06:00			15		25			18:00			34		56		
06:15			12		16			18:15			48		23		
06:30			8		15			18:30			20		31		
06:45			32	67	17	73	140	18:45			26	128	34	144	272
07:00			33		33			19:00			31		17		
07:15			22		66			19:15			26		19		
07:30			61		111			19:30			21		21		
07:45			109	225	67	277	502	19:45			14	92	31	88	180
08:00			58		68			20:00			19		20		
08:15			39		46			20:15			17		20		
08:30			24		28			20:30			14		16		
08:45			26	147	38	180	327	20:45			15	65	19	75	140
09:00			27		36			21:00			17		16		
09:15			30		32			21:15			15		32		
09:30			28		36			21:30			24		31		
09:45			26	111	36	140	251	21:45			19	75	14	93	168
10:00			38		36			22:00			10		11		
10:15			25		34			22:15			8		6		
10:30			38		25			22:30			8		5		
10:45			38	139	34	129	268	22:45			9	35	15	37	72
11:00			45		49			23:00			7		3		
11:15			35		27			23:15			7		2		
11:30			39		43			23:30			5		1		
11:45			42	161	49	168	329	23:45			5	24	3	9	33
Total Vol.				942		1063	**2005**					1603		1696	**3299**

Daily Totals

NB	SB	EB	WB	Combined
		2545	2759	**5304**

	AM			PM		
Split %	47.0%	53.0%	**37.8%**	48.6%	51.4%	**62.2%**
Peak Hour	07:30	07:15	**07:15**	14:30	14:15	**14:30**
Volume	267	312	**562**	264	284	**539**
P.H.F.	0.61	0.70	**0.80**	0.80	0.90	**0.89**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ORANGE - 8TH TO 4TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			4		4			12:00			20		18		
00:15			1		1			12:15			9		16		
00:30			2		1			12:30			19		17		
00:45			0	7	0	6	13	12:45			19	67	15	66	133
01:00			1		1			13:00			17		19		
01:15			0		1			13:15			24		19		
01:30			1		3			13:30			16		12		
01:45			0	2	2	7	9	13:45			10	67	14	64	131
02:00			1		0			14:00			16		24		
02:15			3		0			14:15			20		34		
02:30			0		2			14:30			40		35		
02:45			0	4	2	4	8	14:45			33	109	43	136	245
03:00			1		0			15:00			38		42		
03:15			2		1			15:15			46		37		
03:30			2		0			15:30			20		19		
03:45			2	7	0	1	8	15:45			28	132	22	120	252
04:00			1		1			16:00			22		28		
04:15			1		0			16:15			17		36		
04:30			3		1			16:30			20		16		
04:45			4	9	3	5	14	16:45			18	77	22	102	179
05:00			5		0			17:00			28		22		
05:15			1		2			17:15			15		25		
05:30			3		2			17:30			28		26		
05:45			4	13	5	9	22	17:45			20	91	22	95	186
06:00			2		5			18:00			26		21		
06:15			4		10			18:15			18		18		
06:30			5		7			18:30			9		11		
06:45			10	21	2	24	45	18:45			8	61	10	60	121
07:00			19		18			19:00			12		16		
07:15			14		40			19:15			12		11		
07:30			37		55			19:30			4		5		
07:45			49	119	30	143	262	19:45			10	38	13	45	83
08:00			24		19			20:00			5		10		
08:15			14		13			20:15			6		9		
08:30			13		12			20:30			6		7		
08:45			15	66	14	58	124	20:45			7	24	9	35	59
09:00			12		17			21:00			7		3		
09:15			12		11			21:15			9		8		
09:30			4		15			21:30			2		13		
09:45			19	47	12	55	102	21:45			5	23	3	27	50
10:00			12		15			22:00			6		7		
10:15			21		6			22:15			5		5		
10:30			12		17			22:30			4		0		
10:45			19	64	16	54	118	22:45			3	18	3	15	33
11:00			19		14			23:00			3		4		
11:15			17		17			23:15			2		1		
11:30			12		12			23:30			2		0		
11:45			19	67	28	71	138	23:45			1	8	3	8	16
Total Vol.				426		437	**863**					715		773	**1488**

Daily Totals

NB	SB	EB	WB	Combined
		1141	1210	**2351**

	AM			PM		
Split %	49.4%	50.6%	**36.7%**	48.1%	51.9%	**63.3%**
Peak Hour	07:15	07:15	**07:15**	14:30	14:30	**14:30**
Volume	124	144	**268**	157	157	**314**
P.H.F.	0.63	0.65	**0.73**	0.85	0.91	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DANENBERG - SR86 TO DOGWOOD

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			1		6			12:00			112		55		
00:15			1		3			12:15			79		67		
00:30			3		2			12:30			83		64		
00:45			0	5	2	13	18	12:45			77	351	97	283	634
01:00			3		0			13:00			77		86		
01:15			1		0			13:15			76		52		
01:30			1		1			13:30			74		62		
01:45			2	7	0	1	8	13:45			64	291	81	281	572
02:00			5		0			14:00			64		70		
02:15			2		2			14:15			70		67		
02:30			1		1			14:30			74		78		
02:45			1	9	1	4	13	14:45			65	273	54	269	542
03:00			1		1			15:00			60		72		
03:15			0		0			15:15			61		59		
03:30			3		1			15:30			76		72		
03:45			0	4	0	2	6	15:45			67	264	58	261	525
04:00			4		1			16:00			69		61		
04:15			2		2			16:15			72		52		
04:30			2		4			16:30			82		67		
04:45			3	11	0	7	18	16:45			62	285	58	238	523
05:00			6		0			17:00			119		65		
05:15			5		4			17:15			93		63		
05:30			4		7			17:30			89		52		
05:45			9	24	6	17	41	17:45			72	373	47	227	600
06:00			5		7			18:00			63		62		
06:15			7		6			18:15			59		53		
06:30			14		15			18:30			69		51		
06:45			16	42	18	46	88	18:45			49	240	52	218	458
07:00			22		11			19:00			38		46		
07:15			26		23			19:15			64		38		
07:30			34		29			19:30			41		52		
07:45			42	124	61	124	248	19:45			36	179	45	181	360
08:00			34		43			20:00			26		32		
08:15			38		31			20:15			26		59		
08:30			32		26			20:30			15		48		
08:45			31	135	24	124	259	20:45			19	86	29	168	254
09:00			41		27			21:00			22		39		
09:15			44		30			21:15			18		33		
09:30			37		36			21:30			22		31		
09:45			54	176	34	127	303	21:45			9	71	30	133	204
10:00			60		40			22:00			11		23		
10:15			64		39			22:15			7		14		
10:30			62		52			22:30			12		21		
10:45			64	250	52	183	433	22:45			7	37	16	74	111
11:00			70		51			23:00			5		11		
11:15			61		51			23:15			3		8		
11:30			88		45			23:30			3		2		
11:45			80	299	56	203	502	23:45			3	14	10	31	45
Total Vol.				1086		851	**1937**					2464		2364	**4828**

			Daily Totals		
	NB	SB	EB	WB	**Combined**
			3550	3215	**6765**

	AM			**PM**		
Split %	56.1%	43.9%	**28.6%**	51.0%	49.0%	**71.4%**
Peak Hour	11:30	11:45	**11:45**	17:00	12:15	**12:00**
Volume	359	242	**596**	373	314	**634**
P.H.F.	0.80	0.90	**0.89**	0.78	0.81	**0.91**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

HAMILTON - LA BRUCHERIE TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			3		0			12:00			9		6		
00:15			0		3			12:15			6		8		
00:30			1		0			12:30			12		9		
00:45			1	5	0	3	8	12:45			13	40	5	28	68
01:00			0		0			13:00			16		5		
01:15			0		0			13:15			11		6		
01:30			1		1			13:30			11		11		
01:45			1	2	0	1	3	13:45			17	55	5	27	82
02:00			0		1			14:00			15		8		
02:15			2		0			14:15			18		16		
02:30			0		2			14:30			22		16		
02:45			0	2	0	3	5	14:45			8	63	10	50	113
03:00			1		0			15:00			11		9		
03:15			2		0			15:15			15		13		
03:30			0		0			15:30			18		5		
03:45			0	3	0	0	3	15:45			9	53	5	32	85
04:00			0		0			16:00			10		5		
04:15			1		0			16:15			8		7		
04:30			0		1			16:30			12		10		
04:45			1	2	2	3	5	16:45			12	42	5	27	69
05:00			1		1			17:00			15		6		
05:15			0		1			17:15			13		11		
05:30			3		0			17:30			10		10		
05:45			2	6	0	2	8	17:45			10	48	8	35	83
06:00			0		1			18:00			10		9		
06:15			1		2			18:15			6		4		
06:30			3		4			18:30			6		3		
06:45			6	10	2	9	19	18:45			12	34	4	20	54
07:00			6		3			19:00			6		7		
07:15			18		4			19:15			5		3		
07:30			41		25			19:30			6		5		
07:45			44	109	28	60	169	19:45			7	24	1	16	40
08:00			22		10			20:00			7		2		
08:15			7		6			20:15			3		6		
08:30			6		2			20:30			2		4		
08:45			3	38	3	21	59	20:45			6	18	7	19	37
09:00			8		9			21:00			0		7		
09:15			8		4			21:15			3		2		
09:30			3		1			21:30			3		1		
09:45			4	23	6	20	43	21:45			0	6	2	12	18
10:00			5		2			22:00			3		5		
10:15			2		2			22:15			1		0		
10:30			9		9			22:30			3		4		
10:45			7	23	7	20	43	22:45			1	8	1	10	18
11:00			12		8			23:00			3		6		
11:15			2		4			23:15			0		2		
11:30			6		0			23:30			0		0		
11:45			7	27	5	17	44	23:45			2	5	2	10	15
Total Vol.				250		159	**409**					396		286	**682**

Daily Totals

NB	SB	EB	WB	Combined
		646	445	**1091**

	AM			PM		
Split %	61.1%	38.9%	**37.5%**	58.1%	41.9%	**62.5%**
Peak Hour	07:15	07:30	**07:15**	13:45	14:15	**13:45**
Volume	125	69	**192**	72	51	**117**
P.H.F.	0.71	0.62	**0.67**	0.82	0.80	**0.77**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

HAMILTON - IMPERIAL TO 8TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		4			12:00			13		11		
00:15			3		1			12:15			8		10		
00:30			2		1			12:30			5		9		
00:45			2	7	1	7	14	12:45			10	36	6	36	72
01:00			1		1			13:00			9		9		
01:15			2		1			13:15			9		9		
01:30			0		1			13:30			11		15		
01:45			2	5	2	5	10	13:45			14	43	10	43	86
02:00			2		2			14:00			17		12		
02:15			0		0			14:15			14		22		
02:30			1		1			14:30			29		21		
02:45			0	3	0	3	6	14:45			16	76	24	79	155
03:00			0		0			15:00			24		22		
03:15			1		0			15:15			11		16		
03:30			1		2			15:30			21		13		
03:45			0	2	0	2	4	15:45			17	73	15	66	139
04:00			1		2			16:00			21		15		
04:15			1		1			16:15			22		20		
04:30			0		2			16:30			16		21		
04:45			0	2	1	6	8	16:45			19	78	8	64	142
05:00			0		1			17:00			18		24		
05:15			0		0			17:15			13		17		
05:30			1		0			17:30			13		9		
05:45			3	4	3	4	8	17:45			18	62	12	62	124
06:00			2		3			18:00			17		13		
06:15			2		2			18:15			7		14		
06:30			2		3			18:30			12		5		
06:45			8	14	2	10	24	18:45			8	44	4	36	80
07:00			3		10			19:00			10		4		
07:15			13		23			19:15			11		4		
07:30			19		34			19:30			5		5		
07:45			18	53	40	107	160	19:45			2	28	3	16	44
08:00			19		10			20:00			7		4		
08:15			8		6			20:15			9		7		
08:30			9		7			20:30			15		8		
08:45			6	42	2	25	67	20:45			9	40	4	23	63
09:00			8		5			21:00			7		9		
09:15			6		7			21:15			2		0		
09:30			5		7			21:30			2		1		
09:45			6	25	6	25	50	21:45			3	14	2	12	26
10:00			5		7			22:00			3		3		
10:15			3		4			22:15			4		1		
10:30			7		8			22:30			3		2		
10:45			16	31	8	27	58	22:45			2	12	3	9	21
11:00			6		14			23:00			3		3		
11:15			11		6			23:15			3		1		
11:30			9		9			23:30			2		1		
11:45			10	36	10	39	75	23:45			0	8	0	5	13
Total Vol.				224		260	**484**					514		451	**965**

Daily Totals

NB	SB	EB	WB	Combined
		738	711	**1449**

	AM			PM		
Split %	46.3%	53.7%	**33.4%**	53.3%	46.7%	**66.6%**
Peak Hour	07:15	07:00	**07:15**	14:15	14:15	**14:15**
Volume	69	107	**176**	83	89	**172**
P.H.F.	0.91	0.67	**0.76**	0.72	0.93	**0.86**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ROSS - LOIS TO LA BRUCHERIE

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			2		4			12:00			28		38		
00:15			0		4			12:15			33		22		
00:30			3		0			12:30			35		30		
00:45			0	5	2	10	15	12:45			41	137	34	124	261
01:00			1		0			13:00			36		37		
01:15			2		2			13:15			36		29		
01:30			0		0			13:30			45		27		
01:45			0	3	1	3	6	13:45			39	156	39	132	288
02:00			4		2			14:00			46		37		
02:15			1		0			14:15			46		46		
02:30			1		0			14:30			47		44		
02:45			0	6	0	2	8	14:45			78	217	35	162	379
03:00			1		1			15:00			55		75		
03:15			5		0			15:15			133		75		
03:30			1		4			15:30			55		72		
03:45			2	9	0	5	14	15:45			50	293	40	262	555
04:00			3		4			16:00			46		39		
04:15			3		1			16:15			43		44		
04:30			9		0			16:30			40		59		
04:45			5	20	1	6	26	16:45			43	172	46	188	360
05:00			9		6			17:00			59		48		
05:15			7		4			17:15			42		41		
05:30			21		13			17:30			44		48		
05:45			16	53	13	36	89	17:45			27	172	40	177	349
06:00			11		8			18:00			29		37		
06:15			9		12			18:15			43		27		
06:30			20		8			18:30			34		32		
06:45			42	82	28	56	138	18:45			28	134	26	122	256
07:00			34		21			19:00			23		29		
07:15			60		32			19:15			12		26		
07:30			90		78			19:30			16		27		
07:45			104	288	85	216	504	19:45			17	68	26	108	176
08:00			84		72			20:00			25		33		
08:15			47		26			20:15			22		24		
08:30			39		13			20:30			13		19		
08:45			50	220	22	133	353	20:45			19	79	13	89	168
09:00			31		21			21:00			21		22		
09:15			34		20			21:15			10		19		
09:30			19		12			21:30			11		8		
09:45			43	127	12	65	192	21:45			17	59	11	60	119
10:00			38		24			22:00			11		19		
10:15			33		28			22:15			11		16		
10:30			42		25			22:30			5		4		
10:45			40	153	23	100	253	22:45			7	34	8	47	81
11:00			39		24			23:00			6		7		
11:15			29		20			23:15			4		6		
11:30			41		21			23:30			7		4		
11:45			32	141	30	95	236	23:45			2	19	3	20	39
Total Vol.				1107		727	**1834**					1540		1491	**3031**

Daily Totals

NB	SB	EB	WB	Combined
		2647	2218	**4865**

	AM			PM		
Split %	60.4%	39.6%	**37.7%**	50.8%	49.2%	**62.3%**
Peak Hour	07:15	07:15	**07:15**	14:45	15:00	**14:45**
Volume	338	267	**605**	321	262	**578**
P.H.F.	0.81	0.79	**0.80**	0.60	0.87	**0.69**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ROSS - LA BRUCHERIE TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			3		8			12:00			63		61		
00:15			2		5			12:15			47		60		
00:30			2		0			12:30			66		56		
00:45			0	7	5	18	25	12:45			62	238	52	229	467
01:00			1		3			13:00			57		70		
01:15			2		3			13:15			48		53		
01:30			1		2			13:30			62		58		
01:45			1	5	5	13	18	13:45			72	239	69	250	489
02:00			3		2			14:00			66		57		
02:15			0		1			14:15			66		79		
02:30			1		1			14:30			76		64		
02:45			2	6	0	4	10	14:45			79	287	79	279	566
03:00			0		2			15:00			71		88		
03:15			6		3			15:15			128		71		
03:30			2		5			15:30			90		91		
03:45			5	13	2	12	25	15:45			66	355	62	312	667
04:00			3		1			16:00			83		71		
04:15			5		0			16:15			59		93		
04:30			8		3			16:30			78		89		
04:45			8	24	1	5	29	16:45			64	284	69	322	606
05:00			9		4			17:00			83		104		
05:15			16		11			17:15			66		68		
05:30			15		12			17:30			68		78		
05:45			22	62	12	39	101	17:45			42	259	59	309	568
06:00			16		10			18:00			47		75		
06:15			13		16			18:15			51		52		
06:30			26		13			18:30			42		40		
06:45			48	103	48	87	190	18:45			49	189	47	214	403
07:00			32		23			19:00			41		58		
07:15			61		57			19:15			21		42		
07:30			119		108			19:30			29		41		
07:45			146	358	132	320	678	19:45			37	128	36	177	305
08:00			116		80			20:00			21		41		
08:15			58		48			20:15			21		32		
08:30			53		43			20:30			28		33		
08:45			67	294	49	220	514	20:45			24	94	31	137	231
09:00			51		56			21:00			23		28		
09:15			44		39			21:15			19		21		
09:30			45		32			21:30			20		14		
09:45			54	194	52	179	373	21:45			17	79	17	80	159
10:00			56		43			22:00			15		30		
10:15			40		48			22:15			17		18		
10:30			54		49			22:30			5		11		
10:45			62	212	39	179	391	22:45			12	49	9	68	117
11:00			48		48			23:00			12		9		
11:15			62		51			23:15			8		13		
11:30			64		50			23:30			6		7		
11:45			60	234	67	216	450	23:45			1	27	6	35	62
Total Vol.				1512		1292	**2804**					2228		2412	**4640**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			3740	3704	**7444**

	AM			**PM**		
Split %	53.9%	46.1%	**37.7%**	48.0%	52.0%	**62.3%**
Peak Hour	07:15	07:15	**07:15**	14:45	16:15	**14:45**
Volume	442	377	**819**	368	355	**697**
P.H.F.	0.76	0.71	**0.74**	0.72	0.85	**0.88**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ROSS - IMPERIAL TO 8TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			4		7			12:00			69		67		
00:15			8		3			12:15			56		71		
00:30			4		5			12:30			69		74		
00:45			1	17	2	17	34	12:45			82	276	66	278	554
01:00			0		4			13:00			75		55		
01:15			2		1			13:15			64		61		
01:30			8		5			13:30			68		72		
01:45			2	12	3	13	25	13:45			58	265	83	271	536
02:00			1		0			14:00			84		78		
02:15			1		1			14:15			93		97		
02:30			3		1			14:30			93		98		
02:45			5	10	1	3	13	14:45			102	372	79	352	724
03:00			3		4			15:00			82		104		
03:15			4		5			15:15			115		94		
03:30			1		3			15:30			104		77		
03:45			0	8	2	14	22	15:45			73	374	71	346	720
04:00			3		1			16:00			79		81		
04:15			6		13			16:15			87		88		
04:30			5		4			16:30			85		71		
04:45			4	18	5	23	41	16:45			68	319	78	318	637
05:00			3		8			17:00			88		82		
05:15			11		10			17:15			61		76		
05:30			16		12			17:30			46		80		
05:45			32	62	19	49	111	17:45			58	253	70	308	561
06:00			16		19			18:00			68		71		
06:15			12		16			18:15			47		56		
06:30			21		26			18:30			56		44		
06:45			42	91	45	106	197	18:45			43	214	37	208	422
07:00			40		42			19:00			48		46		
07:15			51		81			19:15			35		39		
07:30			117		162			19:30			49		34		
07:45			128	336	156	441	777	19:45			23	155	41	160	315
08:00			95		63			20:00			31		46		
08:15			74		60			20:15			21		33		
08:30			43		51			20:30			20		22		
08:45			52	264	48	222	486	20:45			21	93	30	131	224
09:00			45		48			21:00			24		45		
09:15			53		52			21:15			22		25		
09:30			57		69			21:30			25		22		
09:45			59	214	61	230	444	21:45			11	82	15	107	189
10:00			59		68			22:00			14		16		
10:15			58		51			22:15			12		10		
10:30			63		61			22:30			15		8		
10:45			82	262	70	250	512	22:45			10	51	19	53	104
11:00			67		63			23:00			11		15		
11:15			55		48			23:15			4		8		
11:30			56		59			23:30			7		10		
11:45			79	257	66	236	493	23:45			5	27	2	35	62
Total Vol.				1551		1604	**3155**					2481		2567	**5048**

Daily Totals

NB	SB	EB	WB	Combined
		4032	4171	**8203**

	AM			PM		
Split %	49.2%	50.8%	**38.5%**	49.1%	50.9%	**61.5%**
Peak Hour	07:30	07:15	**07:30**	14:45	14:15	**14:30**
Volume	414	462	**855**	403	378	**767**
P.H.F.	0.81	0.71	**0.75**	0.88	0.91	**0.92**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ROSS - 8TH TO 4TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			3		7			12:00			55		52		
00:15			5		4			12:15			44		48		
00:30			2		3			12:30			61		51		
00:45			1	11	2	16	27	12:45			69	229	44	195	424
01:00			2		3			13:00			63		48		
01:15			2		0			13:15			49		49		
01:30			6		4			13:30			66		43		
01:45			4	14	2	9	23	13:45			50	228	61	201	429
02:00			1		0			14:00			78		47		
02:15			0		1			14:15			72		74		
02:30			3		1			14:30			80		65		
02:45			4	8	3	5	13	14:45			89	319	60	246	565
03:00			3		2			15:00			62		61		
03:15			2		1			15:15			84		52		
03:30			1		3			15:30			93		51		
03:45			0	6	1	7	13	15:45			73	312	46	210	522
04:00			3		2			16:00			71		53		
04:15			5		8			16:15			79		40		
04:30			2		1			16:30			62		51		
04:45			4	14	4	15	29	16:45			58	270	63	207	477
05:00			6		5			17:00			56		64		
05:15			12		8			17:15			62		46		
05:30			16		9			17:30			38		56		
05:45			34	68	8	30	98	17:45			47	203	35	201	404
06:00			16		9			18:00			55		38		
06:15			13		11			18:15			33		39		
06:30			17		20			18:30			39		26		
06:45			25	71	28	68	139	18:45			33	160	29	132	292
07:00			26		22			19:00			29		33		
07:15			45		50			19:15			17		20		
07:30			93		88			19:30			31		22		
07:45			123	287	94	254	541	19:45			22	99	30	105	204
08:00			69		33			20:00			29		34		
08:15			54		37			20:15			20		21		
08:30			38		33			20:30			18		11		
08:45			44	205	35	138	343	20:45			10	77	20	86	163
09:00			40		37			21:00			19		24		
09:15			45		38			21:15			16		17		
09:30			47		40			21:30			17		16		
09:45			40	172	37	152	324	21:45			8	60	10	67	127
10:00			45		42			22:00			8		12		
10:15			52		35			22:15			9		8		
10:30			62		44			22:30			11		6		
10:45			74	233	30	151	384	22:45			5	33	16	42	75
11:00			53		37			23:00			8		4		
11:15			58		37			23:15			5		8		
11:30			51		49			23:30			6		2		
11:45			61	223	49	172	395	23:45			3	22	3	17	39
Total Vol.				1312		1017	**2329**					2012		1709	**3721**

Daily Totals

NB	SB	EB	WB	Combined
		3324	2726	**6050**

	AM			PM		
Split %	56.3%	43.7%	**38.5%**	54.1%	45.9%	**61.5%**
Peak Hour	07:30	07:15	**07:15**	14:45	14:15	**14:00**
Volume	339	265	**595**	328	260	**565**
P.H.F.	0.69	0.70	**0.69**	0.88	0.88	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

ROSS - 4TH TO 2ND

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			5		6			12:00			79		92		
00:15			3		7			12:15			80		99		
00:30			3		5			12:30			96		100		
00:45			2	13	3	21	34	12:45			80	335	95	386	721
01:00			5		4			13:00			111		106		
01:15			0		4			13:15			89		91		
01:30			8		1			13:30			89		114		
01:45			4	17	3	12	29	13:45			92	381	89	400	781
02:00			2		9			14:00			95		105		
02:15			2		3			14:15			83		110		
02:30			1		2			14:30			124		127		
02:45			2	7	3	17	24	14:45			85	387	112	454	841
03:00			4		3			15:00			86		106		
03:15			3		1			15:15			91		103		
03:30			4		1			15:30			95		112		
03:45			4	15	1	6	21	15:45			88	360	120	441	801
04:00			7		2			16:00			93		140		
04:15			5		5			16:15			81		107		
04:30			7		7			16:30			93		106		
04:45			22	41	10	24	65	16:45			67	334	116	469	803
05:00			12		10			17:00			78		98		
05:15			21		9			17:15			80		95		
05:30			34		20			17:30			66		86		
05:45			49	116	32	71	187	17:45			56	280	61	340	620
06:00			26		35			18:00			73		62		
06:15			30		27			18:15			43		55		
06:30			35		38			18:30			49		45		
06:45			44	135	42	142	277	18:45			31	196	52	214	410
07:00			55		38			19:00			39		41		
07:15			61		62			19:15			37		31		
07:30			88		109			19:30			34		51		
07:45			126	330	93	302	632	19:45			29	139	39	162	301
08:00			106		70			20:00			37		37		
08:15			70		81			20:15			23		36		
08:30			59		74			20:30			27		38		
08:45			67	302	61	286	588	20:45			13	100	33	144	244
09:00			63		82			21:00			32		35		
09:15			69		61			21:15			21		31		
09:30			60		77			21:30			23		32		
09:45			74	266	73	293	559	21:45			18	94	19	117	211
10:00			75		62			22:00			10		17		
10:15			73		70			22:15			8		18		
10:30			82		89			22:30			16		17		
10:45			71	301	61	282	583	22:45			13	47	16	68	115
11:00			88		68			23:00			13		10		
11:15			71		70			23:15			8		10		
11:30			75		88			23:30			7		11		
11:45			78	312	86	312	624	23:45			6	34	9	40	74
Total Vol.				1855		1768	**3623**					2687		3235	**5922**

Daily Totals

NB	SB	EB	WB	Combined
		4542	5003	**9545**

	AM			PM		
Split %	51.2%	48.8%	**38.0%**	45.4%	54.6%	**62.0%**
Peak Hour	07:30	11:45	**07:30**	13:45	15:30	**15:15**
Volume	390	377	**743**	394	479	**842**
P.H.F.	0.77	0.94	**0.85**	0.79	0.86	**0.90**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DOGWOOD - WAKE TO ROSS

AM	NB		SB		EB	WB		PM	NB		SB		EB	WB	
00:00	25		8					12:00	147		199				
00:15	11		9					12:15	135		156				
00:30	14		6					12:30	157		140				
00:45	8	58	2	25			83	12:45	183	622	165	660			1282
01:00	10		6					13:00	147		129				
01:15	8		6					13:15	152		136				
01:30	7		1					13:30	160		146				
01:45	6	31	6	19			50	13:45	148	607	116	527			1134
02:00	13		11					14:00	172		127				
02:15	6		8					14:15	176		135				
02:30	7		7					14:30	169		178				
02:45	15	41	6	32			73	14:45	142	659	187	627			1286
03:00	11		4					15:00	135		157				
03:15	4		10					15:15	170		153				
03:30	11		14					15:30	152		153				
03:45	11	37	10	38			75	15:45	157	614	181	644			1258
04:00	5		12					16:00	141		179				
04:15	21		12					16:15	149		166				
04:30	24		18					16:30	154		172				
04:45	39	89	19	61			150	16:45	153	597	181	698			1295
05:00	21		20					17:00	154		169				
05:15	42		30					17:15	165		173				
05:30	53		28					17:30	158		152				
05:45	86	202	64	142			344	17:45	149	626	140	634			1260
06:00	38		30					18:00	139		133				
06:15	50		31					18:15	140		126				
06:30	95		58					18:30	138		116				
06:45	108	291	77	196			487	18:45	121	538	97	472			1010
07:00	87		65					19:00	106		103				
07:15	117		79					19:15	115		87				
07:30	137		128					19:30	112		97				
07:45	173	514	136	408			922	19:45	112	445	60	347			792
08:00	163		115					20:00	111		85				
08:15	107		96					20:15	106		64				
08:30	107		99					20:30	102		55				
08:45	95	472	106	416			888	20:45	108	427	49	253			680
09:00	113		83					21:00	101		43				
09:15	115		113					21:15	90		30				
09:30	111		136					21:30	82		18				
09:45	116	455	145	477			932	21:45	65	338	29	120			458
10:00	104		96					22:00	59		28				
10:15	112		134					22:15	49		17				
10:30	111		107					22:30	52		14				
10:45	113	440	137	474			914	22:45	42	202	15	74			276
11:00	125		136					23:00	19		15				
11:15	137		133					23:15	28		13				
11:30	158		129					23:30	26		12				
11:45	127	547	156	554			1101	23:45	27	100	19	59			159
Total Vol.		3177		2842			**6019**			5775		5115			**10890**

Daily Totals

NB	SB	EB	WB	**Combined**
8952	7957			**16909**

	AM			PM		
Split %	52.8%	47.2%	**35.6%**	53.0%	47.0%	**64.4%**
Peak Hour	07:15	11:45	**11:45**	13:45	15:45	**16:30**
Volume	590	651	**1217**	665	698	**1321**
P.H.F.	0.85	0.82	**0.88**	0.95	0.96	**0.98**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

AURORA - IMPERIAL TO 8TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			6		6			12:00			60		43		
00:15			4		7			12:15			38		42		
00:30			5		2			12:30			52		50		
00:45			3	18	1	16	34	12:45			40	190	53	188	378
01:00			6		1			13:00			47		47		
01:15			1		3			13:15			48		52		
01:30			0		5			13:30			37		47		
01:45			5	12	1	10	22	13:45			58	190	54	200	390
02:00			3		0			14:00			50		53		
02:15			4		1			14:15			61		55		
02:30			2		2			14:30			63		47		
02:45			3	12	5	8	20	14:45			40	214	55	210	424
03:00			2		6			15:00			58		69		
03:15			6		3			15:15			54		58		
03:30			3		1			15:30			75		45		
03:45			4	15	3	13	28	15:45			59	246	53	225	471
04:00			1		0			16:00			64		51		
04:15			3		2			16:15			48		74		
04:30			1		7			16:30			66		50		
04:45			10	15	7	16	31	16:45			65	243	63	238	481
05:00			6		9			17:00			65		62		
05:15			7		10			17:15			58		62		
05:30			8		15			17:30			61		52		
05:45			9	30	19	53	83	17:45			65	249	41	217	466
06:00			17		8			18:00			54		37		
06:15			17		26			18:15			39		41		
06:30			18		24			18:30			54		44		
06:45			15	67	36	94	161	18:45			43	190	35	157	347
07:00			16		38			19:00			36		30		
07:15			39		35			19:15			37		24		
07:30			57		94			19:30			37		20		
07:45			96	208	98	265	473	19:45			47	157	31	105	262
08:00			50		68			20:00			39		20		
08:15			32		45			20:15			35		26		
08:30			35		38			20:30			20		19		
08:45			37	154	41	192	346	20:45			27	121	29	94	215
09:00			31		34			21:00			25		23		
09:15			40		36			21:15			28		21		
09:30			26		58			21:30			22		17		
09:45			38	135	44	172	307	21:45			11	86	15	76	162
10:00			30		31			22:00			10		8		
10:15			35		37			22:15			5		9		
10:30			41		34			22:30			14		21		
10:45			41	147	39	141	288	22:45			12	41	7	45	86
11:00			45		41			23:00			10		11		
11:15			45		44			23:15			5		7		
11:30			44		42			23:30			11		5		
11:45			42	176	42	169	345	23:45			8	34	11	34	68
Total Vol.				989		1149	**2138**					1961		1789	**3750**

Daily Totals

NB	SB	EB	WB	Combined
		2950	2938	**5888**

	AM			PM		
Split %	46.3%	53.7%	**36.3%**	52.3%	47.7%	**63.7%**
Peak Hour	07:15	07:30	**07:30**	16:30	16:15	**16:15**
Volume	242	305	**540**	254	249	**493**
P.H.F.	0.63	0.78	**0.70**	0.96	0.84	**0.96**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

AURORA - 8TH TO 4TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			4		5			12:00			48		32		
00:15			1		3			12:15			30		36		
00:30			3		1			12:30			46		33		
00:45			4	12	1	10	22	12:45			36	160	42	143	303
01:00			3		3			13:00			34		45		
01:15			2		1			13:15			40		32		
01:30			0		3			13:30			44		45		
01:45			2	7	1	8	15	13:45			48	166	48	170	336
02:00			1		0			14:00			53		46		
02:15			3		1			14:15			59		42		
02:30			1		0			14:30			62		54		
02:45			4	9	5	6	15	14:45			38	212	40	182	394
03:00			1		6			15:00			55		58		
03:15			3		2			15:15			69		50		
03:30			3		1			15:30			68		41		
03:45			4	11	0	9	20	15:45			55	247	66	215	462
04:00			1		0			16:00			59		37		
04:15			4		2			16:15			45		54		
04:30			2		1			16:30			48		42		
04:45			6	13	3	6	19	16:45			65	217	49	182	399
05:00			11		6			17:00			56		34		
05:15			7		5			17:15			56		49		
05:30			6		9			17:30			53		42		
05:45			15	39	9	29	68	17:45			57	222	46	171	393
06:00			12		9			18:00			32		41		
06:15			13		11			18:15			38		28		
06:30			11		15			18:30			34		33		
06:45			16	52	17	52	104	18:45			32	136	26	128	264
07:00			22		21			19:00			29		20		
07:15			29		33			19:15			22		18		
07:30			49		65			19:30			17		20		
07:45			85	185	56	175	360	19:45			27	95	17	75	170
08:00			48		45			20:00			24		19		
08:15			26		29			20:15			17		15		
08:30			29		24			20:30			16		14		
08:45			27	130	37	135	265	20:45			14	71	21	69	140
09:00			31		30			21:00			13		15		
09:15			38		20			21:15			20		15		
09:30			26		32			21:30			16		12		
09:45			36	131	29	111	242	21:45			15	64	11	53	117
10:00			28		32			22:00			4		6		
10:15			45		26			22:15			7		10		
10:30			25		33			22:30			10		13		
10:45			39	137	28	119	256	22:45			6	27	6	35	62
11:00			38		35			23:00			8		10		
11:15			36		34			23:15			7		5		
11:30			37		30			23:30			8		7		
11:45			42	153	31	130	283	23:45			3	26	2	24	50
Total Vol.				879		790	**1669**					1643		1447	**3090**

Daily Totals

NB	SB	EB	WB	Combined
		2522	2237	**4759**

	AM			PM		
Split %	52.7%	47.3%	**35.1%**	53.2%	46.8%	**64.9%**
Peak Hour	07:15	07:15	**07:15**	15:15	15:00	**15:00**
Volume	211	199	**410**	251	215	**462**
P.H.F.	0.62	0.77	**0.73**	0.91	0.81	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

OCOTILLO - LOIS TO LA BRUCHERIE

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		2			12:00			11		12		
00:15			1		1			12:15			18		16		
00:30			0		2			12:30			13		9		
00:45			0	1	0	5	6	12:45			16	58	16	53	111
01:00			0		0			13:00			8		20		
01:15			0		1			13:15			11		12		
01:30			0		0			13:30			13		7		
01:45			1	1	1	2	3	13:45			4	36	21	60	96
02:00			0		0			14:00			15		21		
02:15			0		0			14:15			43		26		
02:30			0		0			14:30			17		25		
02:45			0	0	0	0		14:45			12	87	44	116	203
03:00			0		0			15:00			8		82		
03:15			0		0			15:15			160		88		
03:30			1		0			15:30			98		73		
03:45			0	1	0	0	1	15:45			53	319	43	286	605
04:00			2		0			16:00			37		43		
04:15			1		1			16:15			70		70		
04:30			1		1			16:30			86		60		
04:45			0	4	0	2	6	16:45			48	241	52	225	466
05:00			4		0			17:00			29		28		
05:15			0		0			17:15			25		28		
05:30			3		2			17:30			38		25		
05:45			2	9	2	4	13	17:45			30	122	36	117	239
06:00			3		5			18:00			36		33		
06:15			3		5			18:15			25		43		
06:30			5		3			18:30			33		30		
06:45			31	42	29	42	84	18:45			31	125	19	125	250
07:00			36		29			19:00			15		18		
07:15			60		61			19:15			37		18		
07:30			122		103			19:30			56		30		
07:45			168	386	171	364	750	19:45			34	142	27	93	235
08:00			122		65			20:00			30		13		
08:15			17		19			20:15			18		17		
08:30			8		9			20:30			20		16		
08:45			16	163	14	107	270	20:45			32	100	5	51	151
09:00			20		19			21:00			13		13		
09:15			16		12			21:15			4		23		
09:30			11		11			21:30			34		14		
09:45			8	55	8	50	105	21:45			5	56	7	57	113
10:00			9		8			22:00			12		12		
10:15			15		11			22:15			2		2		
10:30			5		13			22:30			0		1		
10:45			12	41	9	41	82	22:45			0	14	3	18	32
11:00			13		13			23:00			0		4		
11:15			9		11			23:15			0		0		
11:30			8		19			23:30			1		2		
11:45			16	46	14	57	103	23:45			1	2	1	7	9
Total Vol.				749		674	**1423**					1302		1208	**2510**

Daily Totals

NB	SB	EB	WB	Combined
		2051	1882	**3933**

	AM			PM		
Split %	52.6%	47.4%	**36.2%**	51.9%	48.1%	**63.8%**
Peak Hour	07:15	07:15	**07:15**	15:15	14:45	**15:00**
Volume	472	400	**872**	348	287	**605**
P.H.F.	0.70	0.58	**0.64**	0.54	0.82	**0.61**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

OCOTILLO - LA BRUCHERIE TO IMPERIAL

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			3		6			12:00			43		40		
00:15			3		1			12:15			55		28		
00:30			1		3			12:30			45		21		
00:45			2	9	2	12	21	12:45			61	204	52	141	345
01:00			1		1			13:00			41		43		
01:15			2		3			13:15			50		35		
01:30			3		1			13:30			49		38		
01:45			3	9	4	9	18	13:45			49	189	45	161	350
02:00			2		1			14:00			56		52		
02:15			0		1			14:15			68		48		
02:30			0		1			14:30			54		52		
02:45			2	4	1	4	8	14:45			60	238	69	221	459
03:00			5		0			15:00			48		78		
03:15			1		0			15:15			149		90		
03:30			2		1			15:30			105		82		
03:45			1	9	2	3	12	15:45			95	397	53	303	700
04:00			4		2			16:00			73		50		
04:15			5		3			16:15			81		59		
04:30			8		4			16:30			106		50		
04:45			7	24	8	17	41	16:45			82	342	60	219	561
05:00			17		6			17:00			54		56		
05:15			17		5			17:15			61		51		
05:30			20		10			17:30			65		56		
05:45			11	65	12	33	98	17:45			56	236	43	206	442
06:00			10		13			18:00			77		48		
06:15			11		18			18:15			61		46		
06:30			23		18			18:30			50		47		
06:45			37	81	28	77	158	18:45			42	230	27	168	398
07:00			56		29			19:00			44		28		
07:15			65		57			19:15			40		33		
07:30			116		84			19:30			65		31		
07:45			155	392	148	318	710	19:45			35	184	34	126	310
08:00			115		64			20:00			43		28		
08:15			37		39			20:15			40		29		
08:30			50		35			20:30			39		21		
08:45			39	241	37	175	416	20:45			31	153	19	97	250
09:00			53		23			21:00			22		35		
09:15			44		25			21:15			16		25		
09:30			39		24			21:30			38		16		
09:45			60	196	29	101	297	21:45			10	86	19	95	181
10:00			50		28			22:00			13		17		
10:15			51		33			22:15			11		8		
10:30			45		31			22:30			7		6		
10:45			39	185	28	120	305	22:45			5	36	12	43	79
11:00			58		38			23:00			5		8		
11:15			26		30			23:15			5		4		
11:30			40		31			23:30			9		8		
11:45			57	181	45	144	325	23:45			2	21	5	25	46
Total Vol.				1396		1013	**2409**					2316		1805	**4121**

Daily Totals

NB	SB	EB	WB	Combined
		3712	2818	**6530**

	AM			PM		
Split %	57.9%	42.1%	**36.9%**	56.2%	43.8%	**63.1%**
Peak Hour	07:15	07:15	**07:15**	15:15	14:45	**15:00**
Volume	451	353	**804**	422	319	**700**
P.H.F.	0.73	0.60	**0.66**	0.71	0.89	**0.73**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - SEPTEMBER 14, 2019 AREA: SAN DIEGO PROJECT: ETD19-0600-00

WAKE - 9TH TO 8TH

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			1		1			12:00			9		16		
00:15			0		2			12:15			9		14		
00:30			3		1			12:30			16		12		
00:45			0	4	1	5	9	12:45			13	47	9	51	98
01:00			0		1			13:00			13		10		
01:15			0		0			13:15			13		6		
01:30			0		1			13:30			11		10		
01:45			0	0	0	2	2	13:45			19	56	6	32	88
02:00			1		0			14:00			10		12		
02:15			0		1			14:15			14		15		
02:30			0		2			14:30			15		11		
02:45			0	1	0	3	4	14:45			6	45	16	54	99
03:00			0		0			15:00			10		15		
03:15			0		0			15:15			18		12		
03:30			0		2			15:30			4		13		
03:45			0	0	0	2	2	15:45			14	46	19	59	105
04:00			0		0			16:00			18		9		
04:15			1		2			16:15			16		17		
04:30			1		0			16:30			18		25		
04:45			3	5	1	3	8	16:45			10	62	11	62	124
05:00			0		1			17:00			15		16		
05:15			3		0			17:15			18		25		
05:30			1		1			17:30			19		26		
05:45			3	7	1	3	10	17:45			15	67	15	82	149
06:00			3		1			18:00			11		15		
06:15			11		0			18:15			9		16		
06:30			5		3			18:30			13		11		
06:45			13	32	3	7	39	18:45			11	44	11	53	97
07:00			15		3			19:00			10		15		
07:15			27		12			19:15			8		14		
07:30			37		9			19:30			8		9		
07:45			29	108	10	34	142	19:45			10	36	7	45	81
08:00			14		19			20:00			9		13		
08:15			8		9			20:15			3		10		
08:30			5		5			20:30			6		7		
08:45			18	45	3	36	81	20:45			3	21	10	40	61
09:00			13		9			21:00			8		3		
09:15			10		9			21:15			1		9		
09:30			13		5			21:30			3		4		
09:45			8	44	6	29	73	21:45			1	13	4	20	33
10:00			8		6			22:00			0		2		
10:15			9		7			22:15			0		3		
10:30			5		10			22:30			4		0		
10:45			14	36	3	26	62	22:45			1	5	3	8	13
11:00			10		9			23:00			0		1		
11:15			11		12			23:15			1		5		
11:30			11		9			23:30			3		3		
11:45			8	40	7	37	77	23:45			1	5	1	10	15
Total Vol.				322		187	**509**					447		516	**963**

Daily Totals

NB	SB	EB	WB	Combined
		769	703	**1472**

	AM			PM		
Split %	63.3%	36.7%	**34.6%**	46.4%	53.6%	**65.4%**
Peak Hour	07:00	07:15	**07:15**	17:00	17:00	**17:00**
Volume	108	50	**157**	67	82	**149**
P.H.F.	0.73	0.66	**0.85**	0.88	0.79	**0.83**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

WAKE - CLARK TO SR86

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			5		10			12:00			71		73		
00:15			2		7			12:15			68		75		
00:30			0		8			12:30			53		63		
00:45			7	14	14	39	53	12:45			71	263	64	275	538
01:00			2		8			13:00			59		71		
01:15			1		5			13:15			70		60		
01:30			1		4			13:30			49		61		
01:45			0	4	2	19	23	13:45			54	232	72	264	496
02:00			1		1			14:00			61		57		
02:15			2		2			14:15			55		66		
02:30			1		2			14:30			58		62		
02:45			2	6	5	10	16	14:45			59	233	72	257	490
03:00			5		2			15:00			55		67		
03:15			2		2			15:15			65		66		
03:30			2		1			15:30			71		77		
03:45			7	16	3	8	24	15:45			65	256	76	286	542
04:00			2		3			16:00			70		80		
04:15			2		6			16:15			62		85		
04:30			3		5			16:30			68		97		
04:45			10	17	4	18	35	16:45			56	256	69	331	587
05:00			10		11			17:00			65		99		
05:15			14		11			17:15			82		79		
05:30			18		8			17:30			49		93		
05:45			12	54	10	40	94	17:45			60	256	75	346	602
06:00			14		9			18:00			54		57		
06:15			20		17			18:15			35		55		
06:30			32		32			18:30			34		51		
06:45			33	99	21	79	178	18:45			39	162	49	212	374
07:00			34		25			19:00			26		35		
07:15			48		37			19:15			29		35		
07:30			68		41			19:30			24		40		
07:45			84	234	40	143	377	19:45			33	112	38	148	260
08:00			55		49			20:00			23		41		
08:15			50		30			20:15			22		29		
08:30			32		34			20:30			24		31		
08:45			61	198	41	154	352	20:45			21	90	34	135	225
09:00			55		39.63375			21:00			23		31		
09:15			39		37.60125			21:15			17		31		
09:30			56		48.78			21:30			9		15		
09:45			51	201	30.4875	156.5025	357.5025	21:45			9	58	24	101	159
10:00			40		44.715			22:00			10		22		
10:15			45		38.6175			22:15			8		19		
10:30			47		39.63375			22:30			15		21		
10:45			53	185	45.73125	168.6975	353.6975	22:45			5	38	19	81	119
11:00			50		47.76375			23:00			12		18		
11:15			38		44.715			23:15			6		14		
11:30			56		44.715			23:30			6		7		
11:45			61	205	43.69875	180.8925	385.8925	23:45			5	29	8	47	76
Total Vol.				1233		1016.0925	**2249.0925**					1985		2483	**4468**

Daily Totals

NB	SB	EB	WB	**Combined**
		3218	3499	**6718**

	AM			**PM**		
Split %	54.8%	45.2%	**33.5%**	44.4%	55.6%	**66.5%**
Peak Hour	07:30	11:45	**11:45**	15:15	16:15	**16:30**
Volume	257	254.69875	**507.69875**	271	350	**615**
P.H.F.	0.76	0.85	**0.88**	0.95	0.88	**0.93**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

WAKE - SR86 TO 2ND

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		1			12:00			106		86		
00:15			2		5			12:15			99		100		
00:30			1		1			12:30			93		89		
00:45			0	3	5	12	15	12:45			89	387	95	370	757
01:00			3		3			13:00			82		95		
01:15			4		0			13:15			95		80		
01:30			2		5			13:30			80		91		
01:45			0	9	0	8	17	13:45			82	339	96	362	701
02:00			1		1			14:00			70		83		
02:15			1		0			14:15			84		83		
02:30			4		3			14:30			82		89		
02:45			1	7	0	4	11	14:45			73	309	89	344	653
03:00			2		2			15:00			92		85		
03:15			0		1			15:15			92		93		
03:30			5		0			15:30			95		75		
03:45			9	16	4	7	23	15:45			92	371	87	340	711
04:00			10		3			16:00			71		74		
04:15			5		6			16:15			90		71		
04:30			9		5			16:30			98		94		
04:45			18	42	10	24	66	16:45			87	346	80	319	665
05:00			13		8			17:00			84		83		
05:15			18		14			17:15			90		81		
05:30			9		16			17:30			76		82		
05:45			27	67	16	54	121	17:45			74	324	86	332	656
06:00			23		20			18:00			65		69		
06:15			22		22			18:15			66		62		
06:30			35		18			18:30			52		65		
06:45			23	103	25	85	188	18:45			43	226	54	250	476
07:00			33		22			19:00			46		49		
07:15			50		37			19:15			54		57		
07:30			56		37			19:30			34		57		
07:45			76	215	54	150	365	19:45			32	166	68	231	397
08:00			66		50			20:00			34		43		
08:15			70		57			20:15			36		38		
08:30			65		53			20:30			40		36		
08:45			93	294	54	214	508	20:45			25	135	40	157	292
09:00			91		61			21:00			15		31		
09:15			80		68			21:15			14		16		
09:30			83		76			21:30			17		17		
09:45			92	346	61	266	612	21:45			10	56	20	84	140
10:00			68		86			22:00			6		10		
10:15			78		76			22:15			9		10		
10:30			83		79			22:30			4		7		
10:45			86	315	84	325	640	22:45			4	23	10	37	60
11:00			91		96			23:00			8		5		
11:15			103		125			23:15			0		3		
11:30			124		105			23:30			0		2		
11:45			102	420	85	411	831	23:45			2	10	2	12	22
Total Vol.				1837		1560	**3397**					2692		2838	**5530**

Daily Totals

NB	SB	EB	WB	Combined
		4529	4398	**8927**

	AM			PM		
Split %	54.1%	45.9%	**38.1%**	48.7%	51.3%	**61.9%**
Peak Hour	11:15	11:00	**11:15**	12:00	12:15	**12:00**
Volume	435	411	**836**	387	379	**757**
P.H.F.	0.88	0.82	**0.91**	0.91	0.95	**0.95**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DANENBERG - SR86 TO DOGWOOD

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			1		6			12:00			112		55		
00:15			1		3			12:15			79		67		
00:30			3		2			12:30			83		64		
00:45			0	5	2	13	18	12:45			77	351	97	283	634
01:00			3		0			13:00			77		86		
01:15			1		0			13:15			76		52		
01:30			1		1			13:30			74		62		
01:45			2	7	0	1	8	13:45			64	291	81	281	572
02:00			5		0			14:00			64		70		
02:15			2		2			14:15			70		67		
02:30			1		1			14:30			74		78		
02:45			1	9	1	4	13	14:45			65	273	54	269	542
03:00			1		1			15:00			60		72		
03:15			0		0			15:15			61		59		
03:30			3		1			15:30			76		72		
03:45			0	4	0	2	6	15:45			67	264	58	261	525
04:00			4		1			16:00			69		61		
04:15			2		2			16:15			72		52		
04:30			2		4			16:30			82		67		
04:45			3	11	0	7	18	16:45			62	285	58	238	523
05:00			6		0			17:00			119		65		
05:15			5		4			17:15			93		63		
05:30			4		7			17:30			89		52		
05:45			9	24	6	17	41	17:45			72	373	47	227	600
06:00			5		7			18:00			63		62		
06:15			7		6			18:15			59		53		
06:30			14		15			18:30			69		51		
06:45			16	42	18	46	88	18:45			49	240	52	218	458
07:00			22		11			19:00			38		46		
07:15			26		23			19:15			64		38		
07:30			34		29			19:30			41		52		
07:45			42	124	61	124	248	19:45			36	179	45	181	360
08:00			34		43			20:00			26		32		
08:15			38		31			20:15			26		59		
08:30			32		26			20:30			15		48		
08:45			31	135	24	124	259	20:45			19	86	29	168	254
09:00			41		27			21:00			22		39		
09:15			44		30			21:15			18		33		
09:30			37		36			21:30			22		31		
09:45			54	176	34	127	303	21:45			9	71	30	133	204
10:00			60		40			22:00			11		23		
10:15			64		39			22:15			7		14		
10:30			62		52			22:30			12		21		
10:45			64	250	52	183	433	22:45			7	37	16	74	111
11:00			70		51			23:00			5		11		
11:15			61		51			23:15			3		8		
11:30			88		45			23:30			3		2		
11:45			80	299	56	203	502	23:45			3	14	10	31	45
Total Vol.				1086		851	**1937**					2464		2364	**4828**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			3550	3215	**6765**

	AM			**PM**		
Split %	56.1%	43.9%	**28.6%**	51.0%	49.0%	**71.4%**
Peak Hour	11:30	11:45	**11:45**	17:00	12:15	**12:00**
Volume	359	242	**596**	373	314	**634**
P.H.F.	0.80	0.90	**0.89**	0.78	0.81	**0.91**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

DANENBERG - DOGWOOD TO PITZER

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			5		5			12:00			45		53		
00:15			7		0			12:15			65		61		
00:30			1		1			12:30			60		49		
00:45			6	19	0	6	25	12:45			54	224	62	225	449
01:00			1		0			13:00			53		57		
01:15			2		0			13:15			56		45		
01:30			0		0			13:30			58		54		
01:45			2	5	1	1	6	13:45			42	209	67	223	432
02:00			2		1			14:00			56		38		
02:15			0		3			14:15			56		60		
02:30			1		0			14:30			66		32		
02:45			0	3	1	5	8	14:45			67	245	48	178	423
03:00			0		0			15:00			54		57		
03:15			0		0			15:15			50		58		
03:30			0		0			15:30			56		48		
03:45			1	1	5	5	6	15:45			50	210	42	205	415
04:00			3		0			16:00			67		48		
04:15			0		1			16:15			40		59		
04:30			2		2			16:30			87		56		
04:45			3	8	4	7	15	16:45			45	239	34	197	436
05:00			4		1			17:00			66		62		
05:15			1		5			17:15			63		62		
05:30			5		5			17:30			56		60		
05:45			7	17	3	14	31	17:45			48	233	59	243	476
06:00			4		3			18:00			57		56		
06:15			2		3			18:15			60		48		
06:30			10		3			18:30			62		41		
06:45			9	25	4	13	38	18:45			54	233	44	189	422
07:00			10		9			19:00			56		50		
07:15			5		9			19:15			44		51		
07:30			16		19			19:30			49		39		
07:45			34	65	29	66	131	19:45			43	192	41	181	373
08:00			24		16			20:00			40		53		
08:15			12		17			20:15			25		34		
08:30			25		11			20:30			33		34		
08:45			20	81	12	56	137	20:45			45	143	30	151	294
09:00			24		19			21:00			39		29		
09:15			21		19			21:15			33		40		
09:30			27		24			21:30			32		21		
09:45			27	99	26	88	187	21:45			38	142	36	126	268
10:00			25		30			22:00			26		12		
10:15			35		33			22:15			25		8		
10:30			47		46			22:30			18		6		
10:45			50	157	41	150	307	22:45			6	75	5	31	106
11:00			33		40			23:00			13		7		
11:15			42		43			23:15			9		1		
11:30			50		41			23:30			14		2		
11:45			66	191	62	186	377	23:45			15	51	3	13	64
Total Vol.				671		597	**1268**					2196		1962	**4158**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			2867	2559	**5426**

	AM			**PM**		
Split %	52.9%	47.1%	**23.4%**	52.8%	47.2%	**76.6%**
Peak Hour	11:45	11:45	**11:45**	16:30	17:00	**17:00**
Volume	236	225	**461**	261	243	**476**
P.H.F.	0.89	0.91	**0.90**	0.75	0.98	**0.93**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

McCABE - AUSTIN TO LA BRUCHERIE

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			31		34		
00:15			2		3			12:15			24		19		
00:30			0		2			12:30			22		20		
00:45			4	6	2	7	13	12:45			14	91	21	94	185
01:00			1		2			13:00			21		17		
01:15			0		1			13:15			29		19		
01:30			0		1			13:30			24		46		
01:45			4	5	3	7	12	13:45			35	109	55	137	246
02:00			2		2			14:00			98		48		
02:15			2		0			14:15			52		34		
02:30			0		0			14:30			21		48		
02:45			0	4	6	8	12	14:45			108	279	38	168	447
03:00			6		4			15:00			43		31		
03:15			2		8			15:15			24		37		
03:30			2		1			15:30			53		71		
03:45			1	11	2	15	26	15:45			109	229	49	188	417
04:00			6		2			16:00			45		24		
04:15			2		1			16:15			18		13		
04:30			2		3			16:30			26		18		
04:45			3	13	7	13	26	16:45			30	119	20	75	194
05:00			7		4			17:00			20		32		
05:15			5		17			17:15			27		36		
05:30			7		14			17:30			27		17		
05:45			11	30	28	63	93	17:45			15	89	16	101	190
06:00			8		39			18:00			16		12		
06:15			8		20			18:15			10		4		
06:30			12		25			18:30			15		11		
06:45			37	65	25	109	174	18:45			6	47	5	32	79
07:00			41		47			19:00			7		11		
07:15			31		50			19:15			9		6		
07:30			62		112			19:30			4		6		
07:45			91	225	115	324	549	19:45			1	21	5	28	49
08:00			132		38			20:00			9		2		
08:15			79		18			20:15			5		4		
08:30			24		9			20:30			6		3		
08:45			21	256	25	90	346	20:45			3	23	3	12	35
09:00			23		36			21:00			4		4		
09:15			13		12			21:15			9		5		
09:30			15		16			21:30			8		1		
09:45			24	75	13	77	152	21:45			1	22	3	13	35
10:00			36		11			22:00			5		5		
10:15			25		14			22:15			4		4		
10:30			23		33			22:30			1		3		
10:45			11	95	16	74	169	22:45			3	13	3	15	28
11:00			17		7			23:00			1		1		
11:15			12		18			23:15			1		1		
11:30			31		16			23:30			3		0		
11:45			32	92	18	59	151	23:45			1	6	2	4	10
Total Vol.				877		846	**1723**					1048		867	**1915**

Daily Totals

NB	SB	EB	WB	Combined
		1925	1713	**3638**

	AM			PM		
Split %	50.9%	49.1%	**47.4%**	54.7%	45.3%	**52.6%**
Peak Hour	07:30	07:00	**07:30**	14:00	15:00	**14:00**
Volume	364	324	**647**	279	188	**447**
P.H.F.	0.69	0.70	**0.79**	0.65	0.66	**0.77**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

McCABE - LA BRUCHERIE TO CLARK

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			3		5			12:00			44		51		
00:15			2		3			12:15			39		38		
00:30			2		2			12:30			32		28		
00:45			5	12	4	14	26	12:45			23	138	43	160	298
01:00			3		1			13:00			31		21		
01:15			2		1			13:15			44		28		
01:30			0		2			13:30			38		54		
01:45			3	8	3	7	15	13:45			55	168	66	169	337
02:00			4		2			14:00			83		62		
02:15			2		1			14:15			65		48		
02:30			0		1			14:30			33		59		
02:45			4	10	7	11	21	14:45			102	283	40	209	492
03:00			2		4			15:00			49		52		
03:15			1		6			15:15			58		70		
03:30			5		2			15:30			83		72		
03:45			2	10	1	13	23	15:45			98	288	48	242	530
04:00			5		4			16:00			78		39		
04:15			3		2			16:15			43		35		
04:30			1		7			16:30			50		39		
04:45			5	14	14	27	41	16:45			54	225	38	151	376
05:00			4		10			17:00			48		87		
05:15			3		16			17:15			53		51		
05:30			4		13			17:30			44		50		
05:45			8	19	37	76	95	17:45			29	174	34	222	396
06:00			23		25			18:00			38		24		
06:15			10		20			18:15			17		27		
06:30			17		29			18:30			24		17		
06:45			49	99	36	110	209	18:45			16	95	21	89	184
07:00			45		64			19:00			17		26		
07:15			44		76			19:15			18		20		
07:30			44		138			19:30			16		22		
07:45			68	201	106	384	585	19:45			9	60	12	80	140
08:00			132		33			20:00			16		24		
08:15			84		24			20:15			12		13		
08:30			29		27			20:30			13		12		
08:45			33	278	44	128	406	20:45			20	61	9	58	119
09:00			37		47			21:00			10		7		
09:15			19		19			21:15			14		7		
09:30			26		33			21:30			10		6		
09:45			32	114	22	121	235	21:45			2	36	7	27	63
10:00			39		23			22:00			5		10		
10:15			38		28			22:15			14		5		
10:30			33		46			22:30			15		6		
10:45			21	131	32	129	260	22:45			5	39	3	24	63
11:00			22		25			23:00			4		1		
11:15			15		26			23:15			2		4		
11:30			30		29			23:30			4		2		
11:45			47	114	37	117	231	23:45			2	12	2	9	21
Total Vol.				1010		1137	**2147**					1579		1440	**3019**

Daily Totals

NB	SB	EB	WB	Combined
		2589	2577	**5166**

	AM			PM		
Split %	47.0%	53.0%	**41.6%**	52.3%	47.7%	**58.4%**
Peak Hour	07:30	07:00	**07:15**	15:15	15:00	**15:15**
Volume	328	384	**641**	317	242	**546**
P.H.F.	0.62	0.70	**0.88**	0.81	0.84	**0.88**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

McCABE - CLARK TO SR86

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			7		3			12:00			44		25		
00:15			3		4			12:15			40		27		
00:30			1		6			12:30			41		40		
00:45			3	14	3	16	30	12:45			35	160	55	147	307
01:00			9		2			13:00			33		29		
01:15			5		1			13:15			37		37		
01:30			1		1			13:30			44		46		
01:45			3	18	4	8	26	13:45			42	156	59	171	327
02:00			3		1			14:00			69		46		
02:15			3		0			14:15			50		34		
02:30			0		2			14:30			44		52		
02:45			2	8	6	9	17	14:45			71	234	38	170	404
03:00			1		6			15:00			74		42		
03:15			1		4			15:15			50		63		
03:30			3		1			15:30			76		52		
03:45			5	10	3	14	24	15:45			76	276	40	197	473
04:00			3		4			16:00			79		37		
04:15			5		1			16:15			51		35		
04:30			3		4			16:30			51		39		
04:45			7	18	10	19	37	16:45			72	253	30	141	394
05:00			2		12			17:00			85		32		
05:15			3		10			17:15			60		36		
05:30			4		13			17:30			51		37		
05:45			3	12	37	72	84	17:45			44	240	39	144	384
06:00			13		20			18:00			53		23		
06:15			10		20			18:15			28		28		
06:30			9		40			18:30			28		25		
06:45			19	51	25	105	156	18:45			22	131	23	99	230
07:00			26		44			19:00			21		16		
07:15			33		59			19:15			29		26		
07:30			46		113			19:30			31		16		
07:45			63	168	102	318	486	19:45			12	93	15	73	166
08:00			65		55			20:00			19		16		
08:15			56		42			20:15			21		12		
08:30			20		37			20:30			17		13		
08:45			19	160	30	164	324	20:45			16	73	8	49	122
09:00			26		25			21:00			12		8		
09:15			32		21			21:15			14		17		
09:30			21		37			21:30			11		10		
09:45			28	107	25	108	215	21:45			7	44	10	45	89
10:00			27		25			22:00			2		8		
10:15			35		23			22:15			18		8		
10:30			17		32			22:30			13		4		
10:45			23	102	23	103	205	22:45			8	41	2	22	63
11:00			38		21			23:00			3		2		
11:15			32		19			23:15			1		3		
11:30			45		32			23:30			5		2		
11:45			43	158	26	98	256	23:45			2	11	3	10	21
Total Vol.				826		1034	**1860**					1712		1268	**2980**

Daily Totals

NB	SB	EB	WB	Combined
		2538	2302	**4840**

	AM			PM		
Split %	44.4%	55.6%	**38.4%**	57.4%	42.6%	**61.6%**
Peak Hour	07:30	07:15	**07:30**	15:30	15:00	**15:00**
Volume	230	329	**542**	282	197	**473**
P.H.F.	0.88	0.73	**0.82**	0.89	0.78	**0.92**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

McCABE - SR86 TO DOGWOOD

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			5		6			12:00			58		24		
00:15			4		4			12:15			53		39		
00:30			2		2			12:30			58		40		
00:45			1	12	2	14	26	12:45			40	209	50	153	362
01:00			9		3			13:00			53		36		
01:15			4		2			13:15			45		36		
01:30			0		1			13:30			40		33		
01:45			3	16	3	9	25	13:45			33	171	47	152	323
02:00			3		2			14:00			47		40		
02:15			3		0			14:15			42		37		
02:30			1		1			14:30			53		47		
02:45			1	8	2	5	13	14:45			76	218	32	156	374
03:00			1		2			15:00			65		56		
03:15			2		2			15:15			57		47		
03:30			0		2			15:30			87		49		
03:45			5	8	3	9	17	15:45			81	290	40	192	482
04:00			0		0			16:00			71		37		
04:15			3		3			16:15			66		46		
04:30			3		2			16:30			70		34		
04:45			4	10	10	15	25	16:45			81	288	45	162	450
05:00			4		18			17:00			107		34		
05:15			6		8			17:15			84		46		
05:30			9		15			17:30			70		50		
05:45			9	28	25	66	94	17:45			66	327	29	159	486
06:00			16		20			18:00			55		27		
06:15			16		15			18:15			38		29		
06:30			22		33			18:30			30		44		
06:45			23	77	39	107	184	18:45			32	155	33	133	288
07:00			22		40			19:00			40		27		
07:15			29		57			19:15			35		28		
07:30			52		81			19:30			40		21		
07:45			58	161	56	234	395	19:45			24	139	22	98	237
08:00			52		49			20:00			31		21		
08:15			36		42			20:15			31		21		
08:30			35		42			20:30			25		16		
08:45			23	146	32	165	311	20:45			24	111	12	70	181
09:00			38		26			21:00			29		9		
09:15			41		29			21:15			21		16		
09:30			30		28			21:30			22		13		
09:45			32	141	33	116	257	21:45			17	89	12	50	139
10:00			31		26			22:00			13		9		
10:15			40		31			22:15			22		12		
10:30			40		29			22:30			19		4		
10:45			47	158	29	115	273	22:45			12	66	6	31	97
11:00			54		19			23:00			5		8		
11:15			40		25			23:15			7		7		
11:30			60		28			23:30			5		6		
11:45			50	204	35	107	311	23:45			4	21	4	25	46
Total Vol.				969		962	**1931**					2084		1381	**3465**

Daily Totals

NB	SB	EB	WB	**Combined**
		3053	2343	**5396**

	AM			**PM**		
Split %	50.2%	49.8%	**35.8%**	60.1%	39.9%	**64.2%**
Peak Hour	11:30	07:15	**07:15**	16:30	15:00	**16:45**
Volume	221	243	**434**	342	192	**517**
P.H.F.	0.92	0.75	**0.82**	0.80	0.86	**0.92**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - DECEMBER 3, 2019 AREA: EL CENTRO PROJECT: ETD19-1206-01

McCABE - DOGWOOD TO PITZER

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			4		4			12:00			14		17		
00:15			2		1			12:15			14		19		
00:30			1		2			12:30			19		15		
00:45			1	8	0	7	15	12:45			15	62	22	73	135
01:00			1		0			13:00			22		15		
01:15			1		0			13:15			11		11		
01:30			1		1			13:30			17		19		
01:45			0	3	2	3	6	13:45			8	58	16	61	119
02:00			1		1			14:00			12		15		
02:15			3		0			14:15			17		18		
02:30			0		1			14:30			18		21		
02:45			1	5	1	3	8	14:45			11	58	21	75	133
03:00			0		0			15:00			12		19		
03:15			2		0			15:15			11		15		
03:30			0		1			15:30			19		27		
03:45			1	3	3	4	7	15:45			23	65	8	69	134
04:00			2		0			16:00			14		23		
04:15			2		1			16:15			6		26		
04:30			2		1			16:30			11		12		
04:45			1	7	3	5	12	16:45			13	44	18	79	123
05:00			6		2			17:00			17		8		
05:15			3		4			17:15			24		14		
05:30			3		7			17:30			18		19		
05:45			7	19	16	29	48	17:45			11	70	17	58	128
06:00			10		12			18:00			12		14		
06:15			7		12			18:15			8		14		
06:30			5		18			18:30			7		7		
06:45			8	30	7	49	79	18:45			8	35	14	49	84
07:00			12		8			19:00			6		8		
07:15			11		7			19:15			7		9		
07:30			14		6			19:30			12		3		
07:45			16	53	8	29	82	19:45			5	30	5	25	55
08:00			7		17			20:00			5		8		
08:15			8		15			20:15			9		3		
08:30			11		11			20:30			6		3		
08:45			3	29	9	52	81	20:45			7	27	7	21	48
09:00			12		20			21:00			17		5		
09:15			7		10			21:15			7		8		
09:30			5		10			21:30			12		6		
09:45			7	31	19	59	90	21:45			9	45	4	23	68
10:00			7		14			22:00			6		6		
10:15			10		15			22:15			8		3		
10:30			9		17			22:30			6		5		
10:45			13	39	13	59	98	22:45			7	27	5	19	46
11:00			6		11			23:00			1		2		
11:15			10		10			23:15			3		0		
11:30			9		12			23:30			4		1		
11:45			7	32	9	42	74	23:45			3	11	2	5	16
Total Vol.				259		341	**600**					532		557	**1089**

Daily Totals

NB	SB	EB	WB	Combined
		791	898	**1689**

	AM			PM		
Split %	43.2%	56.8%	**35.5%**	48.9%	51.1%	**64.5%**
Peak Hour	11:45	09:45	**11:45**	16:45	15:30	**15:30**
Volume	54	65	**114**	72	84	**146**
P.H.F.	0.71	0.86	**0.84**	0.75	0.78	**0.79**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

APPENDIX C – Intersection Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

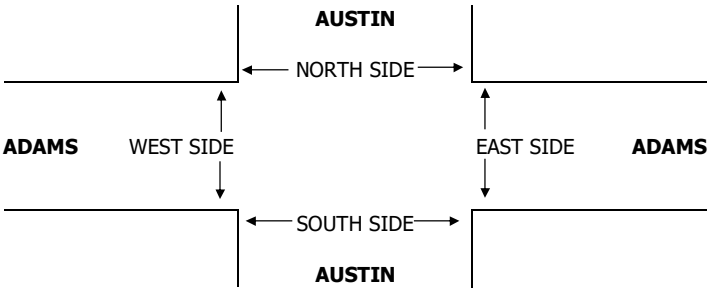
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	AUSTIN	LOCATION #:	1
TUESDAY	EAST & WEST:	ADAMS	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

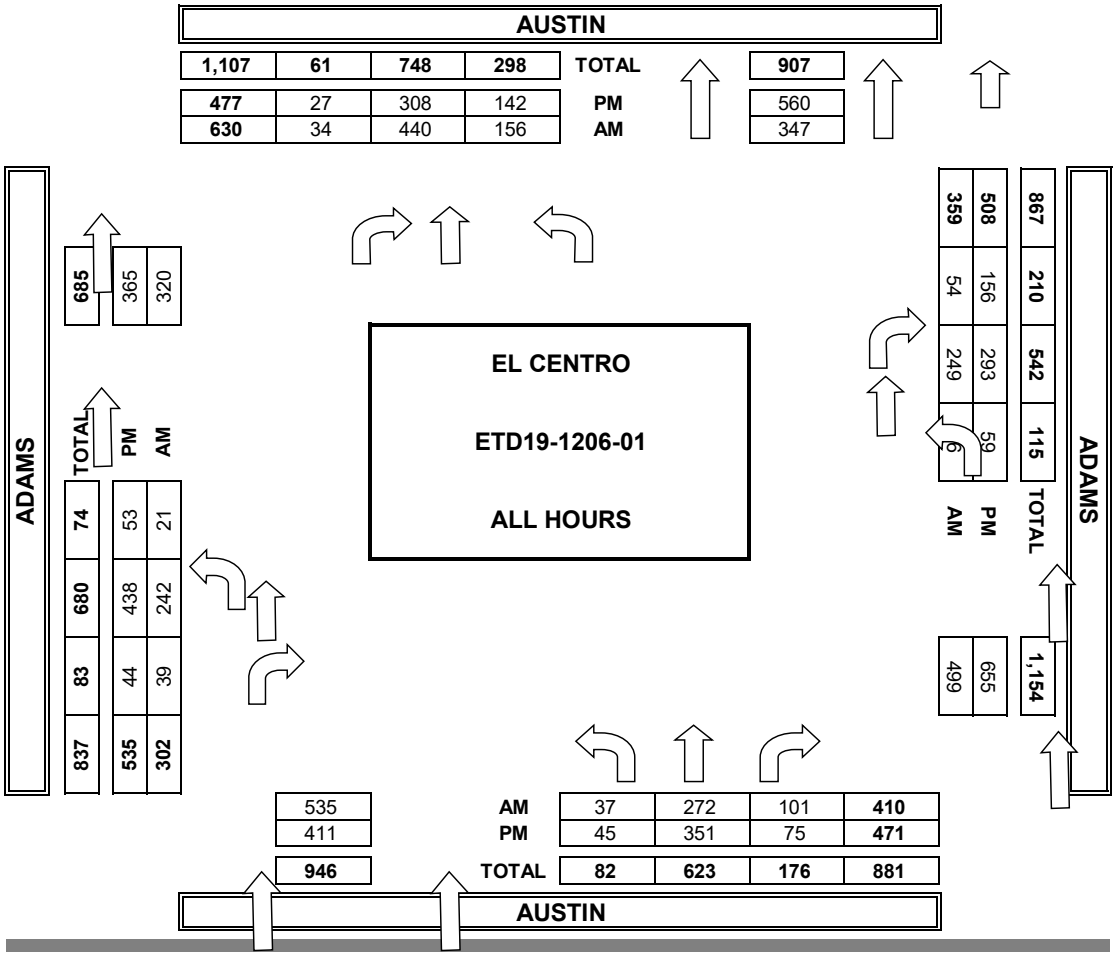
		NORTHBOUND AUSTIN			SOUTHBOUND AUSTIN			EASTBOUND ADAMS			WESTBOUND ADAMS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	27	4	12	43	8	2	26	0	3	17	6	152					0
	7:15 AM	6	36	6	22	73	6	5	28	6	7	31	10	236					0
	7:30 AM	6	58	13	36	90	7	0	24	7	15	46	6	308					0
	7:45 AM	5	47	26	27	82	3	2	34	6	17	41	12	302					0
	8:00 AM	5	50	28	15	49	5	4	40	1	5	25	11	238					0
	8:15 AM	5	21	12	16	44	4	1	30	5	4	26	5	173					0
	8:30 AM	3	20	7	16	32	1	3	29	1	3	28	1	144					0
	8:45 AM	3	13	5	12	27	0	4	31	13	2	35	3	148					0
	VOLUMES	37	272	101	156	440	34	21	242	39	56	249	54	1,701	0	0	0	0	0
	APPROACH %	9%	66%	25%	25%	70%	5%	7%	80%	13%	16%	69%	15%						
	APP/DEPART	410	/	347	630	/	535	302	/	499	359	/	320	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	22	191	73	100	294	21	11	126	20	44	143	39	1,084					
	APPROACH %	8%	67%	26%	24%	71%	5%	7%	80%	13%	19%	63%	17%						
	PEAK HR FACTOR		0.861			0.780			0.872			0.807		0.880					
	APP/DEPART	286	/	241	415	/	358	157	/	299	226	/	186	0					
PM	4:00 PM	7	37	16	9	33	5	3	87	10	11	35	13	266					0
	4:15 PM	10	29	9	21	36	4	6	72	8	2	40	14	251					0
	4:30 PM	7	46	14	17	31	5	10	52	5	7	45	18	257					0
	4:45 PM	6	46	7	11	47	4	7	48	10	4	46	16	252					0
	5:00 PM	3	62	7	19	37	1	6	50	0	9	34	24	252					0
	5:15 PM	5	47	11	19	48	2	10	43	3	8	33	35	264					0
	5:30 PM	2	46	6	16	38	5	6	36	6	7	37	20	225					0
	5:45 PM	5	38	5	30	38	1	5	50	2	11	23	16	224					0
	VOLUMES	45	351	75	142	308	27	53	438	44	59	293	156	1,991	0	0	0	0	0
	APPROACH %	10%	75%	16%	30%	65%	6%	10%	82%	8%	12%	58%	31%						
	APP/DEPART	471	/	560	477	/	411	535	/	655	508	/	365	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	30	158	46	58	147	18	26	259	33	24	166	61	1,026					
	APPROACH %	13%	68%	20%	26%	66%	8%	8%	81%	10%	10%	66%	24%						
	PEAK HR FACTOR		0.873			0.899			0.795			0.896		0.964					
	APP/DEPART	234	/	245	223	/	204	318	/	363	251	/	214	0					

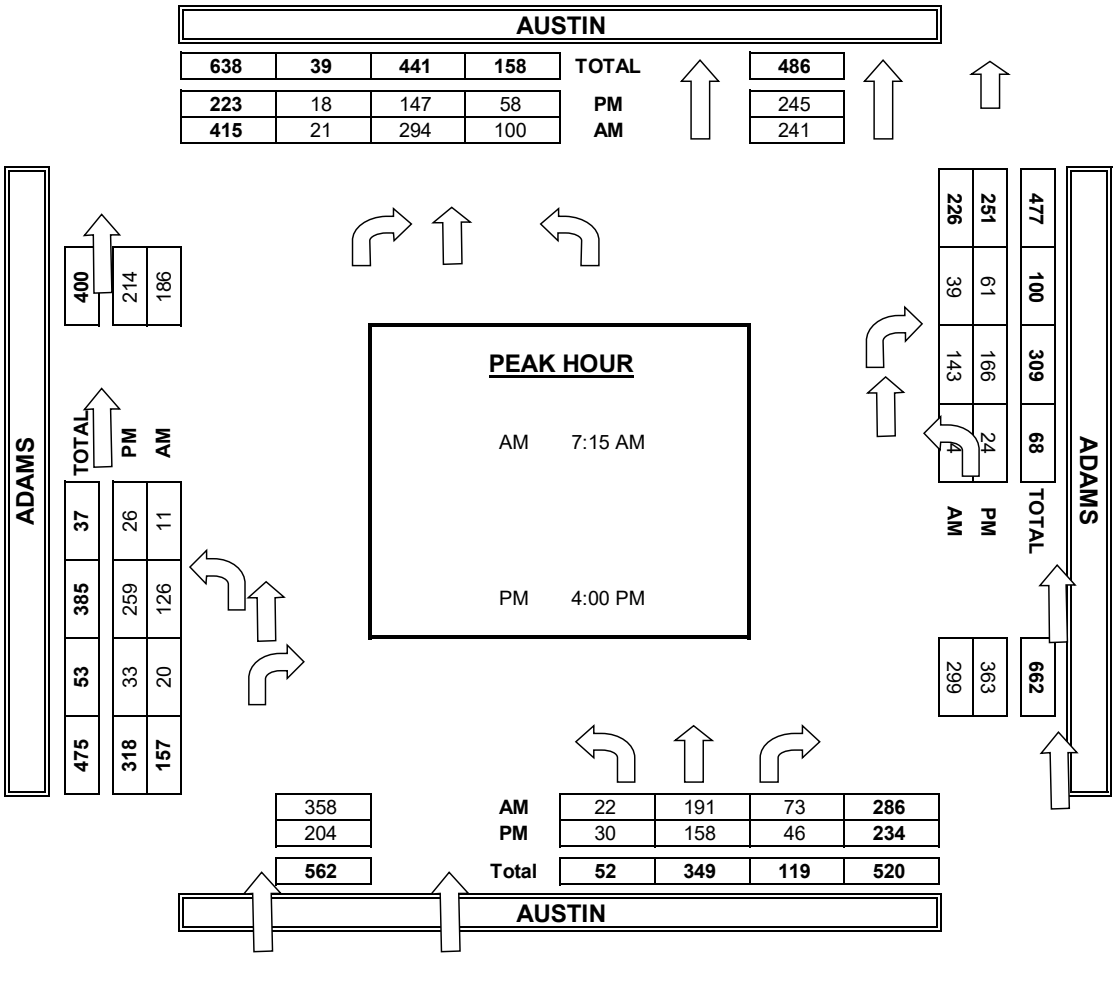


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

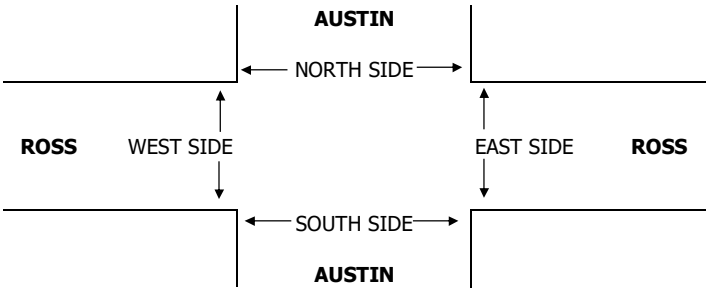
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	AUSTIN	LOCATION #:	2
TUESDAY	EAST & WEST:	ROSS	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

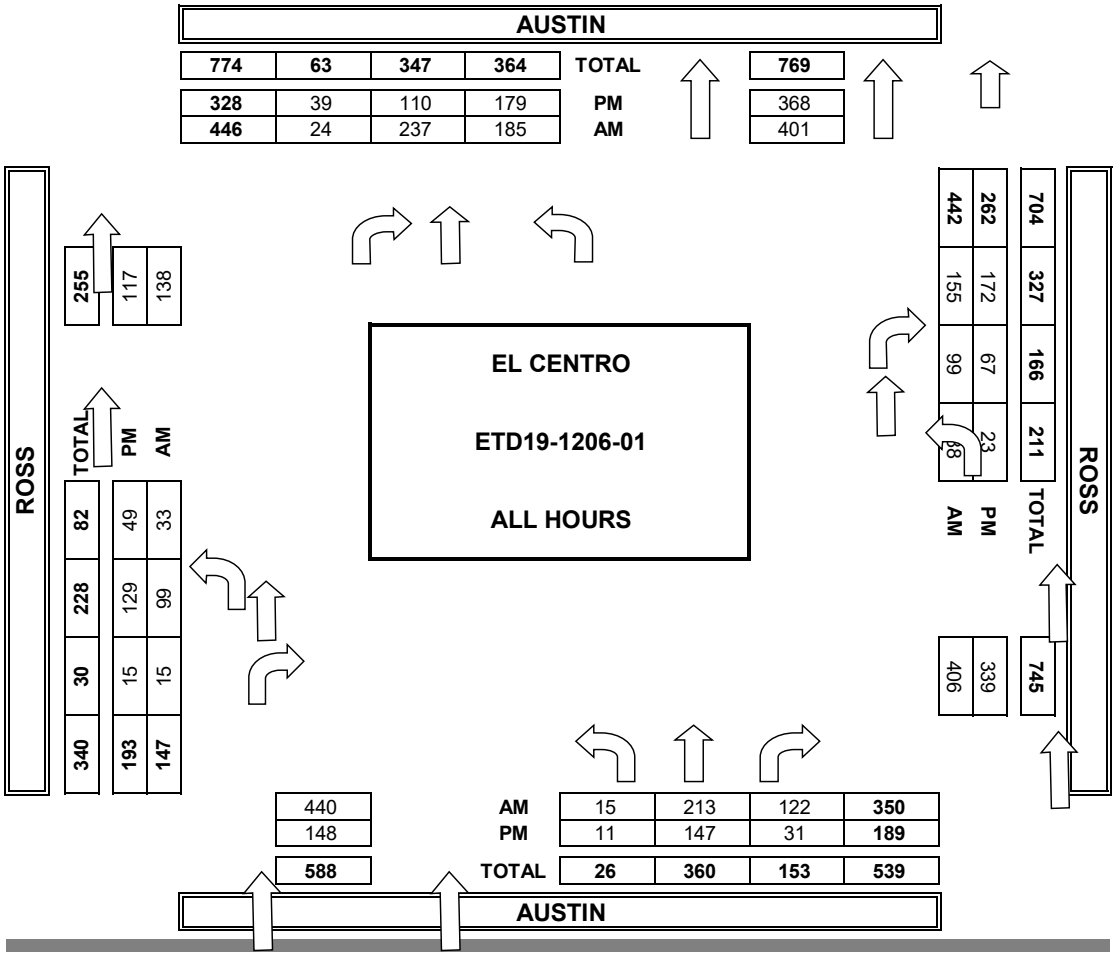
		NORTHBOUND AUSTIN			SOUTHBOUND AUSTIN			EASTBOUND ROSS			WESTBOUND ROSS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	3	8	1	19	22	1	3	11	1	4	12	15	100					0
	7:15 AM	1	15	8	21	46	1	8	8	4	6	16	18	152					0
	7:30 AM	0	31	29	40	51	1	3	13	0	50	14	29	261					0
	7:45 AM	2	58	37	37	54	4	4	28	4	79	16	29	352					0
	8:00 AM	3	51	21	25	28	4	2	17	1	43	19	34	248					0
	8:15 AM	4	33	20	17	18	2	2	6	4	3	8	14	131					0
	8:30 AM	0	8	4	11	9	7	9	6	1	0	6	7	68					0
	8:45 AM	2	9	2	15	9	4	2	10	0	3	8	9	73					0
	VOLUMES	15	213	122	185	237	24	33	99	15	188	99	155	1,385	0	0	0	0	0
	APPROACH %	4%	61%	35%	41%	53%	5%	22%	67%	10%	43%	22%	35%						
	APP/DEPART	350	/	401	446	/	440	147	/	406	442	/	138	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	6	155	95	123	179	10	17	66	9	178	65	110	1,013					
	APPROACH %	2%	61%	37%	39%	57%	3%	18%	72%	10%	50%	18%	31%						
	PEAK HR FACTOR		0.660			0.821			0.639			0.712		0.719					
	APP/DEPART	256	/	282	312	/	366	92	/	284	353	/	81	0					
PM	4:00 PM	2	28	8	22	17	6	9	16	1	6	11	14	140					0
	4:15 PM	3	18	7	17	12	10	6	21	0	3	13	18	128					0
	4:30 PM	1	14	2	18	13	3	8	15	4	4	9	28	119					0
	4:45 PM	0	16	2	32	12	0	11	23	2	1	9	30	138					0
	5:00 PM	3	21	3	25	15	4	3	15	5	3	5	19	121					0
	5:15 PM	0	28	2	19	14	5	3	17	2	4	4	24	122					0
	5:30 PM	0	13	5	28	13	7	4	14	1	0	5	17	107					0
	5:45 PM	2	9	2	18	14	4	5	8	0	2	11	22	97					0
	VOLUMES	11	147	31	179	110	39	49	129	15	23	67	172	972	0	0	0	0	0
	APPROACH %	6%	78%	16%	55%	34%	12%	25%	67%	8%	9%	26%	66%						
	APP/DEPART	189	/	368	328	/	148	193	/	339	262	/	117	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	6	76	19	89	54	19	34	75	7	14	42	90	525					
	APPROACH %	6%	75%	19%	55%	33%	12%	29%	65%	6%	10%	29%	62%						
	PEAK HR FACTOR		0.664			0.900			0.806			0.890		0.938					
	APP/DEPART	101	/	200	162	/	75	116	/	183	146	/	67	0					

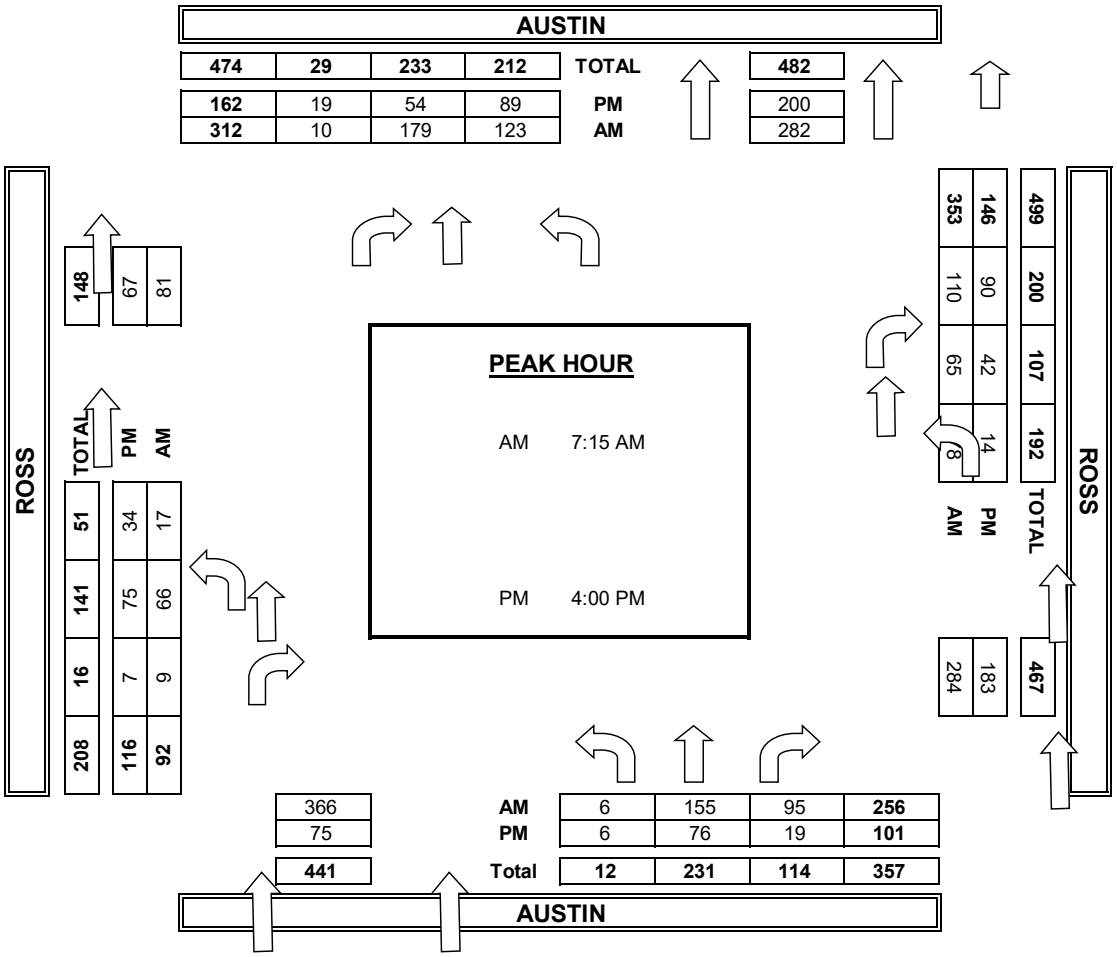


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

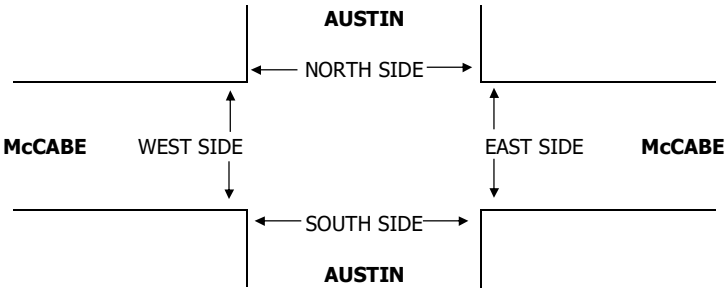
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	AUSTIN	LOCATION #:	3
TUESDAY	EAST & WEST:	McCABE	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

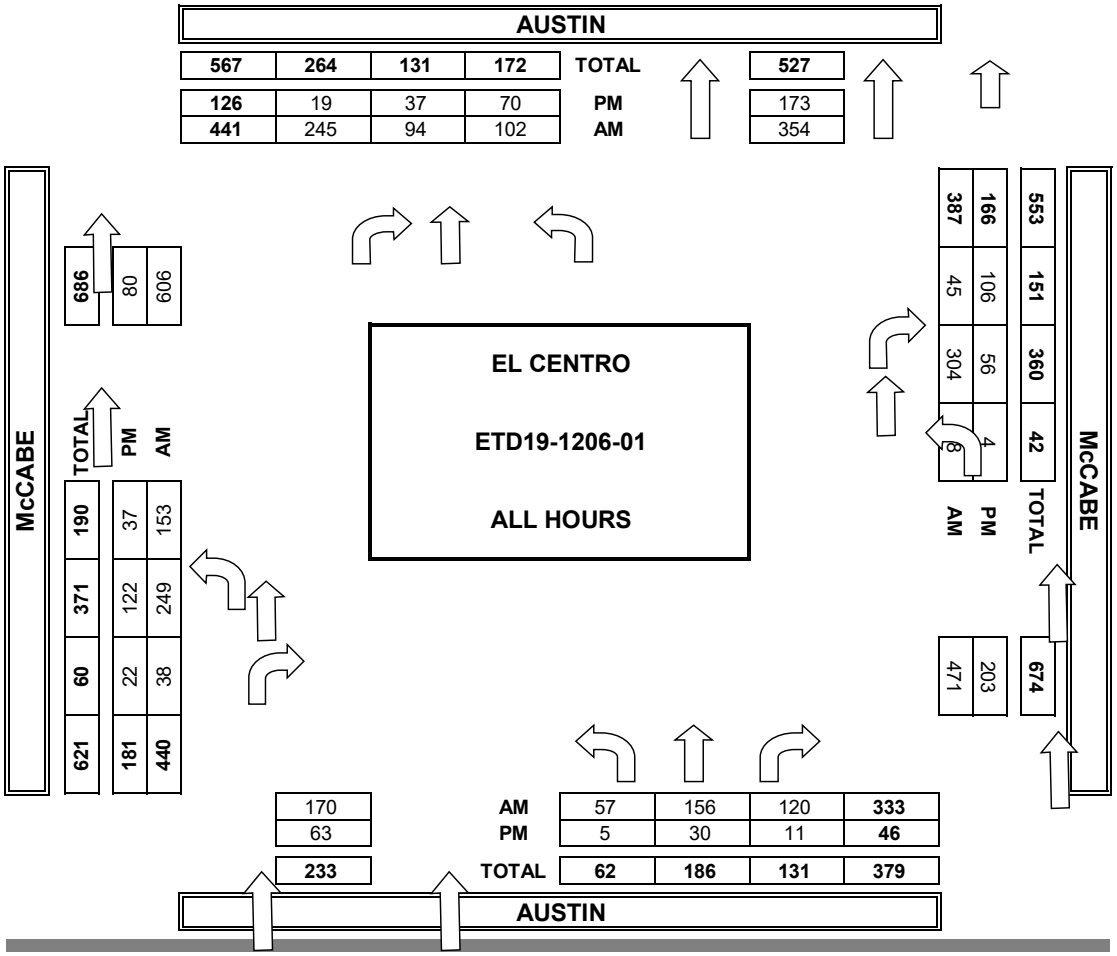
		NORTHBOUND AUSTIN			SOUTHBOUND AUSTIN			EASTBOUND McCABE			WESTBOUND McCABE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	4	0	13	5	17	12	29	3	0	35	7	127					0
	7:15 AM	4	3	3	9	11	25	10	15	3	4	21	9	117					0
	7:30 AM	8	30	15	14	15	65	28	39	8	5	80	5	312					0
	7:45 AM	23	39	23	25	33	84	48	44	10	10	73	8	420					0
	8:00 AM	12	31	46	21	13	44	37	58	8	15	65	3	353					0
	8:15 AM	7	46	26	12	8	6	16	41	4	1	9	5	181					0
	8:30 AM	0	1	4	5	4	2	0	11	2	0	8	5	42					0
	8:45 AM	1	2	3	3	5	2	2	12	0	3	13	3	49					0
	VOLUMES	57	156	120	102	94	245	153	249	38	38	304	45	1,601	0	0	0	0	0
	APPROACH %	17%	47%	36%	23%	21%	56%	35%	57%	9%	10%	79%	12%						
	APP/DEPART	333	/	354	441	/	170	440	/	471	387	/	606	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	50	146	110	72	69	199	129	182	30	31	227	21	1,266					
	APPROACH %	16%	48%	36%	21%	20%	59%	38%	53%	9%	11%	81%	8%						
	PEAK HR FACTOR		0.860			0.599			0.828			0.766		0.754					
	APP/DEPART	306	/	296	340	/	130	341	/	364	279	/	476	0					
PM	4:00 PM	1	6	3	11	2	6	20	26	8	1	12	14	110					0
	4:15 PM	0	3	1	4	6	2	5	13	3	2	5	6	50					0
	4:30 PM	1	3	0	7	6	2	4	19	5	0	7	6	60					0
	4:45 PM	2	3	3	5	6	0	1	21	1	0	6	12	60					0
	5:00 PM	0	5	0	9	3	2	0	13	2	0	2	31	67					0
	5:15 PM	0	5	1	9	6	3	6	16	1	0	14	17	78					0
	5:30 PM	1	2	3	11	3	3	1	10	1	0	5	12	52					0
	5:45 PM	0	3	0	14	5	1	0	4	1	1	5	8	42					0
	VOLUMES	5	30	11	70	37	19	37	122	22	4	56	106	519	0	0	0	0	0
	APPROACH %	11%	65%	24%	56%	29%	15%	20%	67%	12%	2%	34%	64%						
	APP/DEPART	46	/	173	126	/	63	181	/	203	166	/	80	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	15	7	27	20	10	30	79	17	3	30	38	280					
	APPROACH %	15%	58%	27%	47%	35%	18%	24%	63%	13%	4%	42%	54%						
	PEAK HR FACTOR		0.650			0.750			0.583			0.657		0.636					
	APP/DEPART	26	/	83	57	/	40	126	/	113	71	/	44	0					

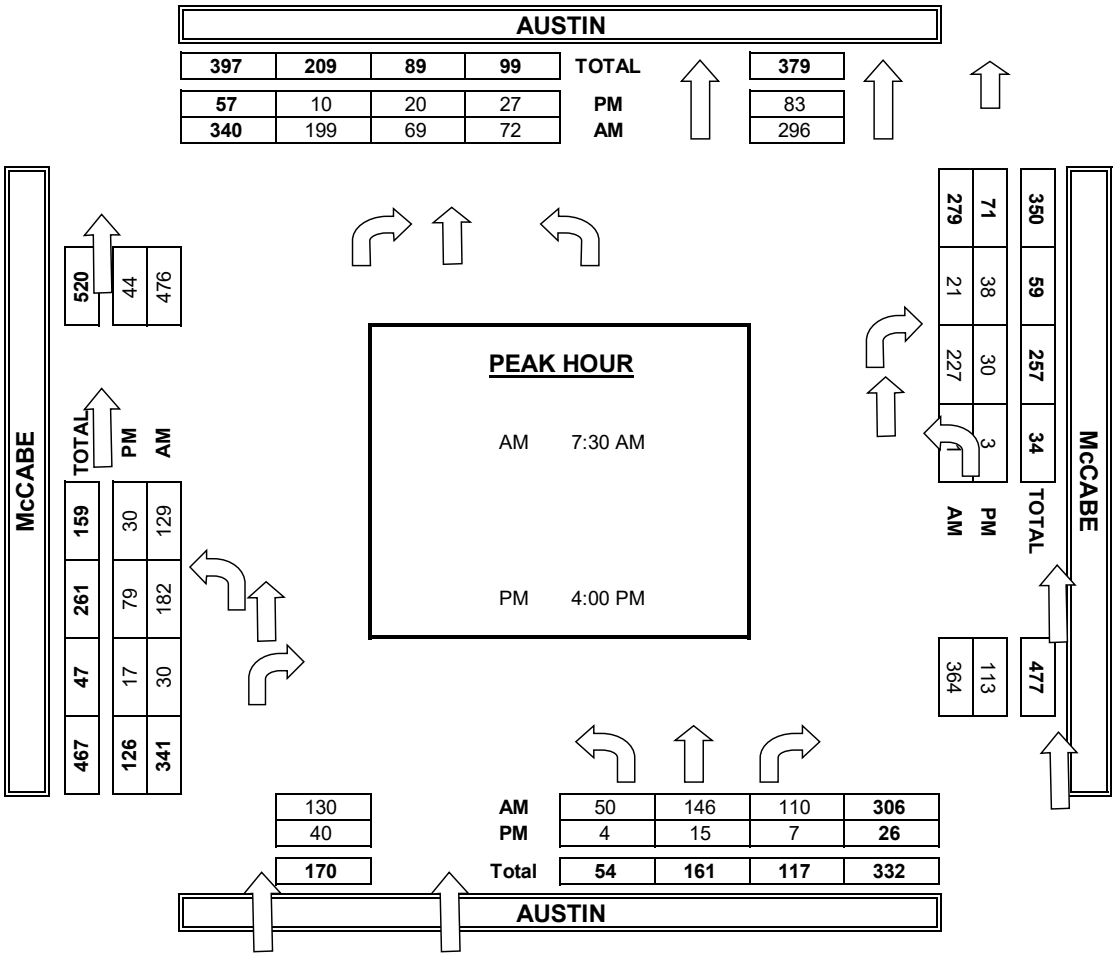


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM				2	2					0					0
	7:15 AM				1	1					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM	1	4		10	15					0					0
	8:15 AM	1			3	4					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	2	4	0	16	22	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM				1	1					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LOTUS	LOCATION #:	4
TUESDAY	EAST & WEST:	MAIN	CONTROL:	STOP

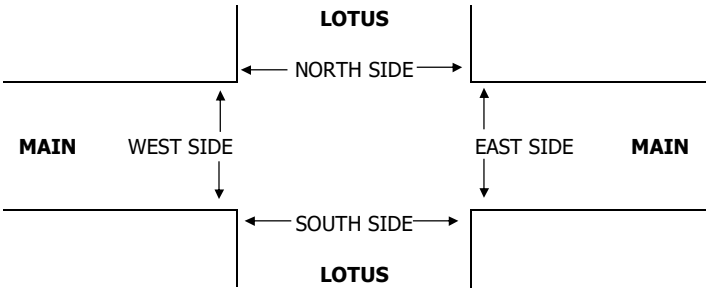
NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

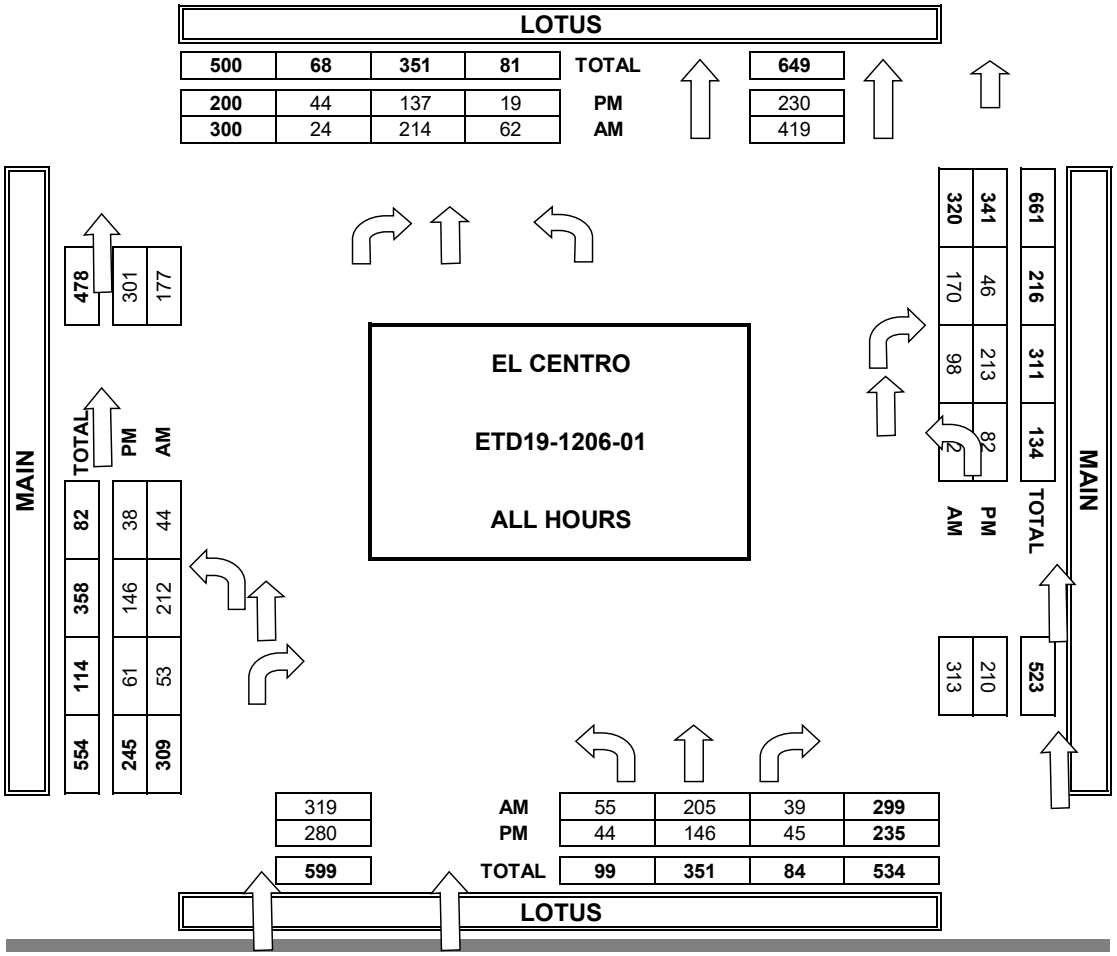
		NORTHBOUND LOTUS			SOUTHBOUND LOTUS			EASTBOUND MAIN			WESTBOUND MAIN				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	8	12	2	1	7	2	4	15	1	2	7	1	62					0
	7:15 AM	12	22	1	3	22	1	5	20	8	4	9	6	113					0
	7:30 AM	15	41	6	21	66	4	3	41	8	10	17	53	285					0
	7:45 AM	7	51	9	16	62	4	13	36	12	15	19	73	317					0
	8:00 AM	4	45	10	16	27	4	6	34	6	11	12	31	206					0
	8:15 AM	2	9	4	0	10	3	5	25	11	4	9	1	83					0
	8:30 AM	6	14	5	4	6	3	3	20	4	3	11	4	83					0
	8:45 AM	1	11	2	1	14	3	5	21	3	3	14	1	79					0
	VOLUMES	55	205	39	62	214	24	44	212	53	52	98	170	1,228	0	0	0	0	0
	APPROACH %	18%	69%	13%	21%	71%	8%	14%	69%	17%	16%	31%	53%						
	APP/DEPART	299	/	419	300	/	319	309	/	313	320	/	177	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	38	159	26	56	177	13	27	131	34	40	57	163	921					
	APPROACH %	17%	71%	12%	23%	72%	5%	14%	68%	18%	15%	22%	63%						
	PEAK HR FACTOR		0.832			0.676			0.787			0.607		0.726					
	APP/DEPART	223	/	349	246	/	251	192	/	213	260	/	108	0					
PM	4:00 PM	6	22	5	1	16	6	4	11	7	5	24	3	110					0
	4:15 PM	5	17	5	4	17	8	3	23	3	6	28	2	121					0
	4:30 PM	7	21	4	3	19	5	3	15	9	12	30	10	138					0
	4:45 PM	6	18	9	1	17	6	8	30	8	11	25	3	142					0
	5:00 PM	5	17	7	0	19	5	6	14	7	12	34	7	133					0
	5:15 PM	6	14	6	3	19	5	5	21	7	15	27	10	138					0
	5:30 PM	3	17	4	5	19	8	7	19	11	17	29	8	147					0
	5:45 PM	6	20	5	2	11	1	2	13	9	4	16	3	92					0
	VOLUMES	44	146	45	19	137	44	38	146	61	82	213	46	1,021	0	0	0	0	0
	APPROACH %	19%	62%	19%	10%	69%	22%	16%	60%	25%	24%	62%	13%						
	APP/DEPART	235	/	230	200	/	280	245	/	210	341	/	301	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	20	66	26	9	74	24	26	84	33	55	115	28	560					
	APPROACH %	18%	59%	23%	8%	69%	22%	18%	59%	23%	28%	58%	14%						
	PEAK HR FACTOR		0.848			0.836			0.777			0.917		0.952					
	APP/DEPART	112	/	120	107	/	162	143	/	119	198	/	159	0					

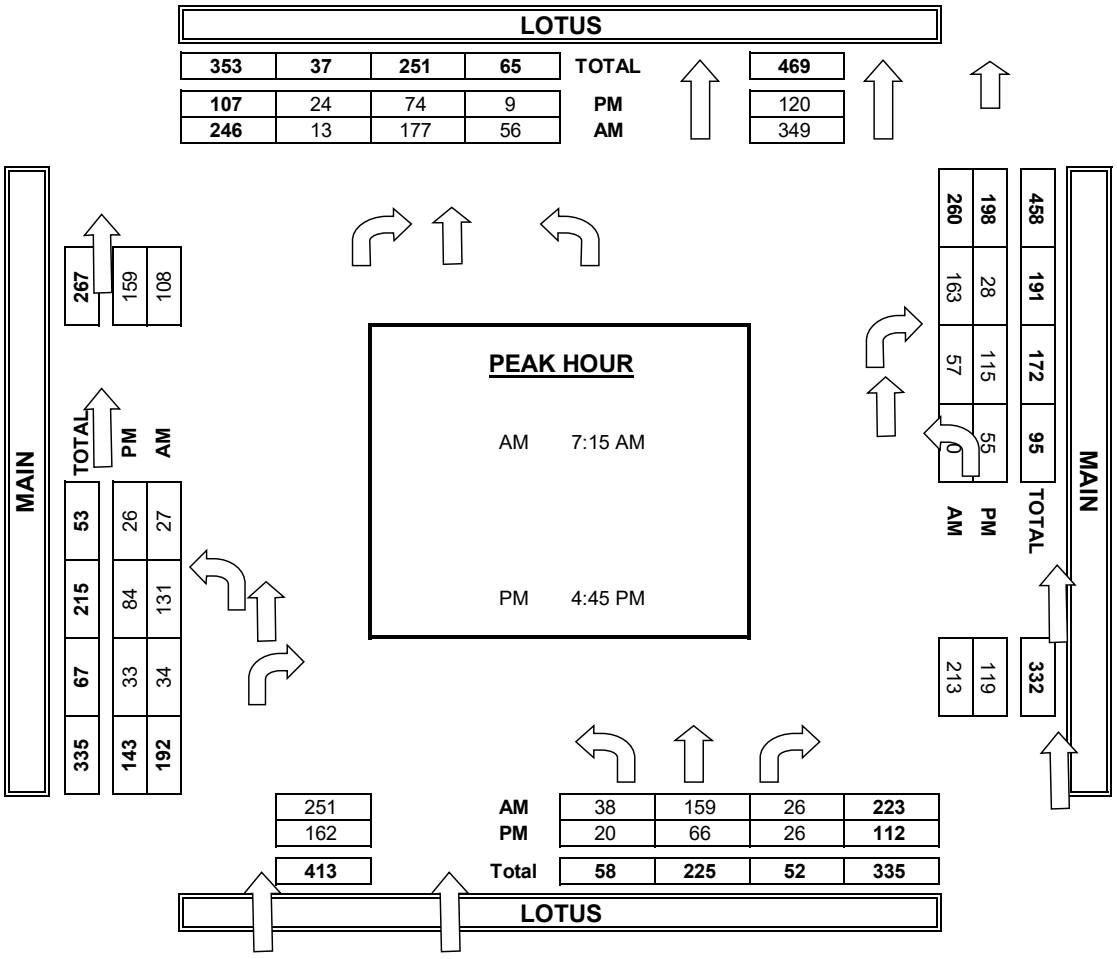


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM			13		13					0					0
	7:45 AM		5	27		32					0			1		1
	8:00 AM		3	24		27					0					0
	8:15 AM					0					0					0
	8:30 AM			3		3					0					0
	8:45 AM					0					0					0
	TOTAL	0	8	67	0	75	0	0	0	0	0	0	0	1	0	1
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM			1	1	2					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM		1	2		3					0					0
	5:45 PM					0					0					0
	TOTAL	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

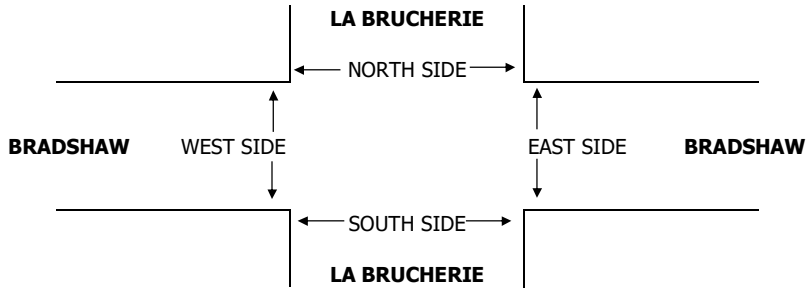
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LA BRUCHERIE	LOCATION #:	5
TUESDAY	EAST & WEST:	BRADSHAW	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

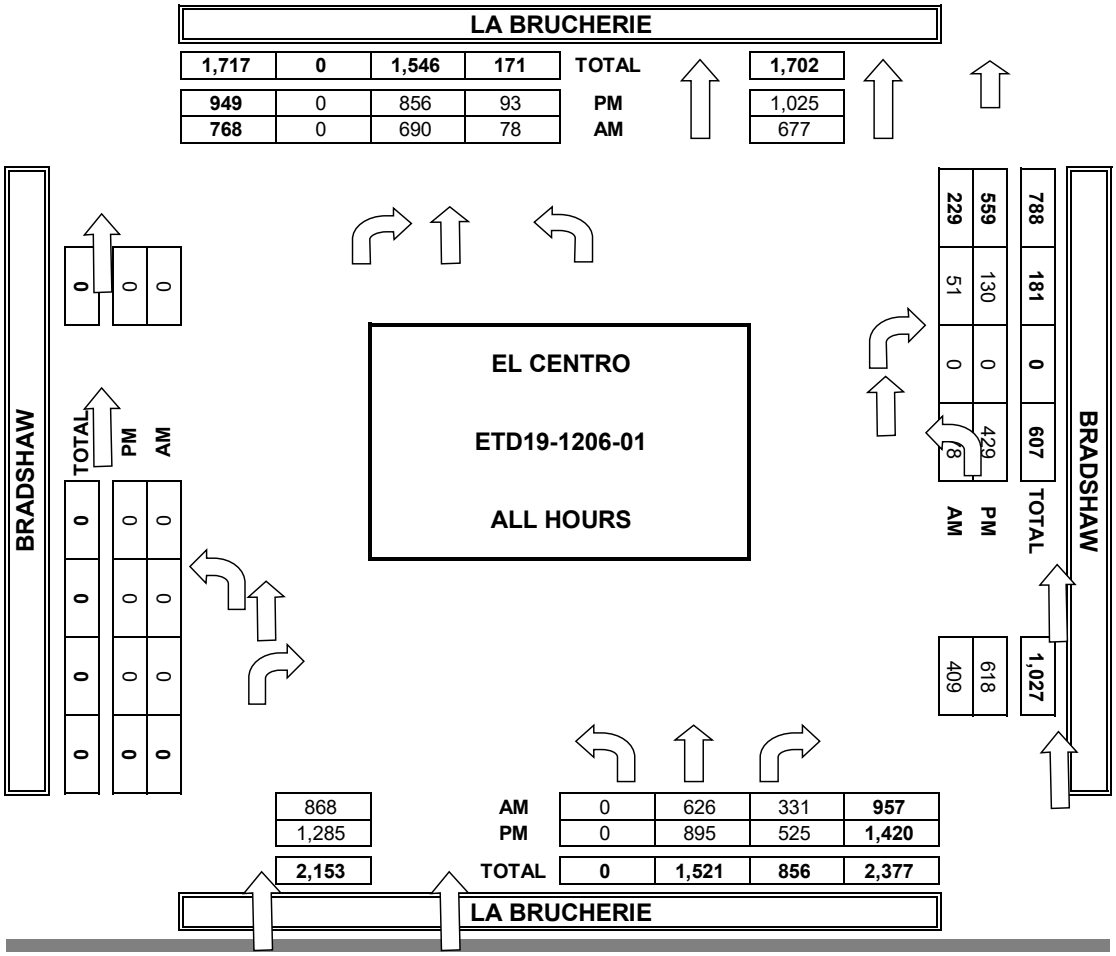
		NORTHBOUND LA BRUCHERIE			SOUTHBOUND LA BRUCHERIE			EASTBOUND BRADSHAW			WESTBOUND BRADSHAW				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM		47	15	8	46					13		6	135					0
	7:15 AM		72	25	11	70					21		5	204					0
	7:30 AM		85	37	10	142					18		5	297					0
	7:45 AM		101	49	12	154					35		4	355					0
	8:00 AM		110	68	11	86					14		8	297					0
	8:15 AM		76	54	8	58					23		12	231					0
	8:30 AM		61	52	8	67					27		5	220					0
	8:45 AM		74	31	10	67					27		6	215					0
	VOLUMES	0	626	331	78	690	0	0	0	0	178	0	51	1,954	0	0	0	0	0
	APPROACH %	0%	65%	35%	10%	90%	0%	0%	0%	0%	78%	0%	22%						
	APP/DEPART	957	/	677	768	/	868	0	/	409	229	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	372	208	41	440	0	0	0	0	90	0	29	1,180					
	APPROACH %	0%	64%	36%	9%	91%	0%	0%	0%	0%	76%	0%	24%						
	PEAK HR FACTOR		0.815			0.724			0.000			0.763		0.831					
	APP/DEPART	580	/	401	481	/	530	0	/	249	119	/	0	0					
PM	4:00 PM		83	60	12	105					55		20	335					0
	4:15 PM		113	56	11	108					62		13	363					0
	4:30 PM		95	65	10	106					54		17	347					0
	4:45 PM		127	75	7	97					43		11	360					0
	5:00 PM		133	68	13	134					51		15	414					0
	5:15 PM		118	74	14	113					60		16	395					0
	5:30 PM		122	62	13	95					68		23	383					0
	5:45 PM		104	65	13	98					36		15	331					0
	VOLUMES	0	895	525	93	856	0	0	0	0	429	0	130	2,928	0	0	0	0	0
	APPROACH %	0%	63%	37%	10%	90%	0%	0%	0%	0%	77%	0%	23%						
	APP/DEPART	1,420	/	1,025	949	/	1,285	0	/	618	559	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	500	279	47	439	0	0	0	0	222	0	65	1,552					
	APPROACH %	0%	64%	36%	10%	90%	0%	0%	0%	0%	77%	0%	23%						
	PEAK HR FACTOR		0.964			0.827			0.000			0.788		0.937					
	APP/DEPART	779	/	565	486	/	661	0	/	326	287	/	0	0					

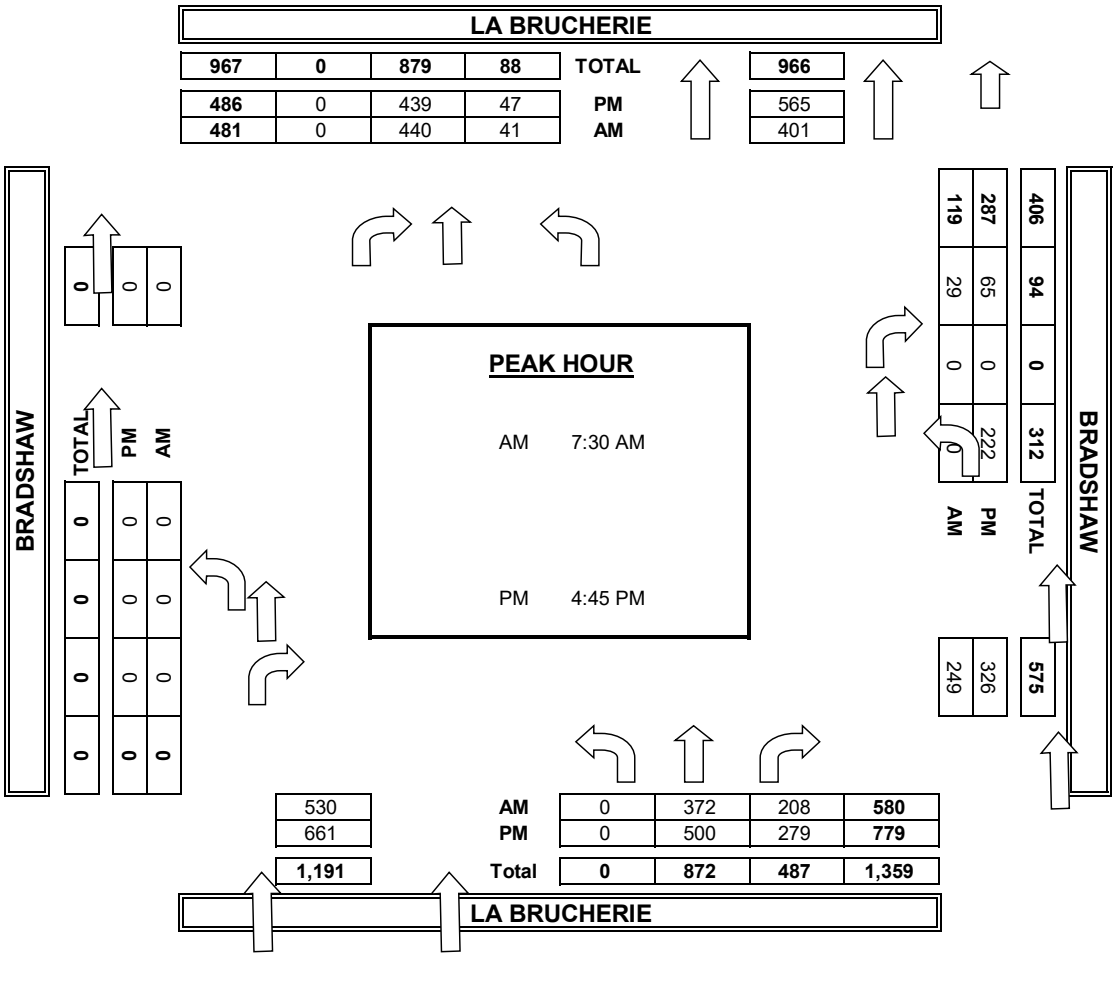


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

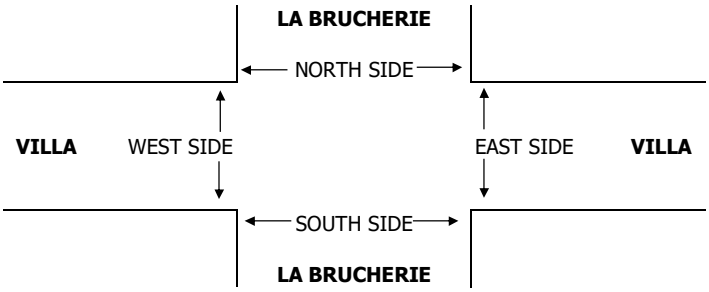
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LA BRUCHERIE	LOCATION #:	6
TUESDAY	EAST & WEST:	VILLA	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

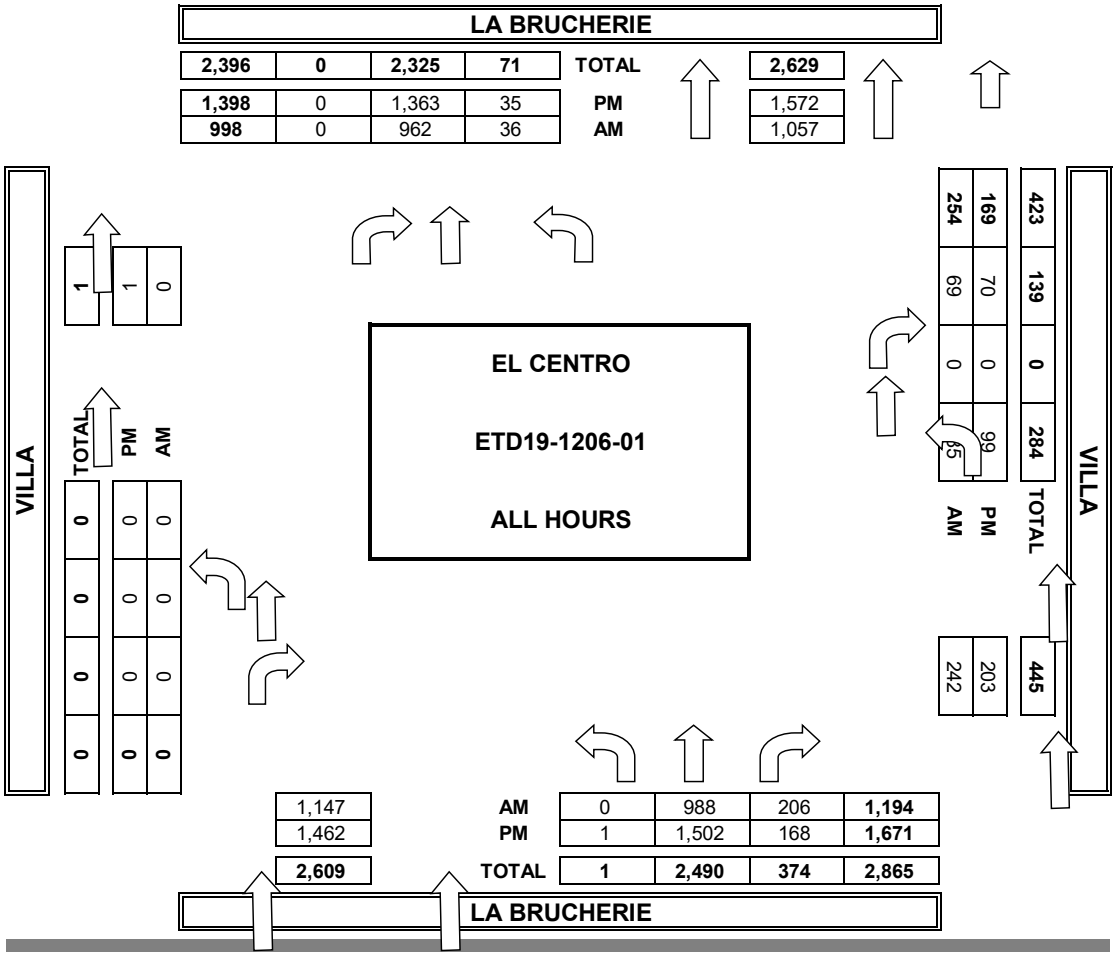
		NORTHBOUND LA BRUCHERIE			SOUTHBOUND LA BRUCHERIE			EASTBOUND VILLA			WESTBOUND VILLA				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM		68	8	1	55					7		1	140					0
	7:15 AM		93	8	3	107					13		4	228					0
	7:30 AM		111	29	4	178					40		5	367					0
	7:45 AM		157	56	10	220					56		18	517					0
	8:00 AM		182	55	4	121					39		26	427					0
	8:15 AM		155	21	2	88					14		4	284		1			1
	8:30 AM		115	14	6	107					7		8	257					0
	8:45 AM		107	15	6	86					9		3	226					0
	VOLUMES	0	988	206	36	962	0	0	0	0	185	0	69	2,446	0	1	0	0	1
	APPROACH %	0%	83%	17%	4%	96%	0%	0%	0%	0%	73%	0%	27%						
	APP/DEPART	1,194	/	1,057	998	/	1,147	0	/	242	254	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	605	161	20	607	0	0	0	0	149	0	53	1,595					
	APPROACH %	0%	79%	21%	3%	97%	0%	0%	0%	0%	74%	0%	26%						
	PEAK HR FACTOR		0.808			0.682			0.000			0.682		0.771					
	APP/DEPART	766	/	658	627	/	756	0	/	181	202	/	0	0					
PM	4:00 PM		147	10	2	174					15		14	362					0
	4:15 PM		171	25	6	162					14		8	386					0
	4:30 PM		170	27	4	177					14		7	399					0
	4:45 PM	1	223	23	5	159					9		10	430					0
	5:00 PM		207	17	3	183					15		4	429					0
	5:15 PM		202	24	7	184					14		9	440					0
	5:30 PM		199	18	5	177					11		7	417					0
	5:45 PM		183	24	3	147					7		11	375					0
	VOLUMES	1	1,502	168	35	1,363	0	0	0	0	99	0	70	3,238	0	0	0	0	0
	APPROACH %	0%	90%	10%	3%	97%	0%	0%	0%	0%	59%	0%	41%						
	APP/DEPART	1,671	/	1,572	1,398	/	1,462	0	/	203	169	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	831	82	20	703	0	0	0	0	49	0	30	1,716					
	APPROACH %	0%	91%	9%	3%	97%	0%	0%	0%	0%	62%	0%	38%						
	PEAK HR FACTOR		0.925			0.946			0.000			0.859		0.975					
	APP/DEPART	914	/	861	723	/	752	0	/	102	79	/	1	0					

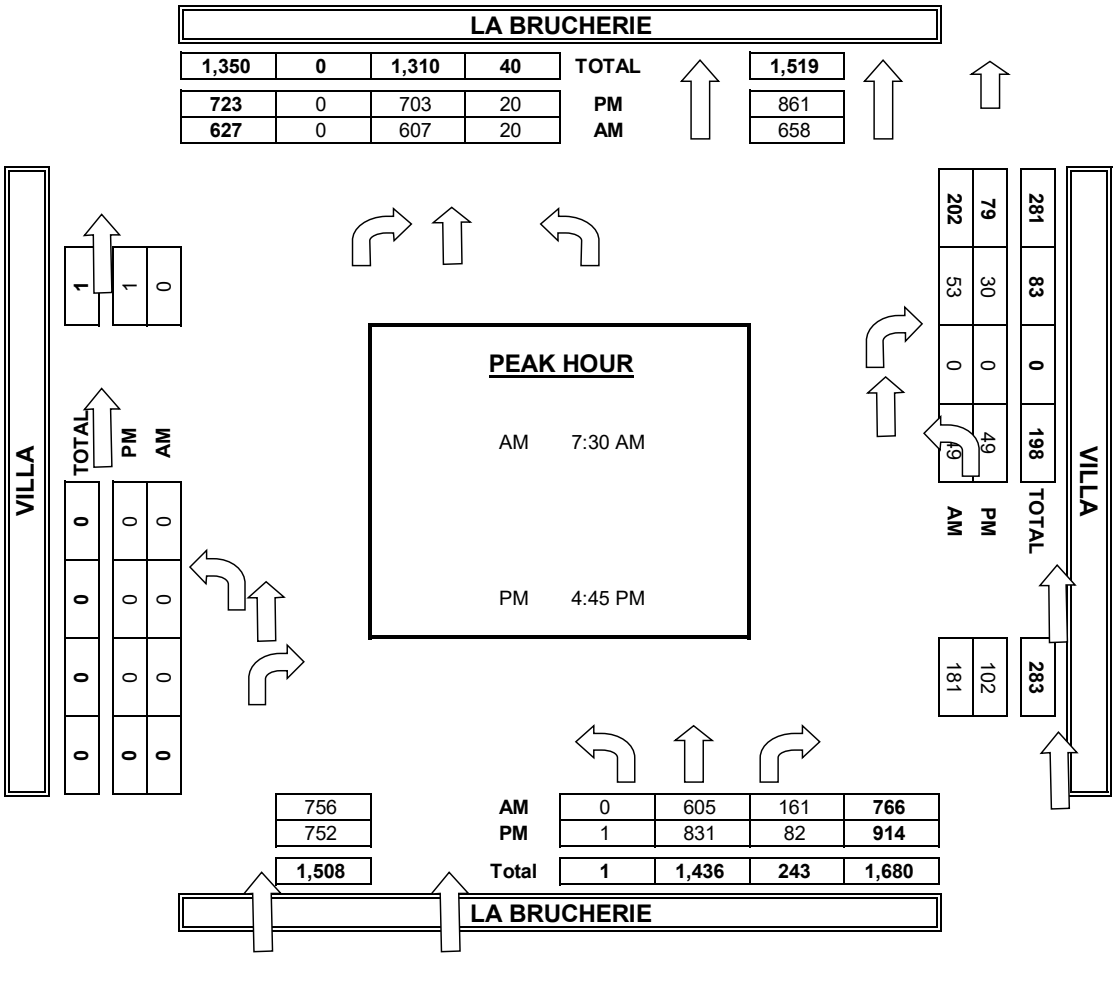


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM			1		1					0					0
	8:00 AM					0					0					0
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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

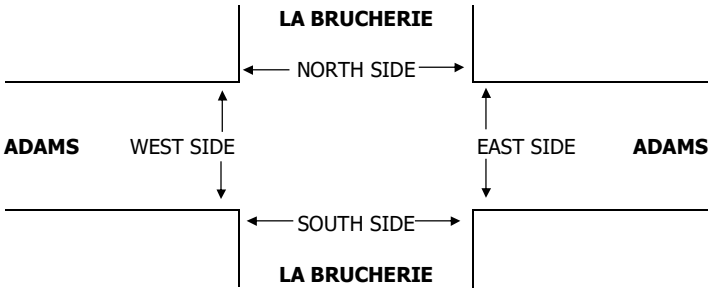
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LA BRUCHERIE	LOCATION #:	7
TUESDAY	EAST & WEST:	ADAMS	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

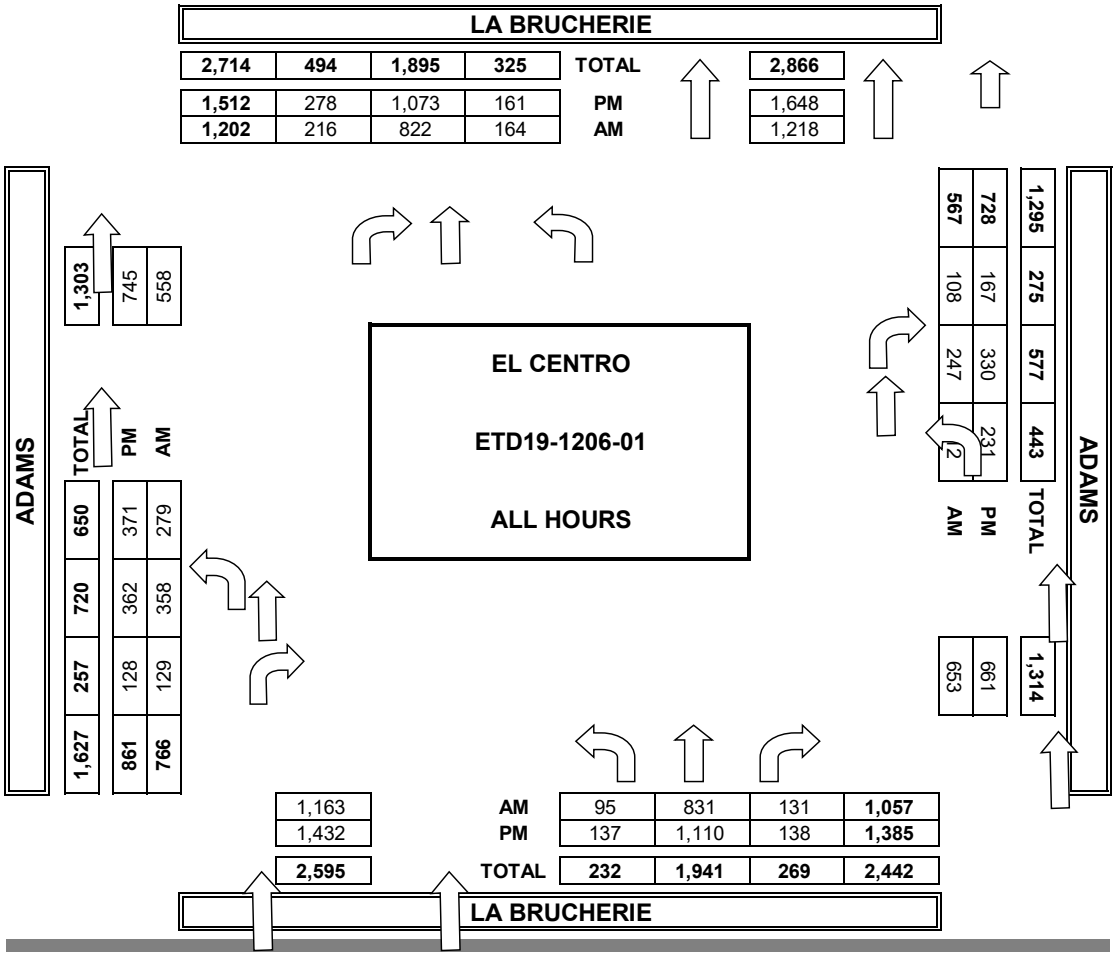
		NORTHBOUND LA BRUCHERIE			SOUTHBOUND LA BRUCHERIE			EASTBOUND ADAMS			WESTBOUND ADAMS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	6	49	7	12	41	11	17	26	9	10	20	5	213					0
	7:15 AM	13	78	12	21	119	32	18	33	10	23	35	6	400					0
	7:30 AM	17	119	17	21	130	48	31	64	16	46	53	12	574					0
	7:45 AM	21	139	27	32	179	33	61	77	34	62	60	29	754					0
	8:00 AM	11	177	32	29	117	16	58	64	14	20	23	18	579					0
	8:15 AM	7	106	15	20	73	30	34	39	16	19	20	19	398					0
	8:30 AM	12	86	7	17	74	17	30	22	16	15	23	12	331					0
	8:45 AM	8	77	14	12	89	29	30	33	14	17	13	7	343					0
	VOLUMES	95	831	131	164	822	216	279	358	129	212	247	108	3,592	0	0	0	0	0
	APPROACH %	9%	79%	12%	14%	68%	18%	36%	47%	17%	37%	44%	19%						
	APP/DEPART	1,057	/	1,218	1,202	/	1,163	766	/	653	567	/	558	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	62	513	88	103	545	129	168	238	74	151	171	65	2,307					
	APPROACH %	9%	77%	13%	13%	70%	17%	35%	50%	15%	39%	44%	17%						
	PEAK HR FACTOR		0.753			0.796			0.698			0.641		0.765					
	APP/DEPART	663	/	746	777	/	770	480	/	429	387	/	362	0					
PM	4:00 PM	14	130	16	19	129	43	62	61	16	27	35	11	563					0
	4:15 PM	12	121	13	22	131	43	59	58	18	29	30	13	549					0
	4:30 PM	17	161	21	23	145	26	40	59	23	23	45	25	608					0
	4:45 PM	14	132	18	18	122	43	56	33	15	12	33	26	522					0
	5:00 PM	21	177	21	18	132	20	42	40	10	29	55	31	596					0
	5:15 PM	24	143	20	19	161	34	37	31	20	30	49	24	592					0
	5:30 PM	22	119	18	21	124	36	35	33	12	42	53	25	540					0
	5:45 PM	13	127	11	21	129	33	40	47	14	39	30	12	516				1	1
	VOLUMES	137	1,110	138	161	1,073	278	371	362	128	231	330	167	4,486	0	0	0	1	1
	APPROACH %	10%	80%	10%	11%	71%	18%	43%	42%	15%	32%	45%	23%						
	APP/DEPART	1,385	/	1,648	1,512	/	1,432	861	/	661	728	/	745	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	76	613	80	78	560	123	175	163	68	94	182	106	2,318					
	APPROACH %	10%	80%	10%	10%	74%	16%	43%	40%	17%	25%	48%	28%						
	PEAK HR FACTOR		0.878			0.889			0.832			0.830		0.953					
	APP/DEPART	769	/	894	761	/	722	406	/	321	382	/	381	0					

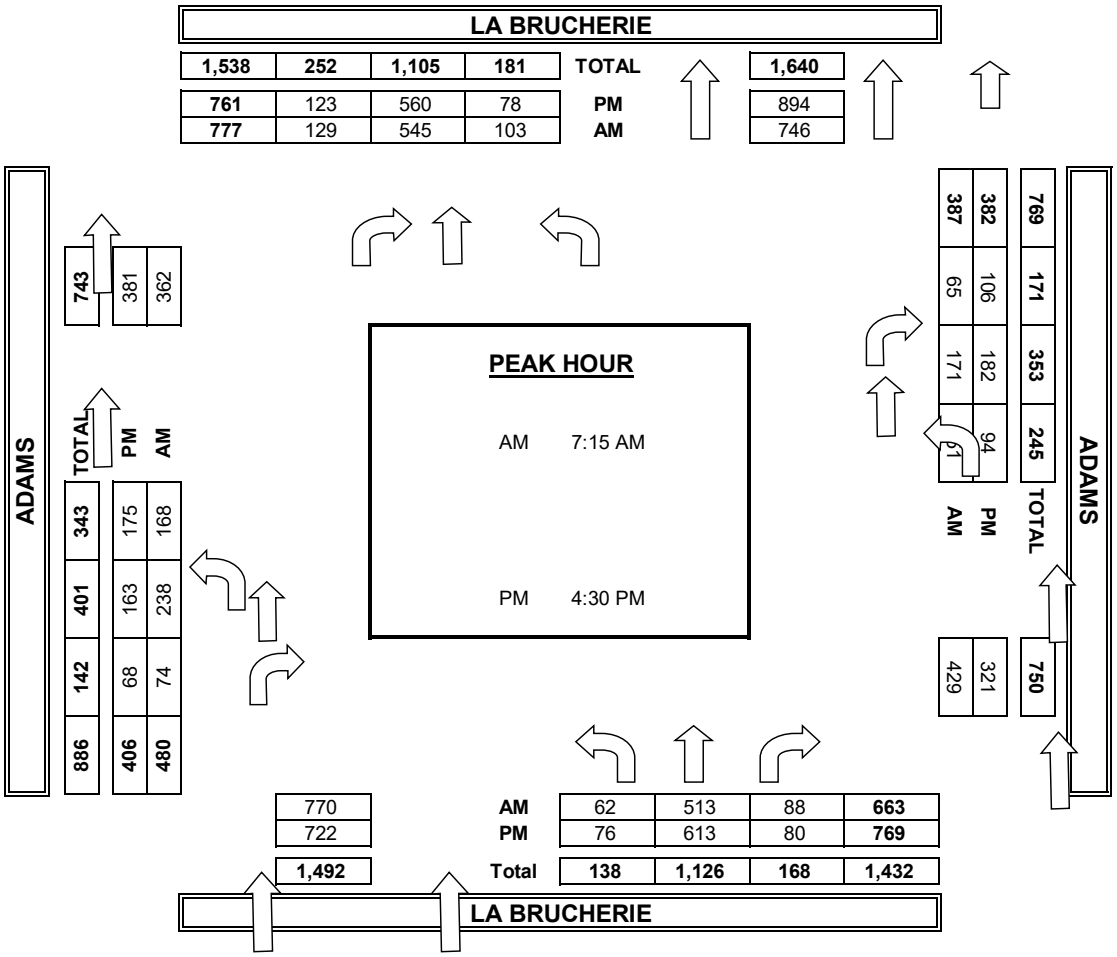


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

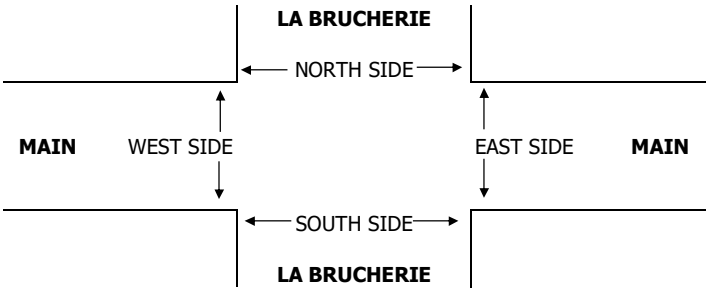
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LA BRUCHERIE	LOCATION #:	8
TUESDAY	EAST & WEST:	MAIN	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

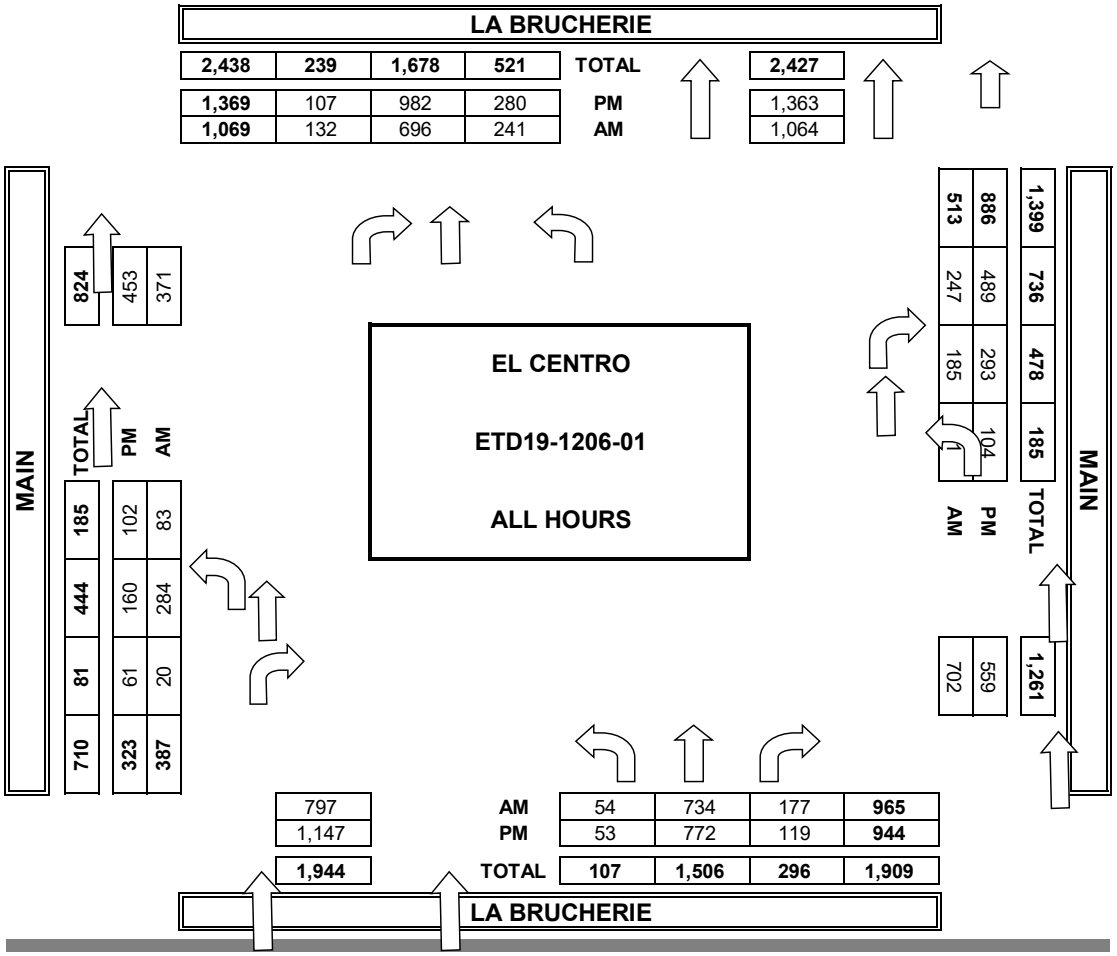
		NORTHBOUND LA BRUCHERIE			SOUTHBOUND LA BRUCHERIE			EASTBOUND MAIN			WESTBOUND MAIN				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	43	19	16	33	4	6	11	1	4	5	13	155					0
	7:15 AM	7	70	14	32	97	10	5	14	4	8	16	16	293					0
	7:30 AM	15	113	24	41	98	28	5	72	1	14	43	33	487					0
	7:45 AM	12	127	41	50	173	46	13	54	1	30	52	39	638					0
	8:00 AM	8	157	28	31	79	22	33	49	7	9	27	54	504					0
	8:15 AM	4	95	26	20	64	9	5	27	2	9	11	24	296					0
	8:30 AM	5	60	16	21	76	7	13	31	3	4	13	35	284					0
	8:45 AM	3	69	9	30	76	6	3	26	1	3	18	33	277					0
	VOLUMES	54	734	177	241	696	132	83	284	20	81	185	247	2,934	0	0	0	0	0
	APPROACH %	6%	76%	18%	23%	65%	12%	21%	73%	5%	16%	36%	48%						
	APP/DEPART	965	/	1,064	1,069	/	797	387	/	702	513	/	371	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	39	492	119	142	414	105	56	202	11	62	133	150	1,925					
	APPROACH %	6%	76%	18%	21%	63%	16%	21%	75%	4%	18%	39%	43%						
	PEAK HR FACTOR		0.842			0.614			0.756			0.713		0.754					
	APP/DEPART	650	/	698	661	/	487	269	/	463	345	/	277	0					
PM	4:00 PM	3	84	13	40	123	11	12	10	7	9	31	65	408					0
	4:15 PM	7	93	17	45	121	15	10	20	13	11	34	60	446					0
	4:30 PM	9	108	16	45	118	9	12	17	7	13	25	57	436					0
	4:45 PM	7	97	13	35	106	18	8	30	9	19	25	63	430					0
	5:00 PM	7	119	16	34	121	14	16	17	6	10	55	78	493					0
	5:15 PM	9	106	14	30	149	12	14	18	10	23	52	63	500					0
	5:30 PM	7	73	17	26	117	18	15	26	4	11	45	60	419					0
	5:45 PM	4	92	13	25	127	10	15	22	5	8	26	43	390					0
	VOLUMES	53	772	119	280	982	107	102	160	61	104	293	489	3,522	0	0	0	0	0
	APPROACH %	6%	82%	13%	20%	72%	8%	32%	50%	19%	12%	33%	55%						
	APP/DEPART	944	/	1,363	1,369	/	1,147	323	/	559	886	/	453	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	32	430	59	144	494	53	50	82	32	65	157	261	1,859					
	APPROACH %	6%	83%	11%	21%	71%	8%	30%	50%	20%	13%	33%	54%						
	PEAK HR FACTOR		0.917			0.904			0.872			0.844		0.930					
	APP/DEPART	521	/	741	691	/	591	164	/	285	483	/	242	0					

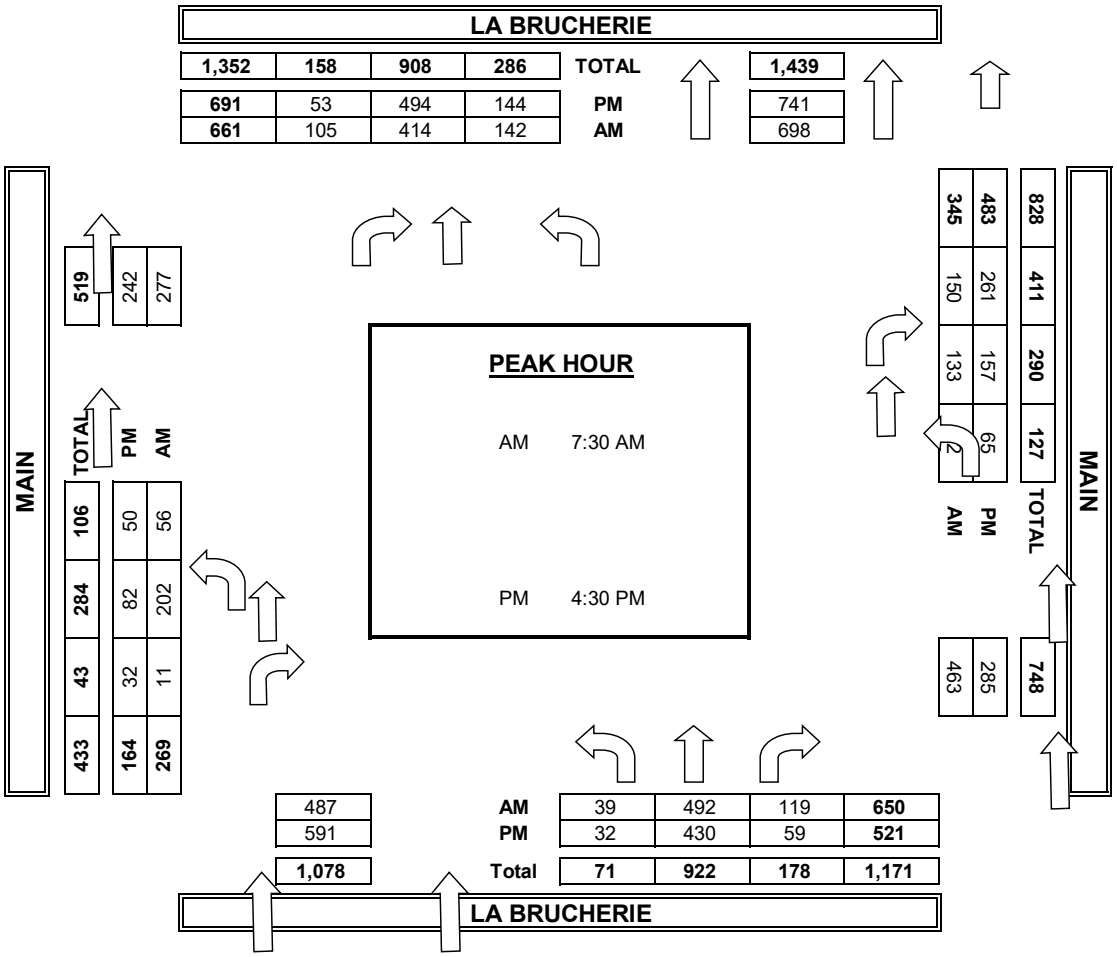


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM				1	1					0					0
	7:15 AM					0					0					0
	7:30 AM				1	1					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0				1	1
	8:45 AM					0					0					0
	TOTAL	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1
PM	4:00 PM	2	2	1	3	8					0					0
	4:15 PM	1	2		3	6					0					0
	4:30 PM				1	1					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM		1			1					0					0
	TOTAL	3	5	1	7	16	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

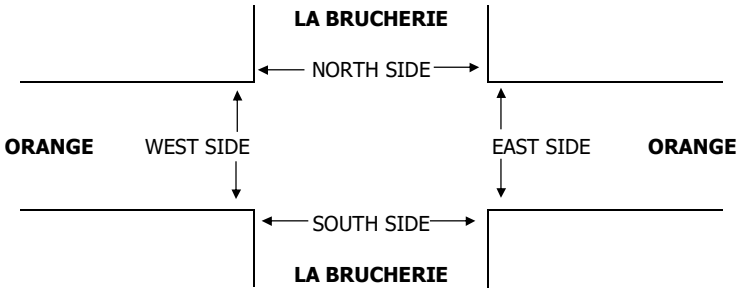
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LA BRUCHERIE	LOCATION #:	9
TUESDAY	EAST & WEST:	ORANGE	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

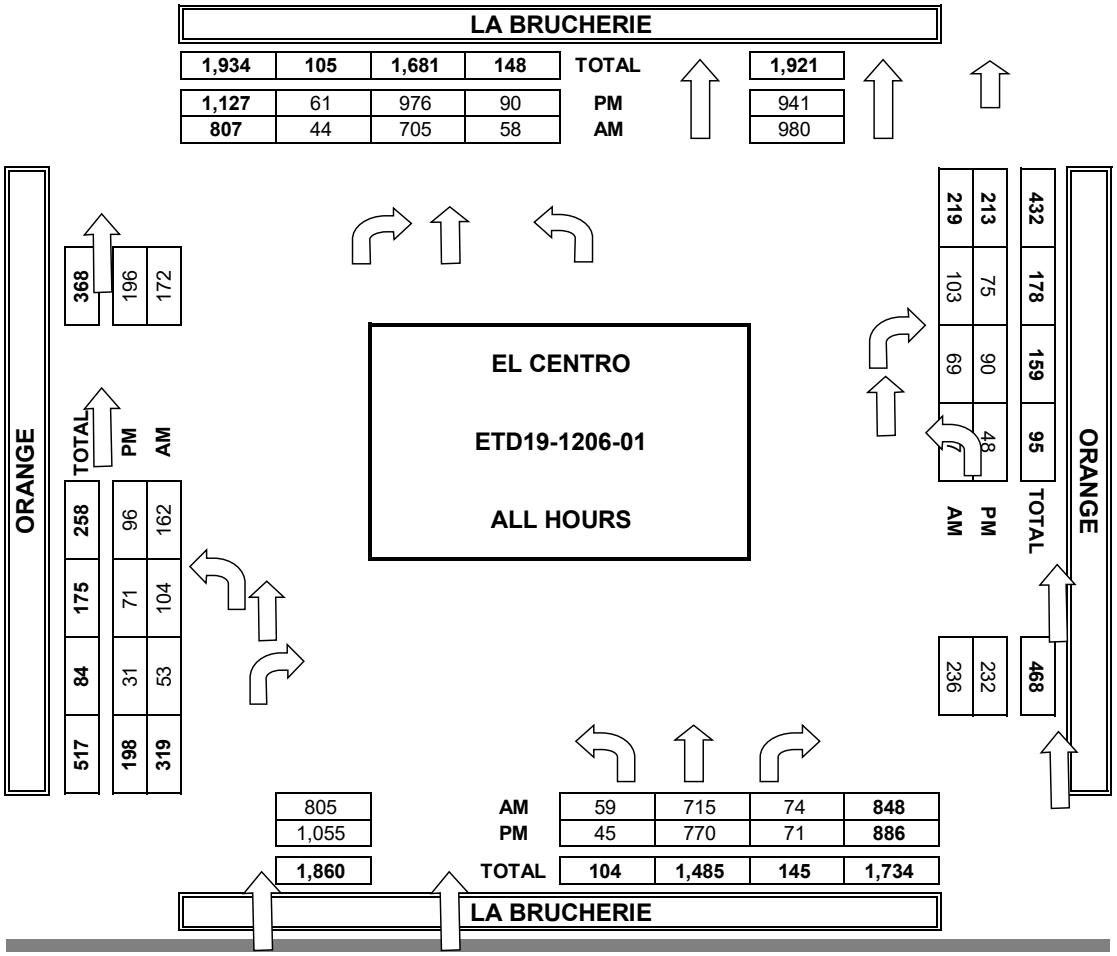
		NORTHBOUND LA BRUCHERIE			SOUTHBOUND LA BRUCHERIE			EASTBOUND ORANGE			WESTBOUND ORANGE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	3	48	4	3	34	1	13	5	3	4	6	8	132					0
	7:15 AM	11	71	10	3	101	0	9	23	7	2	9	15	261					0
	7:30 AM	12	114	18	13	97	9	25	22	11	14	12	14	361					0
	7:45 AM	20	131	19	15	155	20	48	23	12	11	20	20	494					0
	8:00 AM	7	137	6	7	102	7	38	10	6	6	9	17	352					0
	8:15 AM	3	80	8	7	66	2	14	5	3	4	4	17	213					0
	8:30 AM	1	61	4	5	72	1	7	10	3	2	4	9	179					0
	8:45 AM	2	73	5	5	78	4	8	6	8	4	5	3	201					0
	VOLUMES	59	715	74	58	705	44	162	104	53	47	69	103	2,193	0	0	0	0	0
	APPROACH %	7%	84%	9%	7%	87%	5%	51%	33%	17%	21%	32%	47%						
	APP/DEPART	848	/	980	807	/	805	319	/	236	219	/	172	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	50	453	53	38	455	36	120	78	36	33	50	66	1,468					
	APPROACH %	9%	81%	10%	7%	86%	7%	51%	33%	15%	22%	34%	44%						
	PEAK HR FACTOR		0.818			0.696			0.705			0.730		0.743					
	APP/DEPART	556	/	639	529	/	524	234	/	169	149	/	136	0					
PM	4:00 PM	5	88	5	11	117	5	8	7	5	10	8	6	275					0
	4:15 PM	6	96	5	7	129	8	10	7	3	2	11	14	298					0
	4:30 PM	5	112	5	5	119	10	9	9	6	9	14	8	311					0
	4:45 PM	4	96	11	7	120	12	14	10	5	8	12	10	309					0
	5:00 PM	4	116	12	13	119	5	15	7	2	5	16	11	325					0
	5:15 PM	6	105	8	21	147	8	13	12	4	3	11	10	348					0
	5:30 PM	8	72	10	16	109	8	13	5	5	3	13	9	271					0
	5:45 PM	7	85	15	10	116	5	14	14	1	8	5	7	287					0
	VOLUMES	45	770	71	90	976	61	96	71	31	48	90	75	2,424	0	0	0	0	0
	APPROACH %	5%	87%	8%	8%	87%	5%	48%	36%	16%	23%	42%	35%						
	APP/DEPART	886	/	941	1,127	/	1,055	198	/	232	213	/	196	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	19	429	36	46	505	35	51	38	17	25	53	39	1,293					
	APPROACH %	4%	89%	7%	8%	86%	6%	48%	36%	16%	21%	45%	33%						
	PEAK HR FACTOR		0.917			0.832			0.914			0.914		0.929					
	APP/DEPART	484	/	519	586	/	547	106	/	120	117	/	107	0					

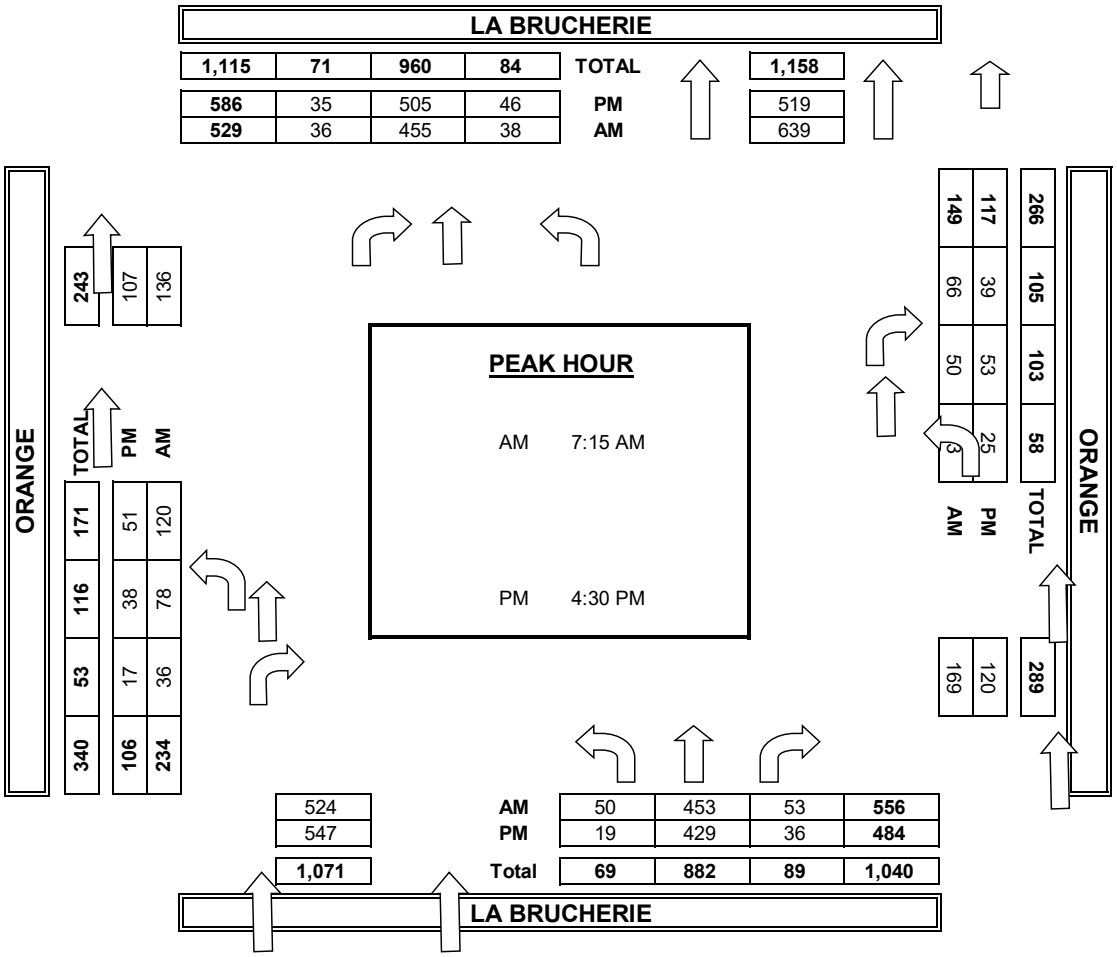


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		1			1					0					0
	7:15 AM		1			1					0					0
	7:30 AM		1		1	2					0					0
	7:45 AM		1			1					0					0
	8:00 AM					0					0					0
	8:15 AM		1		1	2					0					0
	8:30 AM					0					0					0
	8:45 AM			1		1					0					0
	TOTAL	0	5	1	2	8	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM		3		1	4					0	1	1		1	3
	4:15 PM					0					0					0
	4:30 PM		3		1	4					0					0
	4:45 PM		2			2					0		1			1
	5:00 PM	2				2					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM		1	1		2					0					0
	TOTAL	2	9	1	2	14	0	0	0	0	0	1	2	0	1	4

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

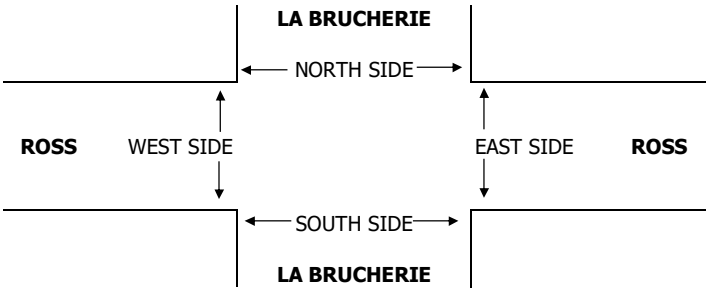
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LA BRUCHERIE	LOCATION #:	10
TUESDAY	EAST & WEST:	ROSS	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

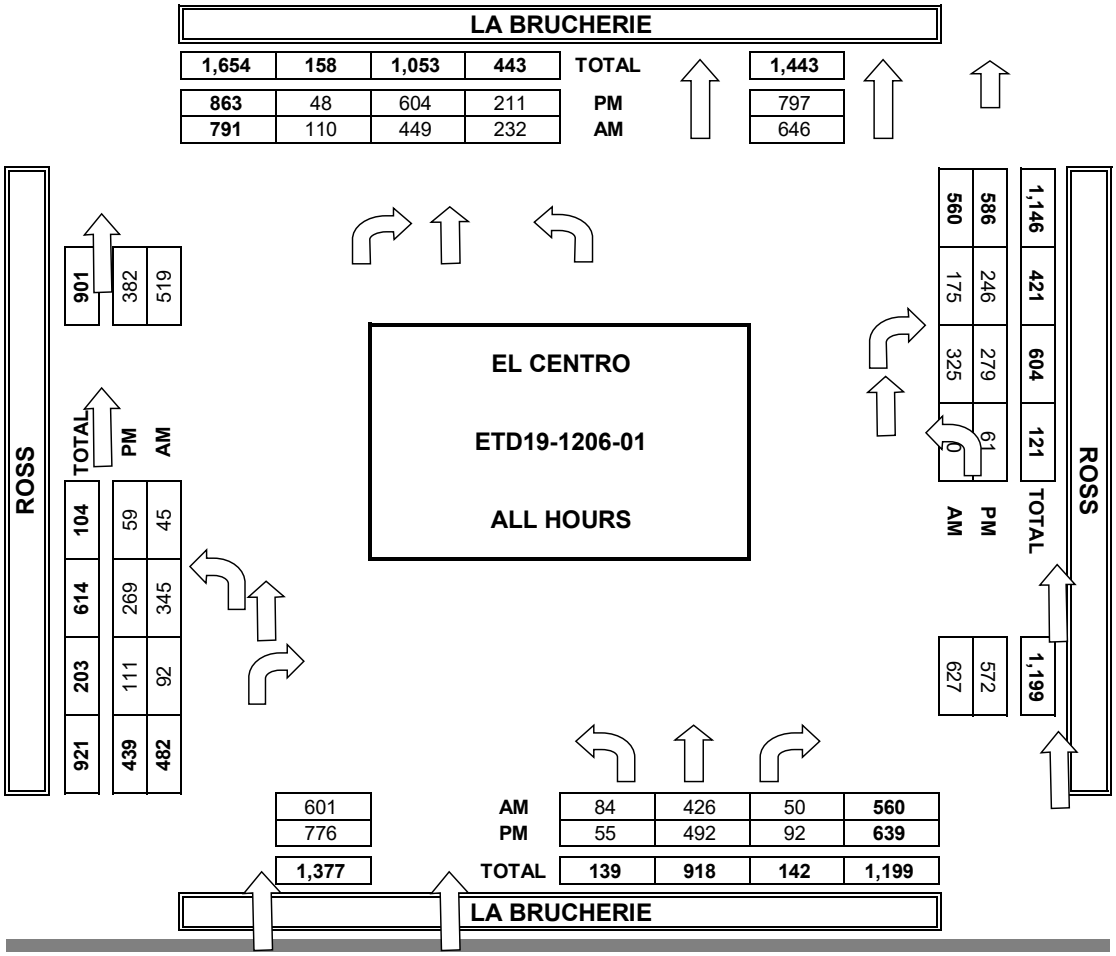
		NORTHBOUND LA BRUCHERIE			SOUTHBOUND LA BRUCHERIE			EASTBOUND ROSS			WESTBOUND ROSS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	31	2	7	20	5	4	22	5	6	11	9	124					0
	7:15 AM	5	40	3	18	73	10	5	39	9	3	32	22	259					0
	7:30 AM	14	78	11	32	77	15	9	71	11	14	74	27	433					0
	7:45 AM	20	84	13	56	93	32	10	74	14	14	90	34	534					0
	8:00 AM	27	88	12	44	57	25	9	54	17	5	48	30	416					0
	8:15 AM	6	46	3	23	39	4	3	32	8	5	25	18	212					0
	8:30 AM	7	28	2	20	45	10	5	22	15	3	24	18	199					0
	8:45 AM	3	31	4	32	45	9	0	31	13	10	21	17	216					0
	VOLUMES	84	426	50	232	449	110	45	345	92	60	325	175	2,393	0	0	0	0	0
	APPROACH %	15%	76%	9%	29%	57%	14%	9%	72%	19%	11%	58%	31%						
	APP/DEPART	560	/	646	791	/	601	482	/	627	560	/	519	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	66	290	39	150	300	82	33	238	51	36	244	113	1,642					
	APPROACH %	17%	73%	10%	28%	56%	15%	10%	74%	16%	9%	62%	29%						
	PEAK HR FACTOR		0.778			0.735			0.821			0.712		0.769					
	APP/DEPART	395	/	436	532	/	387	322	/	427	393	/	392	0					
PM	4:00 PM	8	61	9	30	81	8	6	44	7	4	28	29	315					0
	4:15 PM	2	59	9	20	87	7	10	36	10	14	43	31	328					0
	4:30 PM	5	51	34	32	86	8	4	34	14	8	46	25	347					0
	4:45 PM	10	69	11	26	75	6	12	43	18	8	28	25	331					0
	5:00 PM	5	71	7	38	57	3	14	39	27	8	42	46	357					0
	5:15 PM	7	68	8	22	83	6	8	28	15	7	24	28	304					0
	5:30 PM	12	52	7	30	76	6	4	26	10	7	33	35	298					0
	5:45 PM	6	61	7	13	59	4	1	19	10	5	35	27	247					0
	VOLUMES	55	492	92	211	604	48	59	269	111	61	279	246	2,527	0	0	0	0	0
	APPROACH %	9%	77%	14%	24%	70%	6%	13%	61%	25%	10%	48%	42%						
	APP/DEPART	639	/	797	863	/	776	439	/	572	586	/	382	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	22	250	61	116	305	24	40	152	69	38	159	127	1,363					
	APPROACH %	7%	75%	18%	26%	69%	5%	15%	58%	26%	12%	49%	39%						
	PEAK HR FACTOR		0.925			0.883			0.816			0.844		0.954					
	APP/DEPART	333	/	417	445	/	412	261	/	329	324	/	205	0					

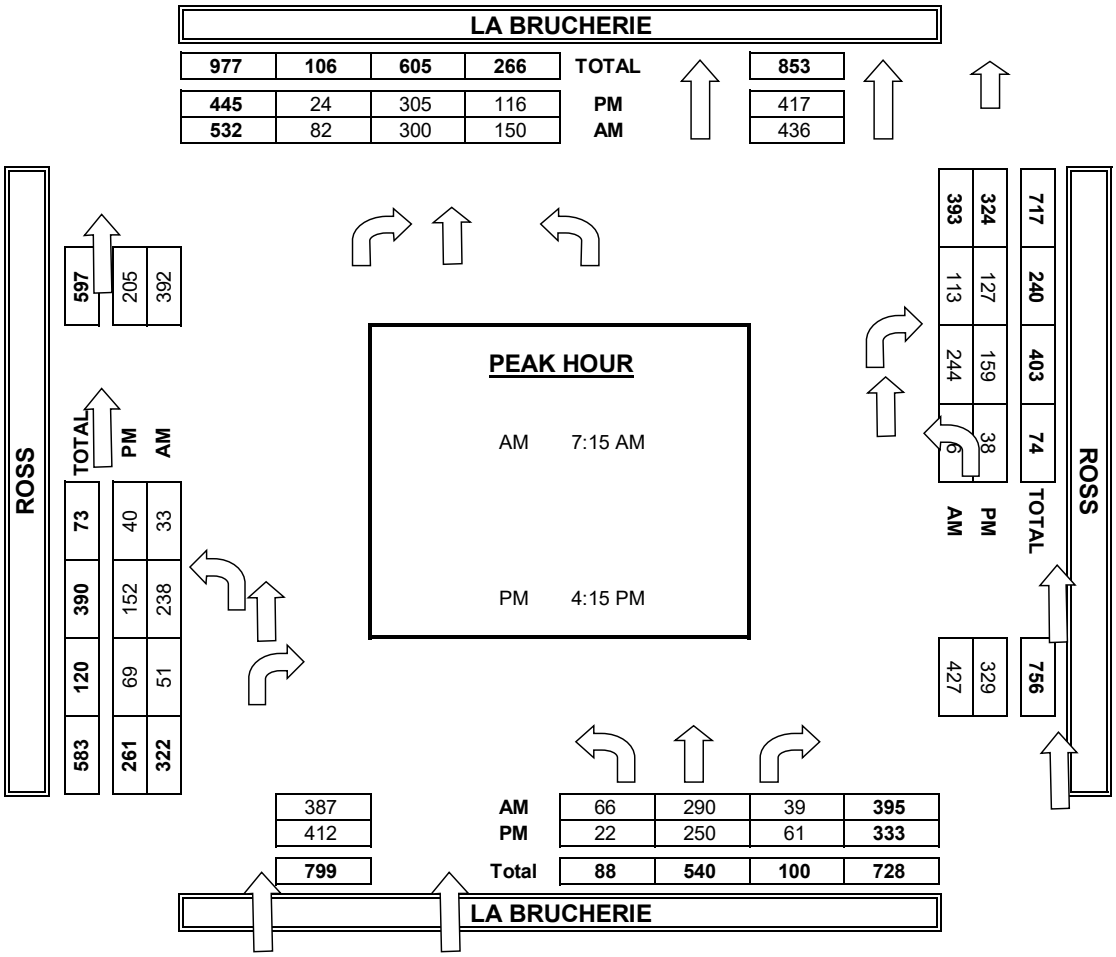


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		1			1					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM				2	2					0					0
	8:00 AM	1				1					0					0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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

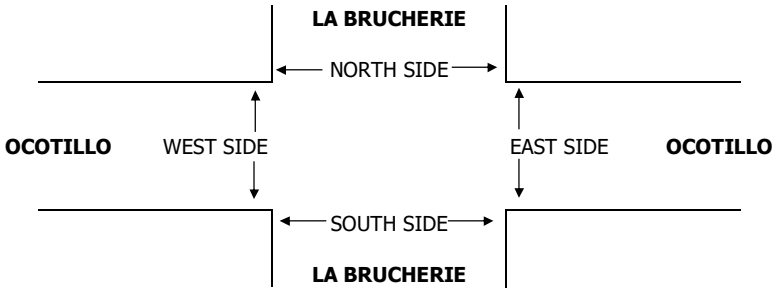
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LA BRUCHERIE	LOCATION #:	11
TUESDAY	EAST & WEST:	OCOTILLO	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

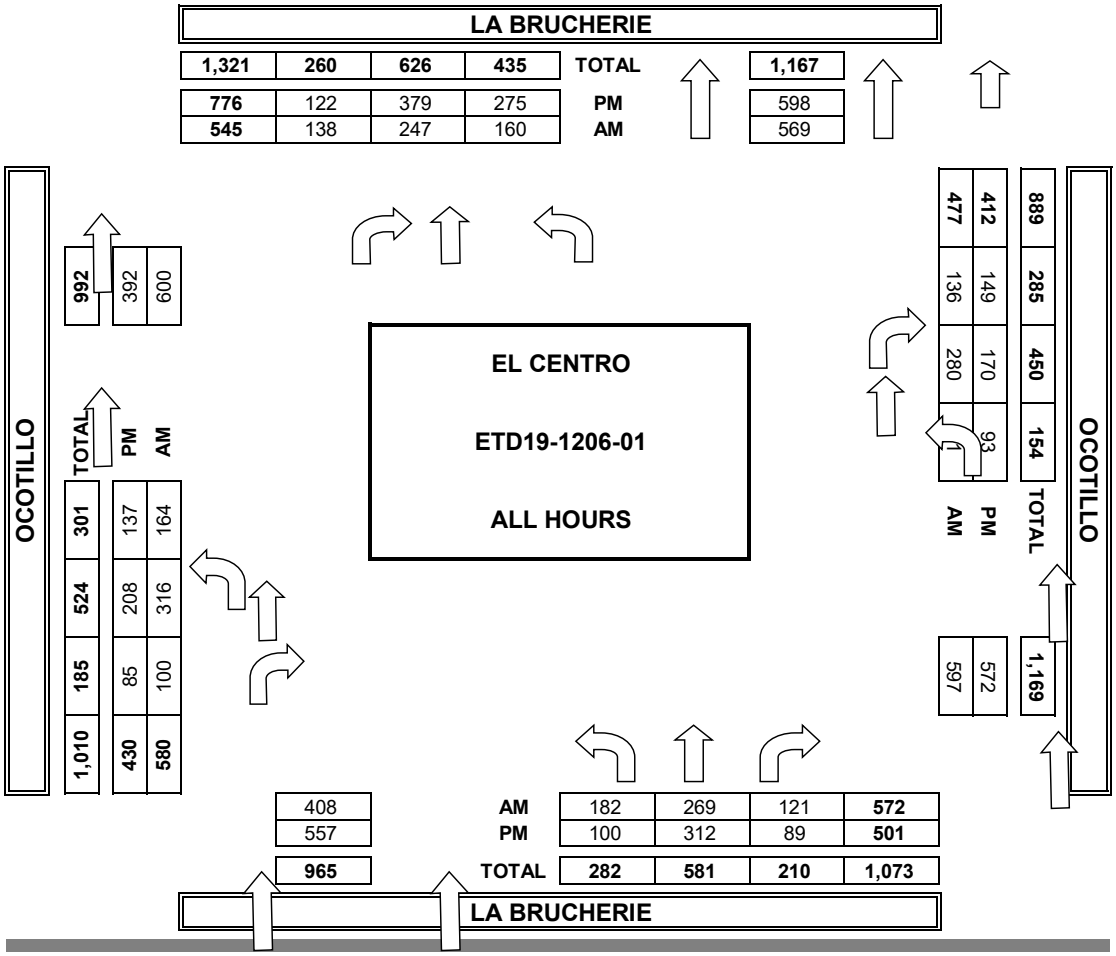
		NORTHBOUND LA BRUCHERIE			SOUTHBOUND LA BRUCHERIE			EASTBOUND OCOTILLO			WESTBOUND OCOTILLO				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	14	21	10	11	15	8	9	26	4	1	20	7	146					0
	7:15 AM	23	33	9	20	45	14	16	32	10	6	42	13	263					0
	7:30 AM	50	58	19	26	38	33	25	65	27	5	45	17	408					0
	7:45 AM	73	52	35	21	48	46	54	91	25	17	100	22	584					0
	8:00 AM	15	37	18	21	34	21	47	76	26	8	40	23	366					0
	8:15 AM	1	32	12	16	20	9	8	10	3	9	17	16	153					0
	8:30 AM	3	17	11	29	21	4	2	6	2	8	5	23	131					0
	8:45 AM	3	19	7	16	26	3	3	10	3	7	11	15	123					0
	VOLUMES	182	269	121	160	247	138	164	316	100	61	280	136	2,174	0	0	0	0	0
	APPROACH %	32%	47%	21%	29%	45%	25%	28%	54%	17%	13%	59%	29%						
	APP/DEPART	572	/	569	545	/	408	580	/	597	477	/	600	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	161	180	81	88	165	114	142	264	88	36	227	75	1,621					
	APPROACH %	38%	43%	19%	24%	45%	31%	29%	53%	18%	11%	67%	22%						
	PEAK HR FACTOR		0.659			0.798			0.726			0.608		0.694					
	APP/DEPART	422	/	397	367	/	289	494	/	433	338	/	502	0					
PM	4:00 PM	14	41	14	30	38	15	12	29	10	11	21	13	248					0
	4:15 PM	20	36	10	37	50	24	22	33	17	14	35	12	310					0
	4:30 PM	20	30	15	42	47	23	40	48	19	10	19	20	333					0
	4:45 PM	13	38	9	39	47	16	18	28	12	13	24	22	279					0
	5:00 PM	10	42	14	30	60	8	15	17	10	11	22	21	260					0
	5:15 PM	6	46	9	35	54	13	8	15	5	14	15	20	240					0
	5:30 PM	8	46	10	36	41	9	11	20	5	11	20	24	241					0
	5:45 PM	9	33	8	26	42	14	11	18	7	9	14	17	208					0
	VOLUMES	100	312	89	275	379	122	137	208	85	93	170	149	2,119	0	0	0	0	0
	APPROACH %	20%	62%	18%	35%	49%	16%	32%	48%	20%	23%	41%	36%						
	APP/DEPART	501	/	598	776	/	557	430	/	572	412	/	392	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	63	146	48	148	204	71	95	126	58	48	100	75	1,182					
	APPROACH %	25%	57%	19%	35%	48%	17%	34%	45%	21%	22%	45%	34%						
	PEAK HR FACTOR		0.973			0.944			0.652			0.914		0.887					
	APP/DEPART	257	/	316	423	/	310	279	/	322	223	/	234	0					

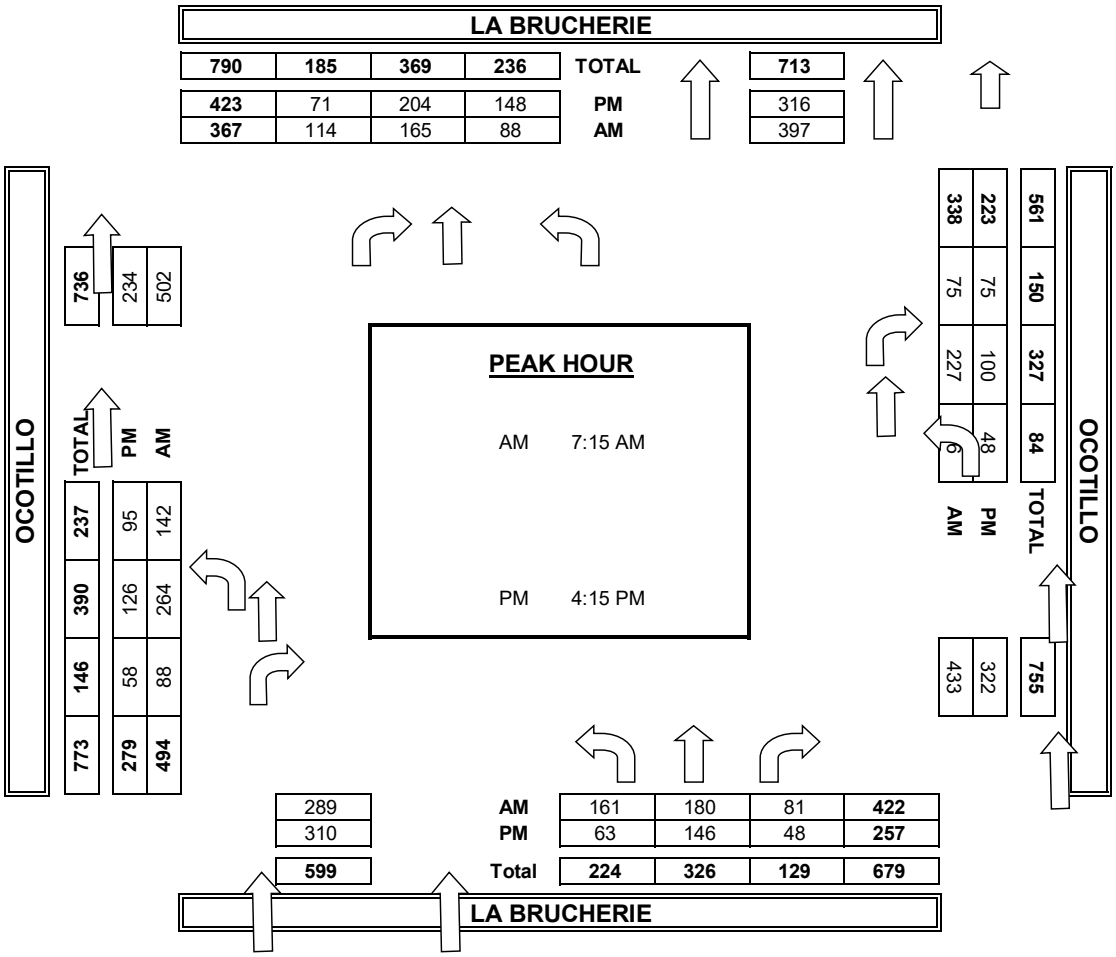


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		1			1					0					0
	7:15 AM	6	6			12					0					0
	7:30 AM	29	23			52					0					0
	7:45 AM	40	47			87					0					0
	8:00 AM	12	4			16					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM	1		1		2					0					0
	TOTAL	88	81	1	0	170	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	2	2			4					0					0
	4:15 PM	8	2			10					0					0
	4:30 PM	2	4			6					0					0
	4:45 PM	1	2			3					0					0
	5:00 PM		3			3					0					0
	5:15 PM		2			2					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	13	15	0	0	28	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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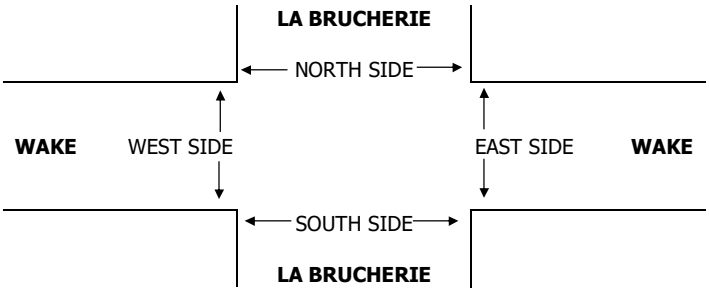
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LA BRUCHERIE	LOCATION #:	12
TUESDAY	EAST & WEST:	WAKE	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

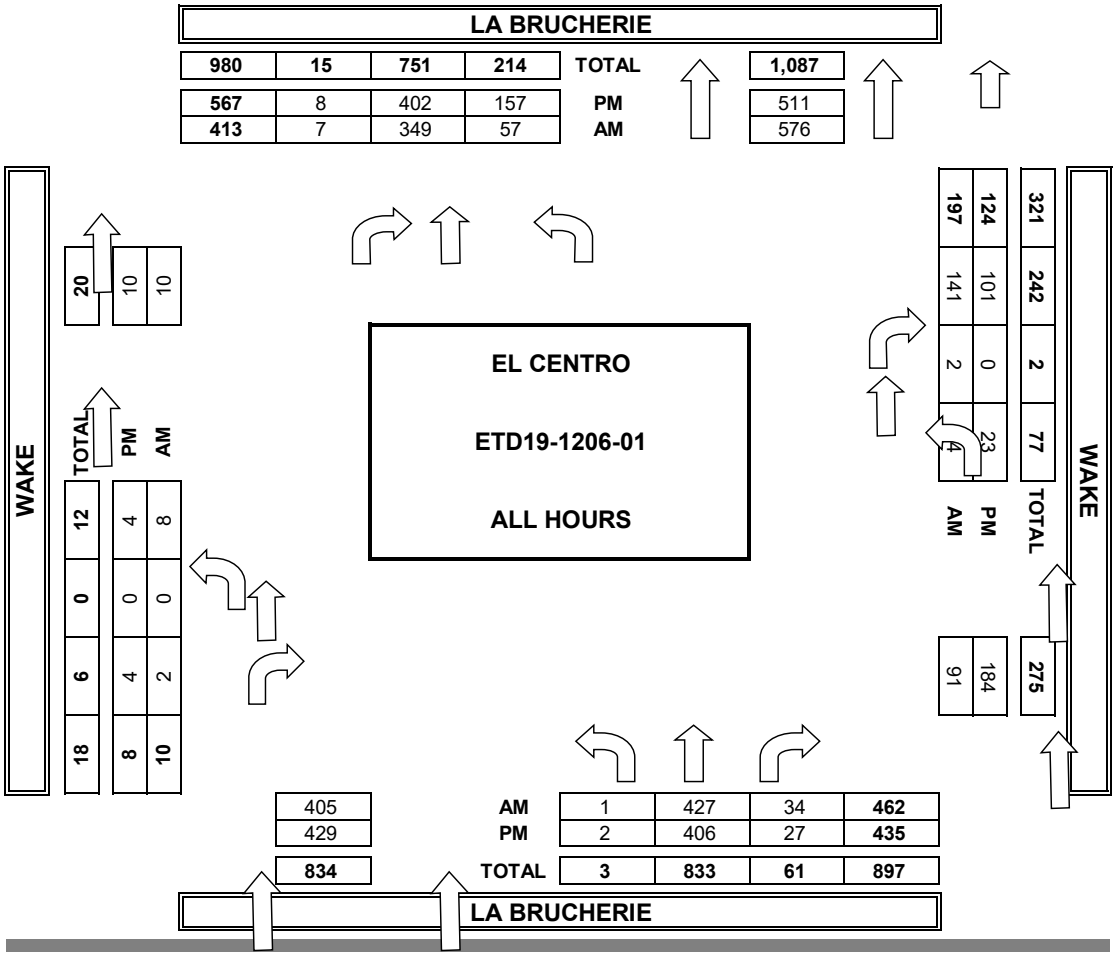
		NORTHBOUND LA BRUCHERIE			SOUTHBOUND LA BRUCHERIE			EASTBOUND WAKE			WESTBOUND WAKE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	29	3	4	21	1	0	0	0	3	1	10	72					0
	7:15 AM	0	53	3	4	53	0	0	0	0	4	0	20	137					0
	7:30 AM	0	98	4	5	60	1	0	0	0	21	0	33	222					0
	7:45 AM	0	107	5	6	82	2	4	0	0	18	0	36	260					0
	8:00 AM	0	58	6	13	58	1	0	0	2	3	0	11	152					0
	8:15 AM	1	36	12	8	27	1	1	0	0	2	0	10	98					0
	8:30 AM	0	24	0	9	22	1	0	0	0	0	0	12	68					0
	8:45 AM	0	22	1	8	26	0	3	0	0	3	1	9	73					0
	VOLUMES	1	427	34	57	349	7	8	0	2	54	2	141	1,082	0	0	0	0	0
	APPROACH %	0%	92%	7%	14%	85%	2%	80%	0%	20%	27%	1%	72%						
	APP/DEPART	462	/	576	413	/	405	10	/	91	197	/	10	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	316	18	28	253	4	4	0	2	46	0	100	771					
	APPROACH %	0%	95%	5%	10%	89%	1%	67%	0%	33%	32%	0%	68%						
	PEAK HR FACTOR		0.746			0.792			0.375			0.676		0.741					
	APP/DEPART	334	/	420	285	/	301	6	/	46	146	/	4	0					
PM	4:00 PM	1	52	4	16	44	3	2	0	2	5	0	12	141					0
	4:15 PM	0	50	3	16	62	0	0	0	0	6	0	17	154					0
	4:30 PM	0	55	3	22	53	1	1	0	0	1	0	13	149					0
	4:45 PM	1	43	1	20	53	2	0	0	1	2	0	12	135					0
	5:00 PM	0	63	4	23	56	0	0	0	0	3	0	10	159					0
	5:15 PM	0	51	4	24	52	1	0	0	1	1	0	14	148					0
	5:30 PM	0	44	6	14	44	1	0	0	0	3	0	11	123					0
	5:45 PM	0	48	2	22	38	0	1	0	0	2	0	12	125					0
	VOLUMES	2	406	27	157	402	8	4	0	4	23	0	101	1,134	0	0	0	0	0
	APPROACH %	0%	93%	6%	28%	71%	1%	50%	0%	50%	19%	0%	81%						
	APP/DEPART	435	/	511	567	/	429	8	/	184	124	/	10	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	1	211	11	81	224	3	1	0	1	12	0	52	597					
	APPROACH %	0%	95%	5%	26%	73%	1%	50%	0%	50%	19%	0%	81%						
	PEAK HR FACTOR		0.832			0.975			0.500			0.696		0.939					
	APP/DEPART	223	/	264	308	/	237	2	/	92	64	/	4	0					

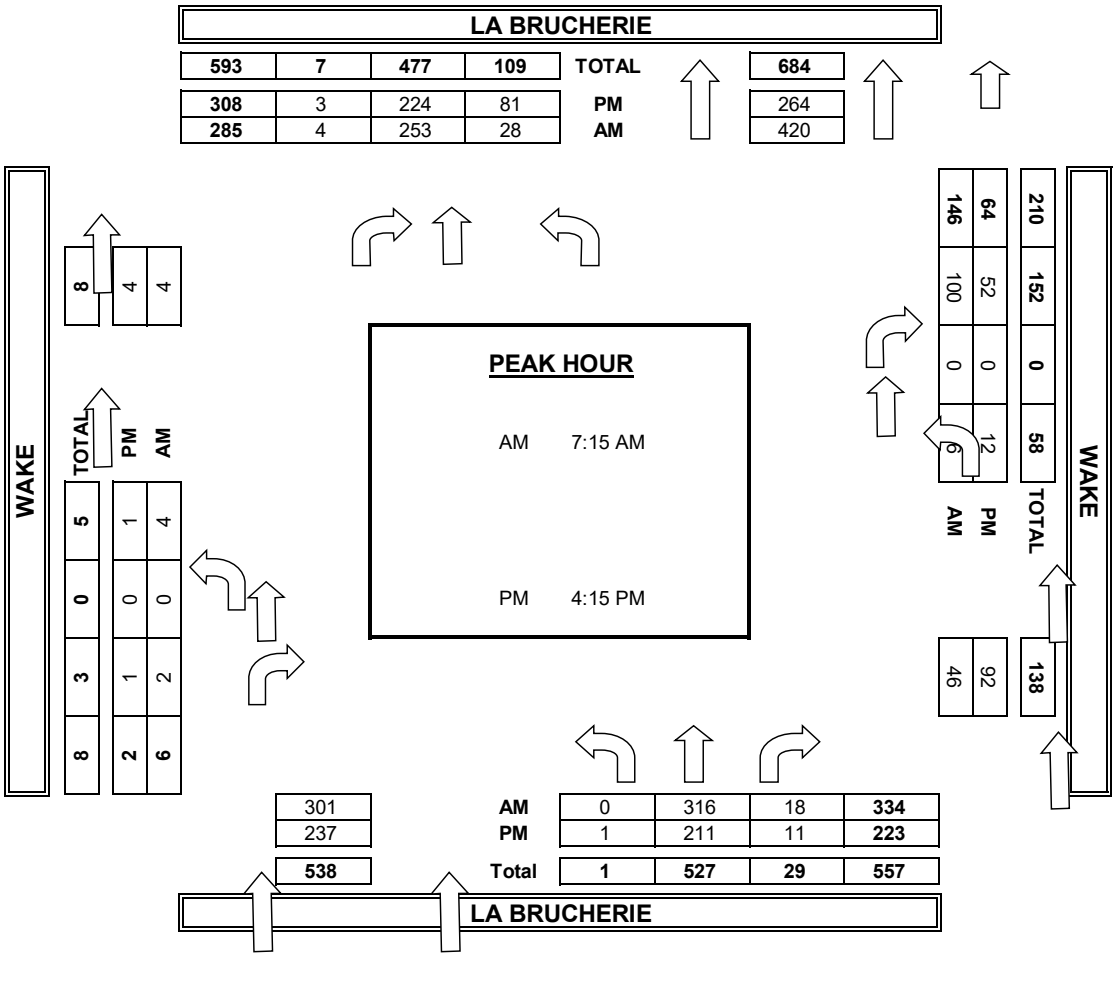


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM				1	1					0					0
	7:30 AM	3				3					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

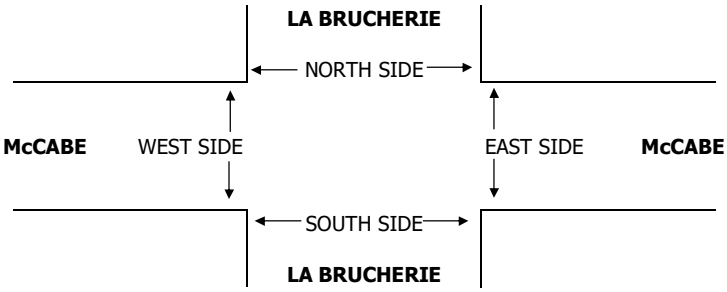
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	LA BRUCHERIE	LOCATION #:	13
TUESDAY	EAST & WEST:	McCABE	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

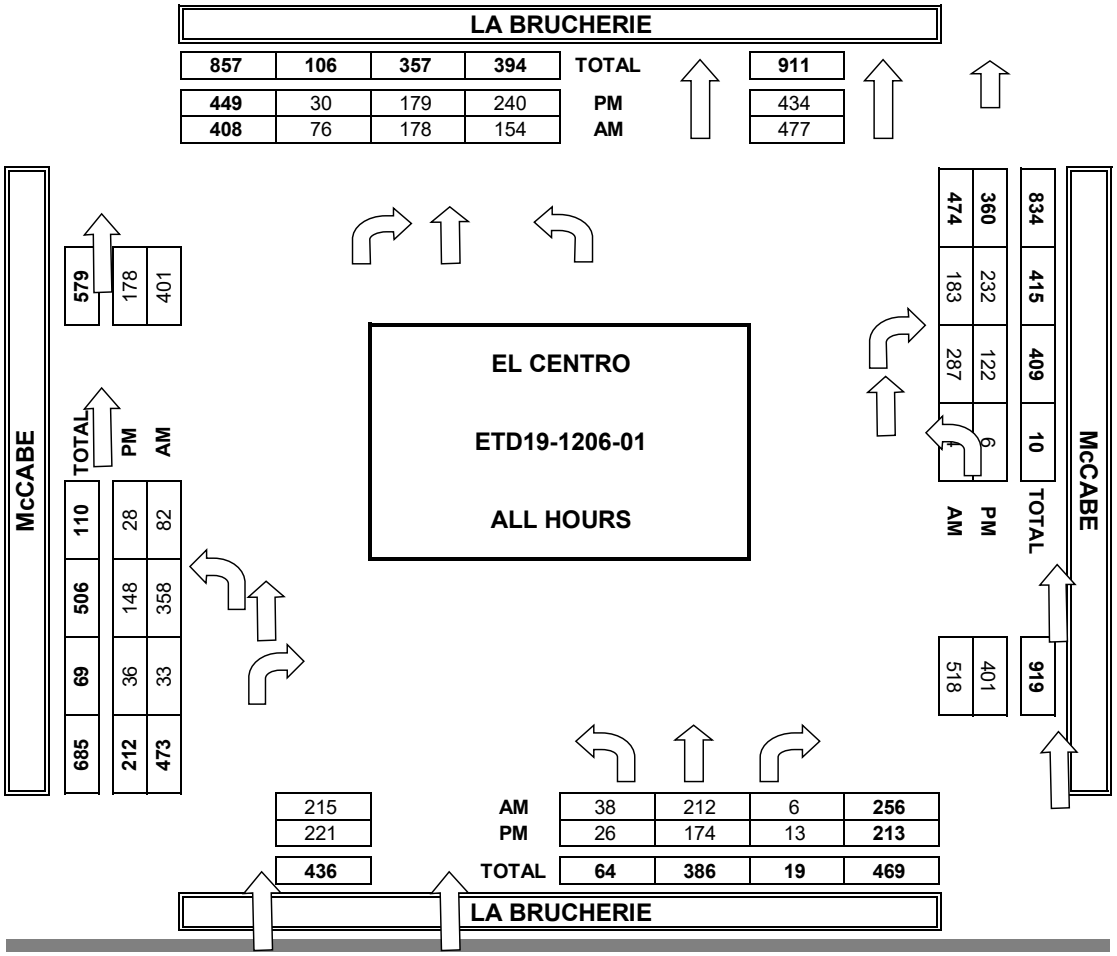
		NORTHBOUND LA BRUCHERIE			SOUTHBOUND LA BRUCHERIE			EASTBOUND McCABE			WESTBOUND McCABE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	3	14	1	9	14	8	7	31	4	0	32	18	141					0
	7:15 AM	9	23	0	14	25	7	3	21	1	0	36	35	174					0
	7:30 AM	10	49	0	19	36	20	11	48	4	1	79	37	314					0
	7:45 AM	7	59	1	41	33	21	18	65	7	0	82	37	371					0
	8:00 AM	3	28	1	29	33	12	21	105	7	2	22	14	277					0
	8:15 AM	3	18	2	16	12	2	18	61	5	1	9	10	157					0
	8:30 AM	2	12	0	12	13	3	2	12	5	0	11	13	85					0
	8:45 AM	1	9	1	14	12	3	2	15	0	0	16	19	92					0
	VOLUMES	38	212	6	154	178	76	82	358	33	4	287	183	1,611	0	0	0	0	0
	APPROACH %	15%	83%	2%	38%	44%	19%	17%	76%	7%	1%	61%	39%						
	APP/DEPART	256	/	477	408	/	215	473	/	518	474	/	401	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	29	159	2	103	127	60	53	239	19	3	219	123	1,136					
	APPROACH %	15%	84%	1%	36%	44%	21%	17%	77%	6%	1%	63%	36%						
	PEAK HR FACTOR		0.709			0.763			0.585			0.725		0.765					
	APP/DEPART	190	/	335	290	/	149	311	/	344	345	/	308	0					
PM	4:00 PM	6	24	0	37	19	5	6	40	2	0	14	24	177					0
	4:15 PM	0	28	2	28	33	0	5	10	2	3	11	18	140					0
	4:30 PM	6	27	6	28	29	4	2	19	6	1	13	25	166					0
	4:45 PM	2	23	2	28	20	8	4	23	5	1	11	24	151					0
	5:00 PM	1	19	1	37	22	1	5	13	3	0	34	51	187					0
	5:15 PM	8	17	2	35	18	6	4	16	8	0	17	34	165					0
	5:30 PM	1	12	0	28	17	3	2	17	6	1	12	35	134					0
	5:45 PM	2	24	0	19	21	3	0	10	4	0	10	21	114					0
	VOLUMES	26	174	13	240	179	30	28	148	36	6	122	232	1,234	0	0	0	0	0
	APPROACH %	12%	82%	6%	53%	40%	7%	13%	70%	17%	2%	34%	64%						
	APP/DEPART	213	/	434	449	/	221	212	/	401	360	/	178	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	17	86	11	128	89	19	15	71	22	2	75	134	669					
	APPROACH %	15%	75%	10%	54%	38%	8%	14%	66%	20%	1%	36%	64%						
	PEAK HR FACTOR		0.731			0.967			0.844			0.621		0.894					
	APP/DEPART	114	/	235	236	/	113	108	/	210	211	/	111	0					

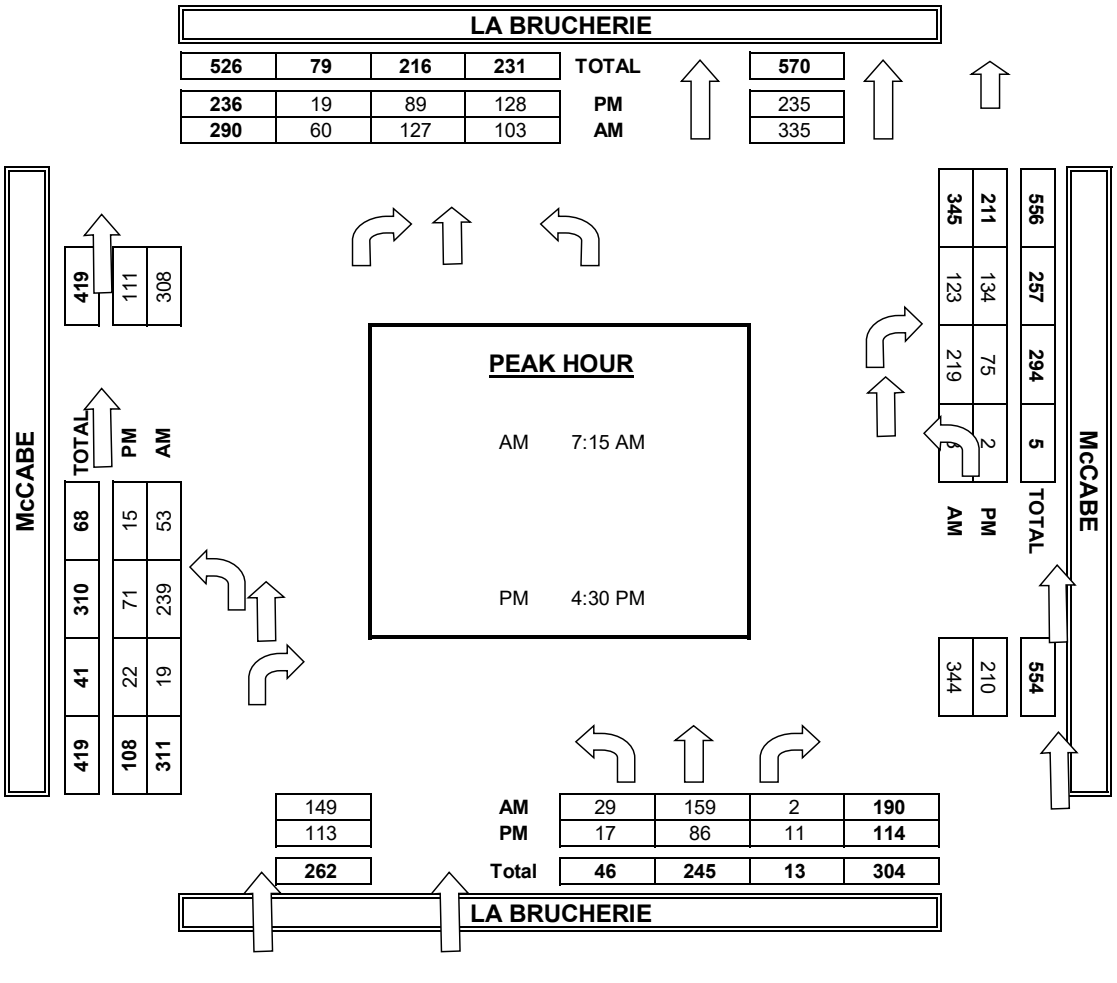


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

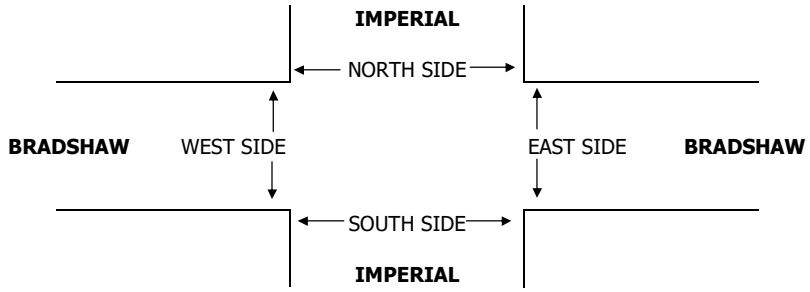
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	IMPERIAL	LOCATION #:	14
TUESDAY	EAST & WEST:	BRADSHAW	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

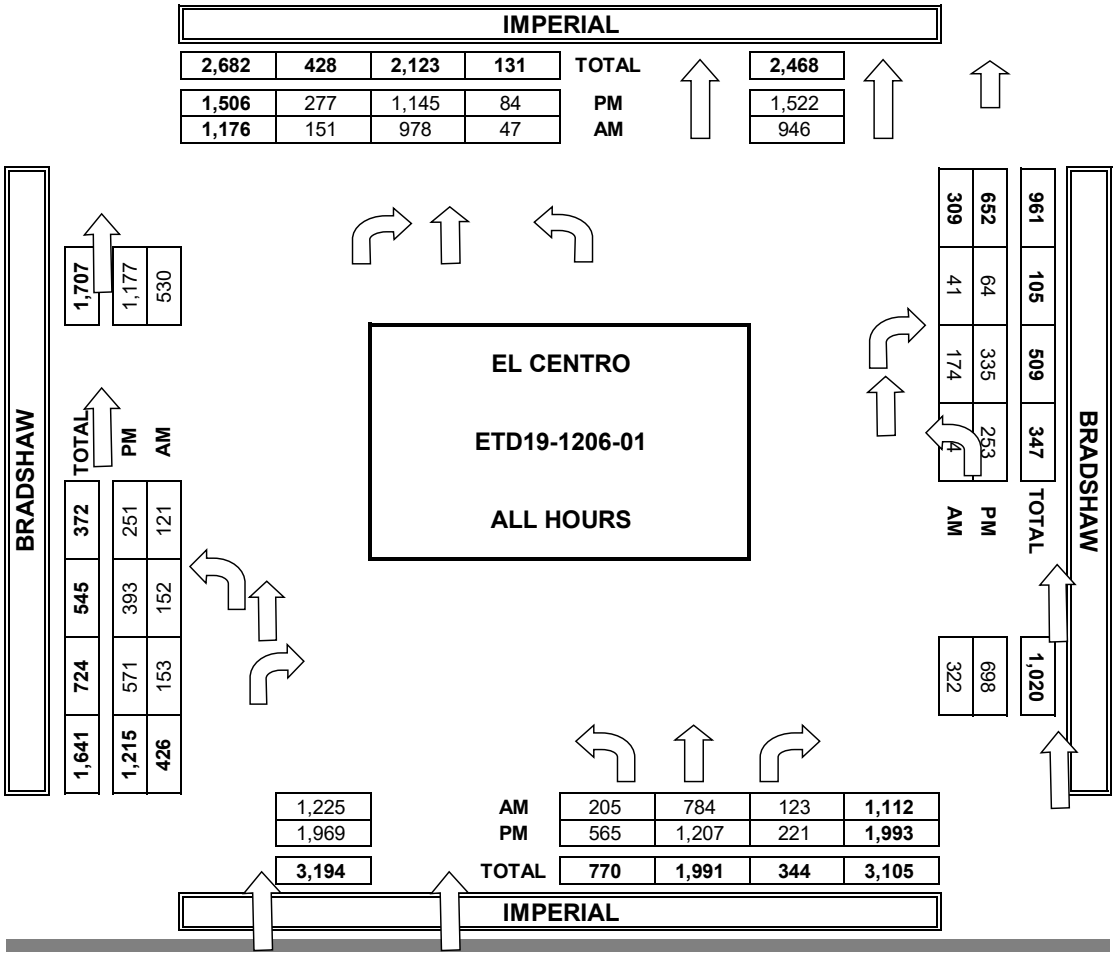
		NORTHBOUND IMPERIAL			SOUTHBOUND IMPERIAL			EASTBOUND BRADSHAW			WESTBOUND BRADSHAW				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	15	77	4	6	62	11	7	9	18	2	10	2	223					0
	7:15 AM	13	71	5	7	119	15	14	13	6	7	19	7	296					0
	7:30 AM	17	106	15	8	153	20	15	14	22	11	17	4	402					0
	7:45 AM	27	144	20	3	145	18	12	23	17	9	24	11	453					0
	8:00 AM	28	98	21	5	153	27	21	27	16	16	30	2	444					0
	8:15 AM	35	89	23	9	123	20	14	18	26	12	22	7	398					0
	8:30 AM	36	91	16	8	113	10	23	29	18	23	29	1	397					0
	8:45 AM	34	108	19	1	110	30	15	19	30	14	23	7	410					0
	VOLUMES	205	784	123	47	978	151	121	152	153	94	174	41	3,023	0	0	0	0	0
	APPROACH %	18%	71%	11%	4%	83%	13%	28%	36%	36%	30%	56%	13%						
	APP/DEPART	1,112	/	946	1,176	/	1,225	426	/	322	309	/	530	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	107	437	79	25	574	85	62	82	81	48	93	24	1,697					
	APPROACH %	17%	70%	13%	4%	84%	12%	28%	36%	36%	29%	56%	15%						
	PEAK HR FACTOR		0.815			0.924			0.879			0.859		0.937					
	APP/DEPART	623	/	523	684	/	703	225	/	186	165	/	285	0					
PM	4:00 PM	64	158	27	13	138	45	27	49	85	33	43	6	688					0
	4:15 PM	61	130	31	6	142	35	26	44	53	31	42	8	609					0
	4:30 PM	73	123	24	8	145	30	31	48	83	28	38	11	642					0
	4:45 PM	67	150	27	13	153	38	25	52	63	26	35	11	660					0
	5:00 PM	76	172	35	10	154	39	42	46	61	37	38	9	719					0
	5:15 PM	71	160	26	12	147	32	26	52	77	35	50	5	693					0
	5:30 PM	76	166	16	10	151	32	40	56	70	28	44	8	697					0
	5:45 PM	77	148	35	12	115	26	34	46	79	35	45	6	658					0
	VOLUMES	565	1,207	221	84	1,145	277	251	393	571	253	335	64	5,366	0	0	0	0	0
	APPROACH %	28%	61%	11%	6%	76%	18%	21%	32%	47%	39%	51%	10%						
	APP/DEPART	1,993	/	1,522	1,506	/	1,969	1,215	/	698	652	/	1,177	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	290	648	104	45	605	141	133	206	271	126	167	33	2,769					
	APPROACH %	28%	62%	10%	6%	76%	18%	22%	34%	44%	39%	51%	10%						
	PEAK HR FACTOR		0.920			0.969			0.919			0.906		0.963					
	APP/DEPART	1,042	/	814	791	/	1,002	610	/	355	326	/	598	0					

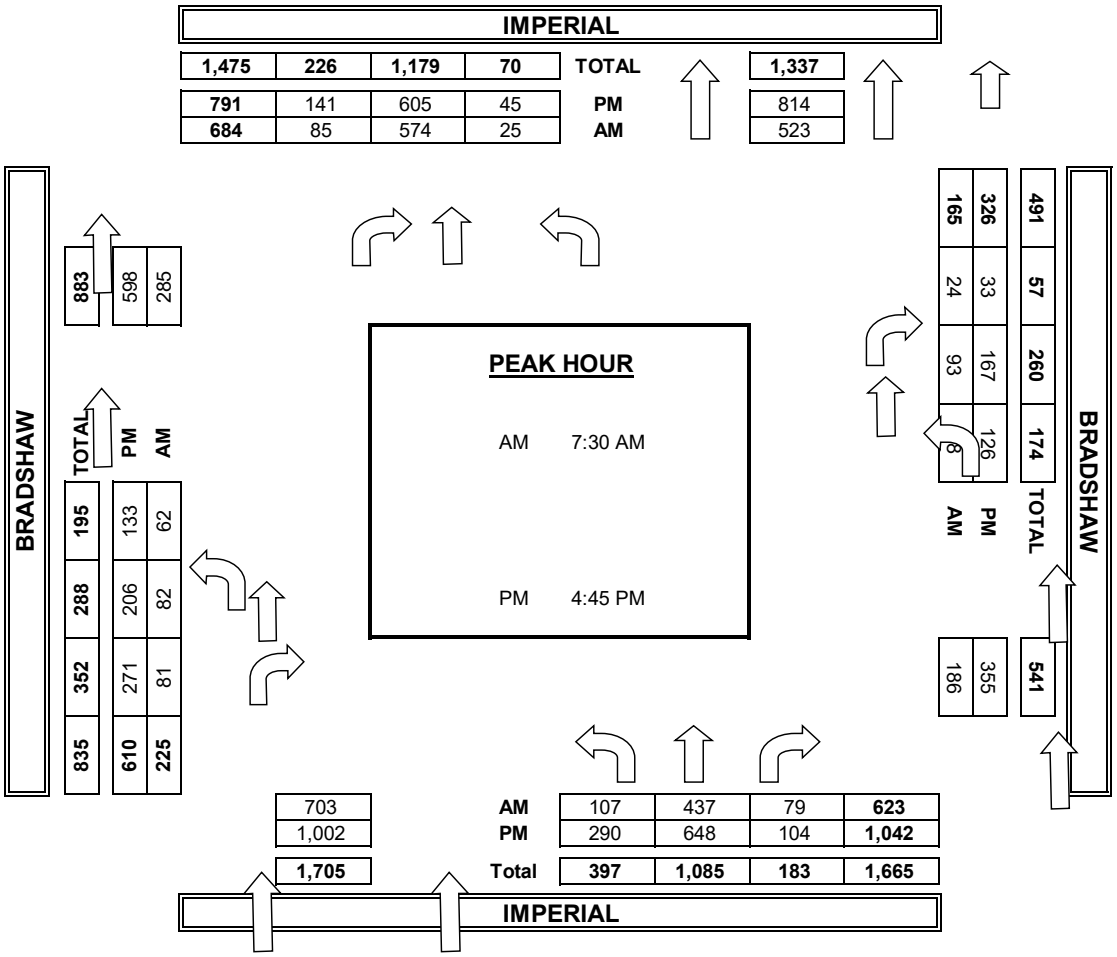


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		1		3	4					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM		2		1	3					0					0
	8:15 AM	1		1	3	5					0					0
	8:30 AM		1		1	2					0	1				1
	8:45 AM					0					0					0
	TOTAL	1	4	1	8	14	0	0	0	0	0	1	0	0	0	1
PM	4:00 PM		1			1					0					0
	4:15 PM		1	1		2					0					0
	4:30 PM		2			2					0					0
	4:45 PM				2	2					0					0
	5:00 PM	1			3	4					0					0
	5:15 PM					0					0					0
	5:30 PM	2	1			3					0					0
	5:45 PM		1			1					0					0
	TOTAL	3	6	1	5	15	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

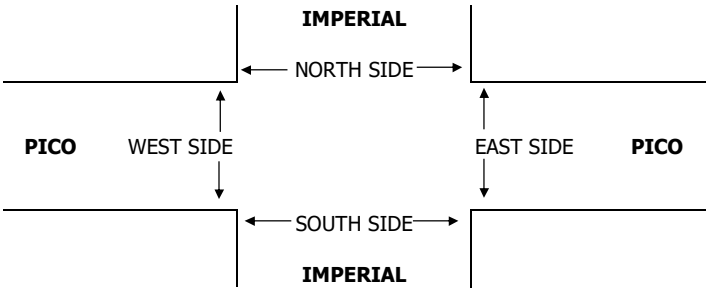
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	IMPERIAL	LOCATION #:	15
TUESDAY	EAST & WEST:	PICO	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

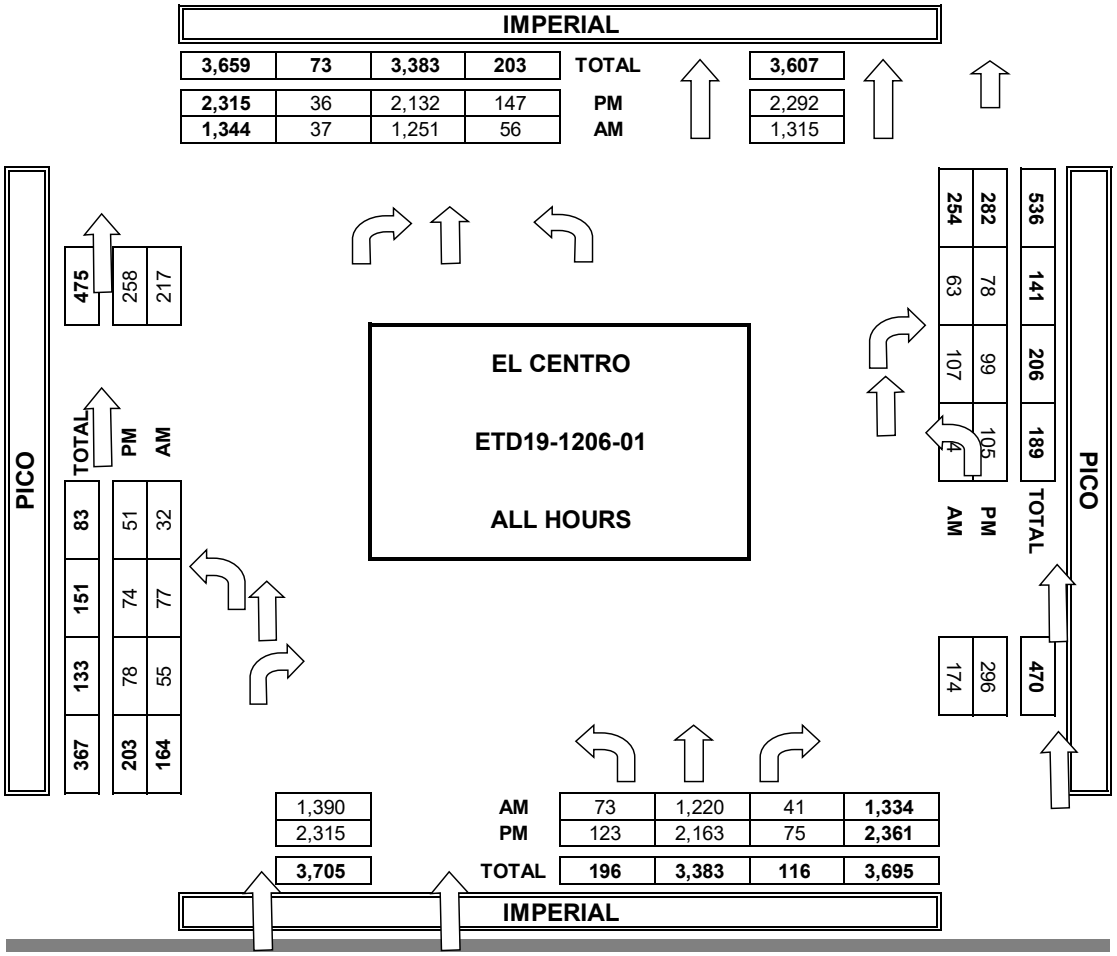
		NORTHBOUND IMPERIAL			SOUTHBOUND IMPERIAL			EASTBOUND PICO			WESTBOUND PICO				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	6	95	2	3	87	3	2	3	4	11	1	1	218					0
	7:15 AM	6	96	4	5	127	0	1	6	6	7	4	4	266		3			3
	7:30 AM	8	146	11	5	179	3	4	27	6	8	19	9	425		2			2
	7:45 AM	14	204	6	14	186	5	5	22	11	29	37	13	546		3			3
	8:00 AM	13	194	6	16	189	7	5	11	6	8	20	12	487					0
	8:15 AM	11	162	6	6	168	5	3	3	4	11	13	6	398		4			4
	8:30 AM	7	157	2	2	172	5	6	0	8	6	7	8	380		3			3
	8:45 AM	8	166	4	5	143	9	6	5	10	4	6	10	376		3			3
	VOLUMES	73	1,220	41	56	1,251	37	32	77	55	84	107	63	3,096	0	18	0	0	18
	APPROACH %	5%	91%	3%	4%	93%	3%	20%	47%	34%	33%	42%	25%						
	APP/DEPART	1,334	/	1,315	1,344	/	1,390	164	/	174	254	/	217	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	46	706	29	41	722	20	17	63	27	56	89	40	1,856					
	APPROACH %	6%	90%	4%	5%	92%	3%	16%	59%	25%	30%	48%	22%						
	PEAK HR FACTOR		0.872			0.923			0.704			0.585		0.850					
	APP/DEPART	781	/	763	783	/	805	107	/	133	185	/	155	0					
PM	4:00 PM	16	275	6	19	278	3	6	5	9	12	12	8	649		2			2
	4:15 PM	20	236	10	19	270	6	8	9	13	16	11	7	625		5			5
	4:30 PM	15	249	13	21	278	4	5	13	13	10	15	11	647		2			2
	4:45 PM	22	271	8	20	268	3	6	7	10	17	18	10	660		3			3
	5:00 PM	9	312	10	13	275	4	8	10	9	21	13	6	690					0
	5:15 PM	17	289	9	19	251	4	6	6	9	13	8	9	640		4			4
	5:30 PM	10	261	13	17	260	8	6	9	7	12	7	13	623		2			2
	5:45 PM	14	270	6	19	252	4	6	15	8	4	15	14	627		4			4
	VOLUMES	123	2,163	75	147	2,132	36	51	74	78	105	99	78	5,161	0	22	0	0	22
	APPROACH %	5%	92%	3%	6%	92%	2%	25%	36%	38%	37%	35%	28%						
	APP/DEPART	2,361	/	2,292	2,315	/	2,315	203	/	296	282	/	258	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	63	1,121	40	73	1,072	15	25	36	41	61	54	36	2,637					
	APPROACH %	5%	92%	3%	6%	92%	1%	25%	35%	40%	40%	36%	24%						
	PEAK HR FACTOR		0.924			0.957			0.823			0.839		0.955					
	APP/DEPART	1,224	/	1,182	1,160	/	1,174	102	/	149	151	/	132	0					

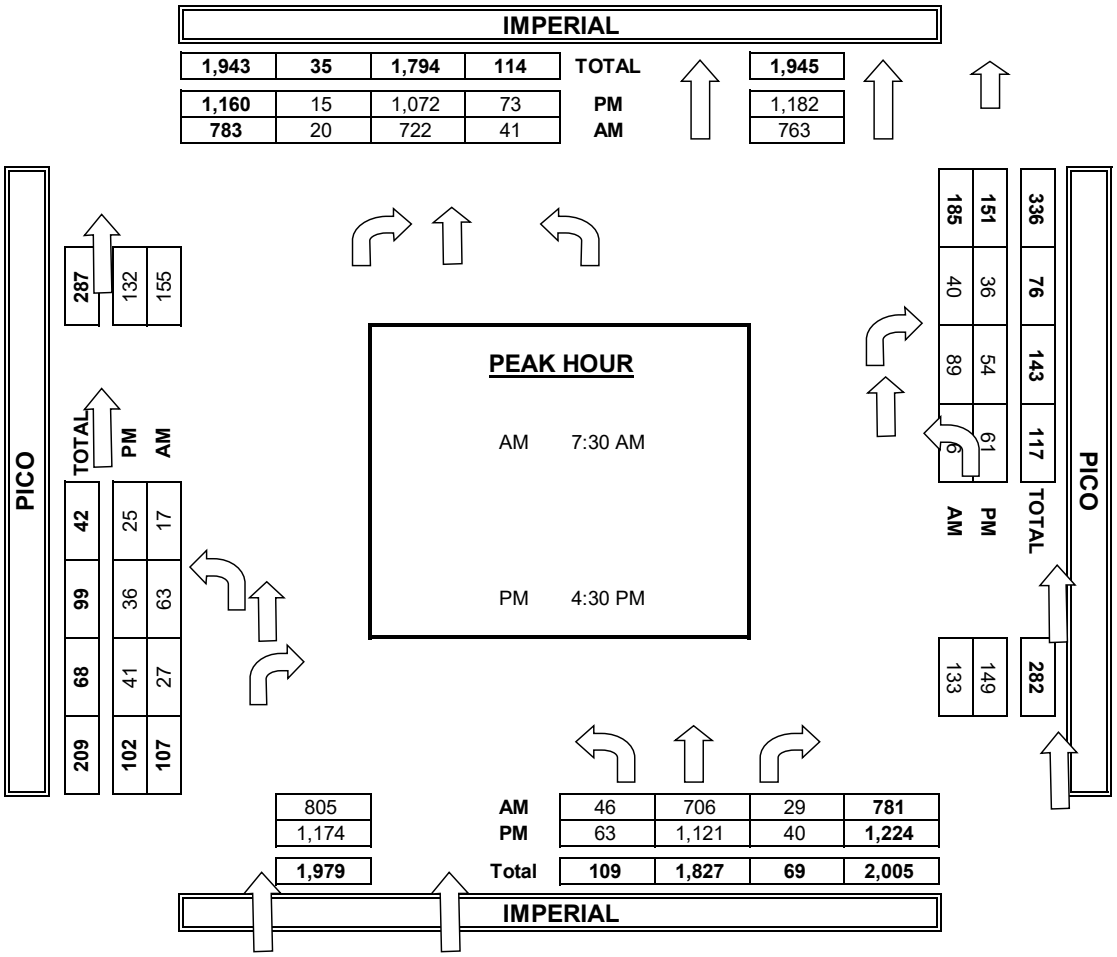


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		1			1					0			1		1
	7:15 AM					0					0				1	1
	7:30 AM		1			1					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0				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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

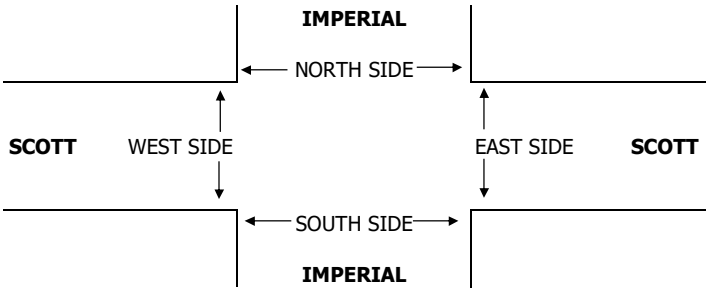
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	IMPERIAL	LOCATION #:	16
TUESDAY	EAST & WEST:	SCOTT	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

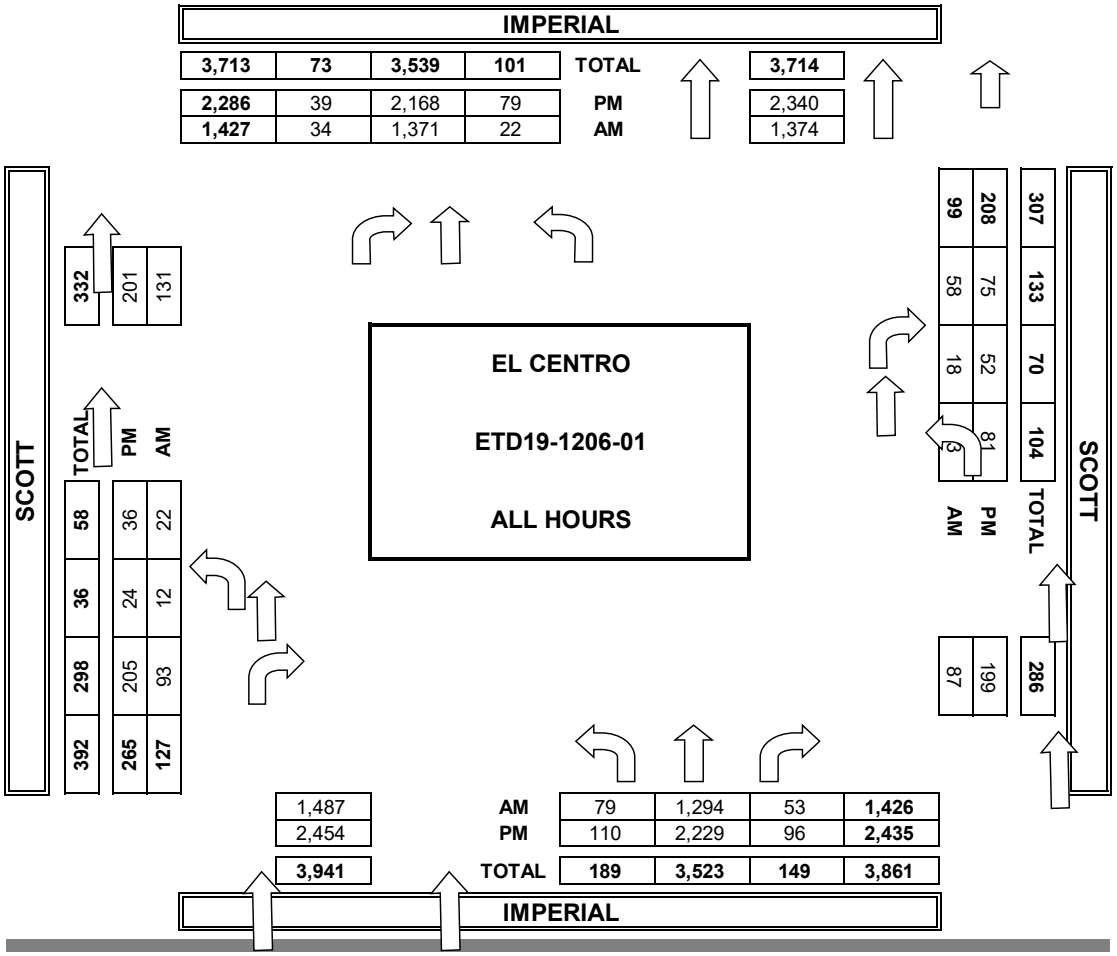
		NORTHBOUND IMPERIAL			SOUTHBOUND IMPERIAL			EASTBOUND SCOTT			WESTBOUND SCOTT				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	100	3	4	91	2	2	0	2	2	0	4	214					0
	7:15 AM	5	108	6	2	136	3	2	1	13	3	5	4	288					0
	7:30 AM	4	155	7	1	200	2	5	2	18	6	1	6	407					0
	7:45 AM	11	218	4	3	225	5	5	1	13	3	2	13	503					0
	8:00 AM	10	207	11	4	187	5	1	2	12	2	1	12	454					0
	8:15 AM	9	164	9	4	190	5	4	2	16	3	2	6	414					0
	8:30 AM	19	174	9	4	174	5	2	1	12	0	3	6	409					0
	8:45 AM	17	168	4	0	168	7	1	3	7	4	4	7	390					0
	VOLUMES	79	1,294	53	22	1,371	34	22	12	93	23	18	58	3,079	0	0	0	0	0
	APPROACH %	6%	91%	4%	2%	96%	2%	17%	9%	73%	23%	18%	59%						
	APP/DEPART	1,426	/	1,374	1,427	/	1,487	127	/	87	99	/	131	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	49	763	33	15	776	20	12	6	53	8	8	37	1,780					
	APPROACH %	6%	90%	4%	2%	96%	2%	17%	8%	75%	15%	15%	70%						
	PEAK HR FACTOR		0.907			0.870			0.807			0.736		0.885					
	APP/DEPART	845	/	812	811	/	837	71	/	54	53	/	77	0					
PM	4:00 PM	10	276	8	6	277	6	7	7	21	10	7	7	642					0
	4:15 PM	12	244	14	7	271	4	3	2	26	13	7	9	612					0
	4:30 PM	10	254	15	16	279	3	6	5	33	9	5	6	641					0
	4:45 PM	19	286	21	13	281	5	3	3	27	7	12	9	686					0
	5:00 PM	14	315	11	12	283	3	5	5	31	9	7	18	713					0
	5:15 PM	16	297	7	7	251	6	4	1	22	17	9	10	647					0
	5:30 PM	12	280	10	8	271	6	4	0	24	6	4	6	631					0
	5:45 PM	17	277	10	10	255	6	4	1	21	10	1	10	622					0
	VOLUMES	110	2,229	96	79	2,168	39	36	24	205	81	52	75	5,194	0	0	0	0	0
	APPROACH %	5%	92%	4%	3%	95%	2%	14%	9%	77%	39%	25%	36%						
	APP/DEPART	2,435	/	2,340	2,286	/	2,454	265	/	199	208	/	201	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	59	1,152	54	48	1,094	17	18	14	113	42	33	43	2,687					
	APPROACH %	5%	91%	4%	4%	94%	1%	12%	10%	78%	36%	28%	36%						
	PEAK HR FACTOR		0.930			0.969			0.824			0.819		0.942					
	APP/DEPART	1,265	/	1,213	1,159	/	1,249	145	/	116	118	/	109	0					

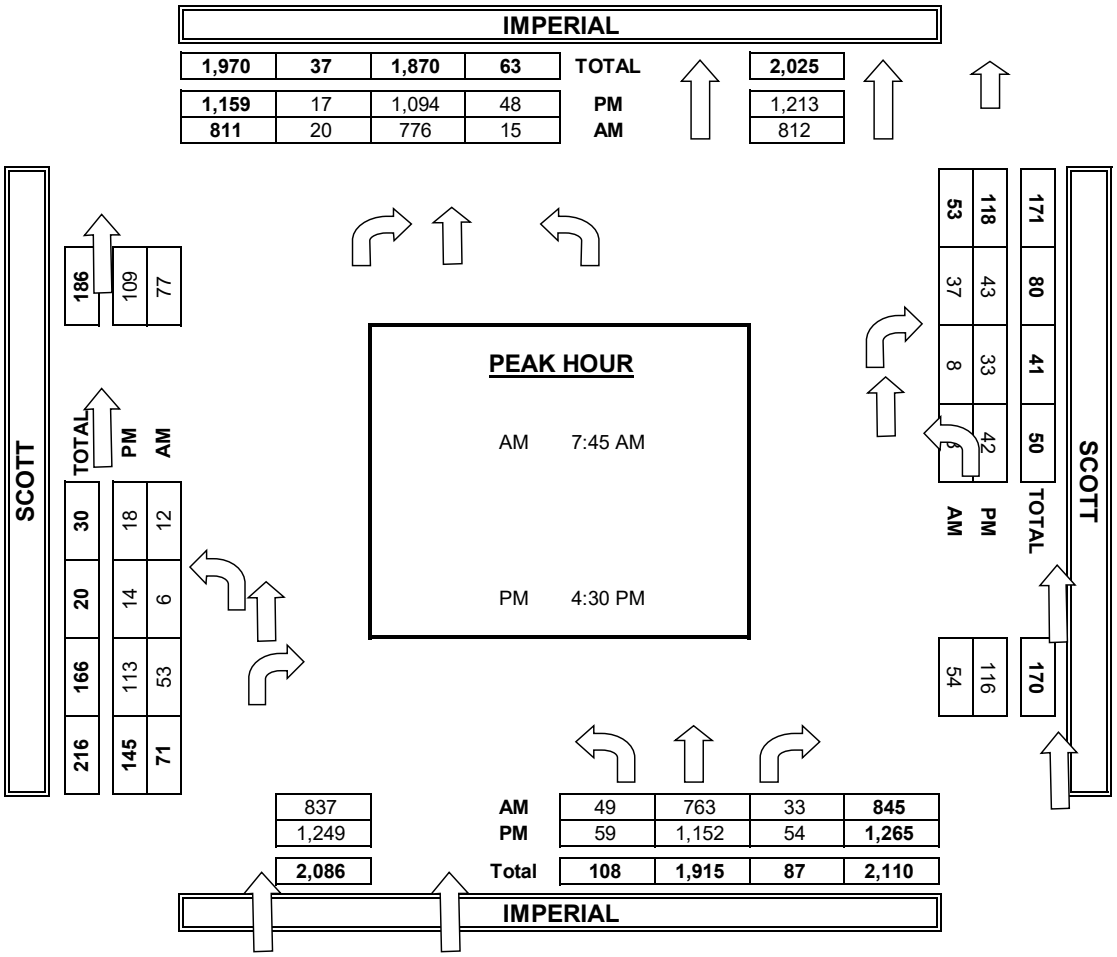


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1				1					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM			1	1	2					0	1				1
	8:00 AM	1				1					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0				1	1
	TOTAL	2	0	1	1	4	0	0	0	0	0	1	0	0	1	2
PM	4:00 PM				1	1					0					0
	4:15 PM					0					0	1				1
	4:30 PM	2			3	5					0					0
	4:45 PM	1	1	1	1	4					0					0
	5:00 PM					0					0					0
	5:15 PM	2				2					0					0
	5:30 PM	8				8					0					0
	5:45 PM					0					0	2				2
	TOTAL	13	1	1	5	20	0	0	0	0	0	3	0	0	0	3

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

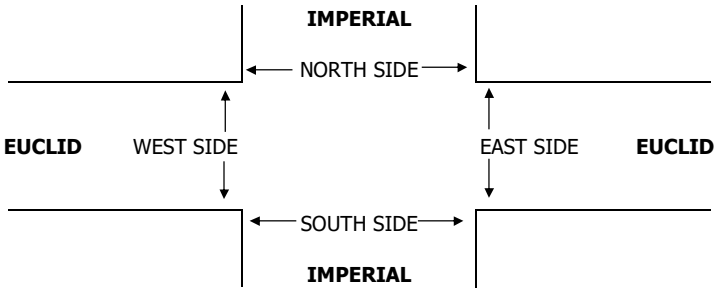
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	IMPERIAL	LOCATION #:	17
TUESDAY	EAST & WEST:	EUCLID	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

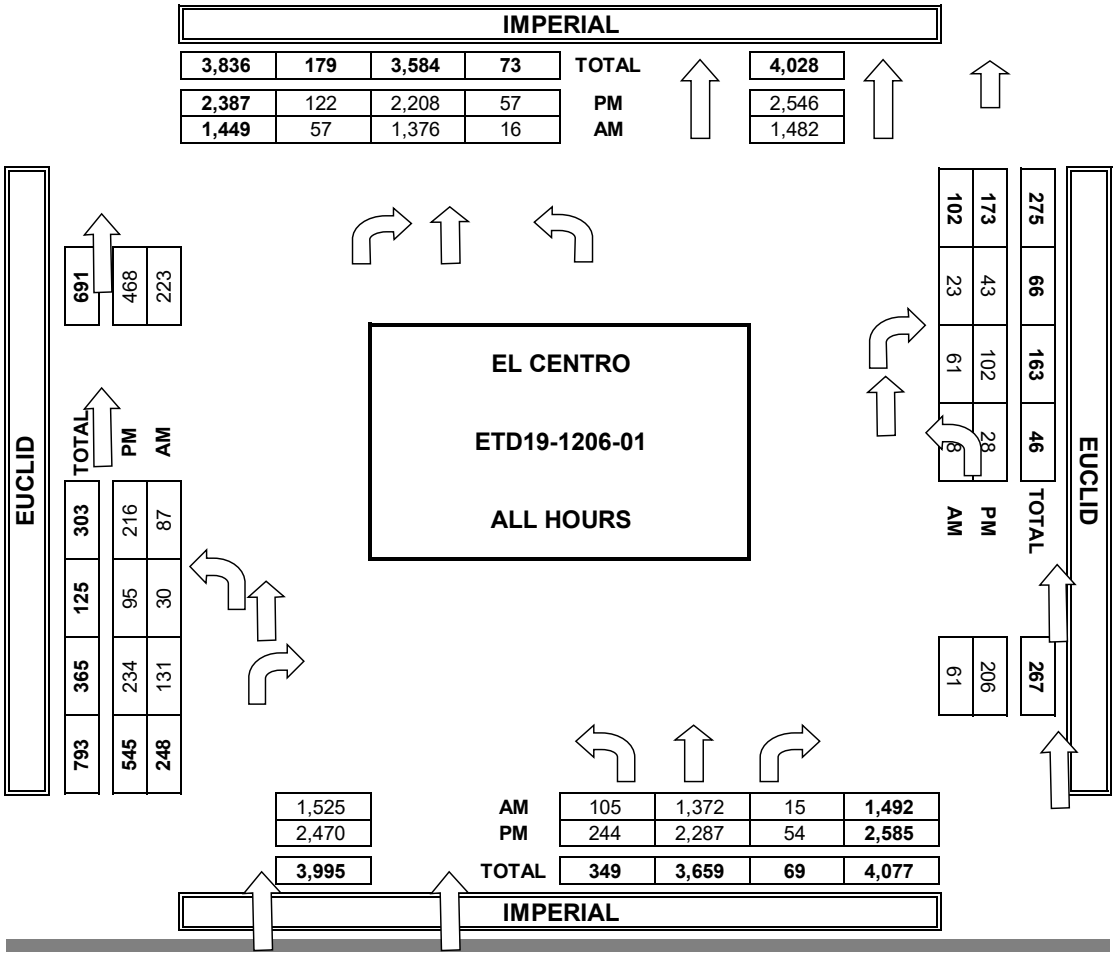
		NORTHBOUND IMPERIAL			SOUTHBOUND IMPERIAL			EASTBOUND EUCLID			WESTBOUND EUCLID				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	9	100	1	2	85	6	1	3	6	1	4	1	219					0
	7:15 AM	13	108	0	1	136	5	6	1	18	1	8	7	304					0
	7:30 AM	6	160	1	8	205	4	11	4	21	8	11	2	441					0
	7:45 AM	16	222	4	3	225	7	19	9	32	6	14	2	559					0
	8:00 AM	12	233	8	0	189	7	9	4	12	1	10	3	488					0
	8:15 AM	18	165	0	1	191	11	19	5	10	0	4	2	426					0
	8:30 AM	13	210	1	0	183	9	6	2	14	0	4	4	446					0
	8:45 AM	18	174	0	1	162	8	16	2	18	1	6	2	408					0
	VOLUMES	105	1,372	15	16	1,376	57	87	30	131	18	61	23	3,291	0	0	0	0	0
	APPROACH %	7%	92%	1%	1%	95%	4%	35%	12%	53%	18%	60%	23%						
	APP/DEPART	1,492	/	1,482	1,449	/	1,525	248	/	61	102	/	223	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	59	830	13	4	788	34	53	20	68	7	32	11	1,919					
	APPROACH %	7%	92%	1%	0%	95%	4%	38%	14%	48%	14%	64%	22%						
	PEAK HR FACTOR		0.891			0.879			0.588			0.568		0.858					
	APP/DEPART	902	/	894	826	/	863	141	/	37	50	/	125	0					
PM	4:00 PM	30	269	10	10	291	9	29	8	28	1	10	4	699					0
	4:15 PM	31	277	7	7	279	13	23	13	28	5	14	9	706					0
	4:30 PM	24	254	12	10	271	21	23	11	30	6	13	5	680					0
	4:45 PM	41	286	4	3	292	15	30	16	30	2	12	6	737					0
	5:00 PM	24	306	2	8	284	17	33	10	33	5	17	8	747					0
	5:15 PM	36	308	3	6	270	13	26	10	34	5	12	5	728					0
	5:30 PM	33	294	6	8	265	22	28	12	32	2	12	3	717					0
	5:45 PM	25	293	10	5	256	12	24	15	19	2	12	3	676					0
	VOLUMES	244	2,287	54	57	2,208	122	216	95	234	28	102	43	5,690	0	0	0	0	0
	APPROACH %	9%	88%	2%	2%	93%	5%	40%	17%	43%	16%	59%	25%						
	APP/DEPART	2,585	/	2,546	2,387	/	2,470	545	/	206	173	/	468	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	134	1,194	15	25	1,111	67	117	48	129	14	53	22	2,929					
	APPROACH %	10%	89%	1%	2%	92%	6%	40%	16%	44%	16%	60%	25%						
	PEAK HR FACTOR		0.968			0.970			0.967			0.742		0.980					
	APP/DEPART	1,343	/	1,333	1,203	/	1,254	294	/	88	89	/	254	0					

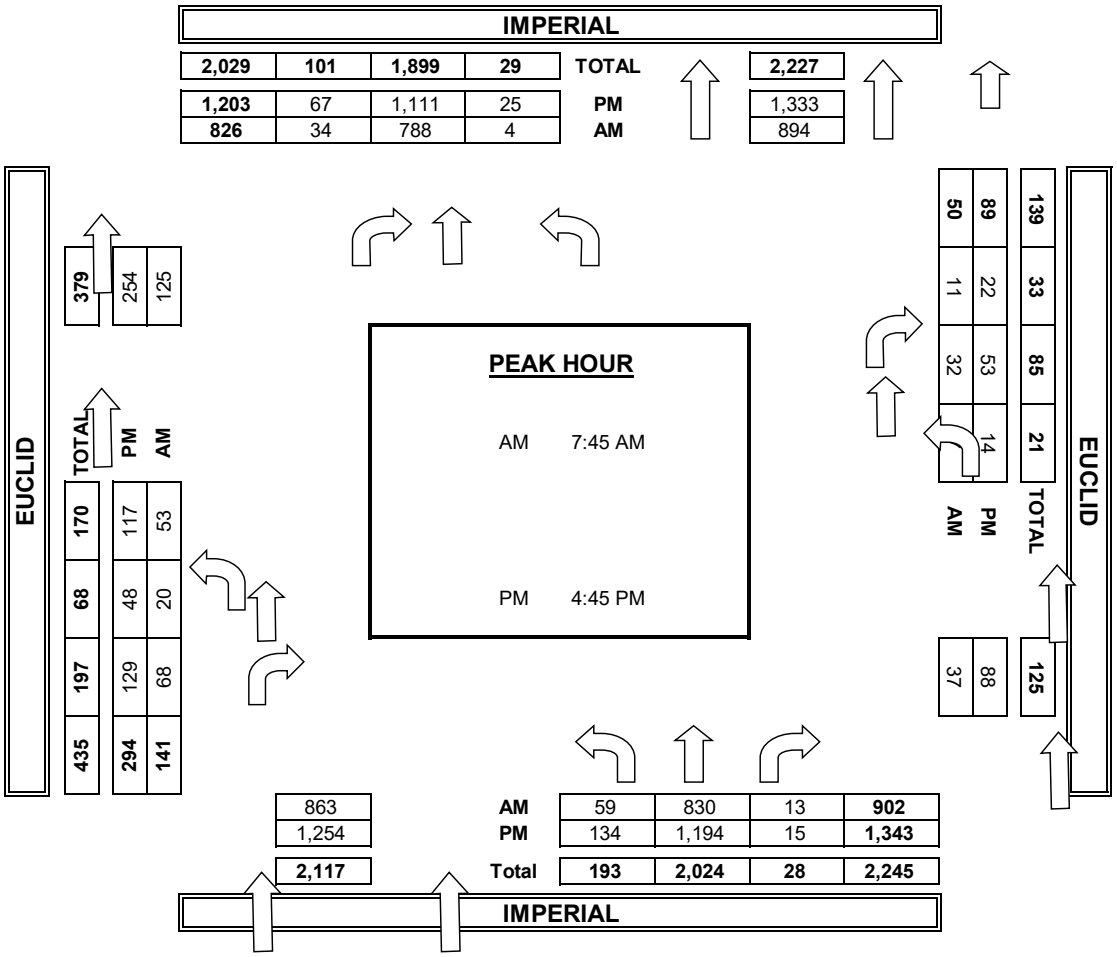


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1		1	1	3					0					0
	7:15 AM	1		1		2					0					0
	7:30 AM				2	2					0					0
	7:45 AM				2	2					0					0
	8:00 AM	1	1			2					0					0
	8:15 AM		1	1	2	4					0					0
	8:30 AM	1		2	1	4					0					0
	8:45 AM			2		2					0					0
	TOTAL	4	2	7	8	21	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	2	1		1	4					0					0
	4:15 PM	1			4	5					0					0
	4:30 PM	6	2	4	4	16					0		1			1
	4:45 PM		2		2	4					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	9	5	4	11	29	0	0	0	0	0	0	1	0	0	1

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

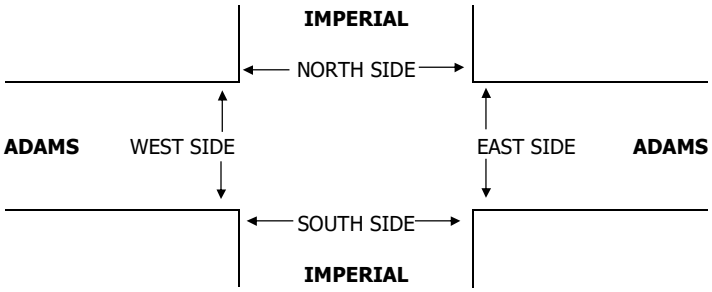
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	IMPERIAL	LOCATION #:	18
TUESDAY	EAST & WEST:	ADAMS	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

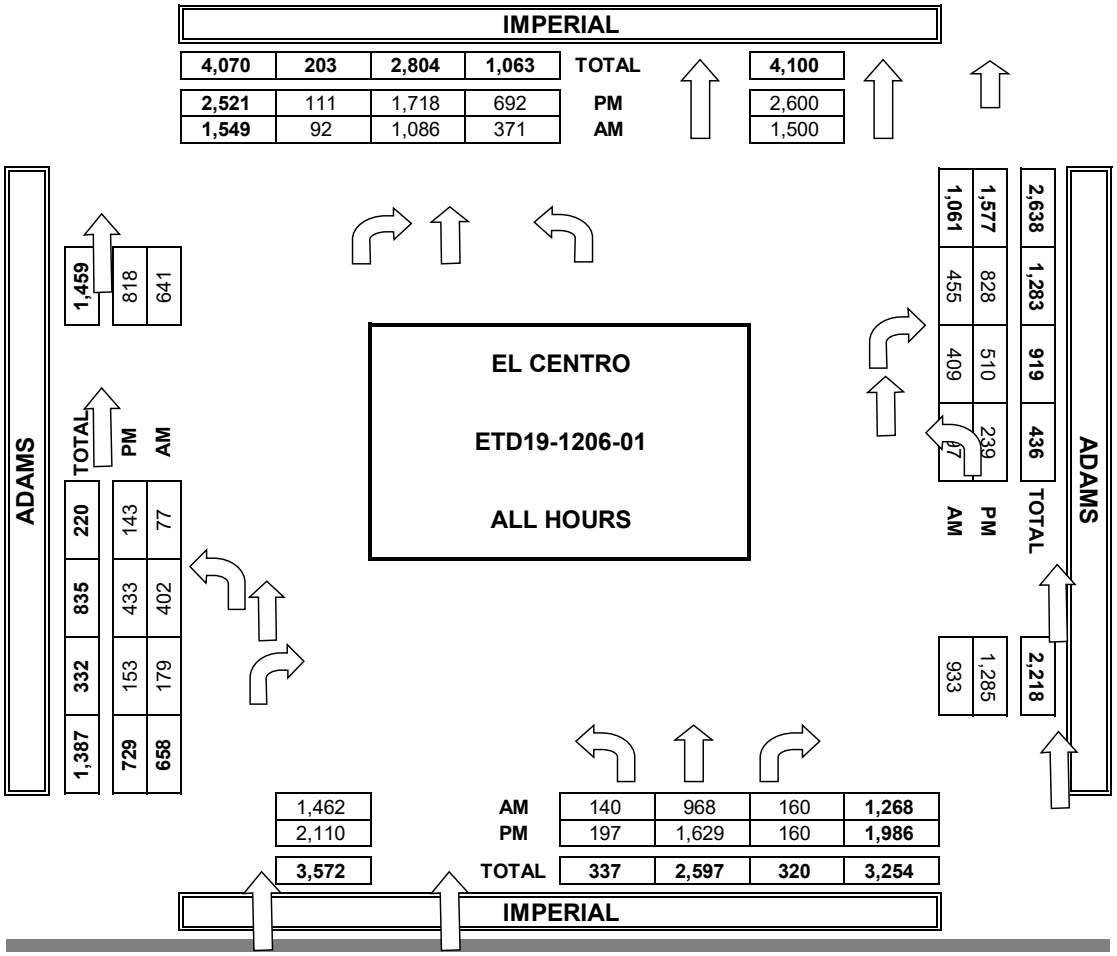
		NORTHBOUND IMPERIAL			SOUTHBOUND IMPERIAL			EASTBOUND ADAMS			WESTBOUND ADAMS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	11	64	10	25	59	6	5	39	6	8	30	35	298					0
	7:15 AM	9	87	6	31	118	11	8	36	23	31	49	30	439					0
	7:30 AM	17	143	20	41	153	14	7	53	40	31	82	26	627					0
	7:45 AM	26	162	34	63	211	18	13	102	28	47	107	40	851					0
	8:00 AM	16	157	42	61	142	8	5	65	31	26	46	79	678					0
	8:15 AM	18	134	18	47	126	14	16	44	16	20	40	76	569					0
	8:30 AM	22	111	16	49	142	14	6	25	18	16	31	96	546					0
	8:45 AM	21	110	14	54	135	7	17	38	17	18	24	73	528					0
	VOLUMES	140	968	160	371	1,086	92	77	402	179	197	409	455	4,536	0	0	0	0	0
	APPROACH %	11%	76%	13%	24%	70%	6%	12%	61%	27%	19%	39%	43%						
	APP/DEPART	1,268	/	1,500	1,549	/	1,462	658	/	933	1,061	/	641	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	77	596	114	212	632	54	41	264	115	124	275	221	2,725					
	APPROACH %	10%	76%	14%	24%	70%	6%	10%	63%	27%	20%	44%	36%						
	PEAK HR FACTOR		0.886			0.769			0.734			0.799		0.801					
	APP/DEPART	787	/	858	898	/	871	420	/	590	620	/	406	0					
PM	4:00 PM	29	198	20	91	201	19	17	60	30	23	35	94	817					0
	4:15 PM	24	201	15	84	224	13	17	70	19	40	55	103	865					0
	4:30 PM	25	194	27	73	221	10	20	66	27	36	62	110	871					0
	4:45 PM	17	201	16	87	226	9	16	43	7	41	59	89	811					0
	5:00 PM	28	198	27	97	215	18	24	58	21	22	72	112	892					0
	5:15 PM	34	204	14	102	211	20	17	43	16	30	73	108	872					0
	5:30 PM	20	221	9	85	215	12	18	43	18	22	82	110	855					0
	5:45 PM	20	212	32	73	205	10	14	50	15	25	72	102	830					0
	VOLUMES	197	1,629	160	692	1,718	111	143	433	153	239	510	828	6,813	0	0	0	0	0
	APPROACH %	10%	82%	8%	27%	68%	4%	20%	59%	21%	15%	32%	53%						
	APP/DEPART	1,986	/	2,600	2,521	/	2,110	729	/	1,285	1,577	/	818	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	102	835	82	357	846	60	73	194	70	99	299	432	3,449					
	APPROACH %	10%	82%	8%	28%	67%	5%	22%	58%	21%	12%	36%	52%						
	PEAK HR FACTOR		0.965			0.948			0.818			0.970		0.967					
	APP/DEPART	1,019	/	1,340	1,263	/	1,015	337	/	633	830	/	461	0					

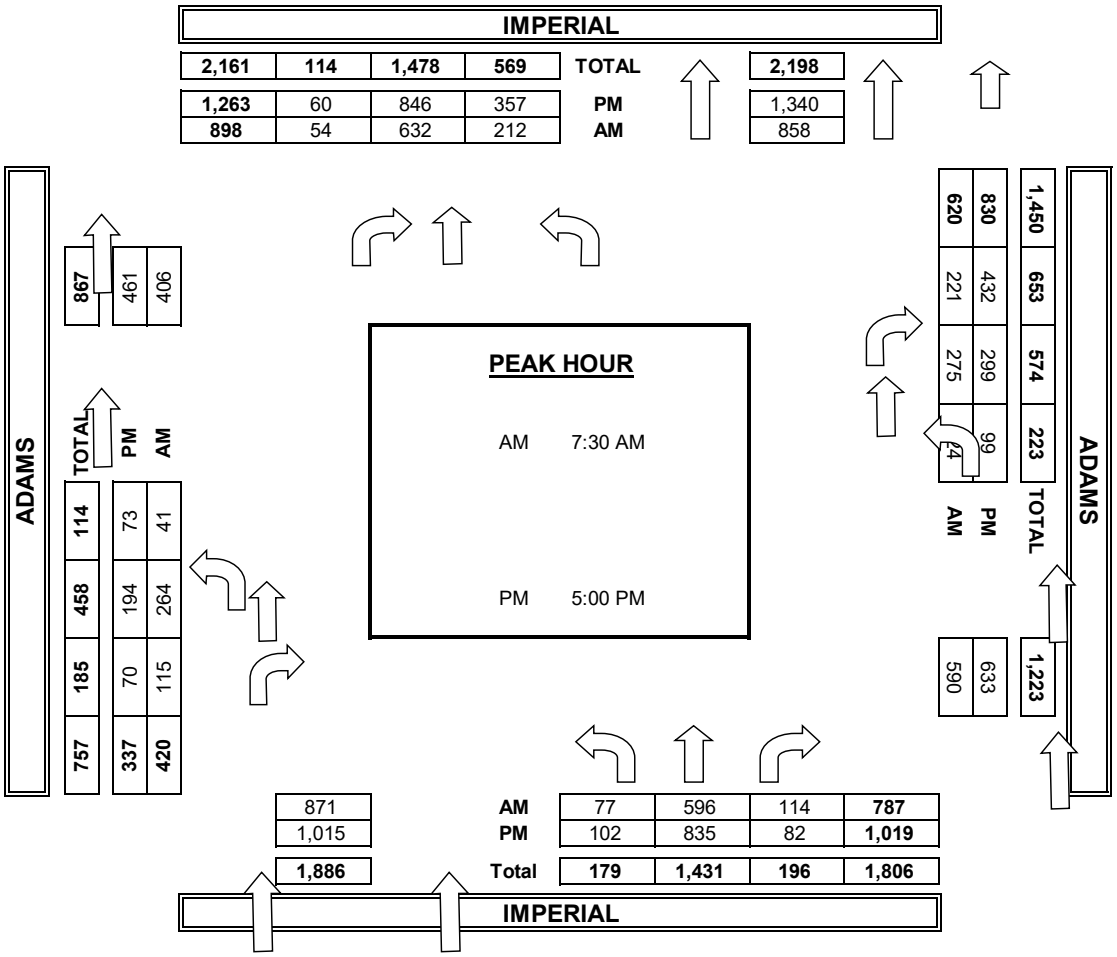


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1				1					0					0
	7:15 AM			3		3					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0				1	1
	8:00 AM	2			1	3					0					0
	8:15 AM		1		2	3					0					0
	8:30 AM	1		1	2	4					0					0
	8:45 AM		1		3	4					0				1	1
	TOTAL	4	2	4	8	18	0	0	0	0	0	0	0	0	2	2
PM	4:00 PM				11	11					0	1			1	2
	4:15 PM		5	1	15	21					0					0
	4:30 PM	3	2		24	29					0				2	2
	4:45 PM		1	1	7	9					0	2			1	3
	5:00 PM				10	10					0					0
	5:15 PM				13	13					0					0
	5:30 PM	2			24	26					0	1				1
	5:45 PM		3	2		5					0				1	1
	TOTAL	5	11	4	104	124	0	0	0	0	0	4	0	0	5	9

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

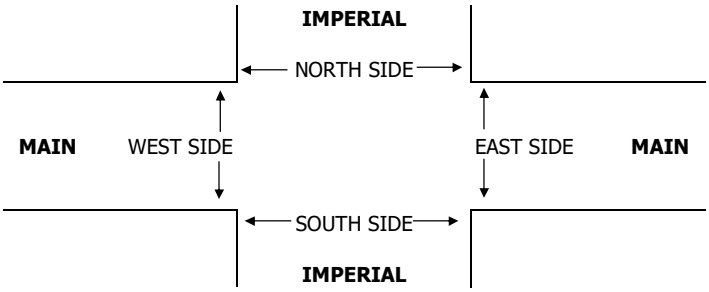
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	IMPERIAL	LOCATION #:	19
TUESDAY	EAST & WEST:	MAIN	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

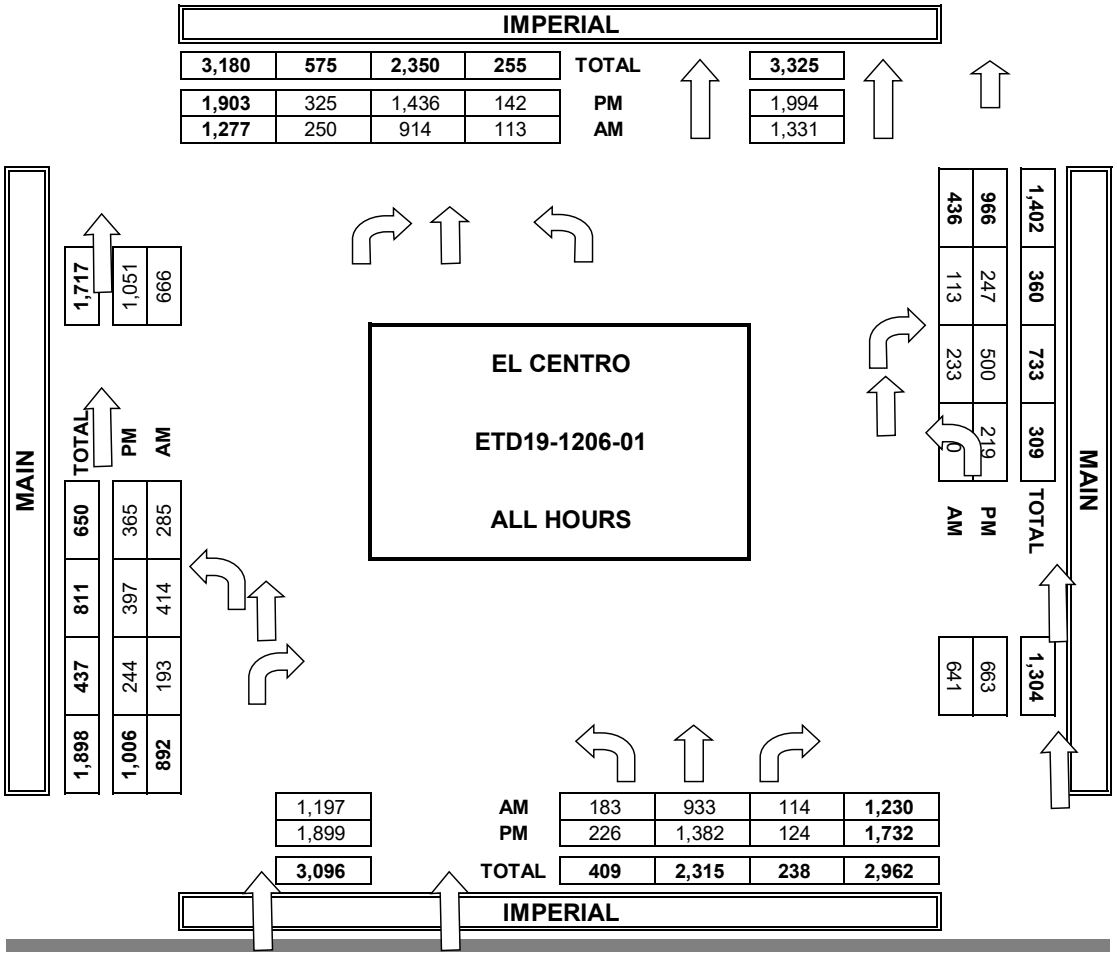
		NORTHBOUND IMPERIAL			SOUTHBOUND IMPERIAL			EASTBOUND MAIN			WESTBOUND MAIN				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	10	65	5	2	53	13	15	23	12	10	8	1	217					0
	7:15 AM	23	76	6	7	106	24	18	30	17	10	20	10	347					0
	7:30 AM	25	159	14	8	135	38	46	66	66	8	44	9	618					0
	7:45 AM	35	194	21	22	170	64	48	101	27	12	55	16	765					0
	8:00 AM	25	140	20	18	119	43	61	58	25	12	31	17	569					0
	8:15 AM	16	94	20	16	106	24	40	45	11	6	32	20	430					0
	8:30 AM	21	109	12	20	112	18	31	47	19	22	26	10	447					0
	8:45 AM	28	96	16	20	113	26	26	44	16	10	17	30	442					0
	VOLUMES	183	933	114	113	914	250	285	414	193	90	233	113	3,835	0	0	0	0	0
	APPROACH %	15%	76%	9%	9%	72%	20%	32%	46%	22%	21%	53%	26%						
	APP/DEPART	1,230	/	1,331	1,277	/	1,197	892	/	641	436	/	666	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	101	587	75	64	530	169	195	270	129	38	162	62	2,382					
	APPROACH %	13%	77%	10%	8%	69%	22%	33%	45%	22%	15%	62%	24%						
	PEAK HR FACTOR		0.763			0.745			0.834			0.789		0.778					
	APP/DEPART	763	/	844	763	/	697	594	/	409	262	/	432	0					
PM	4:00 PM	41	166	22	16	186	56	51	48	26	29	67	35	743					0
	4:15 PM	20	175	14	24	104	47	46	70	20	33	66	30	649					0
	4:30 PM	23	155	16	19	169	53	47	53	27	23	56	33	674					0
	4:45 PM	20	158	18	13	197	30	50	46	38	28	57	22	677					0
	5:00 PM	35	181	20	13	203	37	49	59	31	29	93	36	786					0
	5:15 PM	29	198	10	20	206	35	38	37	37	33	57	30	730					0
	5:30 PM	30	181	10	12	199	35	44	41	39	20	65	34	710					0
	5:45 PM	28	168	14	25	172	32	40	43	26	24	39	27	638					0
	VOLUMES	226	1,382	124	142	1,436	325	365	397	244	219	500	247	5,607	0	0	0	0	0
	APPROACH %	13%	80%	7%	7%	75%	17%	36%	39%	24%	23%	52%	26%						
	APP/DEPART	1,732	/	1,994	1,903	/	1,899	1,006	/	663	966	/	1,051	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	114	718	58	58	805	137	181	183	145	110	272	122	2,903					
	APPROACH %	13%	81%	7%	6%	81%	14%	36%	36%	28%	22%	54%	24%						
	PEAK HR FACTOR		0.939			0.958			0.915			0.797		0.923					
	APP/DEPART	890	/	1,021	1,000	/	1,060	509	/	299	504	/	523	0					

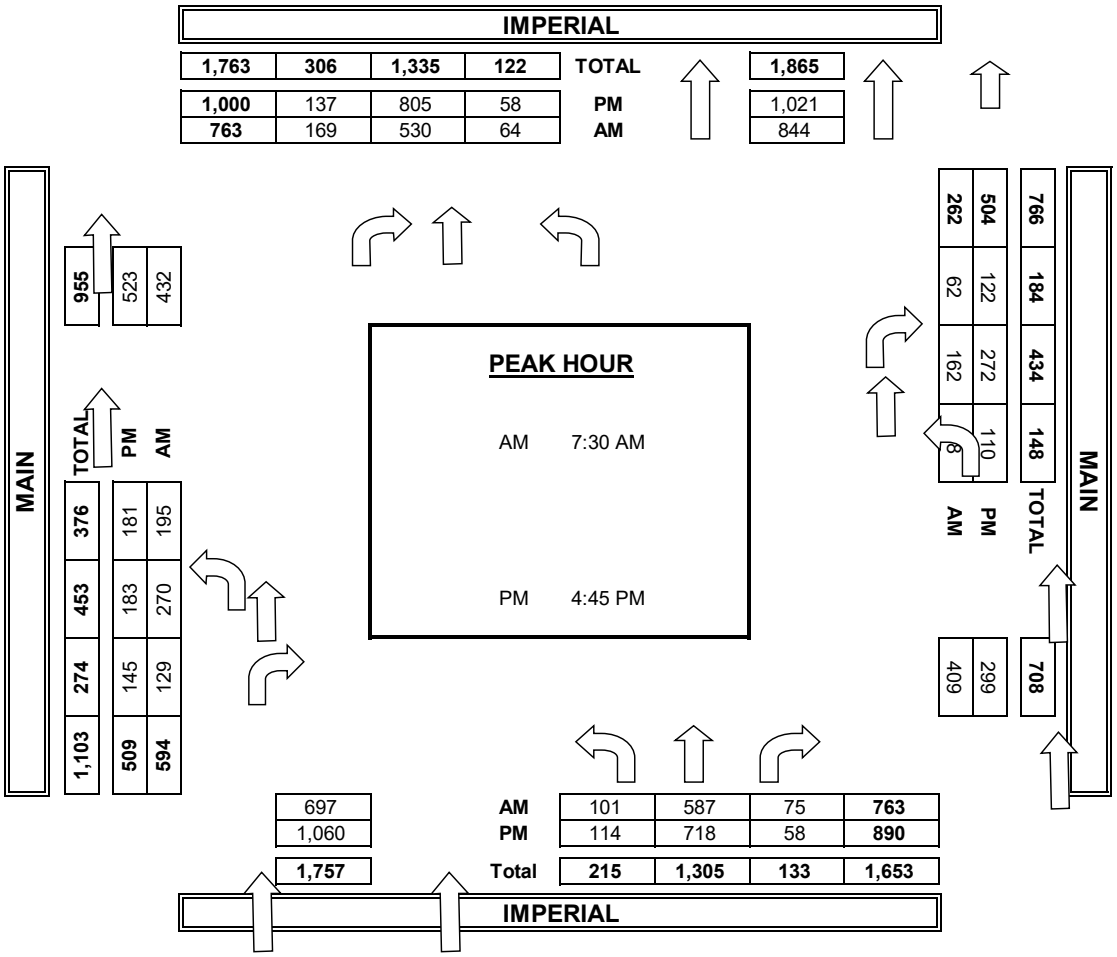


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM				2	2					0					0
	7:15 AM	3				3					0					0
	7:30 AM			1		1					0					0
	7:45 AM		1		1	2					0					0
	8:00 AM		1			1					0	1		1		2
	8:15 AM		1	2		3					0		1			1
	8:30 AM		2		3	5					0					0
	8:45 AM		1	1		2					0				1	1
	TOTAL	3	6	4	6	19	0	0	0	0	0	1	1	1	1	4
PM	4:00 PM		1	4	5	10					0					0
	4:15 PM		1	2	3	6					0			1	1	2
	4:30 PM	1	4		1	6					0					0
	4:45 PM		1		1	2					0					0
	5:00 PM			2	4	6					0					0
	5:15 PM	2			2	4					0				1	1
	5:30 PM	1		1	2	4					0					0
	5:45 PM			1	7	8					0				1	1
	TOTAL	4	7	10	25	46	0	0	0	0	0	0	0	1	3	4

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

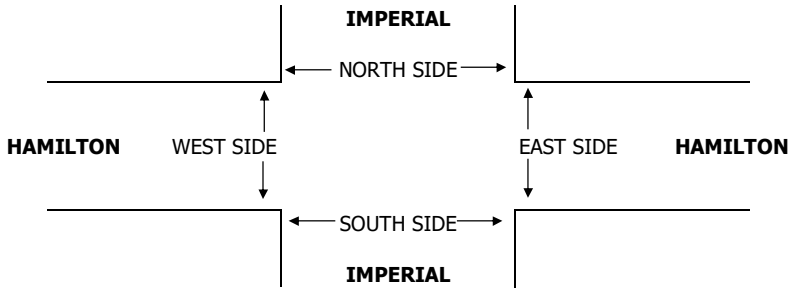
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	IMPERIAL	LOCATION #:	20
TUESDAY	EAST & WEST:	HAMILTON	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

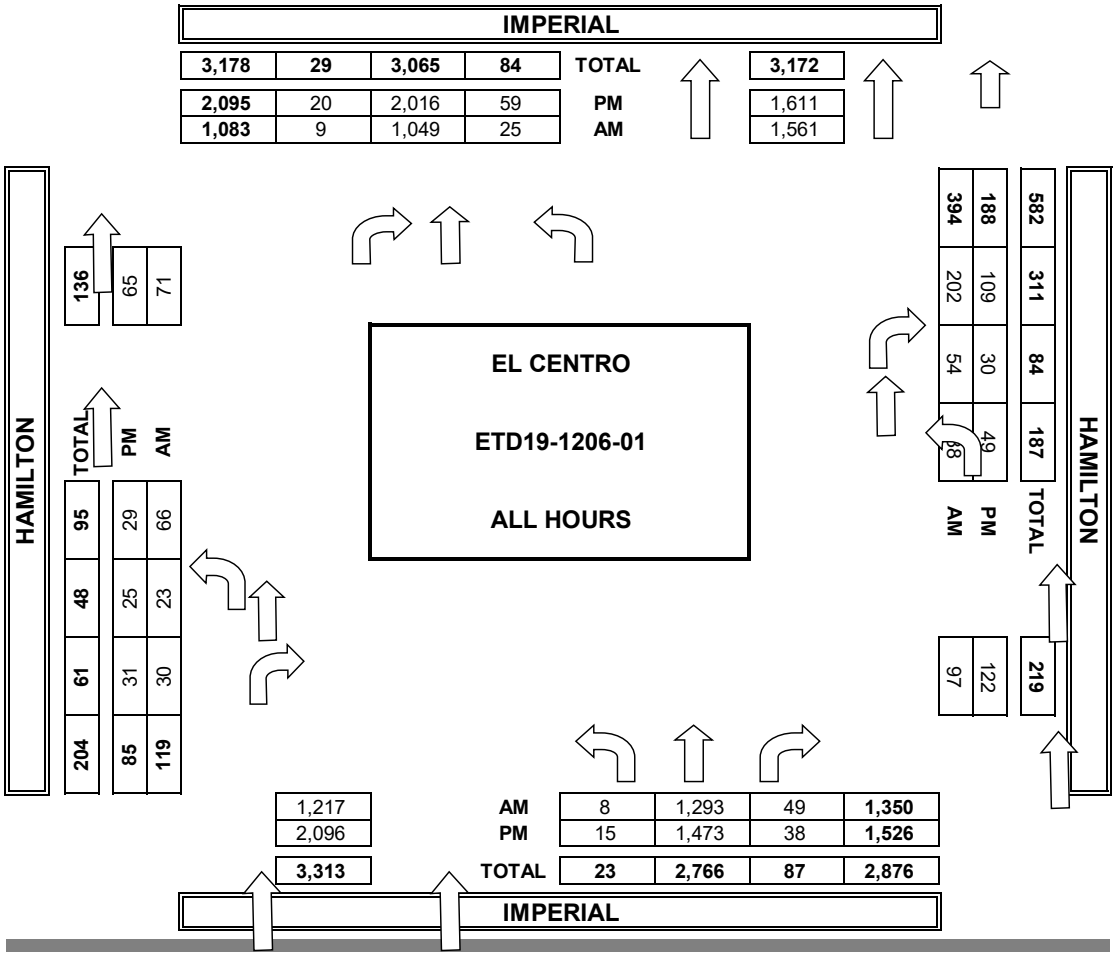
		NORTHBOUND IMPERIAL			SOUTHBOUND IMPERIAL			EASTBOUND HAMILTON			WESTBOUND HAMILTON				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	88	2	1	67	0	1	1	2	1	0	5	170					0
	7:15 AM	0	136	4	4	75	1	5	6	2	10	4	22	269					0
	7:30 AM	2	228	13	3	135	0	3	9	4	60	18	63	538					0
	7:45 AM	2	231	16	9	210	4	32	4	12	54	20	81	675					0
	8:00 AM	0	179	6	5	176	2	13	2	5	5	9	11	413					0
	8:15 AM	1	149	3	2	113	1	5	1	3	4	1	4	287					0
	8:30 AM	0	133	2	1	124	0	5	0	2	2	1	5	275					0
	8:45 AM	1	149	3	0	149	1	2	0	0	2	1	11	319					0
	VOLUMES	8	1,293	49	25	1,049	9	66	23	30	138	54	202	2,946	0	0	0	0	0
	APPROACH %	1%	96%	4%	2%	97%	1%	55%	19%	25%	35%	14%	51%						
	APP/DEPART	1,350	/	1,561	1,083	/	1,217	119	/	97	394	/	71	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	787	38	19	634	7	53	16	24	123	48	159	1,913					
	APPROACH %	1%	95%	5%	3%	96%	1%	57%	17%	26%	37%	15%	48%						
	PEAK HR FACTOR		0.833			0.740			0.484			0.532		0.709					
	APP/DEPART	830	/	999	660	/	781	93	/	73	330	/	60	0					
PM	4:00 PM	0	177	1	2	249	3	3	2	4	11	2	10	464					0
	4:15 PM	2	180	5	10	219	2	1	4	4	5	3	13	448					0
	4:30 PM	3	174	9	6	271	1	6	5	1	2	6	13	497					0
	4:45 PM	0	173	6	8	235	4	7	3	2	9	3	16	466					0
	5:00 PM	0	200	2	8	271	4	4	5	5	7	2	12	520					0
	5:15 PM	5	197	2	7	254	3	4	0	8	8	5	20	513					0
	5:30 PM	3	192	8	7	285	3	1	2	5	2	4	10	522					0
	5:45 PM	2	180	5	11	232	0	3	4	2	5	5	15	464					0
	VOLUMES	15	1,473	38	59	2,016	20	29	25	31	49	30	109	3,894	0	0	0	0	0
	APPROACH %	1%	97%	2%	3%	96%	1%	34%	29%	36%	26%	16%	58%						
	APP/DEPART	1,526	/	1,611	2,095	/	2,096	85	/	122	188	/	65	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	8	762	18	30	1,045	14	16	10	20	26	14	58	2,021					
	APPROACH %	1%	97%	2%	3%	96%	1%	35%	22%	43%	27%	14%	59%						
	PEAK HR FACTOR		0.966			0.923			0.821			0.742		0.968					
	APP/DEPART	788	/	836	1,089	/	1,091	46	/	58	98	/	36	0					

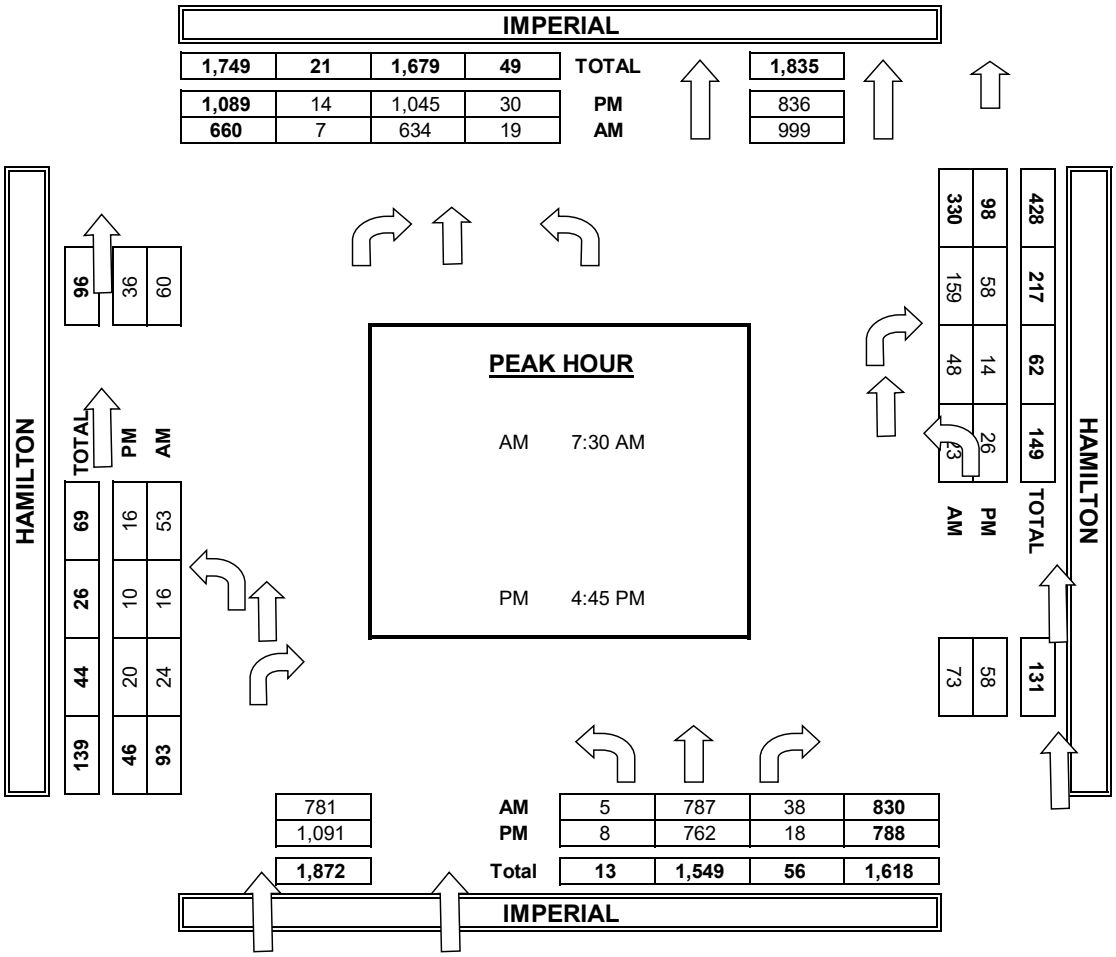


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	3	0	8	0	11					0	1	0	0	0	1
	7:15 AM	4	0	4	5	13					0	1	0	0	0	1
	7:30 AM	3	0	2	3	8					0	0	0	0	0	0
	7:45 AM	0	0	0	0	0					0	0	0	0	0	0
	8:00 AM	0	0	0	0	0					0	0	0	0	0	0
	8:15 AM	0	0	1	0	1					0	0	0	0	0	0
	8:30 AM	0	0	0	0	0					0	0	0	0	0	0
	8:45 AM	0	0	0	0	0					0	0	0	0	0	0
	TOTAL	10	0	15	8	33	0	0	0	0	0	2	0	0	0	2
PM	4:00 PM	0	0	5	4	9					0	0	0	0	1	1
	4:15 PM	1	0	0	1	2					0	0	0	0	0	0
	4:30 PM	0	0	0	1	1					0	0	0	0	1	1
	4:45 PM	2	0	4	1	7					0	1	0	0	1	2
	5:00 PM	0	0	0	1	1					0	0	0	0	0	0
	5:15 PM	0	0	0	0	0					0	0	0	0	0	0
	5:30 PM	0	0	0	0	0					0	0	0	0	0	0
	5:45 PM	0	0	0	1	1					0	0	0	0	0	0
	TOTAL	3	0	9	9	21	0	0	0	0	0	1	0	0	3	4

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

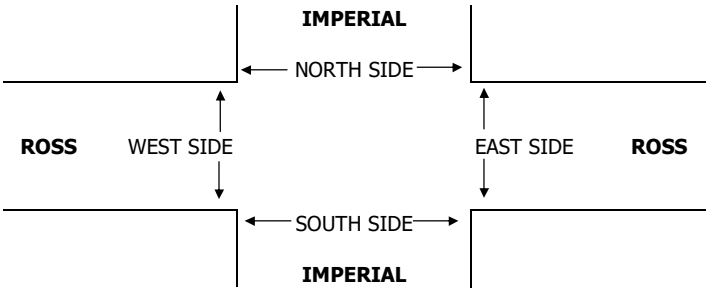
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	IMPERIAL	LOCATION #:	21
TUESDAY	EAST & WEST:	ROSS	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

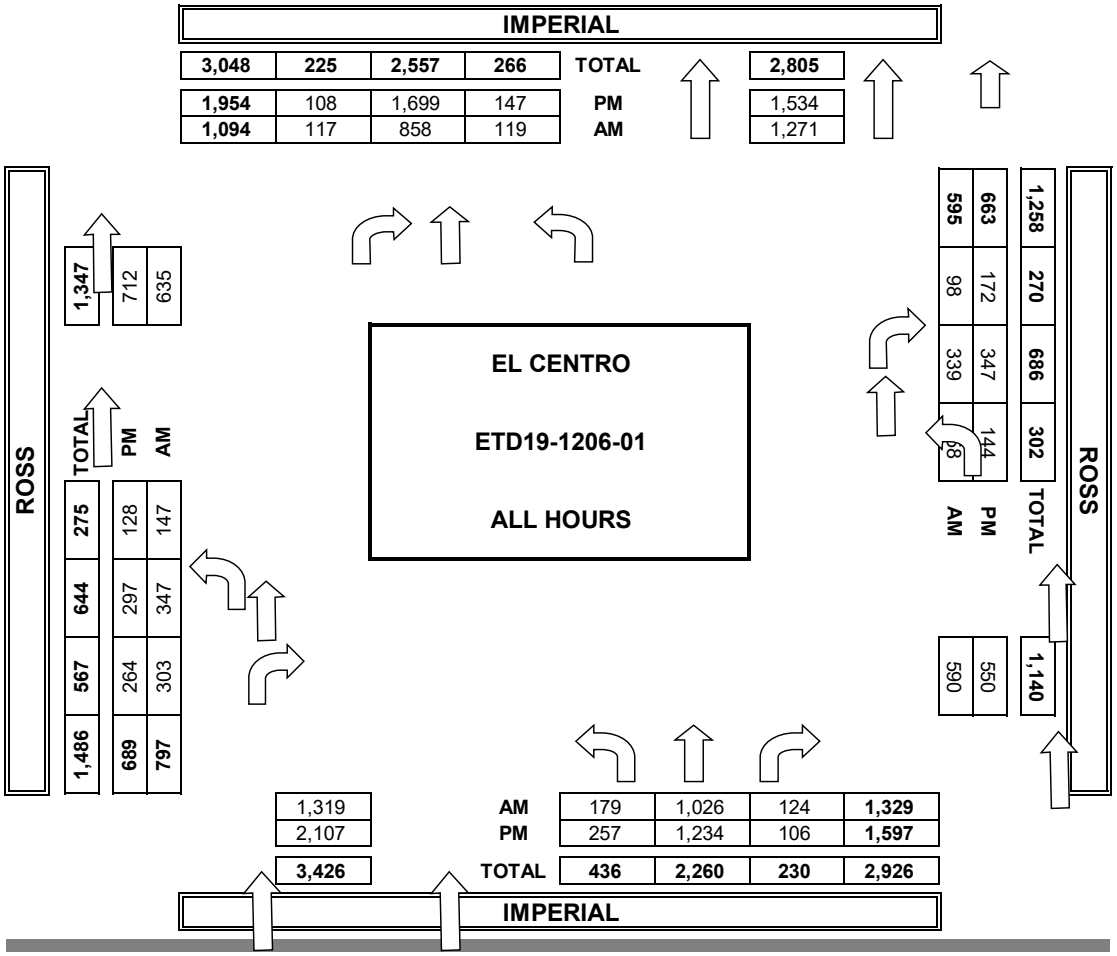
		NORTHBOUND IMPERIAL			SOUTHBOUND IMPERIAL			EASTBOUND ROSS			WESTBOUND ROSS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	12	73	5	3	60	1	8	20	20	10	14	6	232		1			1
	7:15 AM	19	117	15	8	73	15	6	35	20	10	32	9	359					0
	7:30 AM	16	217	25	21	120	35	29	76	45	26	67	22	699					0
	7:45 AM	41	168	22	39	151	38	42	68	66	42	93	14	784		4			4
	8:00 AM	30	143	21	18	142	11	27	59	56	20	48	16	591		1			1
	8:15 AM	22	103	14	13	86	5	15	28	32	15	30	8	371					0
	8:30 AM	15	105	12	6	107	3	9	27	26	20	30	16	376		2			2
	8:45 AM	24	100	10	11	119	9	11	34	38	15	25	7	403		2			2
	VOLUMES	179	1,026	124	119	858	117	147	347	303	158	339	98	3,815	0	10	0	0	10
	APPROACH %	13%	77%	9%	11%	78%	11%	18%	44%	38%	27%	57%	16%						
	APP/DEPART	1,329	/	1,271	1,094	/	1,319	797	/	590	595	/	635	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	109	631	82	91	499	89	113	231	199	103	238	60	2,445					
	APPROACH %	13%	77%	10%	13%	73%	13%	21%	43%	37%	26%	59%	15%						
	PEAK HR FACTOR		0.797			0.745			0.771			0.673		0.780					
	APP/DEPART	822	/	804	679	/	801	543	/	404	401	/	436	0					
PM	4:00 PM	31	151	13	18	217	22	12	36	47	14	38	17	616					0
	4:15 PM	31	140	11	20	182	14	15	33	30	23	54	23	576		2			2
	4:30 PM	32	150	19	13	200	15	20	48	34	21	43	19	614					0
	4:45 PM	24	139	16	12	238	13	11	30	32	17	46	27	605					0
	5:00 PM	32	165	12	17	208	14	26	39	38	18	47	26	642					0
	5:15 PM	37	156	12	23	213	12	14	39	31	17	36	27	617					0
	5:30 PM	34	174	13	19	241	7	17	35	35	18	46	18	657					0
	5:45 PM	36	159	10	25	200	11	13	37	17	16	37	15	576					0
	VOLUMES	257	1,234	106	147	1,699	108	128	297	264	144	347	172	4,903	0	2	0	0	2
	APPROACH %	16%	77%	7%	8%	87%	6%	19%	43%	38%	22%	52%	26%						
	APP/DEPART	1,597	/	1,534	1,954	/	2,107	689	/	550	663	/	712	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	127	634	53	71	900	46	68	143	136	70	175	98	2,521					
	APPROACH %	16%	78%	7%	7%	88%	5%	20%	41%	39%	20%	51%	29%						
	PEAK HR FACTOR		0.921			0.952			0.842			0.942		0.959					
	APP/DEPART	814	/	800	1,017	/	1,106	347	/	267	343	/	348	0					

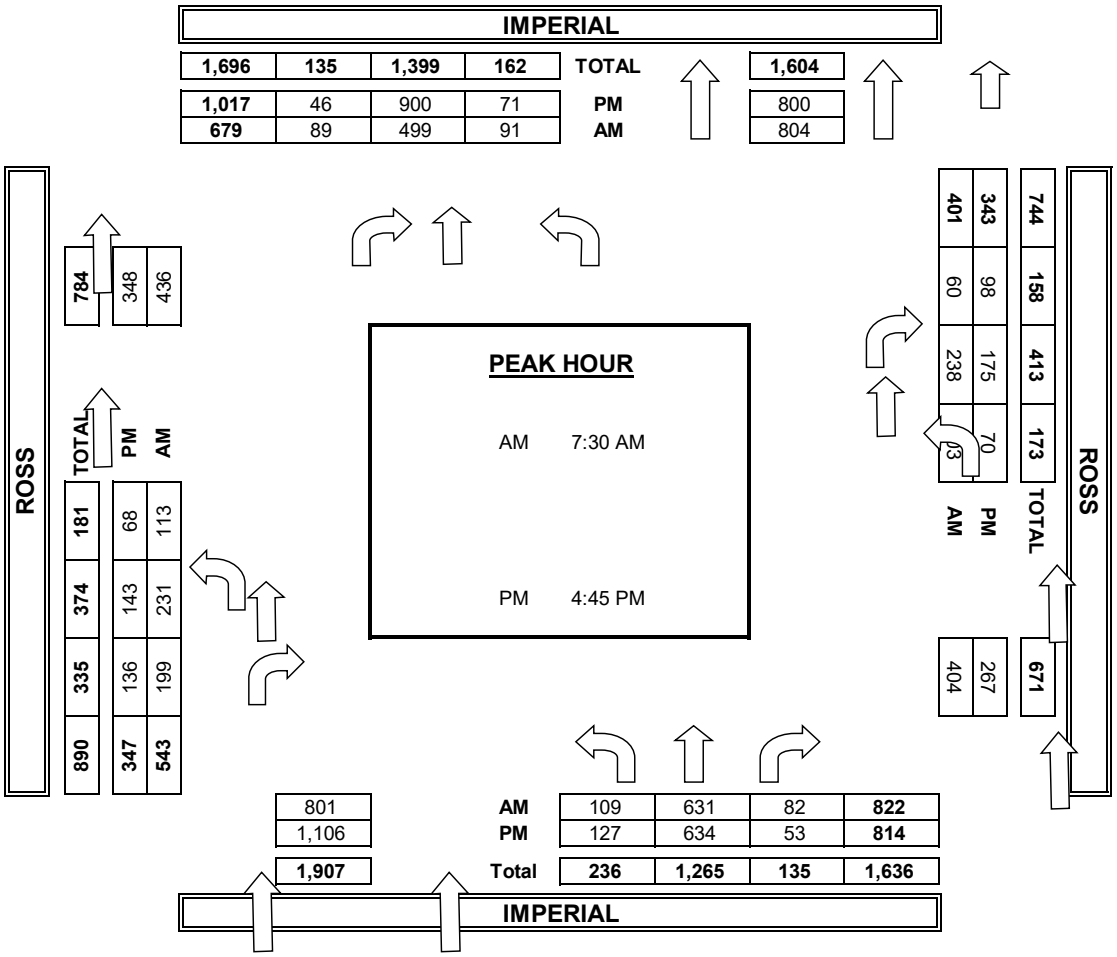


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	3	2	1	7					0	0	0	0	0	0
	7:15 AM	0	1	2	0	3					0	0	0	0	0	0
	7:30 AM	2	5	2	3	12					0	0	0	0	0	0
	7:45 AM	3	2	5	2	12					0	0	0	1	0	1
	8:00 AM	2	7	2	4	15					0	0	0	0	0	0
	8:15 AM	0	5	0	3	8					0	0	1	0	0	1
	8:30 AM	1	1	1	0	3					0	0	0	0	0	0
	8:45 AM	0	1	0	0	1					0	0	0	1	0	1
	TOTAL	9	25	14	13	61	0	0	0	0	0	0	1	2	0	3
PM	4:00 PM	3	4	0	3	10					0	0	0	0	0	0
	4:15 PM	0	7	0	2	9					0	0	0	0	0	0
	4:30 PM	1	3	1	1	6					0	0	0	0	0	0
	4:45 PM	2	4	3	2	11					0	0	0	0	0	0
	5:00 PM	1	5	1	5	12					0	0	1	0	0	1
	5:15 PM	2	3	2	1	8					0	0	0	0	0	0
	5:30 PM	0	1	0	0	1					0	0	0	0	0	0
	5:45 PM	1	2	0	1	4					0	0	0	1	0	1
	TOTAL	10	29	7	15	61	0	0	0	0	0	0	1	1	0	2

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

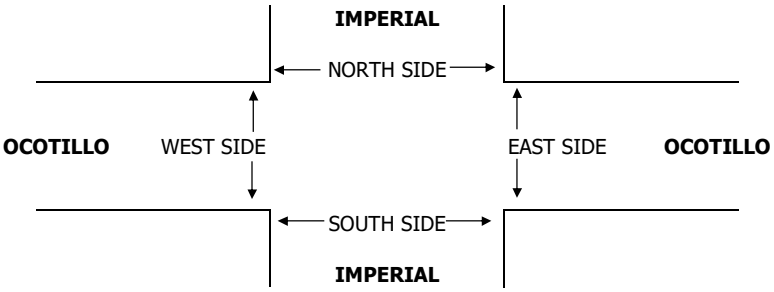
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	IMPERIAL	LOCATION #:	22
TUESDAY	EAST & WEST:	OCOTILLO	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

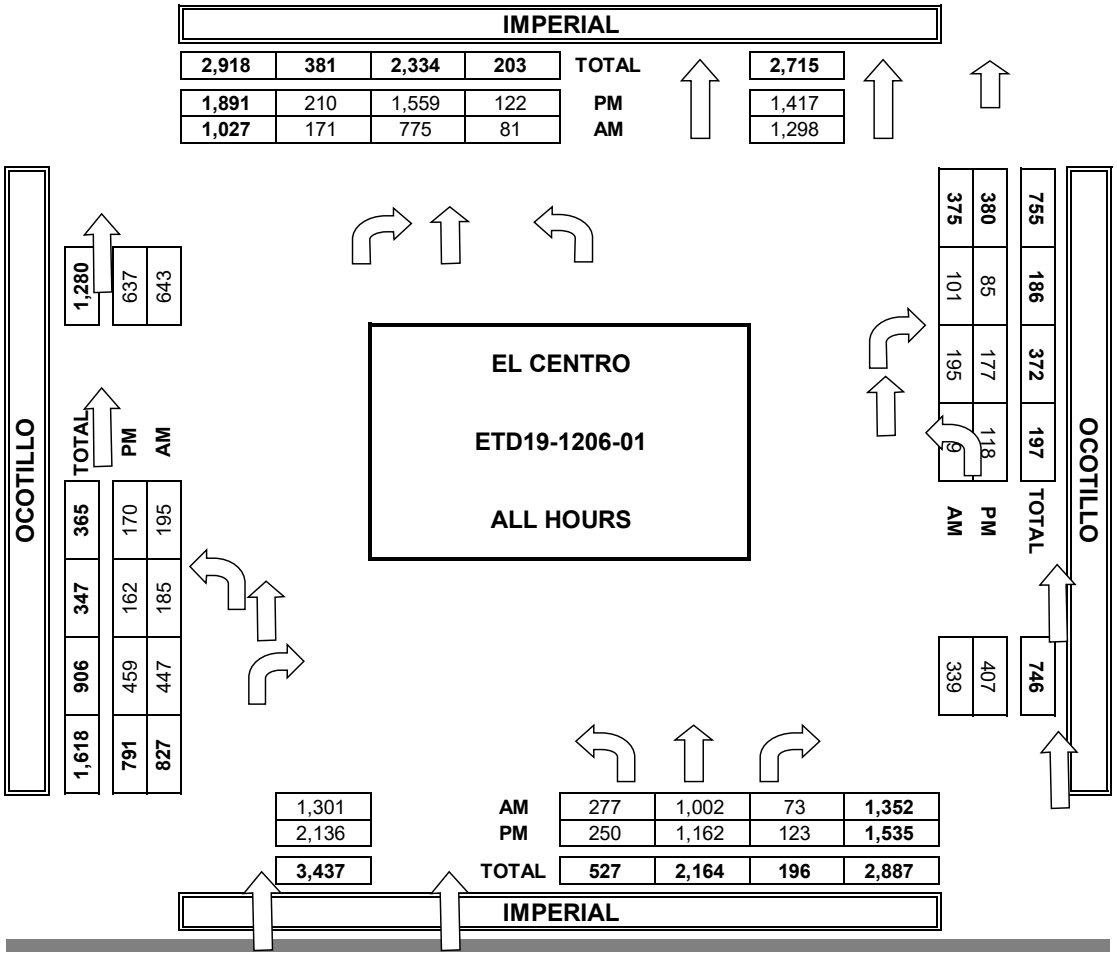
		NORTHBOUND IMPERIAL			SOUTHBOUND IMPERIAL			EASTBOUND OCOTILLO			WESTBOUND OCOTILLO				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	22	65	4	5	49	10	17	12	34	8	6	5	237					0
	7:15 AM	33	122	7	6	73	20	12	15	64	14	18	10	394					0
	7:30 AM	49	181	11	9	108	32	33	28	69	18	29	23	590					0
	7:45 AM	54	199	13	12	168	40	40	43	108	18	69	14	778					0
	8:00 AM	38	138	14	13	116	21	42	48	58	6	24	12	530					0
	8:15 AM	31	104	7	12	82	21	11	12	32	5	16	12	345					0
	8:30 AM	25	87	10	10	84	19	24	13	38	3	15	9	337					0
	8:45 AM	25	106	7	14	95	8	16	14	44	7	18	16	370					0
	VOLUMES	277	1,002	73	81	775	171	195	185	447	79	195	101	3,581	0	0	0	0	0
	APPROACH %	20%	74%	5%	8%	75%	17%	24%	22%	54%	21%	52%	27%						
	APP/DEPART	1,352	/	1,298	1,027	/	1,301	827	/	339	375	/	643	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	174	640	45	40	465	113	127	134	299	56	140	59	2,292					
	APPROACH %	20%	75%	5%	6%	75%	18%	23%	24%	53%	22%	55%	23%						
	PEAK HR FACTOR		0.807			0.702			0.733			0.631		0.737					
	APP/DEPART	859	/	826	618	/	820	560	/	219	255	/	427	0					
PM	4:00 PM	32	129	20	19	178	20	24	19	50	12	24	12	539					0
	4:15 PM	45	157	16	7	184	25	21	17	70	16	18	8	584					0
	4:30 PM	40	123	17	22	195	16	21	40	62	7	30	11	584					0
	4:45 PM	38	129	11	15	200	29	19	20	69	13	19	12	574					0
	5:00 PM	39	133	13	22	203	22	23	17	58	12	23	5	570					0
	5:15 PM	27	162	18	12	208	29	18	16	48	23	20	13	594					0
	5:30 PM	17	157	19	14	197	30	23	17	56	13	21	15	579					0
	5:45 PM	12	172	9	11	194	39	21	16	46	22	22	9	573					0
	VOLUMES	250	1,162	123	122	1,559	210	170	162	459	118	177	85	4,597	0	0	0	0	0
	APPROACH %	16%	76%	8%	6%	82%	11%	21%	20%	58%	31%	47%	22%						
	APP/DEPART	1,535	/	1,417	1,891	/	2,136	791	/	407	380	/	637	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	144	547	59	71	806	96	81	93	237	55	92	41	2,322					
	APPROACH %	19%	73%	8%	7%	83%	10%	20%	23%	58%	29%	49%	22%						
	PEAK HR FACTOR		0.906			0.977			0.835			0.839		0.977					
	APP/DEPART	750	/	669	973	/	1,098	411	/	223	188	/	332	0					

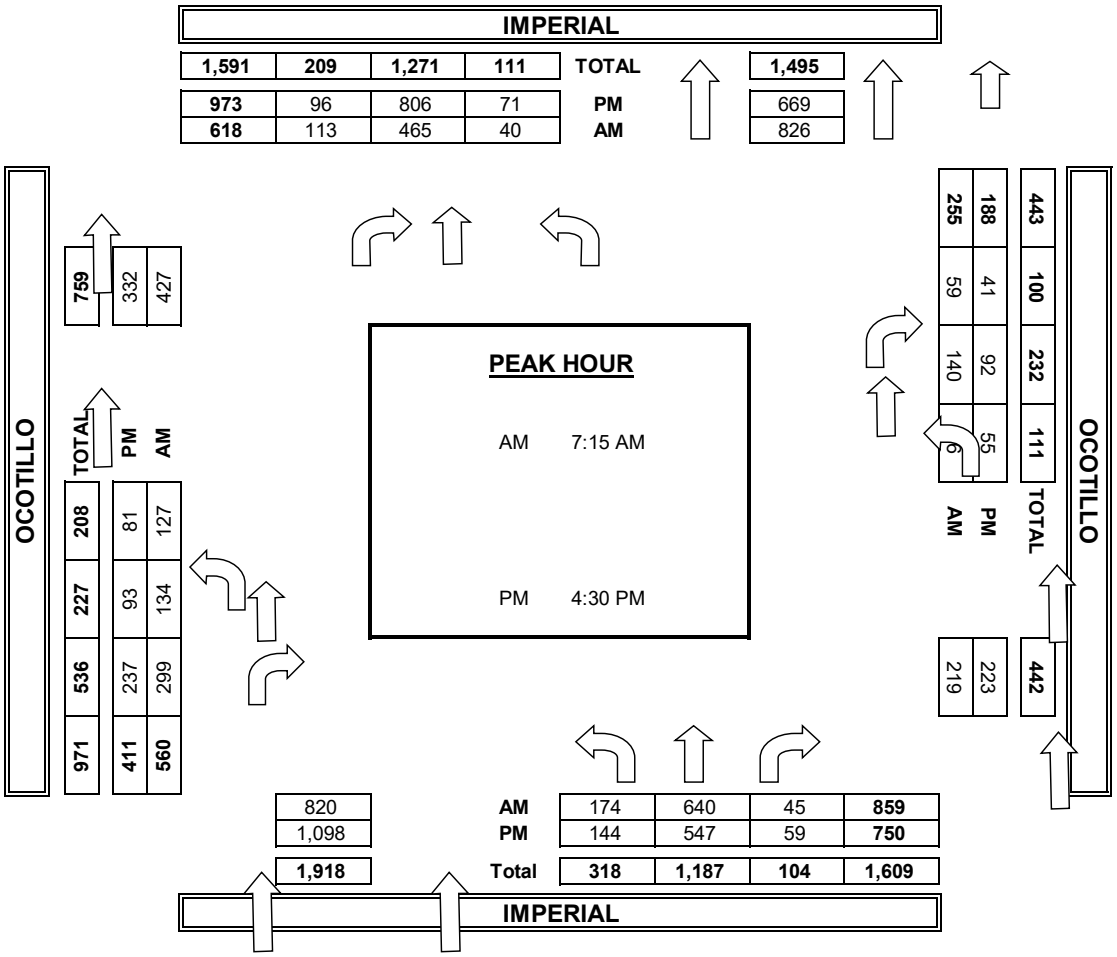


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		1			1					0					0
	7:15 AM	1	1	2		4					0					0
	7:30 AM	3	1			4					0					0
	7:45 AM	2				2					0					0
	8:00 AM	2				2					0					0
	8:15 AM		2			2					0					0
	8:30 AM	2	3	1		6					0					0
	8:45 AM	1				1					0					0
	TOTAL	11	8	3	0	22	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM		1			1					0					0
	4:15 PM		1			1					0					0
	4:30 PM		1	1		2					0					0
	4:45 PM		1	1		2					0		1			1
	5:00 PM	3	3			6					0					0
	5:15 PM		2	1	3	6					0					0
	5:30 PM	3				3					0					0
	5:45 PM	4	1			5					0					0
	TOTAL	10	10	3	3	26	0	0	0	0	0	0	1	0	0	1

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	12TH	LOCATION #:	23
TUESDAY	EAST & WEST:	ADAMS	CONTROL:	STOP

NOTES:

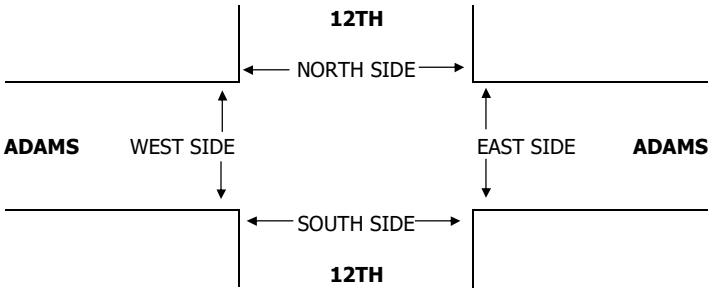
INCLUDES BIKE & PED

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

		NORTHBOUND 12TH			SOUTHBOUND 12TH			EASTBOUND ADAMS			WESTBOUND ADAMS			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
AM	7:00 AM	0	3	2	4	5	6	3	58	6	5	74	0	166
	7:15 AM	3	2	3	12	4	7	6	62	6	4	100	1	210
	7:30 AM	0	8	9	4	13	16	4	121	9	10	135	6	335
	7:45 AM	6	8	21	4	20	13	7	185	11	19	178	12	484
	8:00 AM	5	6	10	5	4	9	8	141	11	6	159	14	378
	8:15 AM	5	3	12	7	5	6	5	108	7	5	128	8	299
	8:30 AM	4	2	2	6	5	6	4	95	6	4	111	12	257
	8:45 AM	0	4	10	3	5	10	2	84	9	1	118	7	253
	VOLUMES	23	36	69	45	61	73	39	854	65	54	1,003	60	2,382
	APPROACH %	18%	28%	54%	25%	34%	41%	4%	89%	7%	5%	90%	5%	
	APP/DEPART	128	/	135	179	/	180	958	/	968	1,117	/	1,099	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	16	25	52	20	42	44	24	555	38	40	600	40	1,496
	APPROACH %	17%	27%	56%	19%	40%	42%	4%	90%	6%	6%	88%	6%	
	PEAK HR FACTOR		0.664			0.716			0.760			0.813		0.773
	APP/DEPART	93	/	89	106	/	120	617	/	627	680	/	660	0
PM	4:00 PM	7	11	5	3	10	10	5	170	7	9	179	11	427
	4:15 PM	7	9	14	8	7	6	9	161	7	4	168	15	415
	4:30 PM	11	12	14	8	8	11	7	150	5	9	183	12	430
	4:45 PM	5	7	15	9	4	16	9	126	3	7	197	13	411
	5:00 PM	12	13	19	11	4	8	9	147	5	7	180	10	425
	5:15 PM	7	6	7	7	7	14	13	156	5	9	180	13	424
	5:30 PM	8	8	7	14	17	12	9	138	9	8	154	13	397
	5:45 PM	9	10	11	8	10	8	10	128	3	7	164	16	384
	VOLUMES	66	76	92	68	67	85	71	1,176	44	60	1,405	103	3,313
	APPROACH %	28%	32%	39%	31%	30%	39%	5%	91%	3%	4%	90%	7%	
	APP/DEPART	234	/	250	220	/	171	1,291	/	1,336	1,568	/	1,556	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	35	38	55	35	23	49	38	579	18	32	740	48	1,690
	APPROACH %	27%	30%	43%	33%	21%	46%	6%	91%	3%	4%	90%	6%	
	PEAK HR FACTOR		0.727			0.922			0.912			0.945		0.983
	APP/DEPART	128	/	124	107	/	73	635	/	669	820	/	824	0

U-TURNS

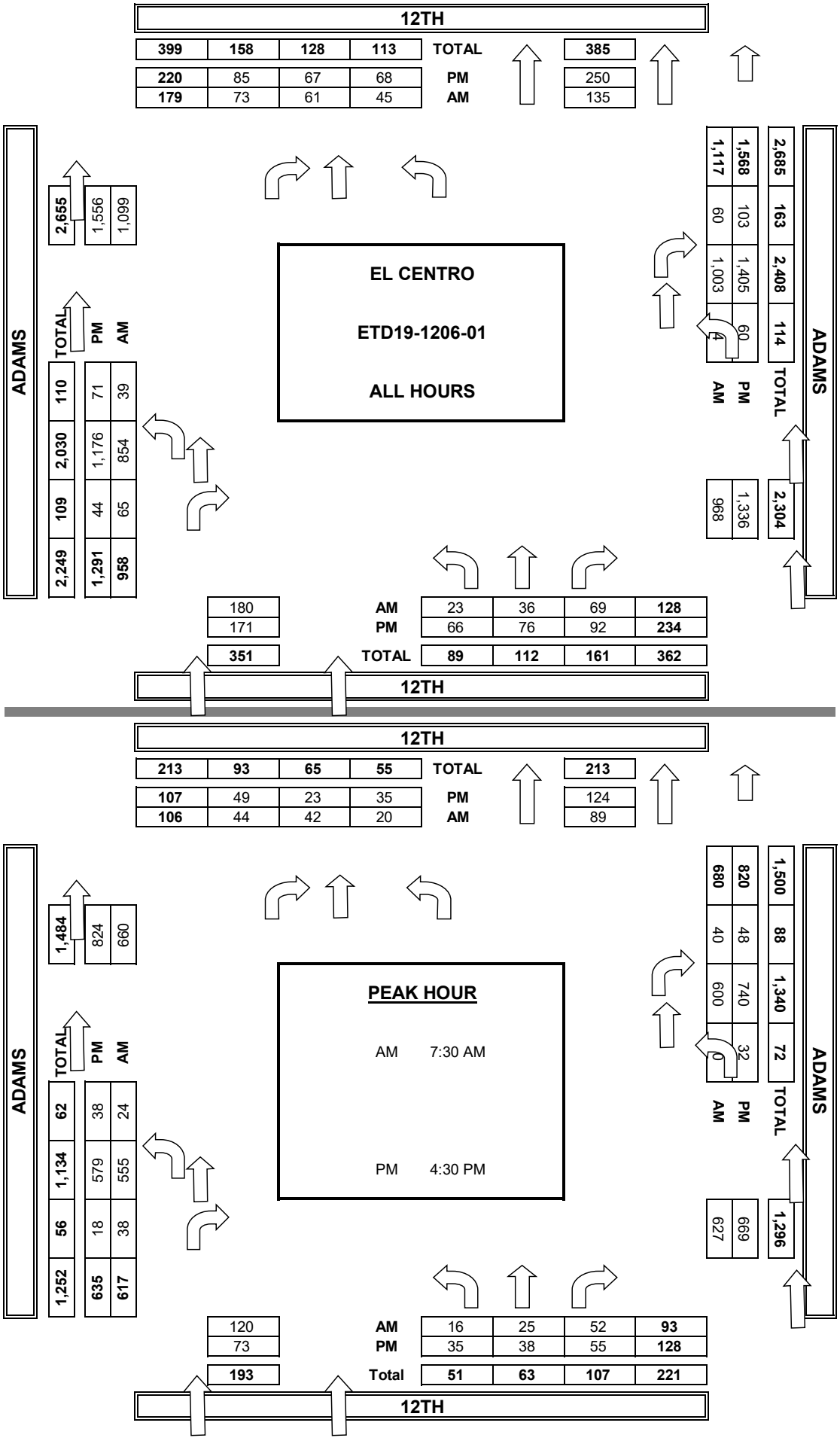
NB	SB	EB	WB	TTL
X	X	X	X	
			3	3
		2	1	3
			3	3
			1	1
			1	1
			2	2
		1	1	2
		1	1	2
0	0	4	13	17
		1	2	3
		1		1
		2		2
		1		2
			2	2
		1		1
		1	1	2
		2	2	4
0	0	9	7	16



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	1	0	5	7					0	0	1	0	1	2
	7:15 AM	0	0	0	7	7					0	0	0	0	1	1
	7:30 AM	4	0	0	14	18					0	0	0	0	0	0
	7:45 AM	1	0	1	1	3					0	0	1	0	0	1
	8:00 AM	2	1	1	2	6					0	0	0	0	0	0
	8:15 AM	2	0	1	2	5					0	1	0	1	0	2
	8:30 AM	2	0	1	0	3					0	0	0	0	0	0
	8:45 AM	2	0	1	0	3					0	1	0	0	0	1
	TOTAL	14	2	5	31	52	0	0	0	0	0	2	2	1	2	7
PM	4:00 PM	0	0	0	5	5					0	1	0	0	0	1
	4:15 PM	0	3	0	0	3					0	0	0	0	0	0
	4:30 PM	1	1	0	0	2					0	0	1	0	0	1
	4:45 PM	5	1	0	1	7					0	0	1	0	0	1
	5:00 PM	1	4	0	1	6					0	0	0	0	0	0
	5:15 PM	3	0	0	3	6					0	0	0	0	0	0
	5:30 PM	3	0	0	3	6					0	1	0	1	0	2
	5:45 PM	0	2	0	1	3					0	1	0	0	0	1
	TOTAL	13	11	0	14	38	0	0	0	0	0	3	2	1	0	6

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

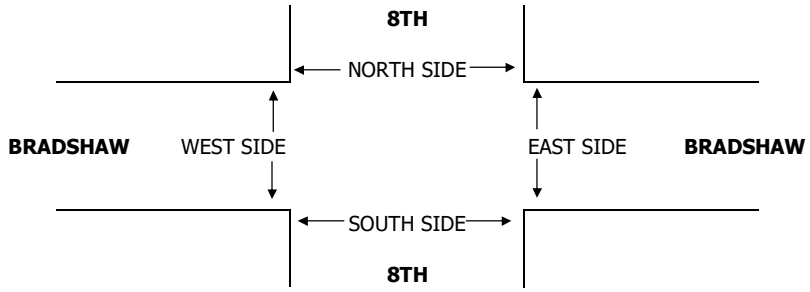
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	8TH	LOCATION #:	24
TUESDAY	EAST & WEST:	BRADSHAW	CONTROL:	

NOTES:

INCLUDES BIKE & PED

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

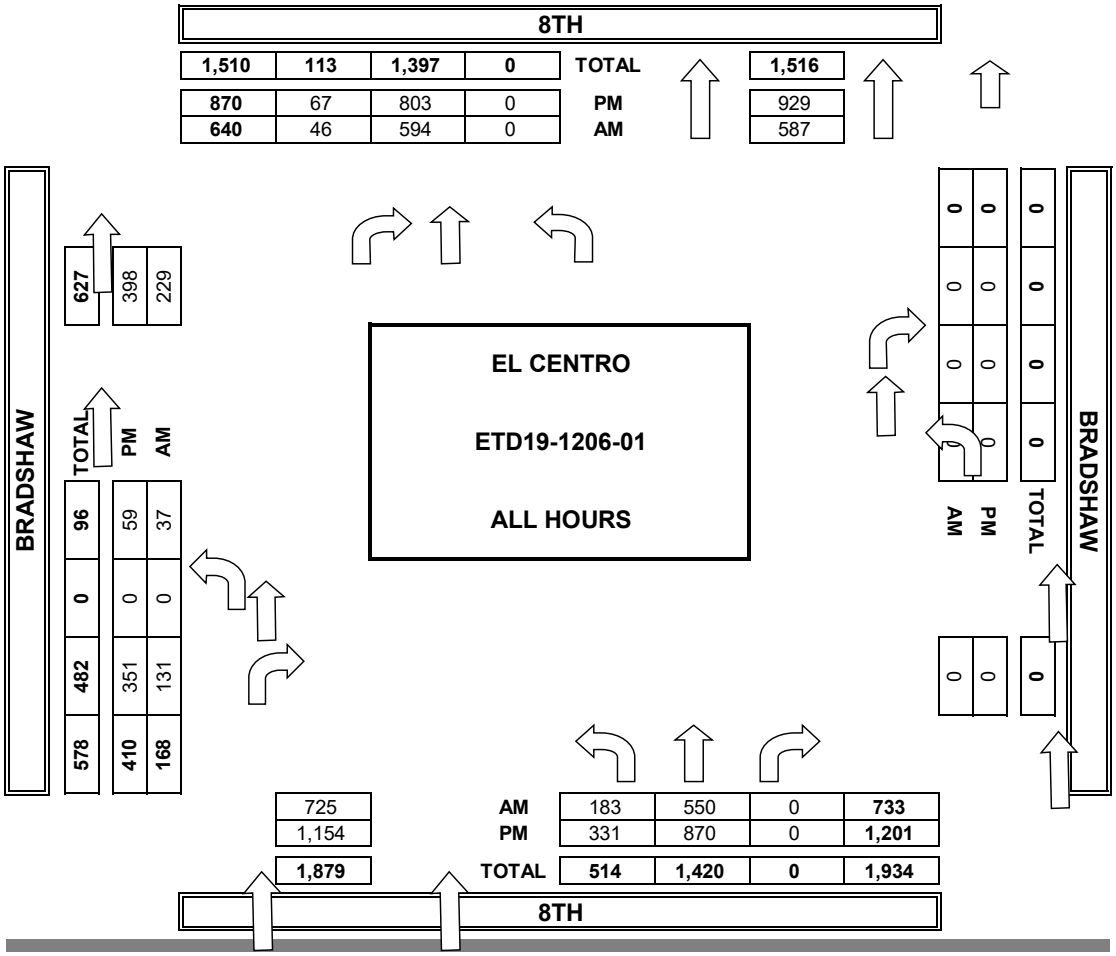
		NORTHBOUND 8TH			SOUTHBOUND 8TH			EASTBOUND BRADSHAW			WESTBOUND BRADSHAW				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	7	41			41	2	2		4				97					0
	7:15 AM	16	59			70	5	3		16				169					0
	7:30 AM	23	84			108	5	9		17				246					0
	7:45 AM	29	100			107	13	9		13				271					0
	8:00 AM	28	65			82	11	4		18				208					0
	8:15 AM	22	64			57	5	4		19				171					0
	8:30 AM	28	72			68	2	5		25				200					0
	8:45 AM	30	65			61	3	1		19				179					0
	VOLUMES	183	550	0	0	594	46	37	0	131	0	0	0	1,541	0	0	0	0	0
	APPROACH %	25%	75%	0%	0%	93%	7%	22%	0%	78%	0%	0%	0%						
	APP/DEPART	733	/	587	640	/	725	168	/	0	0	/	229	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	102	313	0	0	354	34	26	0	67	0	0	0	896					
	APPROACH %	25%	75%	0%	0%	91%	9%	28%	0%	72%	0%	0%	0%						
	PEAK HR FACTOR		0.804			0.808			0.894			0.000		0.827					
	APP/DEPART	415	/	339	388	/	421	93	/	0	0	/	136	0					
PM	4:00 PM	30	93			88	10	9		53				283					0
	4:15 PM	43	90			91	5	7		40				276					0
	4:30 PM	35	106			103	10	7		40				301					0
	4:45 PM	48	104			105	8	10		32				307					0
	5:00 PM	42	141			124	7	9		42				365					0
	5:15 PM	44	112			115	10	6		40				327					0
	5:30 PM	48	117			97	11	3		55				331					0
	5:45 PM	41	107			80	6	8		49				291					0
	VOLUMES	331	870	0	0	803	67	59	0	351	0	0	0	2,481	0	0	0	0	0
	APPROACH %	28%	72%	0%	0%	92%	8%	14%	0%	86%	0%	0%	0%						
	APP/DEPART	1,201	/	929	870	/	1,154	410	/	0	0	/	398	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	182	474	0	0	441	36	28	0	169	0	0	0	1,330					
	APPROACH %	28%	72%	0%	0%	92%	8%	14%	0%	86%	0%	0%	0%						
	PEAK HR FACTOR		0.896			0.910			0.849			0.000		0.911					
	APP/DEPART	656	/	502	477	/	610	197	/	0	0	/	218	0					

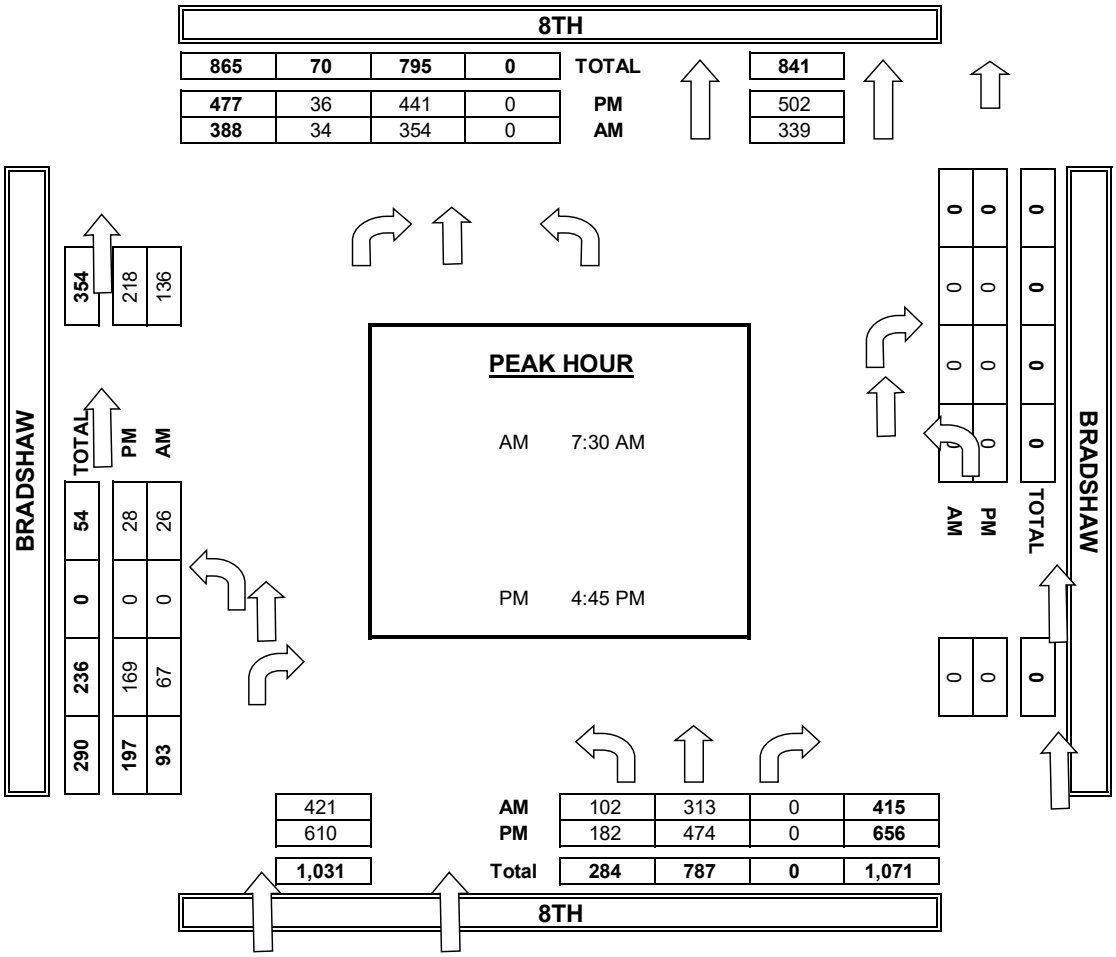


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM	1				1					0					0
	7:30 AM					0					0					0
	7:45 AM				1	1					0					0
	8:00 AM					0					0					0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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

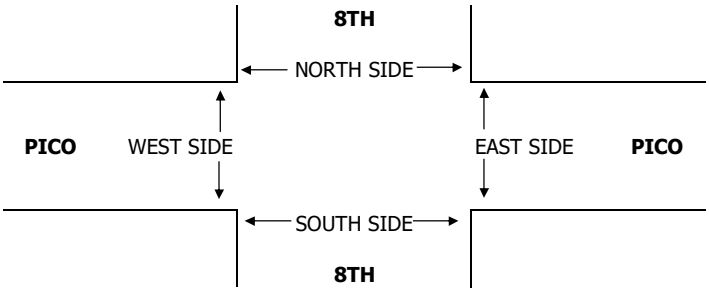
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	8TH	LOCATION #:	25
TUESDAY	EAST & WEST:	PICO	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

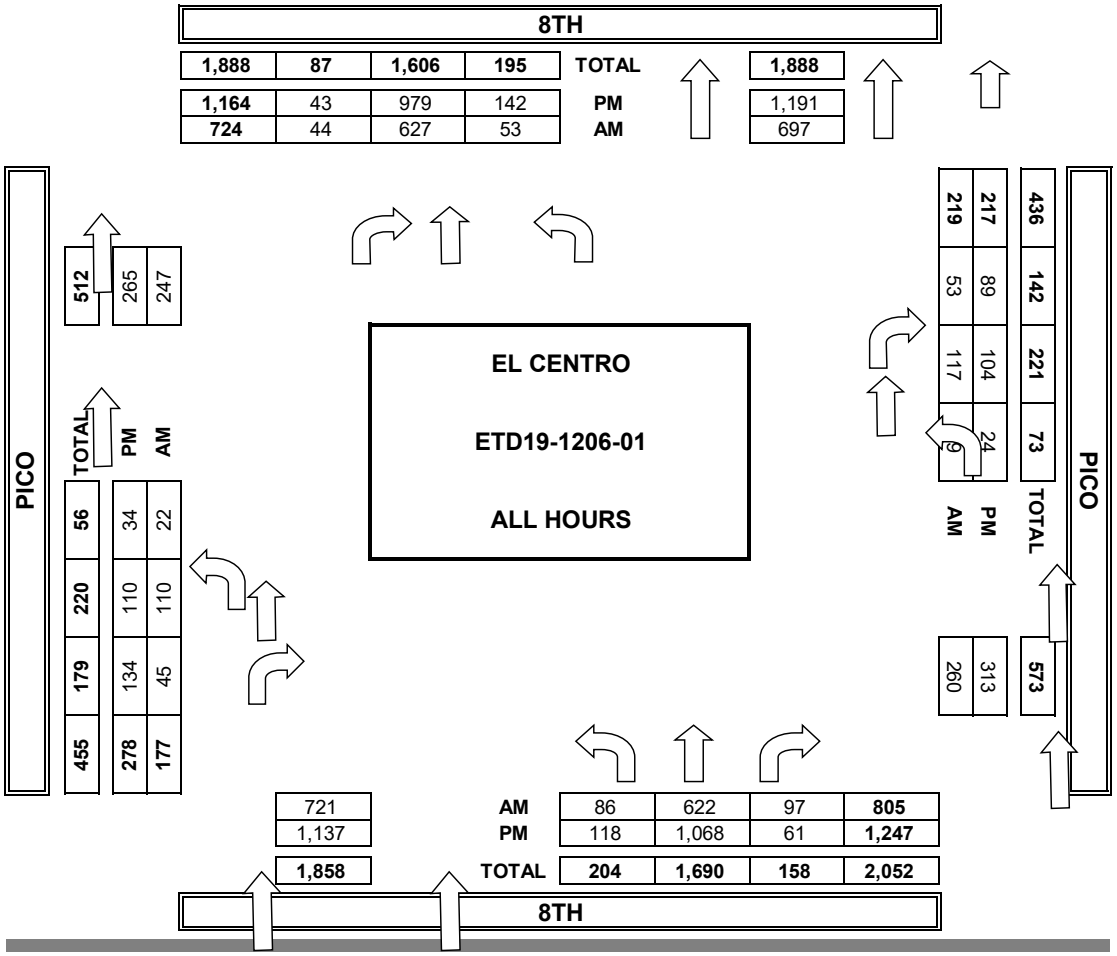
		NORTHBOUND 8TH			SOUTHBOUND 8TH			EASTBOUND PICO			WESTBOUND PICO				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	34	3	1	45	1	5	2	3	4	8	3	111					0
	7:15 AM	4	57	4	10	79	4	3	7	5	6	5	9	193					0
	7:30 AM	7	86	22	11	89	8	3	29	8	12	27	11	313					0
	7:45 AM	23	104	48	10	101	9	1	42	13	17	48	10	426					0
	8:00 AM	19	84	15	5	90	6	3	14	5	2	13	6	262					0
	8:15 AM	11	76	1	3	66	6	1	5	4	1	7	4	185					0
	8:30 AM	9	87	2	8	84	7	5	5	3	3	4	6	223					0
	8:45 AM	11	94	2	5	73	3	1	6	4	4	5	4	212					0
	VOLUMES	86	622	97	53	627	44	22	110	45	49	117	53	1,925	0	0	0	0	0
	APPROACH %	11%	77%	12%	7%	87%	6%	12%	62%	25%	22%	53%	24%						
	APP/DEPART	805	/	697	724	/	721	177	/	260	219	/	247	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	53	331	89	36	359	27	10	92	31	37	93	36	1,194					
	APPROACH %	11%	70%	19%	9%	85%	6%	8%	69%	23%	22%	56%	22%						
	PEAK HR FACTOR		0.676			0.879			0.594			0.553		0.701					
	APP/DEPART	473	/	377	422	/	427	133	/	217	166	/	173	0					
PM	4:00 PM	14	105	5	21	111	6	2	12	15	2	12	11	316					0
	4:15 PM	11	112	5	14	114	9	4	16	15	6	16	14	336					0
	4:30 PM	17	111	9	15	126	3	8	16	18	1	21	9	354					0
	4:45 PM	22	159	10	14	120	7	3	14	22	2	19	10	402					0
	5:00 PM	9	165	11	15	140	5	7	13	13	8	6	14	406					0
	5:15 PM	13	141	6	24	140	5	3	11	16	4	9	13	385					0
	5:30 PM	18	147	8	22	123	7	4	16	18	1	5	10	379					0
	5:45 PM	14	128	7	17	105	1	3	12	17	0	16	8	328					0
	VOLUMES	118	1,068	61	142	979	43	34	110	134	24	104	89	2,906	0	0	0	0	0
	APPROACH %	9%	86%	5%	12%	84%	4%	12%	40%	48%	11%	48%	41%						
	APP/DEPART	1,247	/	1,191	1,164	/	1,137	278	/	313	217	/	265	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	62	612	35	75	523	24	17	54	69	15	39	47	1,572					
	APPROACH %	9%	86%	5%	12%	84%	4%	12%	39%	49%	15%	39%	47%						
	PEAK HR FACTOR		0.928			0.920			0.897			0.815		0.968					
	APP/DEPART	709	/	676	622	/	607	140	/	164	101	/	125	0					

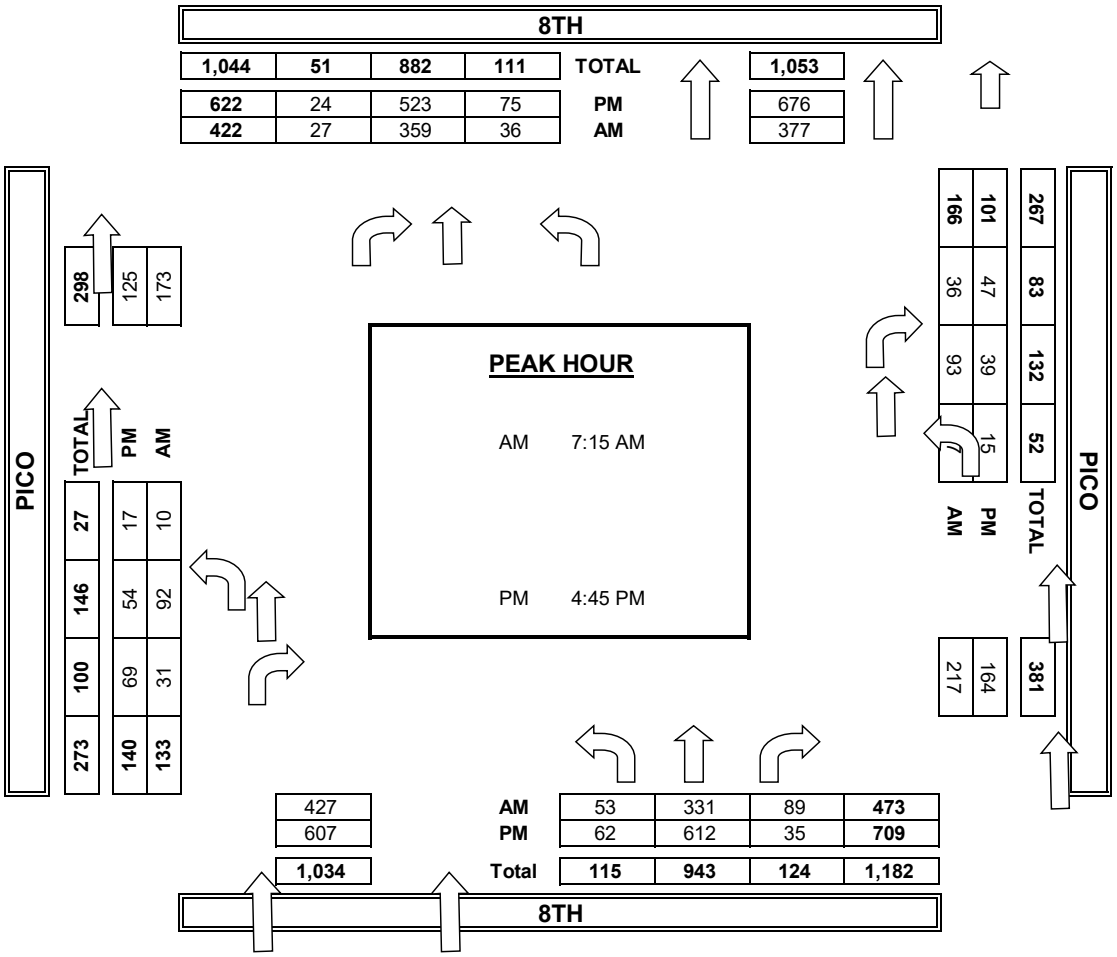


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM			2	1	3					0			1		1
	7:15 AM		1			1					0					0
	7:30 AM	1	1			2					0					0
	7:45 AM				1	1					0					0
	8:00 AM					0					0	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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	8TH	LOCATION #:	26
TUESDAY	EAST & WEST:	EUCLID	CONTROL:	STOP

NOTES:

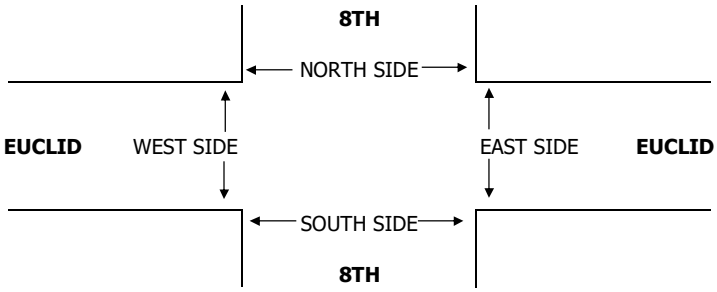
INCLUDES BIKE & PED

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

		NORTHBOUND 8TH			SOUTHBOUND 8TH			EASTBOUND EUCLID			WESTBOUND EUCLID			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
AM	7:00 AM	0	36	1	2	53	0	1	0	1	2	0	6	102
	7:15 AM	0	76	0	2	93	1	1	1	3	4	2	8	191
	7:30 AM	1	118	5	4	130	2	1	4	9	0	5	21	300
	7:45 AM	2	144	5	7	134	2	4	6	5	5	10	31	355
	8:00 AM	2	107	4	4	115	3	1	7	4	0	7	1	255
	8:15 AM	3	87	2	1	88	1	1	3	1	2	1	1	191
	8:30 AM	3	92	0	3	94	4	2	3	3	0	2	4	210
	8:45 AM	1	93	0	6	85	0	3	1	2	1	6	7	205
	VOLUMES	12	753	17	29	792	13	14	25	28	14	33	79	1,809
	APPROACH %	2%	96%	2%	3%	95%	2%	21%	37%	42%	11%	26%	63%	
	APP/DEPART	782	/	846	834	/	834	67	/	71	126	/	58	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	8	456	16	16	467	8	7	20	19	7	23	54	1,101
	APPROACH %	2%	95%	3%	3%	95%	2%	15%	43%	41%	8%	27%	64%	
	PEAK HR FACTOR		0.795			0.858			0.767			0.457		0.775
	APP/DEPART	480	/	517	491	/	493	46	/	52	84	/	39	0
PM	4:00 PM	3	136	1	5	136	1	5	4	2	2	5	6	306
	4:15 PM	7	145	0	8	147	6	1	10	6	1	3	12	346
	4:30 PM	3	143	4	6	149	2	4	6	6	4	10	12	349
	4:45 PM	6	177	4	10	141	3	4	7	6	1	4	18	381
	5:00 PM	14	179	6	14	159	6	2	2	15	1	3	9	410
	5:15 PM	5	163	5	15	156	1	0	8	10	3	5	7	378
	5:30 PM	5	165	3	7	145	2	0	8	11	1	6	7	360
	5:45 PM	4	148	7	3	124	3	1	8	5	4	9	12	328
	VOLUMES	47	1,256	30	68	1,157	24	17	53	61	17	45	83	2,858
	APPROACH %	4%	94%	2%	5%	93%	2%	13%	40%	47%	12%	31%	57%	
	APP/DEPART	1,333	/	1,356	1,249	/	1,235	131	/	151	145	/	116	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	30	684	18	46	601	12	6	25	42	6	18	41	1,529
	APPROACH %	4%	93%	2%	7%	91%	2%	8%	34%	58%	9%	28%	63%	
	PEAK HR FACTOR		0.920			0.920			0.961			0.707		0.932
	APP/DEPART	732	/	731	659	/	649	73	/	89	65	/	60	0

U-TURNS

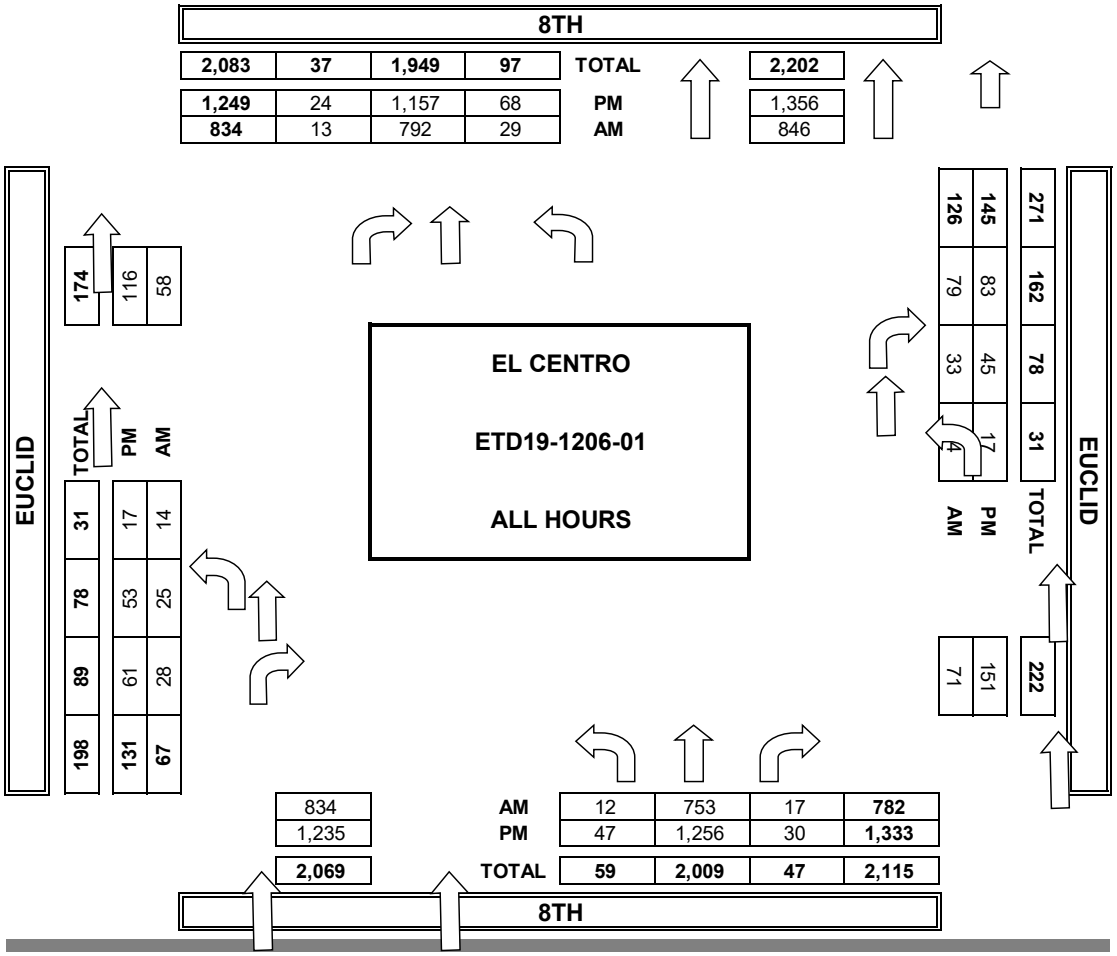
NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

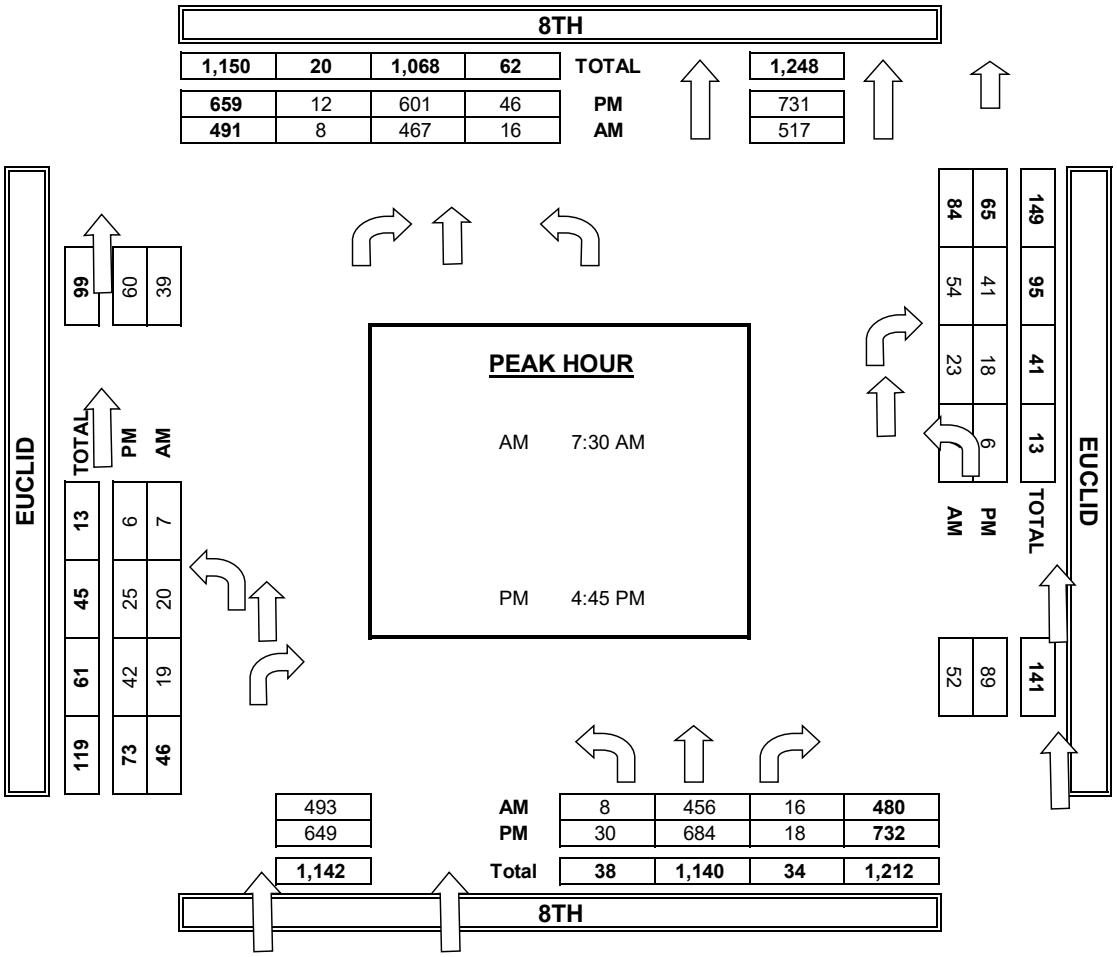


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM			1		1					0			1		1
	7:15 AM			1		1					0					0
	7:30 AM		3	2		5					0					0
	7:45 AM					0					0					0
	8:00 AM		1			1					0					0
	8:15 AM					0					0					0
	8:30 AM		1	1		2					0					0
	8:45 AM			1		1					0					0
	TOTAL	0	5	6	0	11	0	0	0	0	0	0	0	1	0	1
PM	4:00 PM				4	4					0		1		1	2
	4:15 PM			1	2	3					0				1	1
	4:30 PM			2	1	3					0					0
	4:45 PM			1	2	3					0				1	1
	5:00 PM		1		1	2					0					0
	5:15 PM					0					0		1		2	3
	5:30 PM		1			1					0					0
	5:45 PM		2	1	2	5					0					0
	TOTAL	0	4	5	12	21	0	0	0	0	0	0	2	0	5	7

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

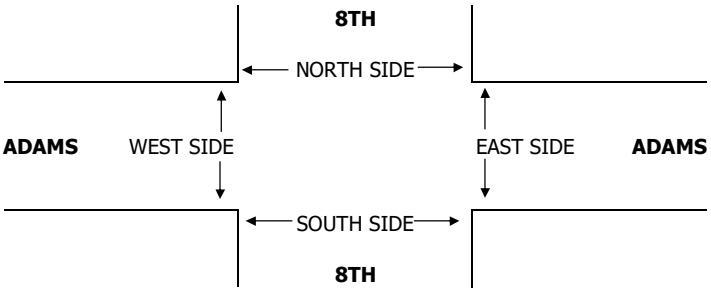
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	8TH	LOCATION #:	27
TUESDAY	EAST & WEST:	ADAMS	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

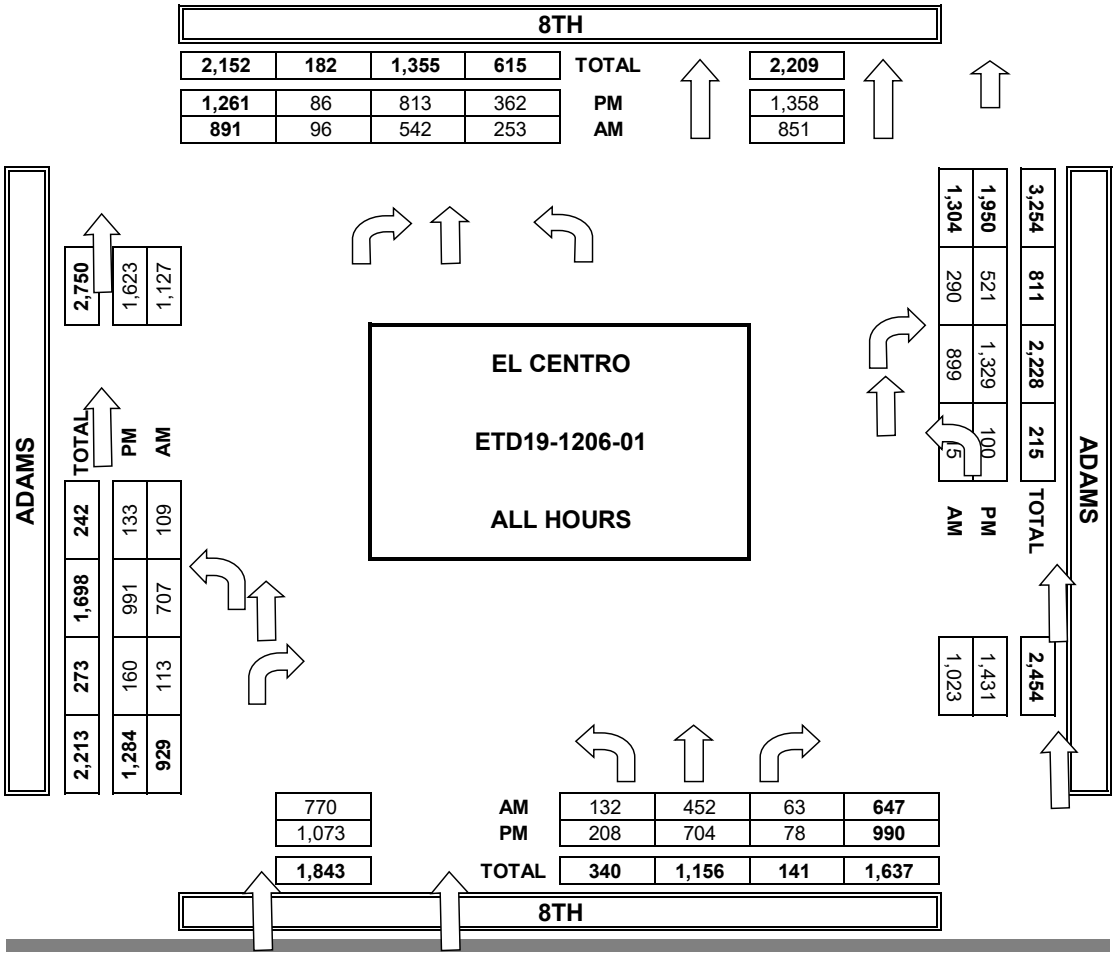
		NORTHBOUND 8TH			SOUTHBOUND 8TH			EASTBOUND ADAMS			WESTBOUND ADAMS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	15	28	8	19	34	6	5	45	7	7	66	17	257					0
	7:15 AM	7	50	8	14	73	12	13	51	4	11	89	26	358					0
	7:30 AM	14	64	6	43	88	19	14	98	18	28	126	35	553					0
	7:45 AM	18	70	15	32	94	14	28	145	31	29	171	51	698					0
	8:00 AM	24	78	9	33	86	11	25	112	17	7	142	46	590					0
	8:15 AM	16	51	6	34	60	17	10	95	8	8	101	35	441					0
	8:30 AM	23	60	6	37	55	8	5	83	17	13	93	37	437					0
	8:45 AM	15	51	5	41	52	9	9	78	11	12	111	43	437					0
	VOLUMES	132	452	63	253	542	96	109	707	113	115	899	290	3,771	0	0	0	0	0
	APPROACH %	20%	70%	10%	28%	61%	11%	12%	76%	12%	9%	69%	22%						
	APP/DEPART	647	/	851	891	/	770	929	/	1,023	1,304	/	1,127	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	72	263	36	142	328	61	77	450	74	72	540	167	2,282					
	APPROACH %	19%	71%	10%	27%	62%	11%	13%	75%	12%	9%	69%	21%						
	PEAK HR FACTOR		0.836			0.885			0.737			0.776		0.817					
	APP/DEPART	371	/	507	531	/	474	601	/	628	779	/	673	0					
PM	4:00 PM	23	71	8	43	105	6	16	140	23	14	179	62	690					0
	4:15 PM	14	76	7	45	102	10	15	133	25	13	176	68	684				1	1
	4:30 PM	26	88	10	44	111	16	12	123	16	7	168	52	673					0
	4:45 PM	33	83	3	51	98	9	17	108	24	15	169	72	682					0
	5:00 PM	36	102	17	46	96	14	28	115	29	16	152	73	724			1		1
	5:15 PM	32	96	11	48	107	21	16	134	20	13	165	73	736					0
	5:30 PM	23	102	9	43	105	3	16	113	12	12	152	54	644					0
	5:45 PM	21	86	13	42	89	7	13	125	11	10	168	67	652					0
	VOLUMES	208	704	78	362	813	86	133	991	160	100	1,329	521	5,485	0	0	1	1	2
	APPROACH %	21%	71%	8%	29%	64%	7%	10%	77%	12%	5%	68%	27%						
	APP/DEPART	990	/	1,358	1,261	/	1,073	1,284	/	1,431	1,950	/	1,623	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	127	369	41	189	412	60	73	480	89	51	654	270	2,815					
	APPROACH %	24%	69%	8%	29%	62%	9%	11%	75%	14%	5%	67%	28%						
	PEAK HR FACTOR		0.866			0.939			0.933			0.952		0.956					
	APP/DEPART	537	/	712	661	/	552	642	/	710	975	/	841	0					

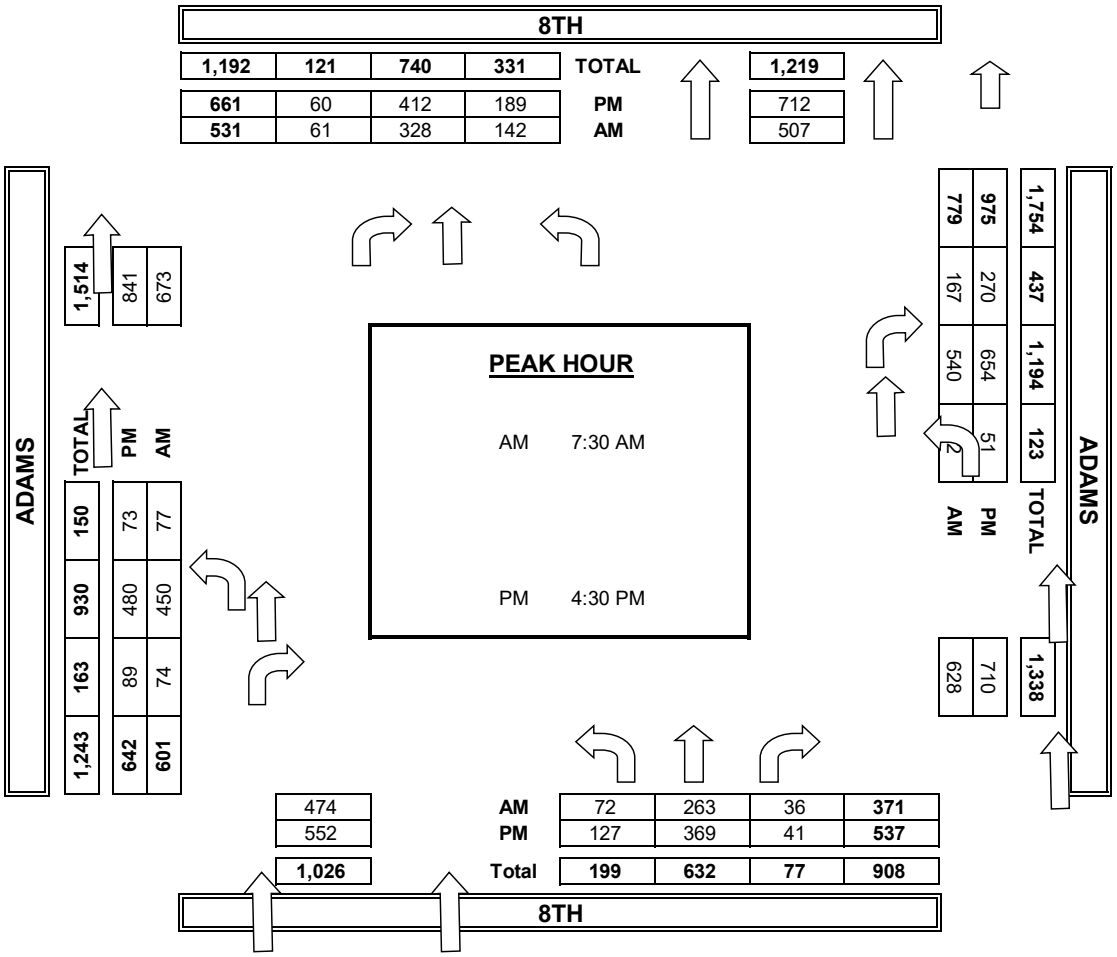


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	1	1					0	0	0	0	1	1
	7:15 AM	0	0	1	0	1					0	0	0	0	1	1
	7:30 AM	0	1	1	2	4					0	0	0	0	0	0
	7:45 AM	1	0	1	1	3					0	0	0	0	0	0
	8:00 AM	1	0	0	1	2					0	0	0	1	0	1
	8:15 AM	0	0	1	0	1					0	0	0	0	0	0
	8:30 AM	1	2	2	3	8					0	0	0	0	1	1
	8:45 AM	1	0	1	0	2					0	0	0	0	0	0
	TOTAL	4	3	7	8	22	0	0	0	0	0	0	0	1	3	4
PM	4:00 PM	3	1	3	3	10					0	0	0	0	0	0
	4:15 PM	1	2	1	1	5					0	1	0	0	1	2
	4:30 PM	1	0	0	5	6					0	0	0	0	0	0
	4:45 PM	2	0	0	2	4					0	1	0	0	2	3
	5:00 PM	2	3	1	2	8					0	0	0	0	0	0
	5:15 PM	1	0	0	7	8					0	0	0	0	0	0
	5:30 PM	1	3	0	4	8					0	0	0	0	0	0
	5:45 PM	4	1	1	5	11					0					0
	TOTAL	15	10	6	29	60	0	0	0	0	0	2	0	0	3	5

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

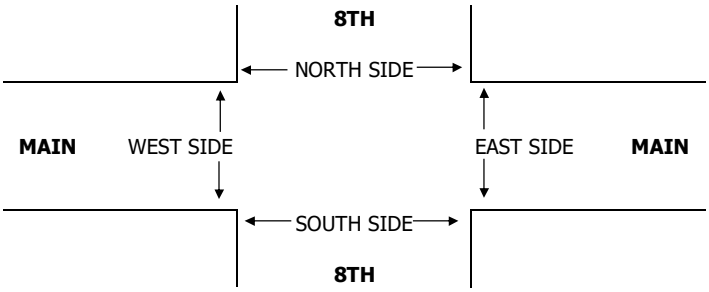
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	8TH	LOCATION #:	28
TUESDAY	EAST & WEST:	MAIN	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

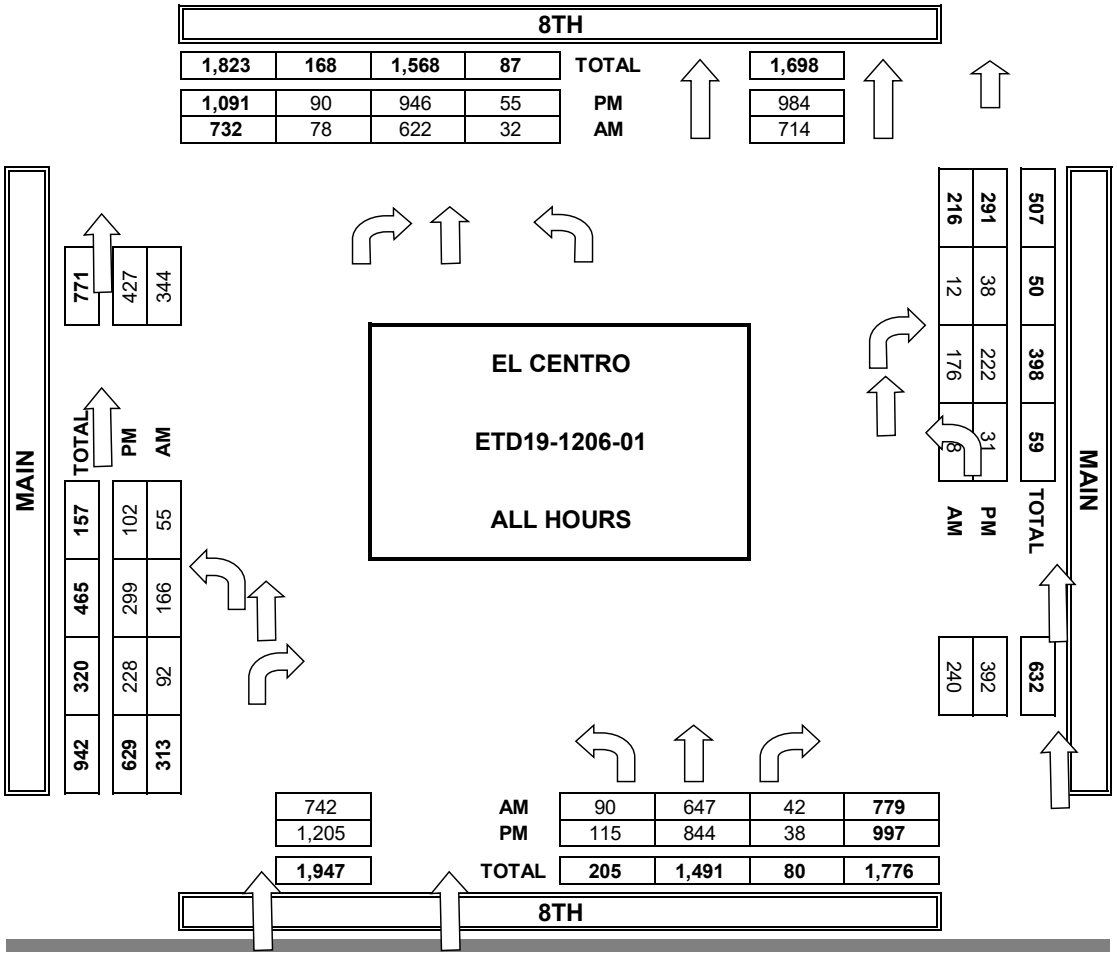
		NORTHBOUND 8TH			SOUTHBOUND 8TH			EASTBOUND MAIN			WESTBOUND MAIN				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	5	57	3	2	48	1	1	11	6	1	16	1	152					0
	7:15 AM	10	77	3	2	74	9	2	10	6	4	12	2	211					0
	7:30 AM	7	75	1	4	105	6	5	15	13	9	19	3	262					0
	7:45 AM	16	142	3	4	138	16	7	24	12	3	23	3	391					0
	8:00 AM	13	92	9	6	85	11	16	33	12	4	25	1	307					0
	8:15 AM	16	65	10	3	63	13	7	32	17	2	30	0	258					0
	8:30 AM	12	80	4	5	51	16	9	14	12	2	26	0	231					0
	8:45 AM	11	59	9	6	58	6	8	27	14	3	25	2	228					0
	VOLUMES	90	647	42	32	622	78	55	166	92	28	176	12	2,040	0	0	0	0	0
	APPROACH %	12%	83%	5%	4%	85%	11%	18%	53%	29%	13%	81%	6%						
	APP/DEPART	779	/	714	732	/	742	313	/	240	216	/	344	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	52	374	23	17	391	46	35	104	54	18	97	7	1,218					
	APPROACH %	12%	83%	5%	4%	86%	10%	18%	54%	28%	15%	80%	6%						
	PEAK HR FACTOR		0.697			0.718			0.791			0.953		0.779					
	APP/DEPART	449	/	416	454	/	463	193	/	144	122	/	195	0					
PM	4:00 PM	18	111	6	11	123	7	15	35	32	1	31	7	397					0
	4:15 PM	13	96	3	7	103	12	10	40	29	5	35	8	361					0
	4:30 PM	18	100	4	9	97	13	12	30	22	5	27	7	344					0
	4:45 PM	10	97	8	7	128	11	11	34	32	3	23	1	365					0
	5:00 PM	20	120	3	8	130	11	31	49	48	8	30	5	463					0
	5:15 PM	12	125	9	6	139	16	2	38	23	5	30	4	409					0
	5:30 PM	11	93	3	1	117	10	10	43	30	2	22	1	343					0
	5:45 PM	13	102	2	6	109	10	11	30	12	2	24	5	326					0
	VOLUMES	115	844	38	55	946	90	102	299	228	31	222	38	3,008	0	0	0	0	0
	APPROACH %	12%	85%	4%	5%	87%	8%	16%	48%	36%	11%	76%	13%						
	APP/DEPART	997	/	984	1,091	/	1,205	629	/	392	291	/	427	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	60	442	24	30	494	51	56	151	125	21	110	17	1,581					
	APPROACH %	11%	84%	5%	5%	86%	9%	17%	45%	38%	14%	74%	11%						
	PEAK HR FACTOR		0.901			0.893			0.648			0.860		0.854					
	APP/DEPART	526	/	515	575	/	640	332	/	205	148	/	221	0					

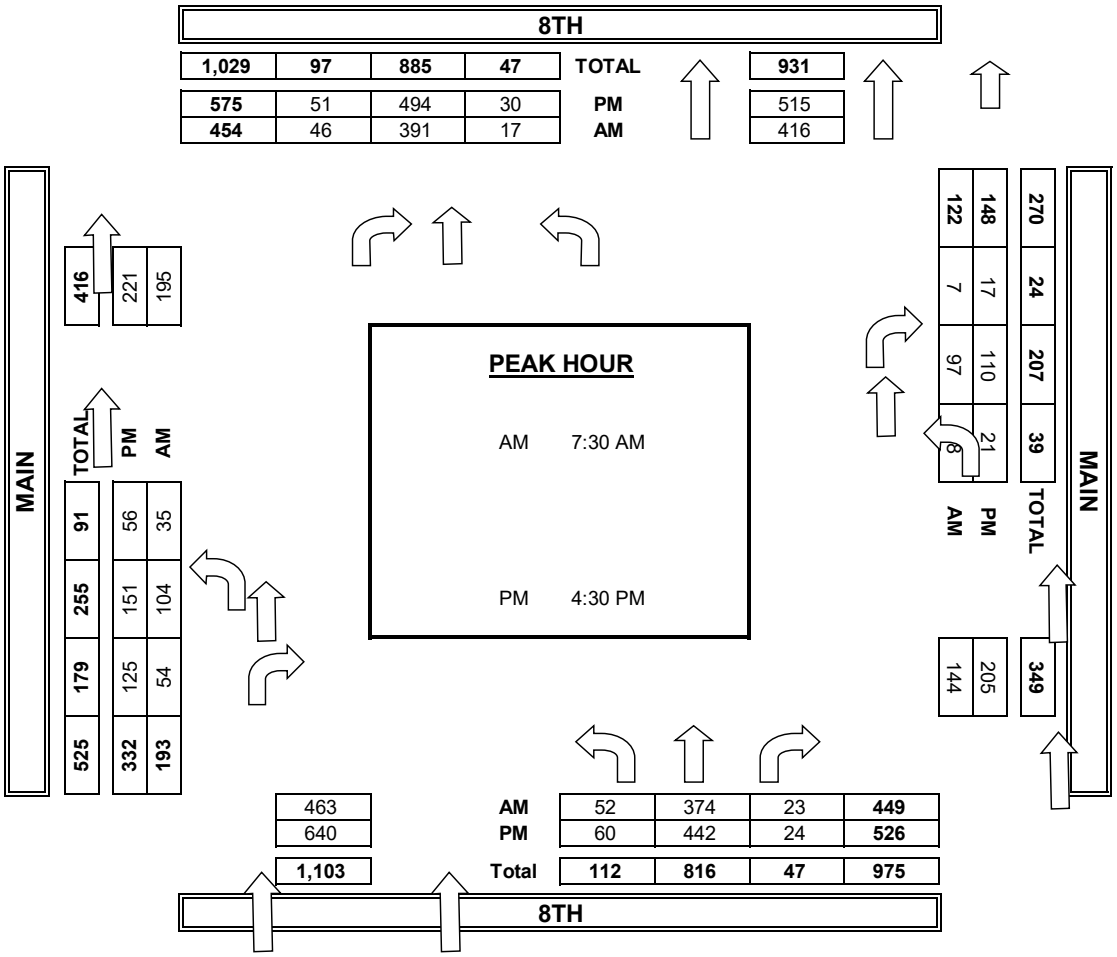


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	4	0	1	5					0	0	0	0	0	0
	7:15 AM	2	1	0	2	5					0	0	1	0	0	1
	7:30 AM	1	2	1	1	5					0	0	4	0	0	4
	7:45 AM	0	1	0	0	1					0	0	0	0	0	0
	8:00 AM	6	0	0	3	9					0	0	1	1	0	2
	8:15 AM	1	1	4	1	7					0	0	1	0	0	1
	8:30 AM	4	1	2	0	7					0	0	1	0	0	1
	8:45 AM	8	2	1	2	13					0	0	0	0	0	0
	TOTAL	22	12	8	10	52	0	0	0	0	0	0	8	1	0	9
PM	4:00 PM	3	4	1	0	8					0	1	1	0	1	3
	4:15 PM	0	5	2	0	7					0	1	0	0	0	1
	4:30 PM	1	0	0	0	1					0	0	0	0	0	0
	4:45 PM	2	2	0	1	5					0	1	0	0	0	1
	5:00 PM	3	0	0	2	5					0	0	0	0	0	0
	5:15 PM	0	1	1	0	2					0	0	1	0	0	1
	5:30 PM	1	0	0	0	1					0	0	0	0	0	0
	5:45 PM	1	0	0	2	3					0	0	1	0	0	1
	TOTAL	11	12	4	5	32	0	0	0	0	0	3	3	0	1	7

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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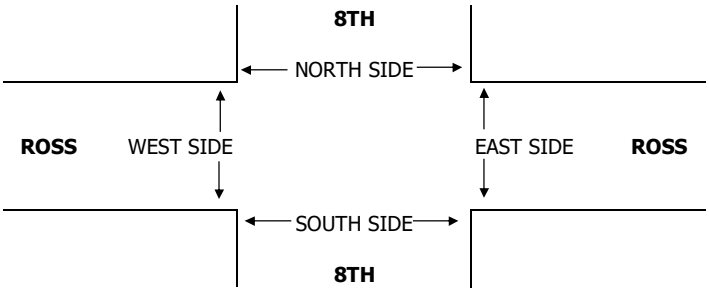
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	8TH	LOCATION #:	29
TUESDAY	EAST & WEST:	ROSS	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

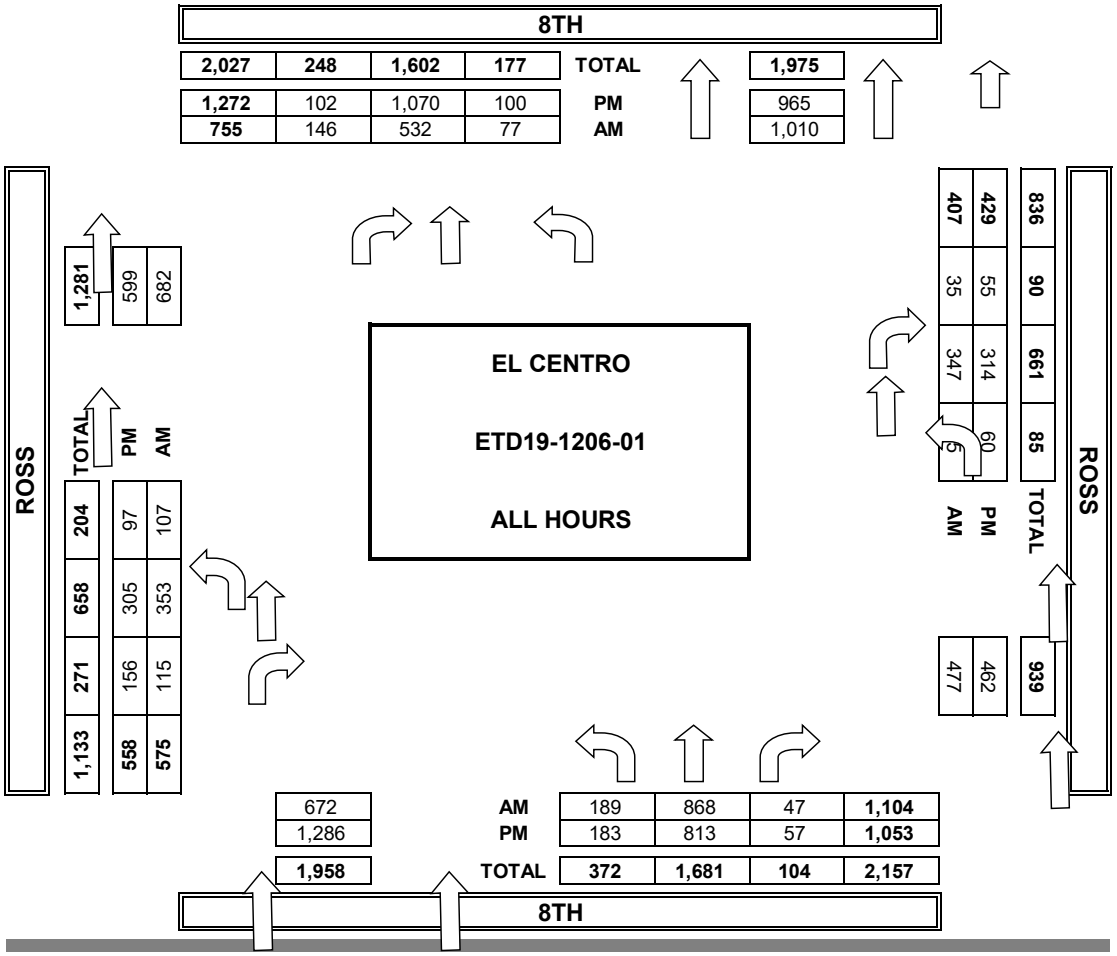
		NORTHBOUND 8TH			SOUTHBOUND 8TH			EASTBOUND ROSS			WESTBOUND ROSS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	9	63	4	4	41	11	7	16	12	0	19	3	189					0
	7:15 AM	35	136	6	8	39	17	8	28	12	0	44	5	338					0
	7:30 AM	65	165	3	20	99	26	20	67	15	6	87	6	579					0
	7:45 AM	24	158	15	15	146	43	23	91	26	12	81	6	640					0
	8:00 AM	11	108	5	9	64	16	19	58	15	4	25	2	336					0
	8:15 AM	20	89	3	3	55	14	11	45	11	0	36	5	292					0
	8:30 AM	13	77	5	8	36	11	7	21	10	1	28	5	222					0
	8:45 AM	12	72	6	10	52	8	12	27	14	2	27	3	245					0
	VOLUMES	189	868	47	77	532	146	107	353	115	25	347	35	2,841	0	0	0	0	0
	APPROACH %	17%	79%	4%	10%	70%	19%	19%	61%	20%	6%	85%	9%						
	APP/DEPART	1,104	/	1,010	755	/	672	575	/	477	407	/	682	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	135	567	29	52	348	102	70	244	68	22	237	19	1,893					
	APPROACH %	18%	78%	4%	10%	69%	20%	18%	64%	18%	8%	85%	7%						
	PEAK HR FACTOR		0.784			0.615			0.682			0.702		0.739					
	APP/DEPART	731	/	656	502	/	438	382	/	325	278	/	474	0					
PM	4:00 PM	20	105	1	17	144	12	10	54	19	4	36	7	429					0
	4:15 PM	28	107	10	16	88	13	16	51	18	7	38	5	397					0
	4:30 PM	24	99	6	8	121	17	14	44	20	10	34	6	403					0
	4:45 PM	13	88	4	11	111	9	12	39	20	11	51	5	374					0
	5:00 PM	27	131	10	12	189	13	20	36	20	11	45	18	532					0
	5:15 PM	25	100	11	15	160	16	11	34	22	11	34	5	444					0
	5:30 PM	26	68	6	10	145	12	5	22	17	2	43	5	361					0
	5:45 PM	20	115	9	11	112	10	9	25	20	4	33	4	372					0
	VOLUMES	183	813	57	100	1,070	102	97	305	156	60	314	55	3,312	0	0	0	0	0
	APPROACH %	17%	77%	5%	8%	84%	8%	17%	55%	28%	14%	73%	13%						
	APP/DEPART	1,053	/	965	1,272	/	1,286	558	/	462	429	/	599	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	89	418	31	46	581	55	57	153	82	43	164	34	1,753					
	APPROACH %	17%	78%	6%	7%	85%	8%	20%	52%	28%	18%	68%	14%						
	PEAK HR FACTOR		0.801			0.797			0.936			0.814		0.824					
	APP/DEPART	538	/	509	682	/	706	292	/	230	241	/	308	0					

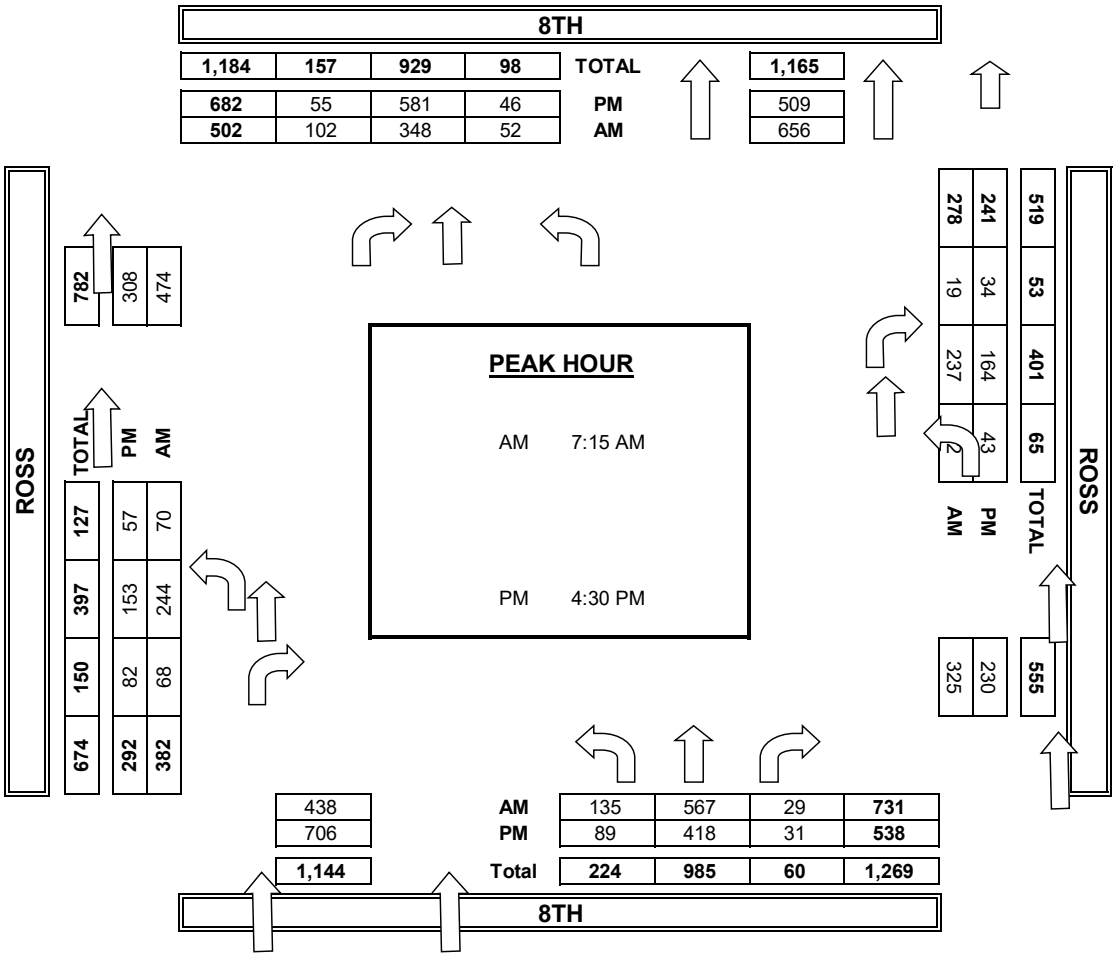


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0					0	0	0	0	0	0
	7:15 AM	0	1	0	3	4					0	0	0	0	0	0
	7:30 AM	0	0	0	5	5					0	0	0	0	1	1
	7:45 AM	1	0	2	2	5					0	0	0	0	0	0
	8:00 AM	0	0	0	0	0					0	0	2	0	1	3
	8:15 AM	0	0	0	1	1					0	0	0	0	0	0
	8:30 AM	0	0	0	0	0					0	0	0	0	0	0
	8:45 AM	0	0	0	1	1					0	2	0	0	0	2
	TOTAL	1	1	2	12	16	0	0	0	0	0	2	2	0	2	6
PM	4:00 PM	0	0	0	1	1					0	0	0	0	0	0
	4:15 PM	1	0	0	1	2					0	0	0	0	0	0
	4:30 PM	0	0	0	1	1					0	0	0	0	1	1
	4:45 PM	0	0	0	1	1					0	0	0	0	0	0
	5:00 PM	0	1	0	1	2					0	0	0	0	0	0
	5:15 PM	0	0	0	0	0					0	0	0	0	1	1
	5:30 PM	0	0	0	0	0					0	0	0	0	0	0
	5:45 PM	1	0	1	0	2					0	0	0	0	0	0
	TOTAL	2	1	1	5	9	0	0	0	0	0	0	0	0	2	2

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

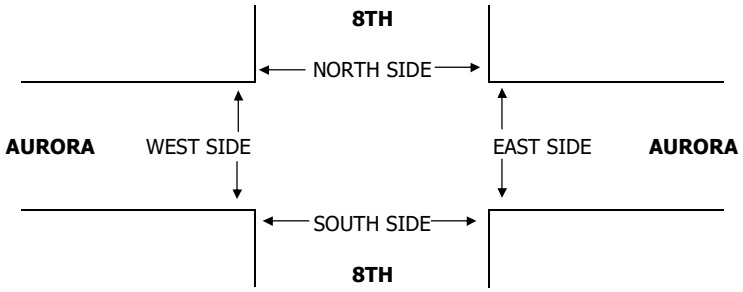
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	8TH	LOCATION #:	30
TUESDAY	EAST & WEST:	AURORA	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

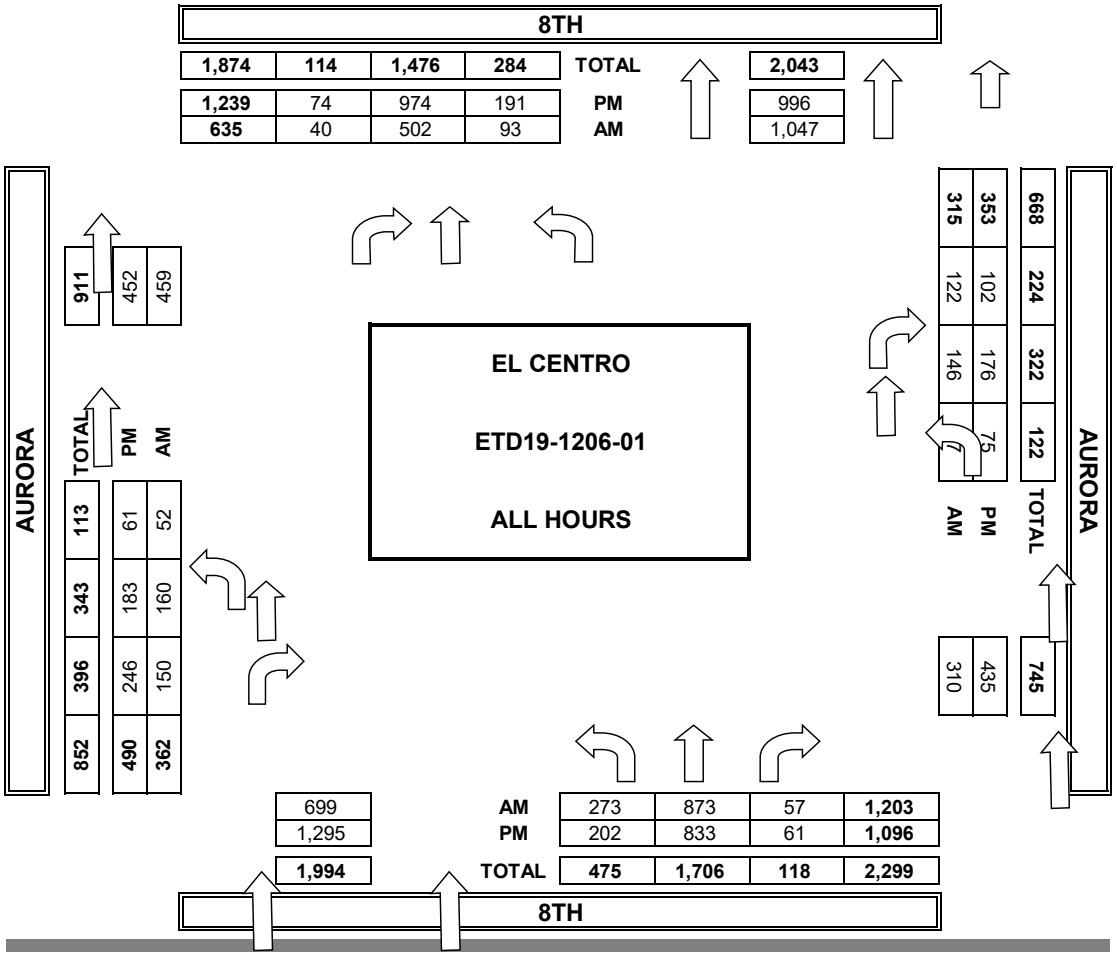
		NORTHBOUND 8TH			SOUTHBOUND 8TH			EASTBOUND AURORA			WESTBOUND AURORA				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	21	80	6	1	36	4	2	7	8	2	13	7	187					0
	7:15 AM	23	142	8	4	36	1	6	17	15	6	9	20	287					0
	7:30 AM	66	173	9	18	88	5	9	24	22	9	23	30	476					0
	7:45 AM	57	150	9	31	114	8	14	47	32	10	30	20	522					0
	8:00 AM	37	103	8	13	75	7	4	27	22	6	24	16	342					0
	8:15 AM	27	84	6	7	52	3	5	11	17	6	16	7	241					0
	8:30 AM	21	78	8	10	41	5	5	12	17	2	14	8	221					0
	8:45 AM	21	63	3	9	60	7	7	15	17	6	17	14	239					0
	VOLUMES	273	873	57	93	502	40	52	160	150	47	146	122	2,515	0	0	0	0	0
	APPROACH %	23%	73%	5%	15%	79%	6%	14%	44%	41%	15%	46%	39%						
	APP/DEPART	1,203	/	1,047	635	/	699	362	/	310	315	/	459	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	183	568	34	66	313	21	33	115	91	31	86	86	1,627					
	APPROACH %	23%	72%	4%	17%	78%	5%	14%	48%	38%	15%	42%	42%						
	PEAK HR FACTOR		0.791			0.654			0.642			0.819		0.779					
	APP/DEPART	785	/	687	400	/	435	239	/	215	203	/	290	0					
PM	4:00 PM	24	107	8	22	116	9	4	30	30	8	18	12	388					0
	4:15 PM	42	112	8	11	101	6	4	24	25	12	26	16	387					0
	4:30 PM	25	101	7	25	105	7	8	18	41	11	19	14	381					0
	4:45 PM	25	98	9	41	107	18	13	22	34	11	23	14	415					0
	5:00 PM	22	124	8	25	149	15	4	21	36	6	20	7	437					0
	5:15 PM	23	101	6	22	152	9	4	24	28	8	27	12	416					0
	5:30 PM	25	90	12	21	145	6	11	21	24	11	21	8	395					0
	5:45 PM	16	100	3	24	99	4	13	23	28	8	22	19	359					0
	VOLUMES	202	833	61	191	974	74	61	183	246	75	176	102	3,178	0	0	0	0	0
	APPROACH %	18%	76%	6%	15%	79%	6%	12%	37%	50%	21%	50%	29%						
	APP/DEPART	1,096	/	996	1,239	/	1,295	490	/	435	353	/	452	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	95	413	35	109	553	48	32	88	122	36	91	41	1,663					
	APPROACH %	17%	76%	6%	15%	78%	7%	13%	36%	50%	21%	54%	24%						
	PEAK HR FACTOR		0.881			0.939			0.877			0.875		0.951					
	APP/DEPART	543	/	486	710	/	711	242	/	232	168	/	234	0					

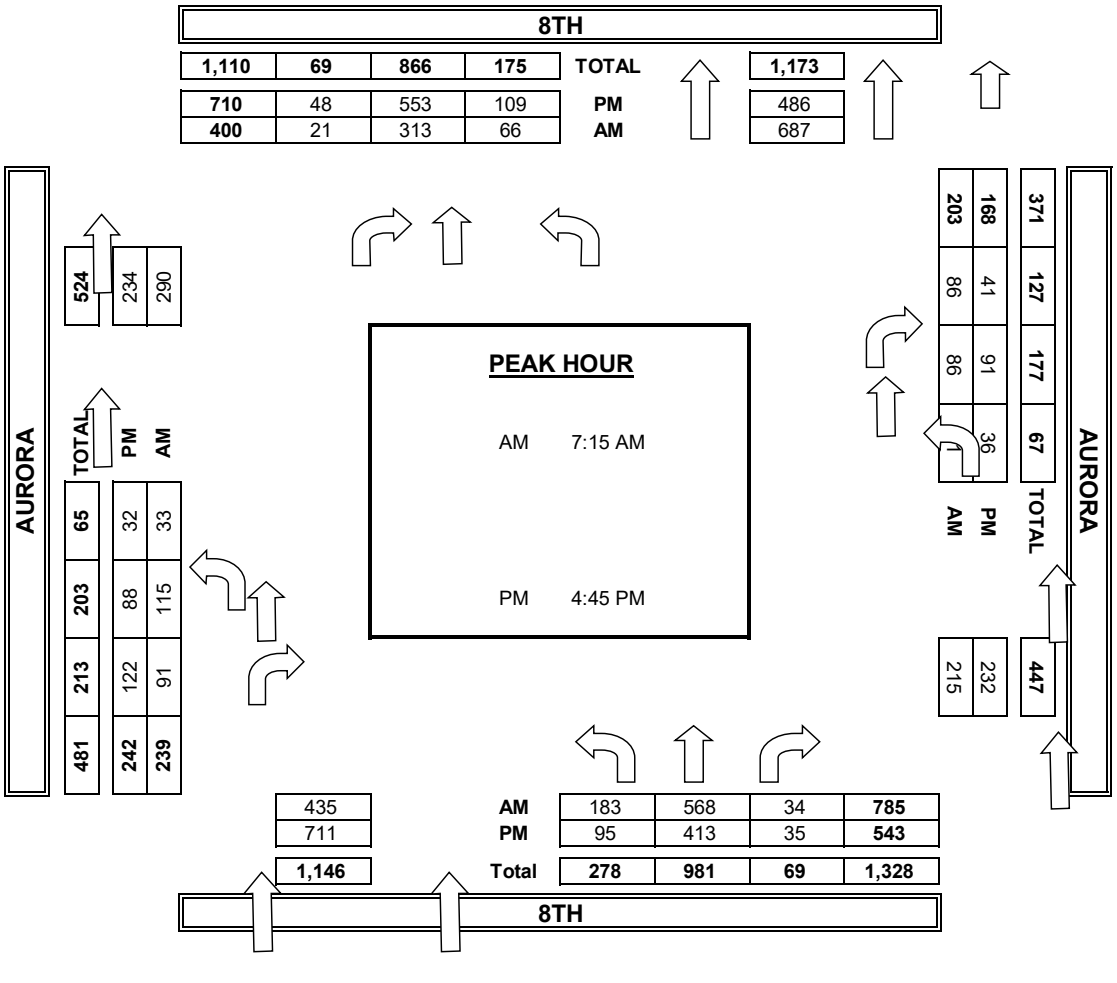


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	5	0	0	4	9					0	0	0	0	0	0
	7:15 AM	3	1	2	0	6					0	0	0	0	0	0
	7:30 AM	4	0	2	0	6					0	3	0	0	0	3
	7:45 AM	1	0	1	1	3					0	0	0	0	0	0
	8:00 AM	1	1	2	2	6					0	0	0	0	0	0
	8:15 AM	0	0	1	2	3					0	1	0	0	1	2
	8:30 AM	0	0	0	0	0					0	0	0	0	0	0
	8:45 AM	0	0	0	0	0					0	0	0	0	0	0
	TOTAL	14	2	8	9	33	0	0	0	0	0	4	0	0	1	5
PM	4:00 PM	0	0	1	1	2					0	0	0	0	0	0
	4:15 PM	3	0	0	1	4					0	0	0	0	0	0
	4:30 PM	0	0	0	0	0					0	0	0	1	0	1
	4:45 PM	1	0	1	5	7					0	0	0	0	0	0
	5:00 PM	0	0	0	2	2					0	0	0	0	0	0
	5:15 PM	0	0	0	0	0					0	0	0	0	0	0
	5:30 PM	0	0	0	0	0					0	0	0	0	0	0
	5:45 PM	0	0	0	0	0					0	0	0	0	0	0
	TOTAL	4	0	2	9	15	0	0	0	0	0	0	0	1	0	1

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

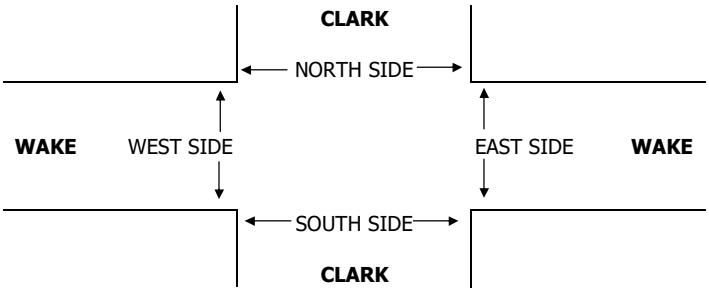
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	CLARK	LOCATION #:	31
TUESDAY	EAST & WEST:	WAKE	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

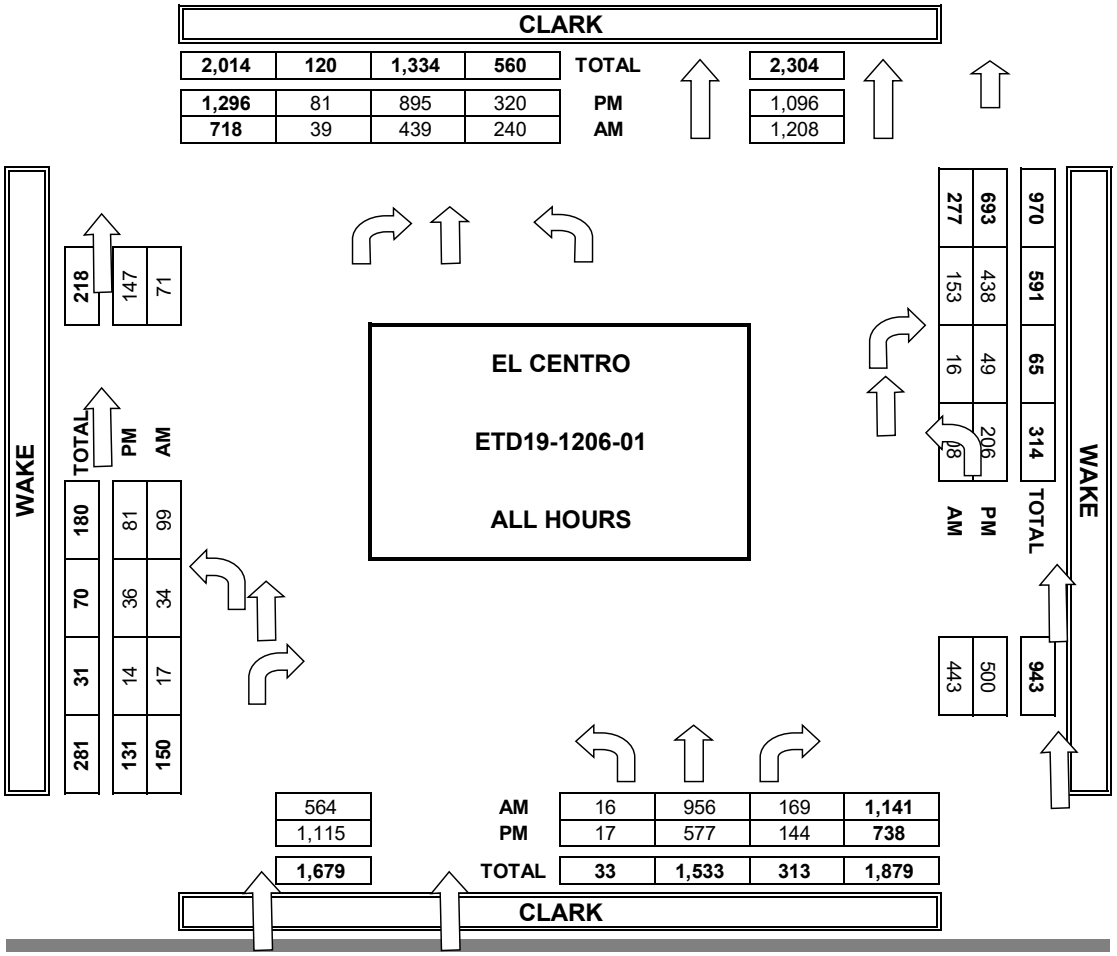
		NORTHBOUND CLARK			SOUTHBOUND CLARK			EASTBOUND WAKE			WESTBOUND WAKE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	3	84	15	12	40	1	10	4	1	8	0	15	193					0
	7:15 AM	2	150	27	20	42	8	17	6	5	14	3	19	313					0
	7:30 AM	1	210	21	34	65	6	25	6	5	14	1	29	417					0
	7:45 AM	4	178	28	56	95	4	18	7	3	23	1	14	431					0
	8:00 AM	4	111	24	29	57	14	8	3	2	16	6	21	295					0
	8:15 AM	1	93	24	22	60	4	4	4	0	15	1	6	234					0
	8:30 AM	1	70	10	21	45	2	5	1	0	12	3	17	187					0
	8:45 AM	0	60	20	46	35	0	12	3	1	6	1	32	216					0
	VOLUMES	16	956	169	240	439	39	99	34	17	108	16	153	2,286	0	0	0	0	0
	APPROACH %	1%	84%	15%	33%	61%	5%	66%	23%	11%	39%	6%	55%						
	APP/DEPART	1,141	/	1,208	718	/	564	150	/	443	277	/	71	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	11	649	100	139	259	32	68	22	15	67	11	83	1,456					
	APPROACH %	1%	85%	13%	32%	60%	7%	65%	21%	14%	42%	7%	52%						
	PEAK HR FACTOR		0.819			0.694			0.729			0.915		0.845					
	APP/DEPART	760	/	800	430	/	341	105	/	261	161	/	54	0					
PM	4:00 PM	0	87	19	40	99	8	8	5	4	27	2	48	347					0
	4:15 PM	0	74	19	42	96	12	9	3	1	23	5	63	347					0
	4:30 PM	6	50	20	38	103	14	6	9	2	25	8	66	347					0
	4:45 PM	0	72	17	36	98	5	11	1	0	23	4	41	308					0
	5:00 PM	2	80	21	45	141	7	9	6	1	23	5	74	414					0
	5:15 PM	2	85	16	53	142	14	13	6	1	30	10	46	418					0
	5:30 PM	3	60	12	32	113	12	14	4	3	28	10	51	342					0
	5:45 PM	4	69	20	34	103	9	11	2	2	27	5	49	335					0
	VOLUMES	17	577	144	320	895	81	81	36	14	206	49	438	2,858	0	0	0	0	0
	APPROACH %	2%	78%	20%	25%	69%	6%	62%	27%	11%	30%	7%	63%						
	APP/DEPART	738	/	1,096	1,296	/	1,115	131	/	500	693	/	147	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	11	294	69	164	499	42	47	18	7	108	30	220	1,509					
	APPROACH %	3%	79%	18%	23%	71%	6%	65%	25%	10%	30%	8%	61%						
	PEAK HR FACTOR		0.908			0.843			0.857			0.877		0.903					
	APP/DEPART	374	/	561	705	/	614	72	/	251	358	/	83	0					

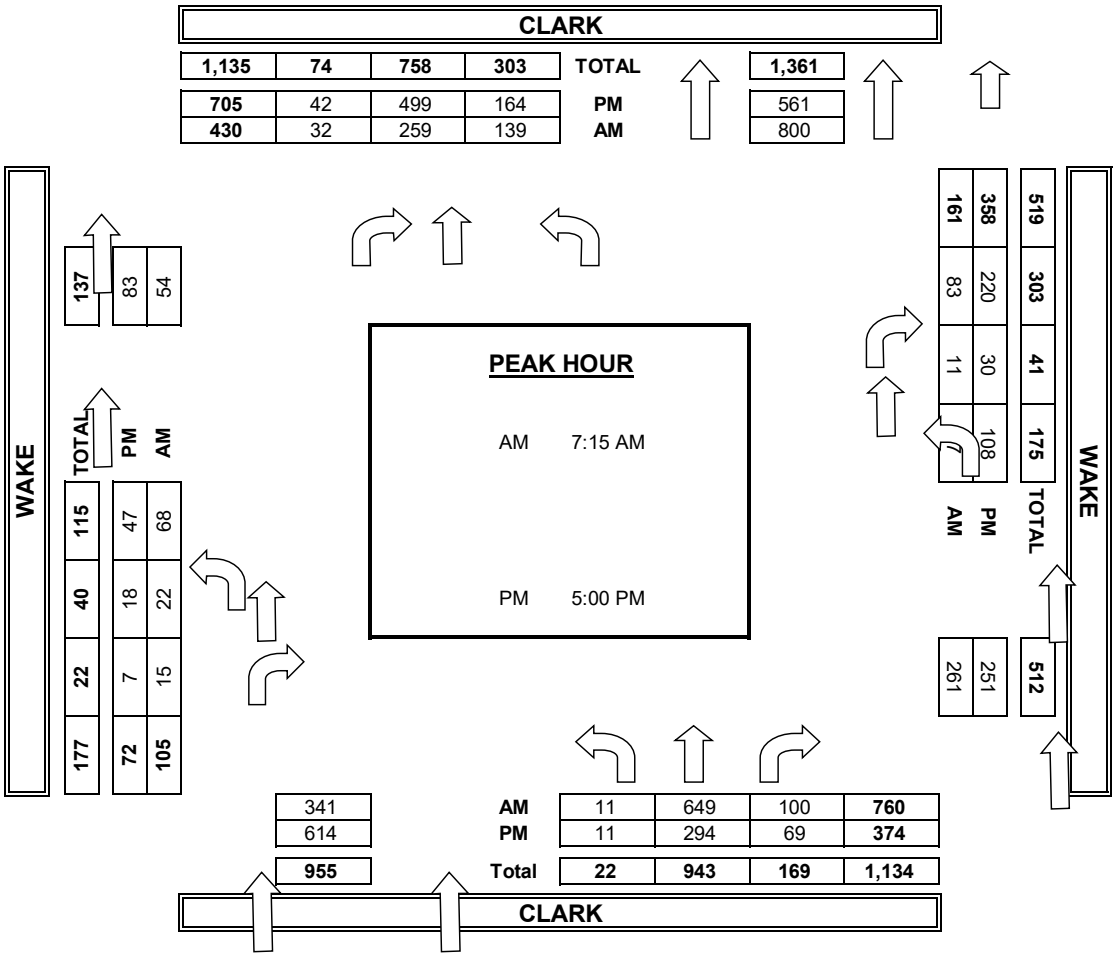


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM	1	1			2					0					0
	7:30 AM		1			1					0	1				1
	7:45 AM	2			1	3					0					0
	8:00 AM	1				1					0					0
	8:15 AM					0					0		2		2	4
	8:30 AM					0					0					0
	8:45 AM					0					0	1				1
	TOTAL	4	2	0	1	7	0	0	0	0	0	2	2	0	2	6
PM	4:00 PM				1	1					0					0
	4:15 PM					0					0					0
	4:30 PM				2	2					0				1	1
	4:45 PM				2	2					0					0
	5:00 PM		2			2					0					0
	5:15 PM	2			1	3					0					0
	5:30 PM					0					0		2		2	4
	5:45 PM				2	2					0					0
	TOTAL	2	2	0	8	12	0	0	0	0	0	0	2	0	3	5

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

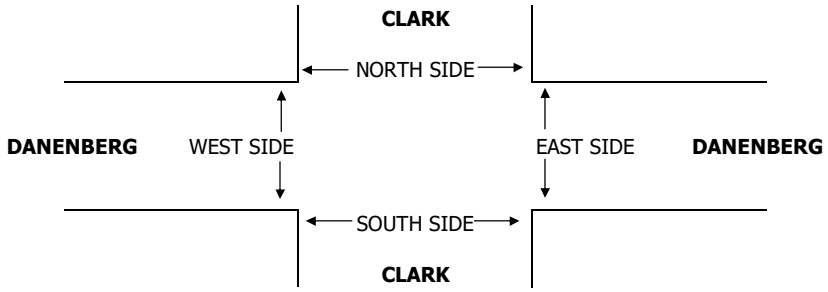
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	CLARK	LOCATION #:	32
TUESDAY	EAST & WEST:	DANENBERG	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

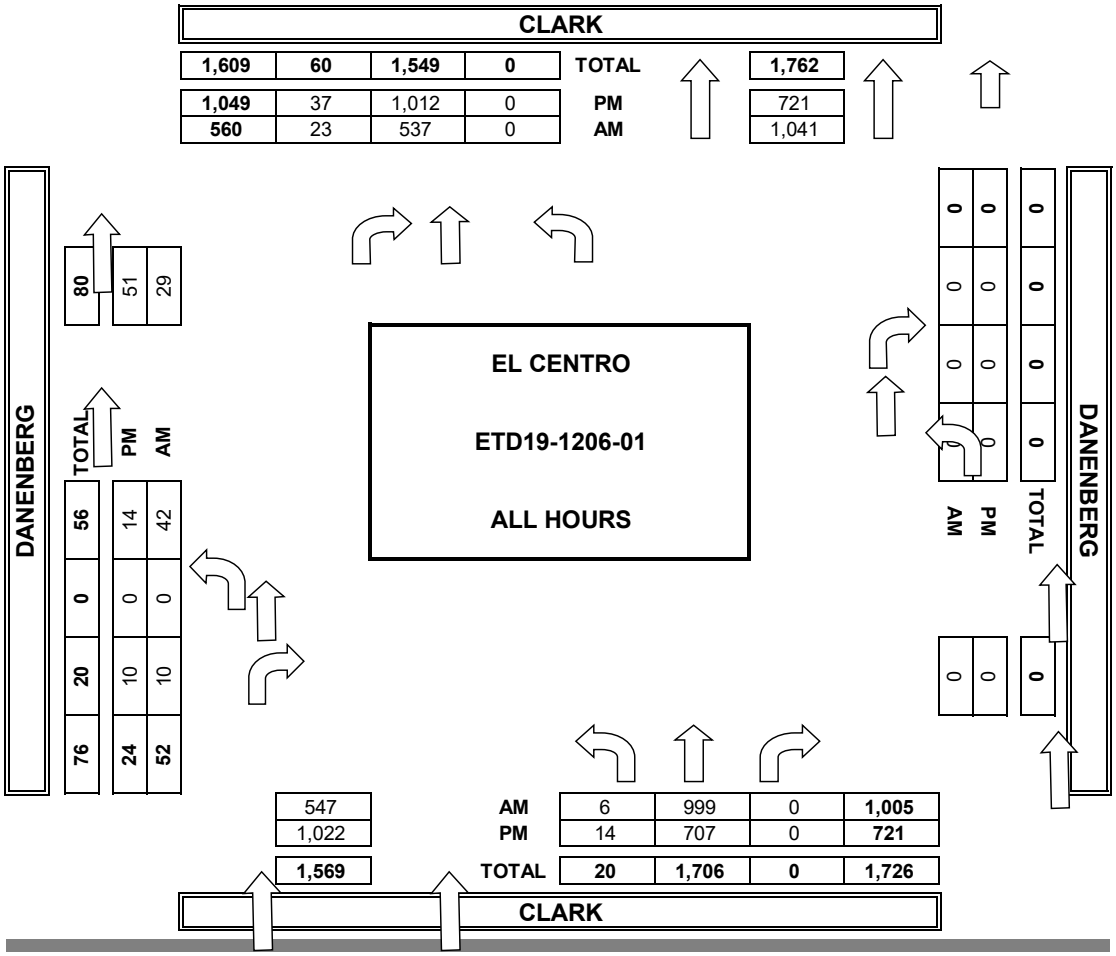
		NORTHBOUND CLARK			SOUTHBOUND CLARK			EASTBOUND DANENBERG			WESTBOUND DANENBERG				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	98			45	1	5		0				149					0
	7:15 AM	0	166			61	1	7		2				237					0
	7:30 AM	1	192			85	5	14		4				301					0
	7:45 AM	2	176			110	8	8		2				306					0
	8:00 AM	0	118			70	5	4		1				198					0
	8:15 AM	0	104			72	1	0		1				178					0
	8:30 AM	2	72			55	2	3		0				134					0
	8:45 AM	1	73			39	0	1		0				114					0
	VOLUMES	6	999	0	0	537	23	42	0	10	0	0	0	1,617	0	0	0	0	0
	APPROACH %	1%	99%	0%	0%	96%	4%	81%	0%	19%	0%	0%	0%						
	APP/DEPART	1,005	/	1,041	560	/	547	52	/	0	0	/	29	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	3	652	0	0	326	19	33	0	9	0	0	0	1,042					
	APPROACH %	0%	100%	0%	0%	94%	6%	79%	0%	21%	0%	0%	0%						
	PEAK HR FACTOR		0.848			0.731			0.583			0.000		0.851					
	APP/DEPART	655	/	685	345	/	335	42	/	0	0	/	22	0					
PM	4:00 PM	2	103			123	3	4		2				237					0
	4:15 PM	0	79			109	5	0		1				194					0
	4:30 PM	4	80			115	1	2		1				203					0
	4:45 PM	0	85			104	5	0		0				194					0
	5:00 PM	2	98			143	5	3		1				252					0
	5:15 PM	1	96			167	9	0		1				274					0
	5:30 PM	2	78			133	5	2		1				221					0
	5:45 PM	3	88			118	4	3		3				219					0
	VOLUMES	14	707	0	0	1,012	37	14	0	10	0	0	0	1,794	0	0	0	0	0
	APPROACH %	2%	98%	0%	0%	96%	4%	58%	0%	42%	0%	0%	0%						
	APP/DEPART	721	/	721	1,049	/	1,022	24	/	0	0	/	51	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	8	360	0	0	561	23	8	0	6	0	0	0	966					
	APPROACH %	2%	98%	0%	0%	96%	4%	57%	0%	43%	0%	0%	0%						
	PEAK HR FACTOR		0.920			0.830			0.583			0.000		0.881					
	APP/DEPART	368	/	368	584	/	567	14	/	0	0	/	31	0					

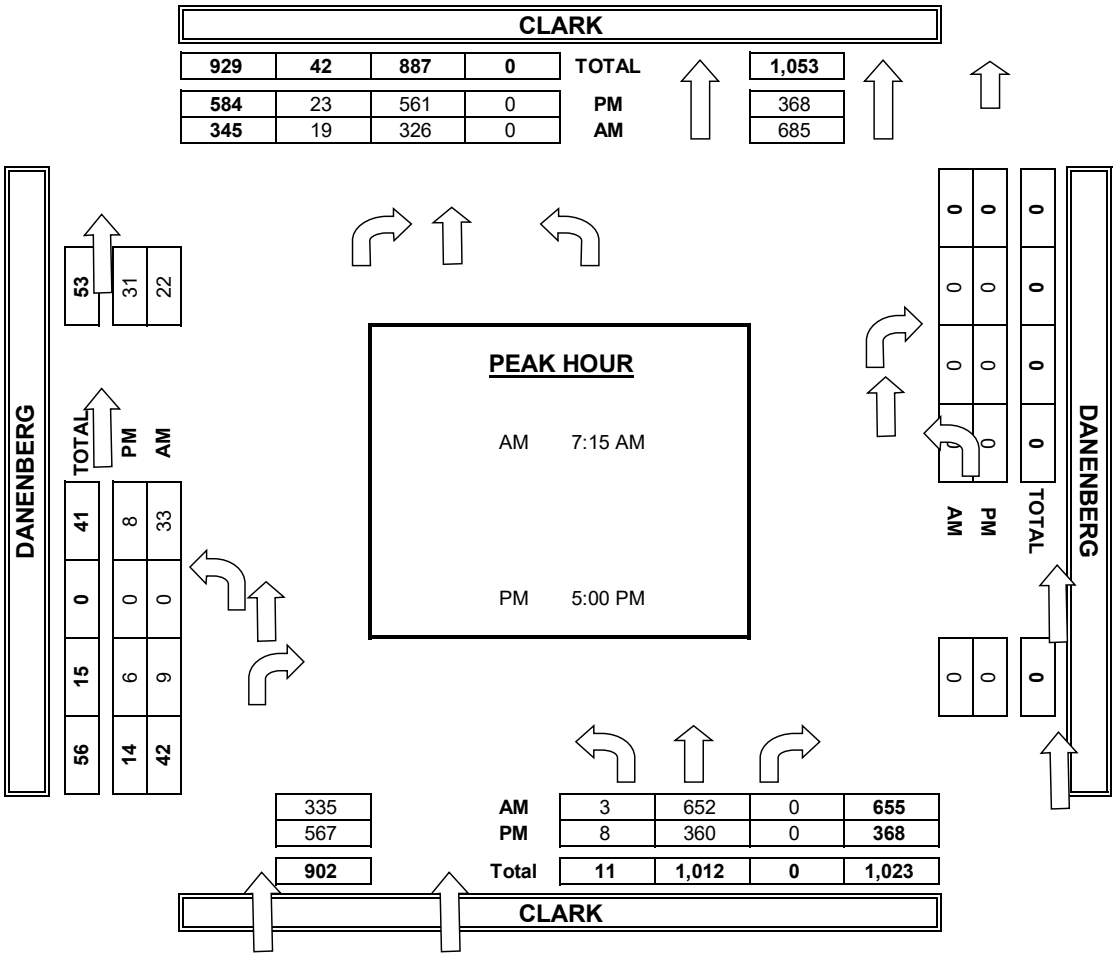


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0		1		1	2
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM				1	1					0					0
	8:00 AM					0					0					0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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

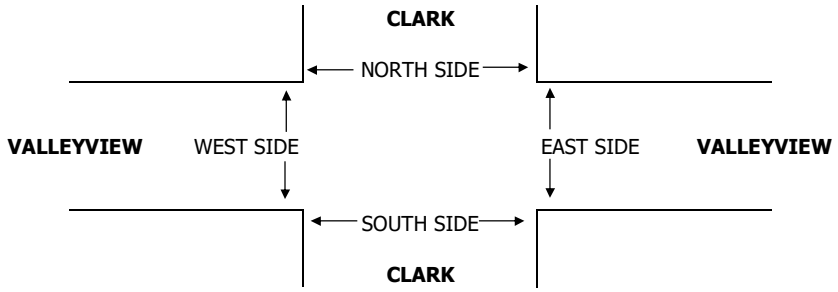
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	CLARK	LOCATION #:	33
TUESDAY	EAST & WEST:	VALLEYVIEW	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

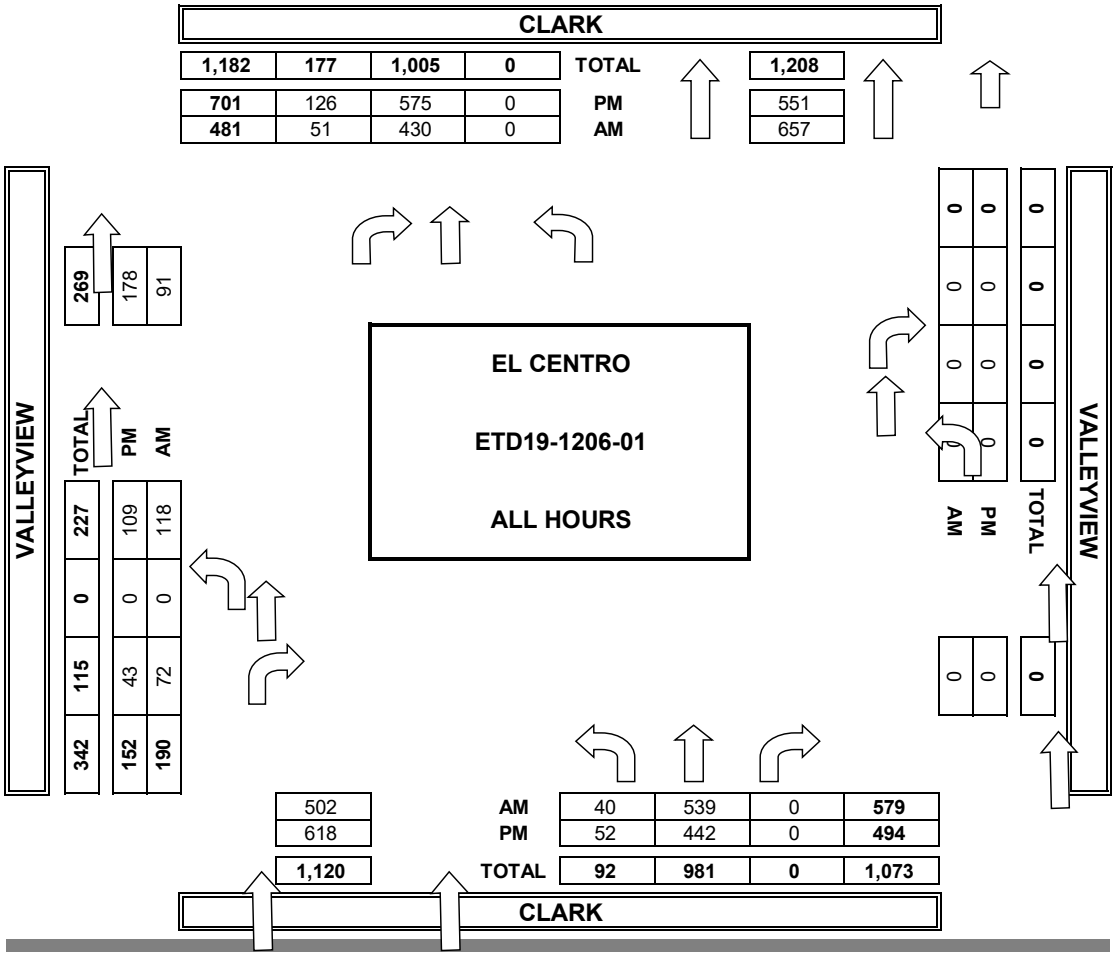
		NORTHBOUND CLARK			SOUTHBOUND CLARK			EASTBOUND VALLEYVIEW			WESTBOUND VALLEYVIEW				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	61			34	5	9		5				118					0
	7:15 AM	5	66			52	6	33		19				181					0
	7:30 AM	4	76			71	9	22		21				203					0
	7:45 AM	5	100			107	7	21		15				255					0
	8:00 AM	12	83			58	5	8		7				173					0
	8:15 AM	6	72			51	5	5		2				141					0
	8:30 AM	3	45			34	9	6		2				99					0
	8:45 AM	1	36			23	5	14		1				80					0
	VOLUMES	40	539	0	0	430	51	118	0	72	0	0	0	1,250	0	0	0	0	0
	APPROACH %	7%	93%	0%	0%	89%	11%	62%	0%	38%	0%	0%	0%						
	APP/DEPART	579	/	657	481	/	502	190	/	0	0	/	91	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	26	325	0	0	288	27	84	0	62	0	0	0	812					
	APPROACH %	7%	93%	0%	0%	91%	9%	58%	0%	42%	0%	0%	0%						
	PEAK HR FACTOR		0.836			0.691			0.702			0.000		0.796					
	APP/DEPART	351	/	409	315	/	350	146	/	0	0	/	53	0					
PM	4:00 PM	11	73			70	20	11		6				191					0
	4:15 PM	3	49			63	18	14		4				151					0
	4:30 PM	4	57			71	12	15		3				162					0
	4:45 PM	2	55			67	12	15		4				155					0
	5:00 PM	9	66			95	15	7		7				199					0
	5:15 PM	11	58			81	19	12		8				189					0
	5:30 PM	4	41			69	17	15		8				154					0
	5:45 PM	8	43			59	13	20		3				146					0
	VOLUMES	52	442	0	0	575	126	109	0	43	0	0	0	1,347	0	0	0	0	0
	APPROACH %	11%	89%	0%	0%	82%	18%	72%	0%	28%	0%	0%	0%						
	APP/DEPART	494	/	551	701	/	618	152	/	0	0	/	178	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	26	236	0	0	314	58	49	0	22	0	0	0	705					
	APPROACH %	10%	90%	0%	0%	84%	16%	69%	0%	31%	0%	0%	0%						
	PEAK HR FACTOR		0.873			0.845			0.888			0.000		0.886					
	APP/DEPART	262	/	285	372	/	336	71	/	0	0	/	84	0					

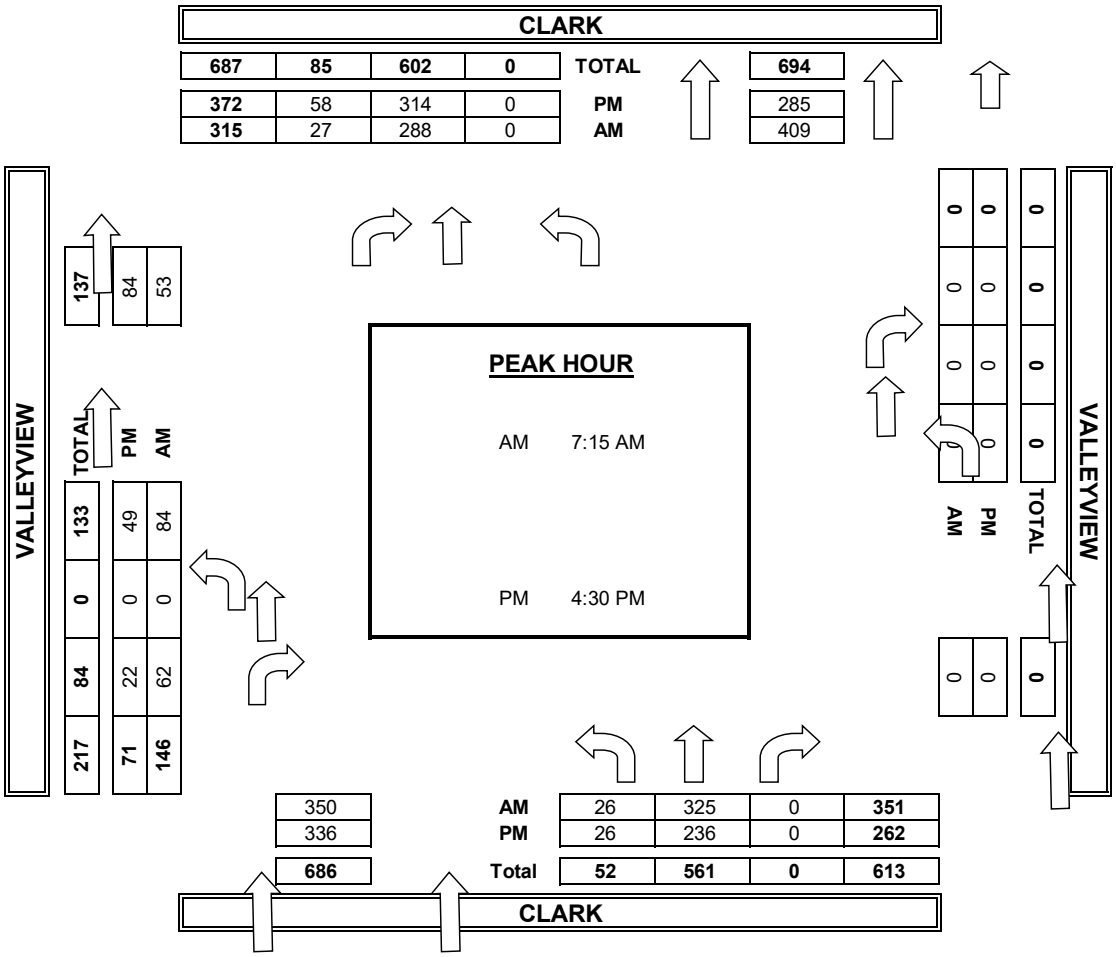


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0	1				1
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM				2	2					0				1	1
	TOTAL	0	0	0	2	2	0	0	0	0	0	1	0	0	1	2
PM	4:00 PM				1	1					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0				1	1
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM				1	1					0					0
	TOTAL	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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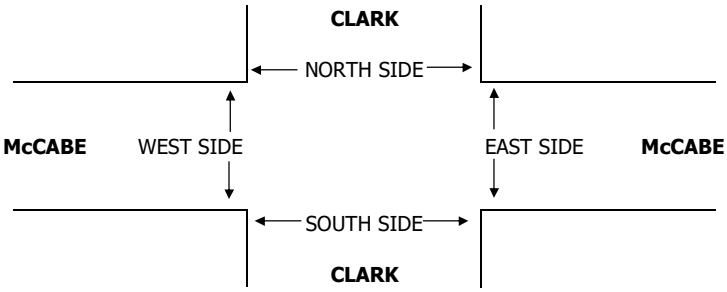
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	CLARK	LOCATION #:	34
TUESDAY	EAST & WEST:	McCABE	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

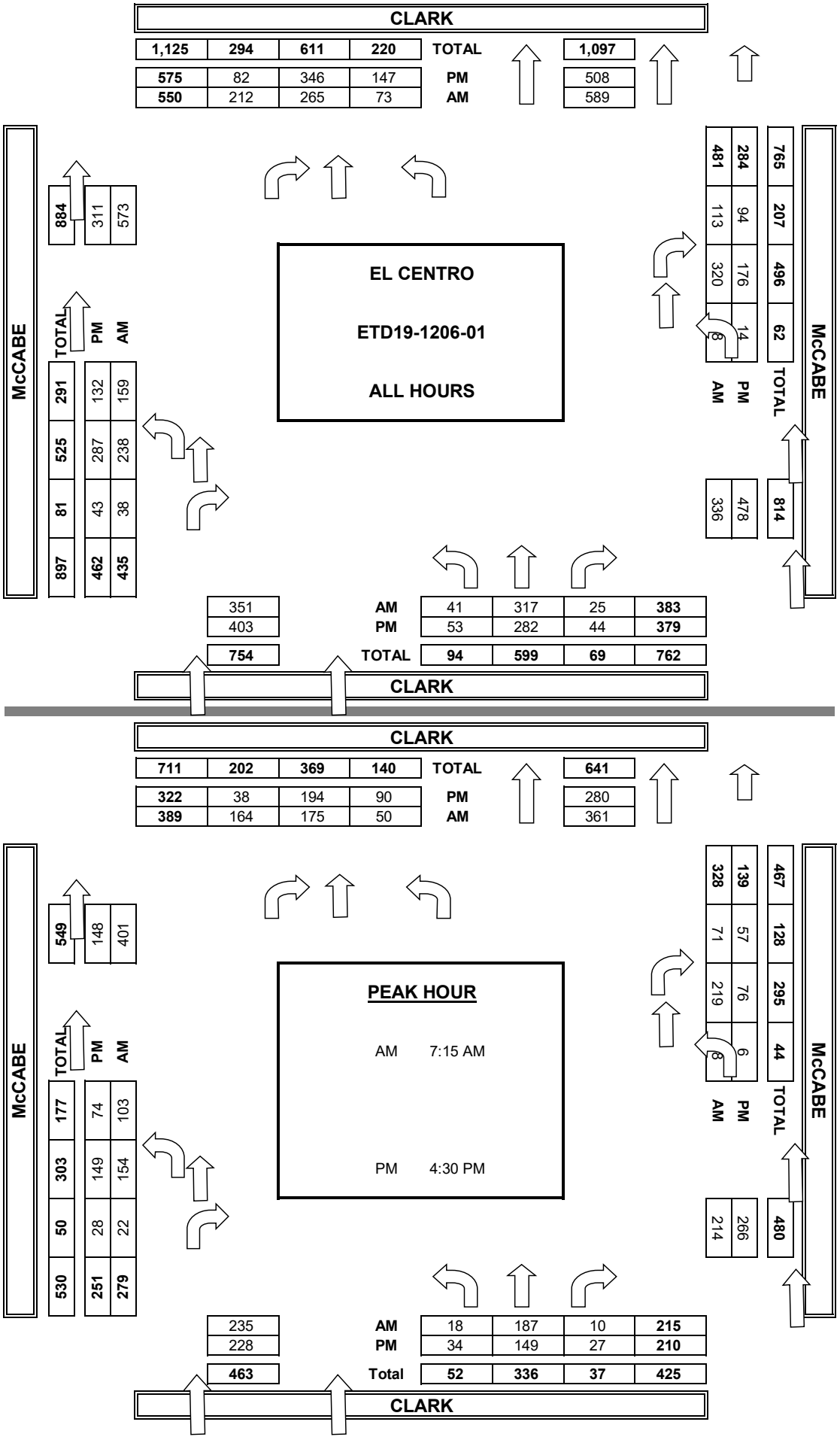
		NORTHBOUND CLARK			SOUTHBOUND CLARK			EASTBOUND McCABE			WESTBOUND McCABE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	40	1	5	24	18	15	19	6	1	33	10	176					0
	7:15 AM	5	50	5	11	33	31	7	16	9	3	44	11	225					0
	7:30 AM	5	41	3	17	43	59	12	33	2	10	79	20	324					0
	7:45 AM	5	66	1	15	68	43	28	47	9	19	67	21	389					0
	8:00 AM	3	30	1	7	31	31	56	58	2	6	29	19	273					0
	8:15 AM	3	23	2	10	26	15	38	43	3	2	27	16	208					0
	8:30 AM	9	36	9	6	26	7	1	9	2	1	21	10	137					0
	8:45 AM	7	31	3	2	14	8	2	13	5	6	20	6	117					0
	VOLUMES	41	317	25	73	265	212	159	238	38	48	320	113	1,849	0	0	0	0	0
	APPROACH %	11%	83%	7%	13%	48%	39%	37%	55%	9%	10%	67%	23%						
	APP/DEPART	383	/	589	550	/	351	435	/	336	481	/	573	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	18	187	10	50	175	164	103	154	22	38	219	71	1,211					
	APPROACH %	8%	87%	5%	13%	45%	42%	37%	55%	8%	12%	67%	22%						
	PEAK HR FACTOR		0.747			0.772			0.601			0.752		0.778					
	APP/DEPART	215	/	361	389	/	235	279	/	214	328	/	401	0					
PM	4:00 PM	6	45	6	14	41	9	20	55	7	4	21	11	239					0
	4:15 PM	5	34	3	12	39	13	11	33	3	1	23	11	188					0
	4:30 PM	7	29	2	15	44	13	16	33	5	2	20	15	201					0
	4:45 PM	8	41	9	22	43	4	8	39	9	2	17	14	216					0
	5:00 PM	16	40	14	30	54	8	29	38	8	1	16	16	270					0
	5:15 PM	3	39	2	23	53	13	21	39	6	1	23	12	235					0
	5:30 PM	5	28	7	16	40	16	18	24	3	1	28	6	192					0
	5:45 PM	3	26	1	15	32	6	9	26	2	2	28	9	159					0
	VOLUMES	53	282	44	147	346	82	132	287	43	14	176	94	1,700	0	0	0	0	0
	APPROACH %	14%	74%	12%	26%	60%	14%	29%	62%	9%	5%	62%	33%						
	APP/DEPART	379	/	508	575	/	403	462	/	478	284	/	311	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	34	149	27	90	194	38	74	149	28	6	76	57	922					
	APPROACH %	16%	71%	13%	28%	60%	12%	29%	59%	11%	4%	55%	41%						
	PEAK HR FACTOR		0.750			0.875			0.837			0.939		0.854					
	APP/DEPART	210	/	280	322	/	228	251	/	266	139	/	148	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0				1	1
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0				1	1
	8:45 AM				1	1					0					0
	TOTAL	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM			1		1					0					0
	5:15 PM					0					0					0
	5:30 PM		1			1					0					0
	5:45 PM					0					0					0
	TOTAL	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

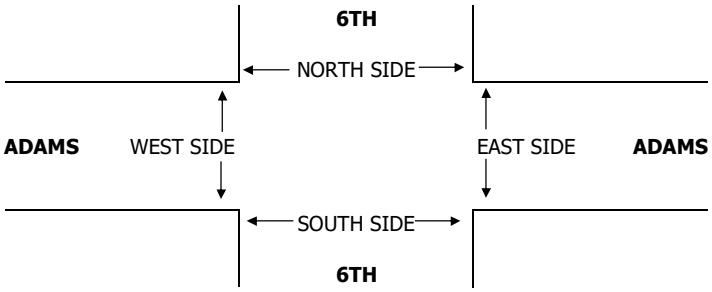
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	6TH	LOCATION #:	35
TUESDAY	EAST & WEST:	ADAMS	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

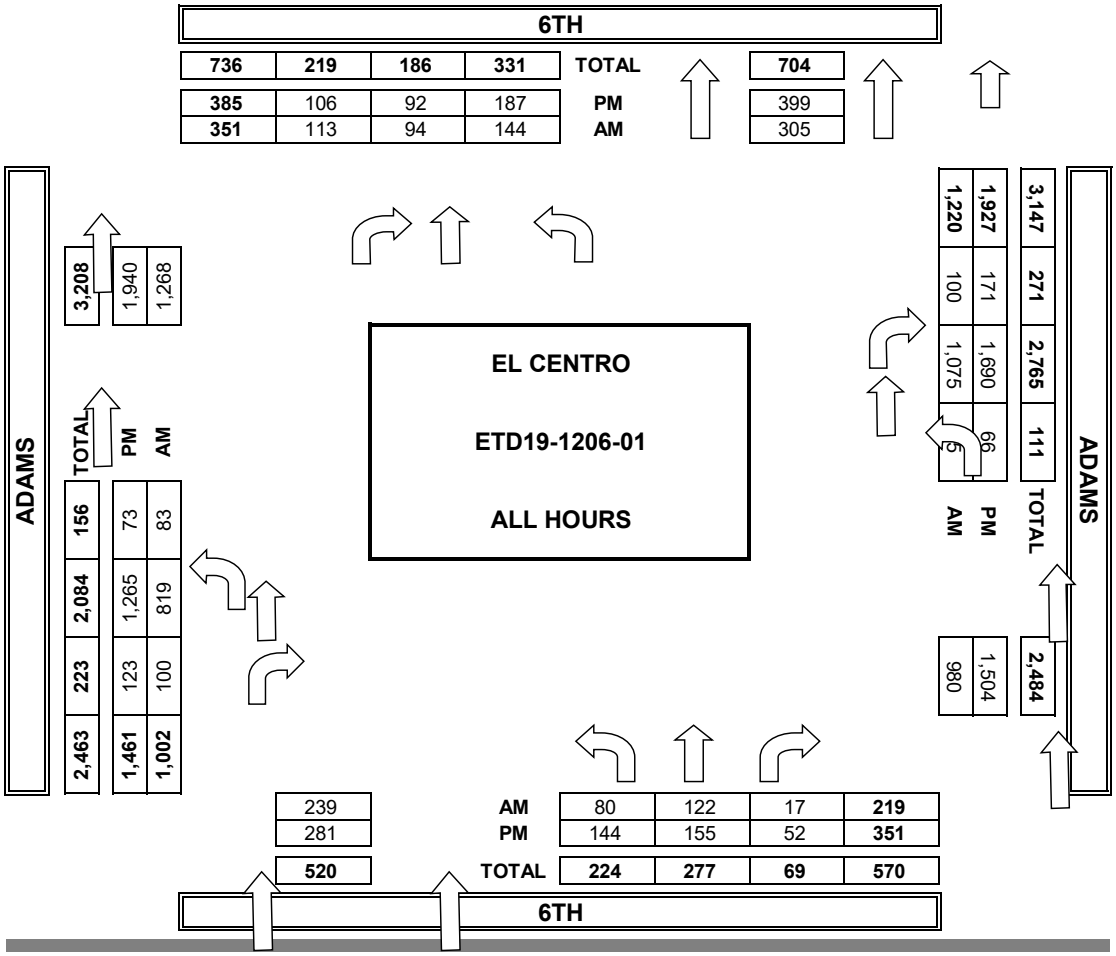
		NORTHBOUND 6TH			SOUTHBOUND 6TH			EASTBOUND ADAMS			WESTBOUND ADAMS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	1	1	4	2	9	2	66	3	2	86	7	185					0
	7:15 AM	3	18	0	10	9	8	11	63	3	1	121	14	261					0
	7:30 AM	6	26	2	21	26	27	21	111	10	12	138	10	410					0
	7:45 AM	15	27	2	33	28	36	23	146	18	18	188	22	556					0
	8:00 AM	21	20	2	21	11	8	12	116	23	2	148	18	402					0
	8:15 AM	14	10	3	19	7	7	5	113	10	3	119	11	321					0
	8:30 AM	11	11	2	16	2	7	7	104	16	0	127	10	313					0
	8:45 AM	8	9	5	20	9	11	2	100	17	7	148	8	344					0
	VOLUMES	80	122	17	144	94	113	83	819	100	45	1,075	100	2,792	0	0	0	0	0
	APPROACH %	37%	56%	8%	41%	27%	32%	8%	82%	10%	4%	88%	8%						
	APP/DEPART	219	/	305	351	/	239	1,002	/	980	1,220	/	1,268	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	56	83	9	94	72	78	61	486	61	35	593	61	1,689					
	APPROACH %	38%	56%	6%	39%	30%	32%	10%	80%	10%	5%	86%	9%						
	PEAK HR FACTOR		0.841			0.629			0.813			0.755		0.759					
	APP/DEPART	148	/	205	244	/	168	608	/	589	689	/	727	0					
PM	4:00 PM	13	23	7	18	15	10	8	161	19	10	223	24	531				1	1
	4:15 PM	18	15	5	23	9	12	11	164	19	8	230	20	534				1	1
	4:30 PM	11	24	6	22	11	9	6	162	13	15	203	24	506			1		1
	4:45 PM	13	19	10	20	9	11	8	138	14	6	239	16	503					0
	5:00 PM	29	22	7	28	19	15	11	152	16	4	198	27	528					0
	5:15 PM	23	18	9	25	10	14	10	176	7	7	208	21	528			1	1	2
	5:30 PM	19	20	1	28	11	14	6	158	8	6	180	22	473			1		1
	5:45 PM	18	14	7	23	8	21	13	154	27	10	209	17	521			1		1
	VOLUMES	144	155	52	187	92	106	73	1,265	123	66	1,690	171	4,124	0	0	4	3	7
	APPROACH %	41%	44%	15%	49%	24%	28%	5%	87%	8%	3%	88%	9%						
	APP/DEPART	351	/	399	385	/	281	1,461	/	1,504	1,927	/	1,940	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	55	81	28	83	44	42	33	625	65	39	895	84	2,074					
	APPROACH %	34%	49%	17%	49%	26%	25%	5%	86%	9%	4%	88%	8%						
	PEAK HR FACTOR		0.953			0.960			0.932			0.975		0.971					
	APP/DEPART	164	/	198	169	/	148	723	/	736	1,018	/	992	0					

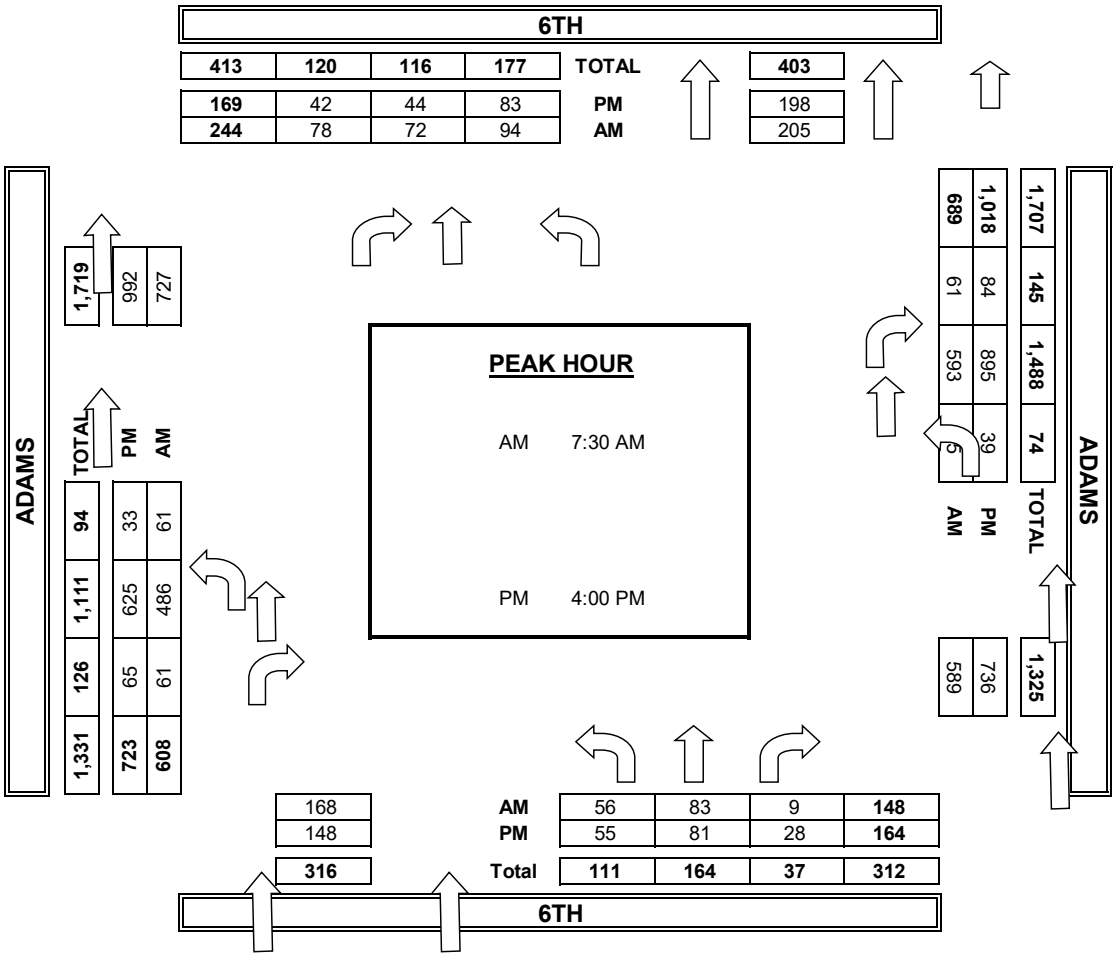


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	5	5					0	0	0	0	1	1
	7:15 AM	0	0	1	6	7					0	0	0	0	0	0
	7:30 AM	0	0	0	9	9					0	0	0	0	1	1
	7:45 AM	0	0	2	4	6					0	0	0	0	0	0
	8:00 AM	0	0	0	0	0					0	0	0	0	2	2
	8:15 AM	1	1	1	3	6					0	0	0	0	1	1
	8:30 AM	1	0	2	1	4					0	0	0	0	1	1
	8:45 AM	0	0	2	3	5					0	0	0	0	0	0
	TOTAL	2	1	8	31	42	0	0	0	0	0	0	0	0	6	6
PM	4:00 PM	0	0	1	4	5					0	0	0	0	0	0
	4:15 PM	0	0	0	4	4					0	0	0	1	1	2
	4:30 PM	0	0	0	0	0					0	0	0	1	1	2
	4:45 PM	0	0	1	0	1					0	0	0	2	1	3
	5:00 PM	0	1	1	2	4					0	0	0	0	0	0
	5:15 PM	0	1	0	2	3					0	0	0	1	1	2
	5:30 PM	0	0	1	2	3					0	0	0	0	1	1
	5:45 PM	1	2	0	1	4					0	0	0	0	0	0
	TOTAL	1	4	4	15	24	0	0	0	0	0	0	0	5	5	10

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

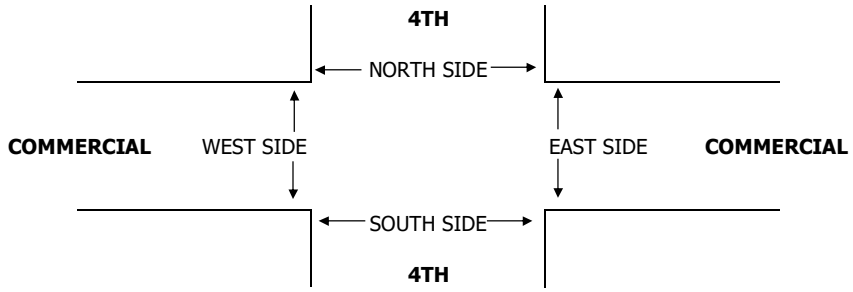
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	4TH	LOCATION #:	36
TUESDAY	EAST & WEST:	COMMERCIAL	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

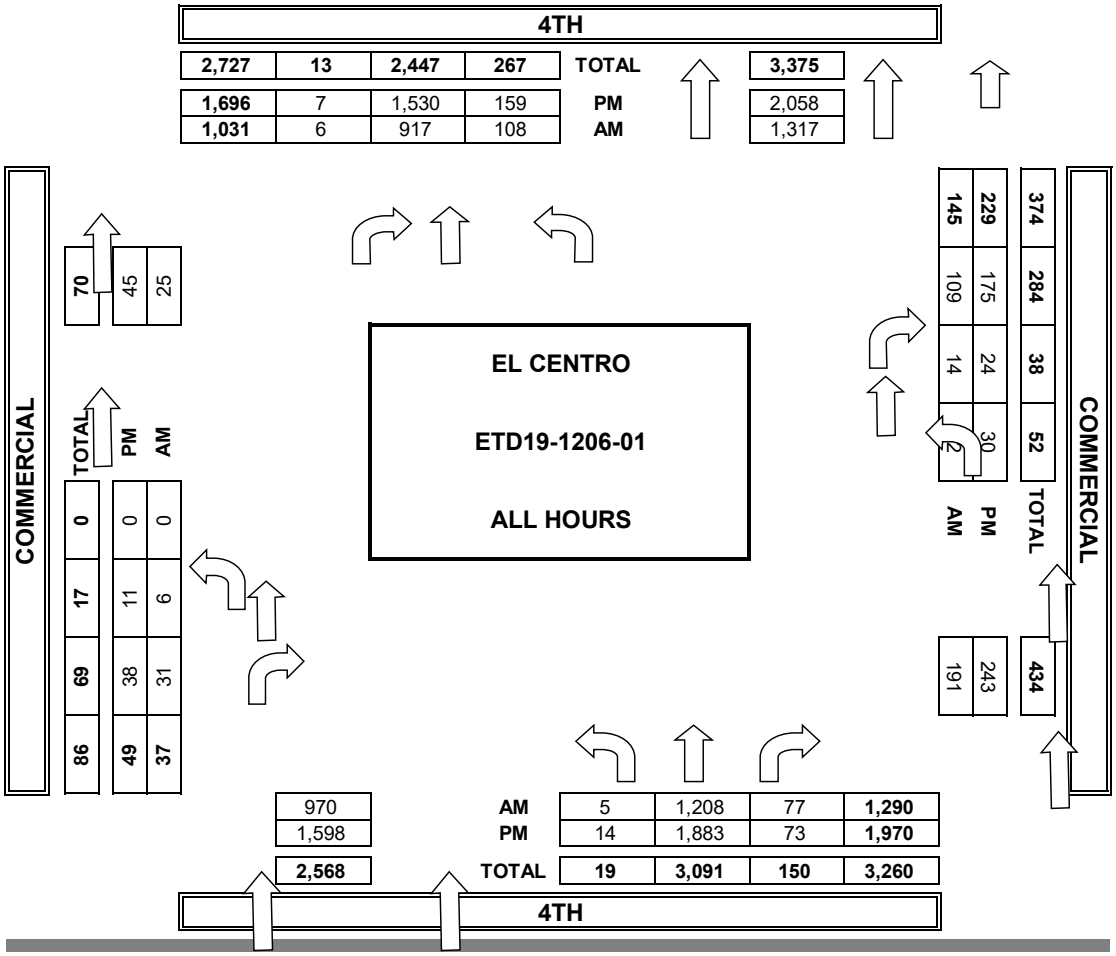
		NORTHBOUND 4TH			SOUTHBOUND 4TH			EASTBOUND COMMERCIAL			WESTBOUND COMMERCIAL				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	87	10	5	59	2	0	0	6	0	1	9	179					0
	7:15 AM	0	139	9	9	77	1	0	1	3	0	0	9	248		1			1
	7:30 AM	2	146	6	19	110	1	0	1	3	5	0	14	307					0
	7:45 AM	1	201	16	16	172	0	0	3	3	9	3	16	440					0
	8:00 AM	1	186	9	17	126	0	0	0	0	0	2	10	351					0
	8:15 AM	1	141	10	14	125	0	0	1	8	1	4	13	318					0
	8:30 AM	0	153	8	10	128	0	0	0	2	2	1	13	317		1			1
	8:45 AM	0	155	9	18	120	2	0	0	6	5	3	25	343		1			1
	VOLUMES	5	1,208	77	108	917	6	0	6	31	22	14	109	2,503	0	3	0	0	3
	APPROACH %	0%	94%	6%	10%	89%	1%	0%	16%	84%	15%	10%	75%						
	APP/DEPART	1,290	/	1,317	1,031	/	970	37	/	191	145	/	25	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	3	681	43	57	551	0	0	4	13	12	10	52	1,426					
	APPROACH %	0%	94%	6%	9%	91%	0%	0%	24%	76%	16%	14%	70%						
	PEAK HR FACTOR		0.834			0.809			0.472			0.661		0.810					
	APP/DEPART	727	/	733	608	/	576	17	/	104	74	/	13	0					
PM	4:00 PM	0	236	14	19	180	1	0	2	7	4	5	22	490					0
	4:15 PM	2	254	11	23	199	0	0	2	5	4	3	21	524					0
	4:30 PM	4	239	7	19	203	0	0	1	1	3	5	25	507					0
	4:45 PM	1	237	9	15	180	2	0	3	4	6	3	27	487					0
	5:00 PM	0	236	11	20	191	1	0	0	5	3	2	20	489					0
	5:15 PM	1	239	9	26	192	0	0	1	4	2	4	13	491					0
	5:30 PM	4	217	5	16	194	1	0	2	9	4	1	24	477					0
	5:45 PM	2	225	7	21	191	2	0	0	3	4	1	23	479					0
	VOLUMES	14	1,883	73	159	1,530	7	0	11	38	30	24	175	3,944	0	0	0	0	0
	APPROACH %	1%	96%	4%	9%	90%	0%	0%	22%	78%	13%	10%	76%						
	APP/DEPART	1,970	/	2,058	1,696	/	1,598	49	/	243	229	/	45	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	7	966	41	76	762	3	0	8	17	17	16	95	2,008					
	APPROACH %	1%	95%	4%	9%	91%	0%	0%	32%	68%	13%	13%	74%						
	PEAK HR FACTOR		0.949			0.947			0.694			0.889		0.958					
	APP/DEPART	1,014	/	1,061	841	/	796	25	/	125	128	/	26	0					

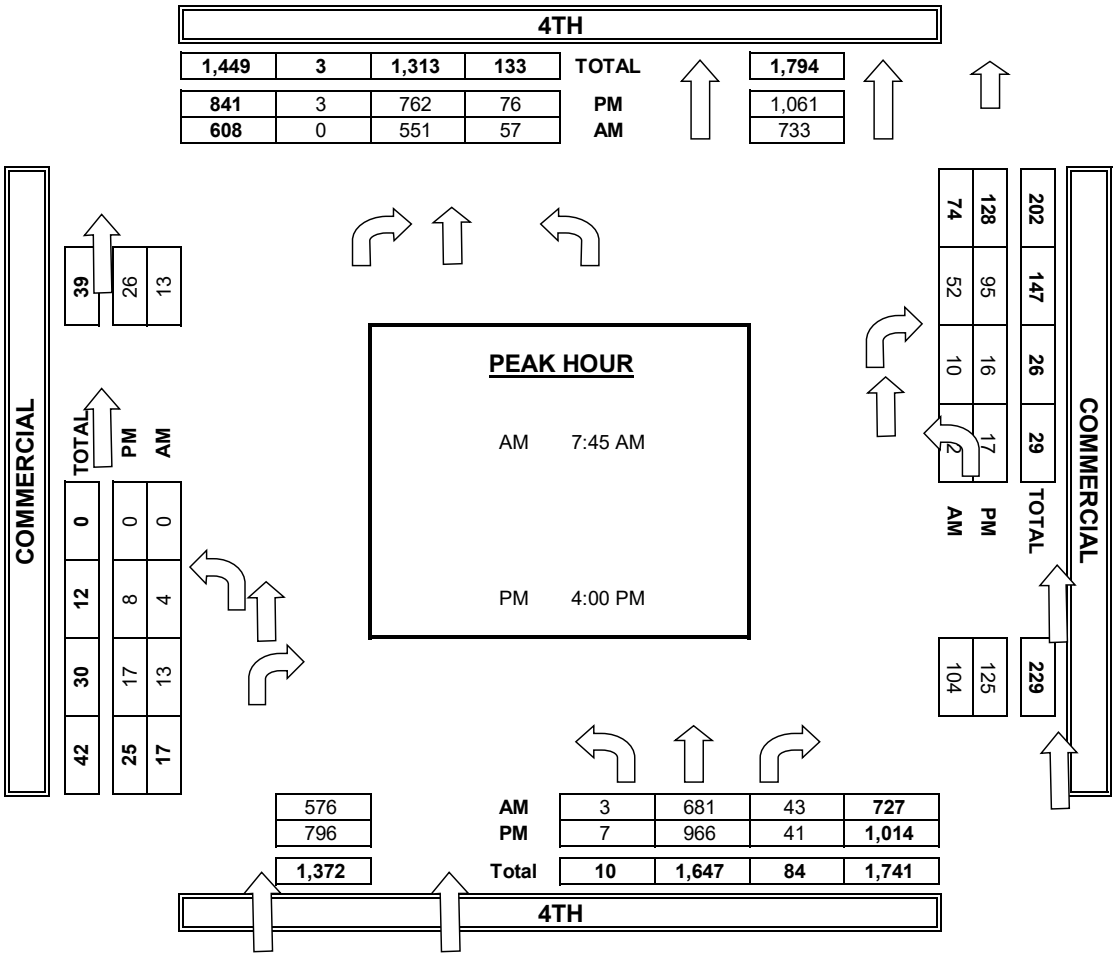


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0					0	0	0	0	0	0
	7:15 AM	0	0	0	0	0					0	0	0	0	0	0
	7:30 AM	0	0	0	0	0					0	0	0	0	0	0
	7:45 AM	0	0	0	0	0					0	0	0	0	0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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

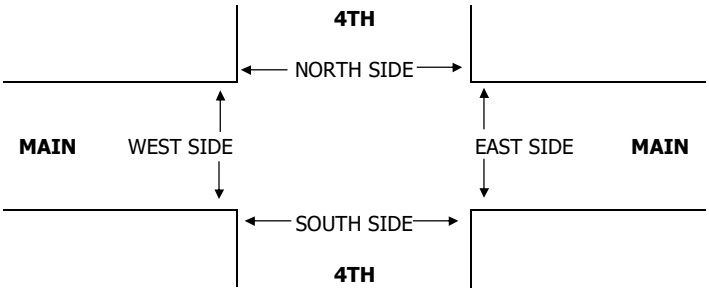
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	4TH	LOCATION #:	37
TUESDAY	EAST & WEST:	MAIN	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

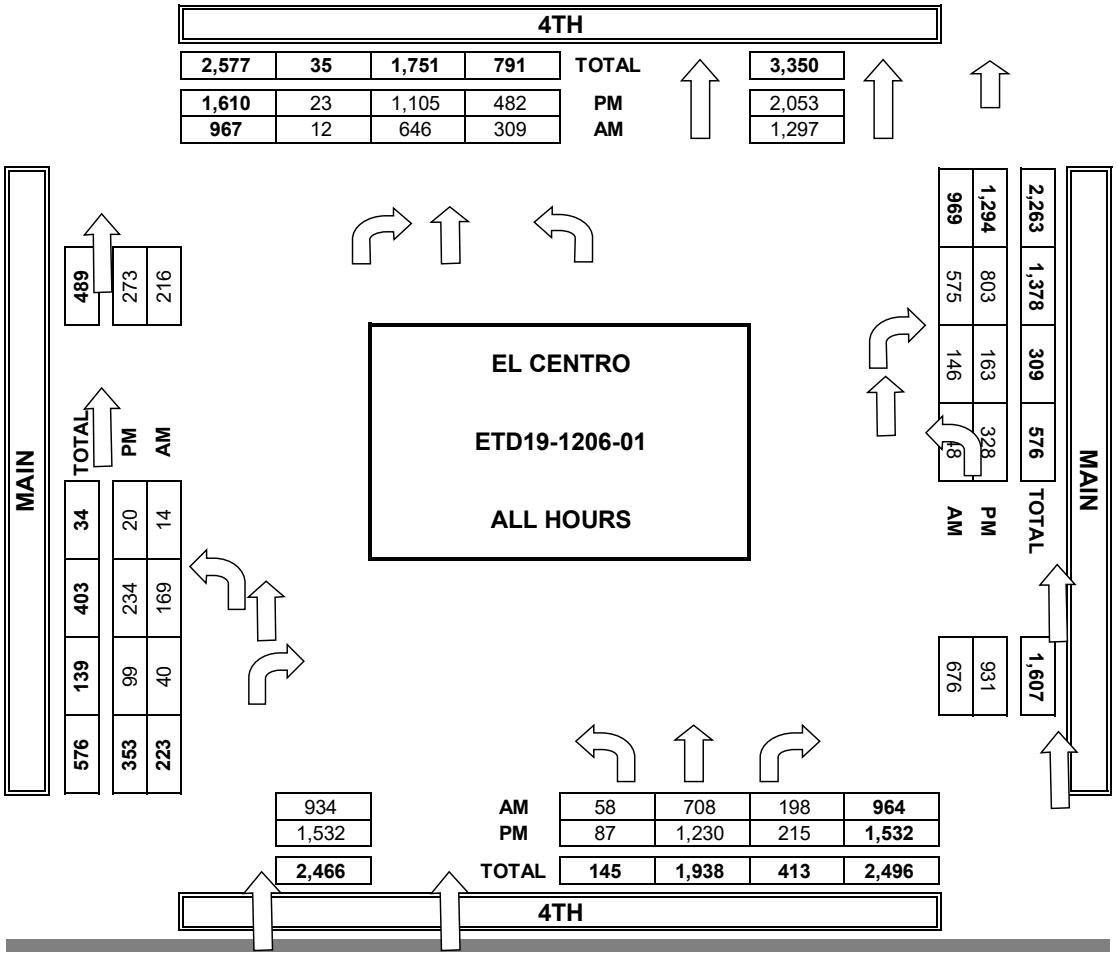
		NORTHBOUND 4TH			SOUTHBOUND 4TH			EASTBOUND MAIN			WESTBOUND MAIN				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	6	53	12	21	35	0	1	7	3	17	9	37	201					0
	7:15 AM	4	90	24	20	57	0	1	12	3	21	19	61	312					0
	7:30 AM	4	83	27	42	73	5	1	22	1	34	24	65	381					0
	7:45 AM	10	99	47	59	127	2	4	36	5	48	20	116	573					0
	8:00 AM	7	116	26	48	75	1	5	26	9	44	21	78	456					0
	8:15 AM	8	80	18	43	92	2	1	28	9	27	22	74	404					0
	8:30 AM	9	93	19	40	95	1	0	18	7	25	14	73	394					0
	8:45 AM	10	94	25	36	92	1	1	20	3	32	17	71	402					0
	VOLUMES	58	708	198	309	646	12	14	169	40	248	146	575	3,123	0	0	0	0	0
	APPROACH %	6%	73%	21%	32%	67%	1%	6%	76%	18%	26%	15%	59%						
	APP/DEPART	964	/	1,297	967	/	934	223	/	676	969	/	216	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	34	388	110	190	389	6	10	108	30	144	77	341	1,827					
	APPROACH %	6%	73%	21%	32%	66%	1%	7%	73%	20%	26%	14%	61%						
	PEAK HR FACTOR		0.853			0.778			0.822			0.764		0.797					
	APP/DEPART	532	/	739	585	/	563	148	/	408	562	/	117	0					
PM	4:00 PM	13	162	25	54	139	3	3	25	7	40	34	99	604					0
	4:15 PM	13	157	31	61	153	2	3	41	15	36	21	122	655					0
	4:30 PM	7	158	20	63	142	5	1	26	7	45	25	107	606					0
	4:45 PM	13	168	31	59	120	2	1	23	9	54	14	96	590					0
	5:00 PM	10	154	31	59	143	6	6	39	10	37	17	91	603					0
	5:15 PM	13	153	29	68	125	4	1	26	22	42	18	107	608					0
	5:30 PM	12	135	23	54	151	0	2	31	11	45	20	88	572					0
	5:45 PM	6	143	25	64	132	1	3	23	18	29	14	93	551					0
	VOLUMES	87	1,230	215	482	1,105	23	20	234	99	328	163	803	4,789	0	0	0	0	0
	APPROACH %	6%	80%	14%	30%	69%	1%	6%	66%	28%	25%	13%	62%						
	APP/DEPART	1,532	/	2,053	1,610	/	1,532	353	/	931	1,294	/	273	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	46	645	107	237	554	12	8	115	38	175	94	424	2,455					
	APPROACH %	6%	81%	13%	30%	69%	1%	5%	71%	24%	25%	14%	61%						
	PEAK HR FACTOR		0.941			0.929			0.682			0.968		0.937					
	APP/DEPART	798	/	1,077	803	/	767	161	/	459	693	/	152	0					

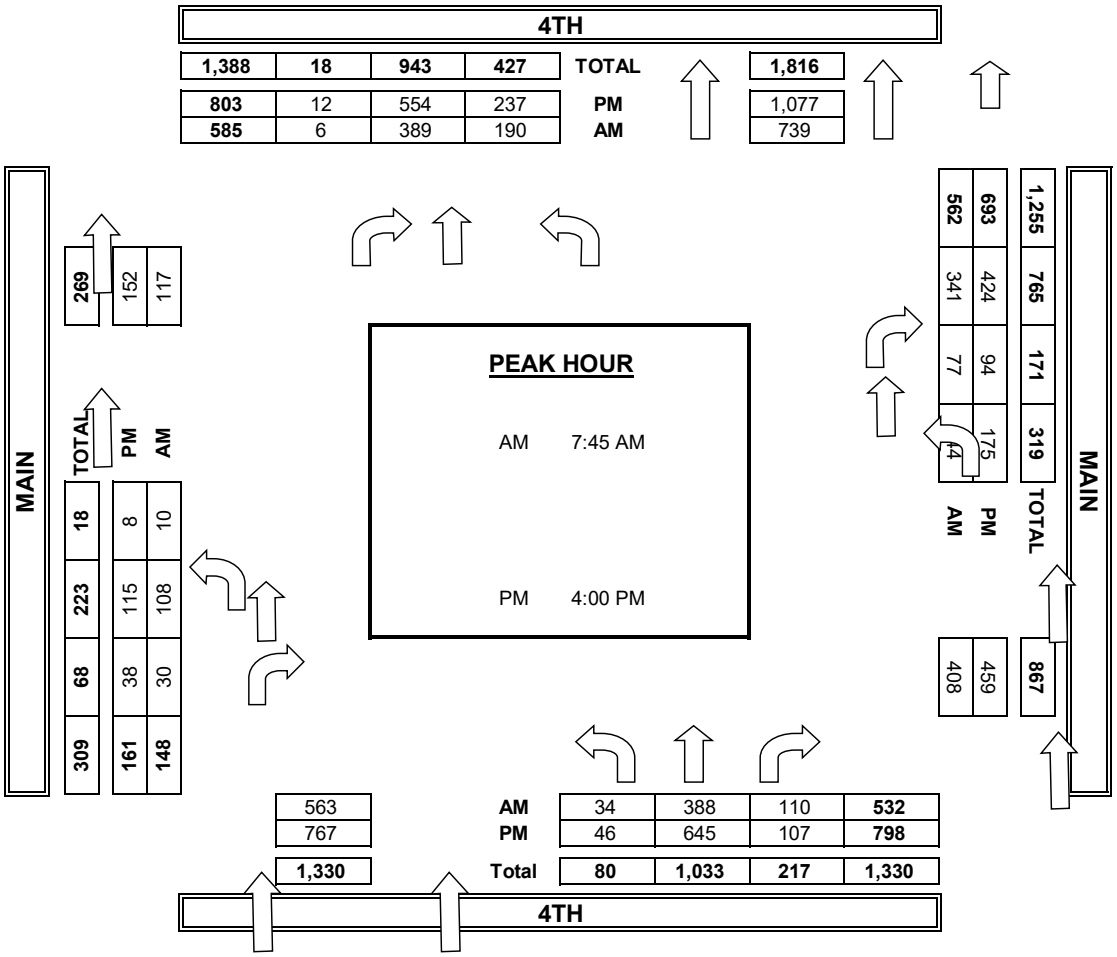


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	3	3					0	0	0	0	0	0
	7:15 AM	0	0	1	0	1					0	0	0	0	0	0
	7:30 AM	0	0	1	0	1					0	0	0	0	0	0
	7:45 AM	1	0	0	0	1					0	0	0	0	0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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

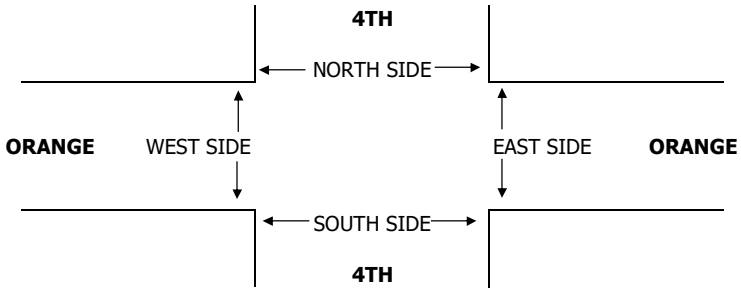
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	4TH	LOCATION #:	38
TUESDAY	EAST & WEST:	ORANGE	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

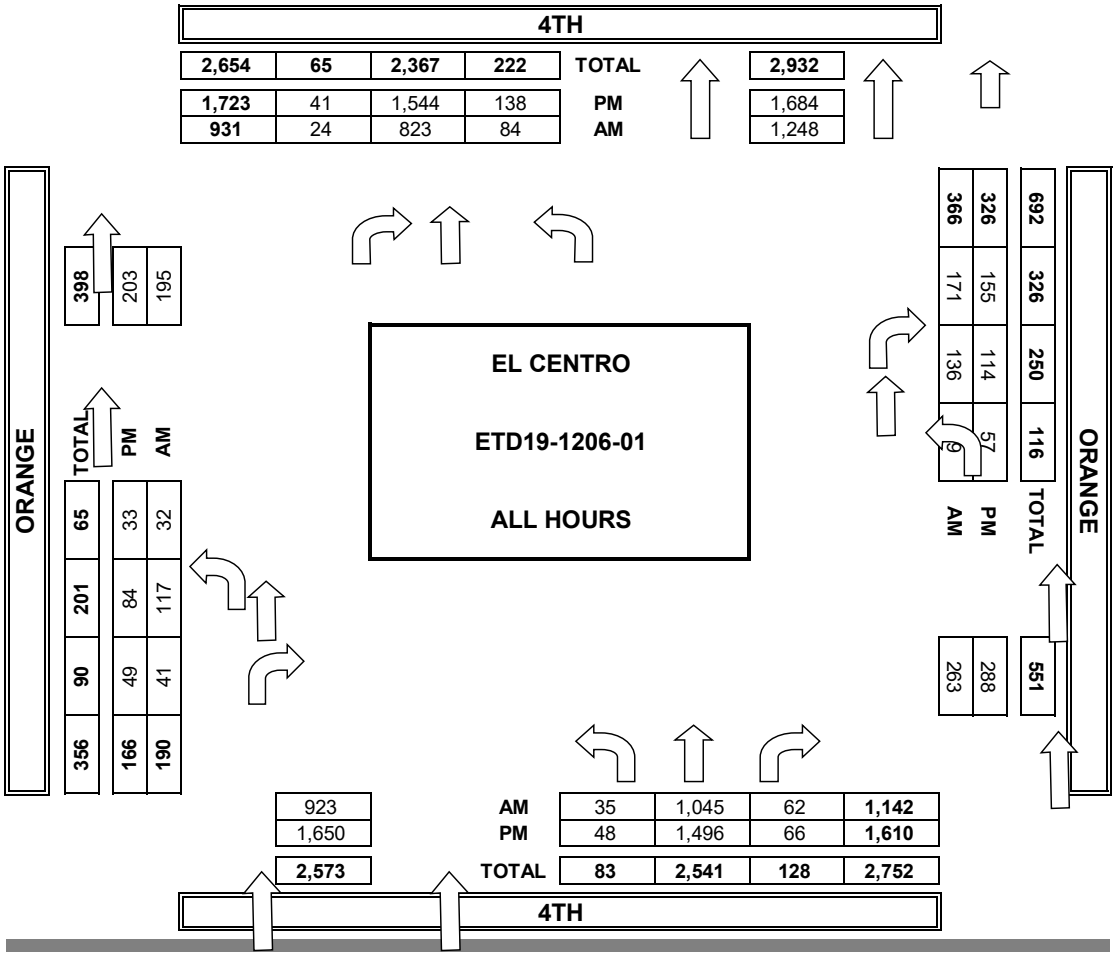
		NORTHBOUND 4TH			SOUTHBOUND 4TH			EASTBOUND ORANGE			WESTBOUND ORANGE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	13	76	13	8	46	1	2	14	9	10	4	12	208					0
	7:15 AM	4	111	5	5	68	2	1	8	3	5	32	25	269					0
	7:30 AM	2	113	7	8	93	4	3	34	3	7	50	38	362					0
	7:45 AM	4	158	9	23	138	4	10	37	5	11	20	22	441					0
	8:00 AM	4	176	9	11	133	2	2	15	7	8	11	27	405					0
	8:15 AM	4	125	8	17	110	3	5	3	2	9	7	23	316					0
	8:30 AM	3	137	6	4	117	3	2	3	8	6	5	14	308					0
	8:45 AM	1	149	5	8	118	5	7	3	4	3	7	10	320					0
	VOLUMES	35	1,045	62	84	823	24	32	117	41	59	136	171	2,629	0	0	0	0	0
	APPROACH %	3%	92%	5%	9%	88%	3%	17%	62%	22%	16%	37%	47%						
	APP/DEPART	1,142	/	1,248	931	/	923	190	/	263	366	/	195	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	14	572	33	59	474	13	20	89	17	35	88	110	1,524					
	APPROACH %	2%	92%	5%	11%	87%	2%	16%	71%	13%	15%	38%	47%						
	PEAK HR FACTOR		0.819			0.827			0.606			0.613		0.864					
	APP/DEPART	619	/	702	546	/	526	126	/	181	233	/	115	0					
PM	4:00 PM	6	179	12	17	170	5	1	13	6	9	20	20	458					0
	4:15 PM	9	223	7	19	213	10	5	5	5	6	17	16	535					0
	4:30 PM	3	174	2	21	196	3	3	13	7	7	9	23	461					0
	4:45 PM	3	216	5	22	175	4	6	8	2	7	12	22	482					0
	5:00 PM	8	179	8	19	216	6	6	13	7	7	11	16	496					0
	5:15 PM	4	183	12	9	192	6	4	7	7	4	15	21	464					0
	5:30 PM	5	162	7	18	200	3	5	13	12	12	19	15	471					0
	5:45 PM	10	180	13	13	182	4	3	12	3	5	11	22	458					0
	VOLUMES	48	1,496	66	138	1,544	41	33	84	49	57	114	155	3,825	0	0	0	0	0
	APPROACH %	3%	93%	4%	8%	90%	2%	20%	51%	30%	17%	35%	48%						
	APP/DEPART	1,610	/	1,684	1,723	/	1,650	166	/	288	326	/	203	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	23	792	22	81	800	23	20	39	21	27	49	77	1,974					
	APPROACH %	3%	95%	3%	9%	88%	3%	25%	49%	26%	18%	32%	50%						
	PEAK HR FACTOR		0.876			0.934			0.769			0.933		0.922					
	APP/DEPART	837	/	889	904	/	848	80	/	142	153	/	95	0					

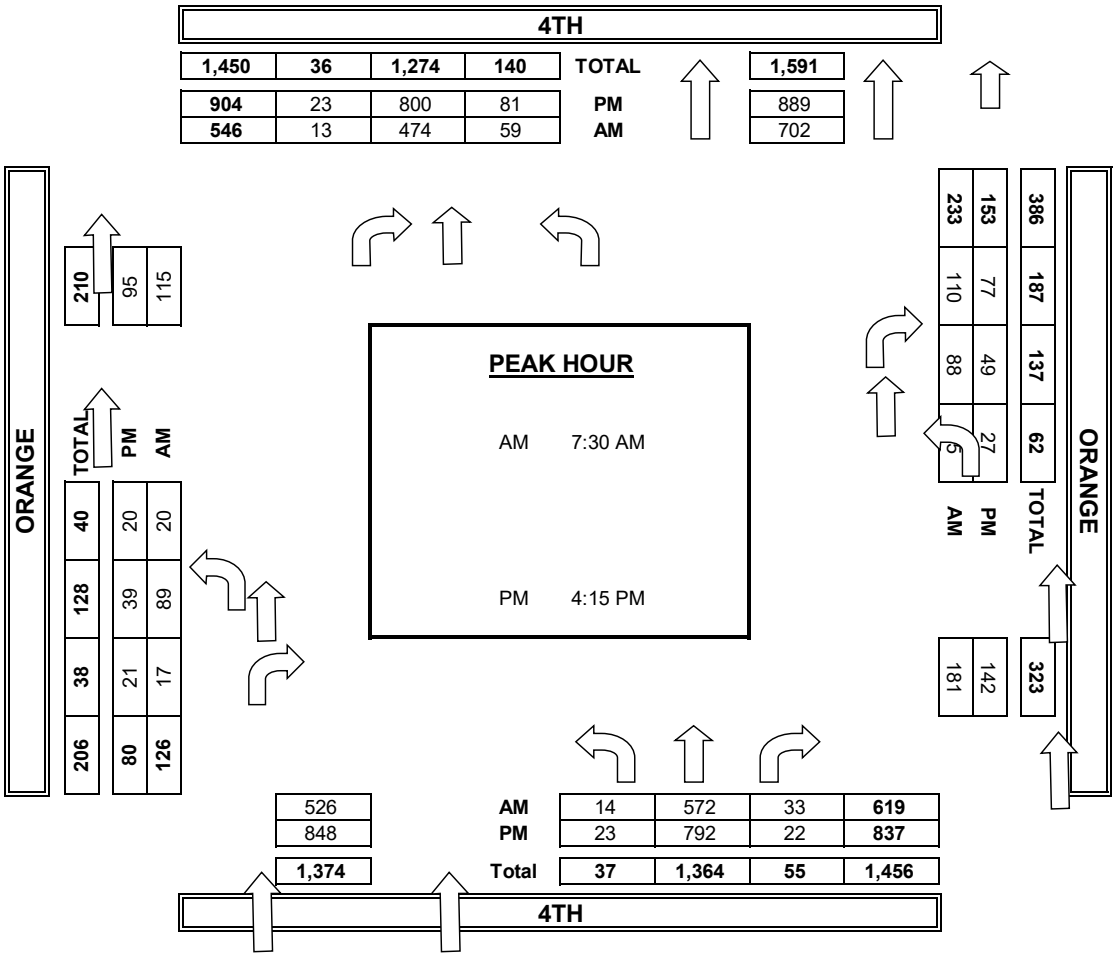


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	3	4	0	2	9					0	0	0	0	0	0
	7:15 AM	5	2	0	0	7					0	0	0	0	0	0
	7:30 AM	3	7	2	0	12					0	1	0	0	0	1
	7:45 AM	1	0	3	0	4					0	0	1	1	0	2
	8:00 AM	1	1	1	0	3					0	0	0	0	0	0
	8:15 AM	0	0	0	0	0					0	1	0	1	0	2
	8:30 AM	3	0	2	0	5					0	0	0	0	1	1
	8:45 AM	0	0	0	1	1					0	0	0	0	0	0
	TOTAL	16	14	8	3	41	0	0	0	0	0	2	1	2	1	6
PM	4:00 PM	0	0	0	2	2					0	0	0	0	0	0
	4:15 PM	6	1	0	4	11					0	0	0	0	0	0
	4:30 PM	6	0	0	0	6					0	0	0	0	0	0
	4:45 PM	3	0	1	1	5					0	0	0	1	0	1
	5:00 PM	3	0	1	2	6					0	0	0	1	0	1
	5:15 PM	0	0	0	0	0					0	0	0	2	0	2
	5:30 PM	0	0	0	0	0					0	0	1	0	0	1
	5:45 PM	0	1	0	1	2					0	0	2	1	0	3
	TOTAL	18	2	2	10	32	0	0	0	0	0	0	3	5	0	8

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

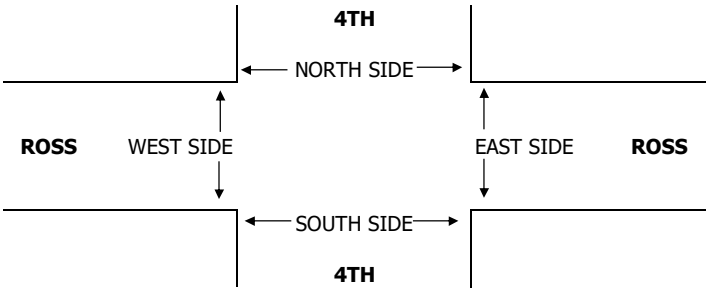
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	4TH	LOCATION #:	39
TUESDAY	EAST & WEST:	ROSS	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

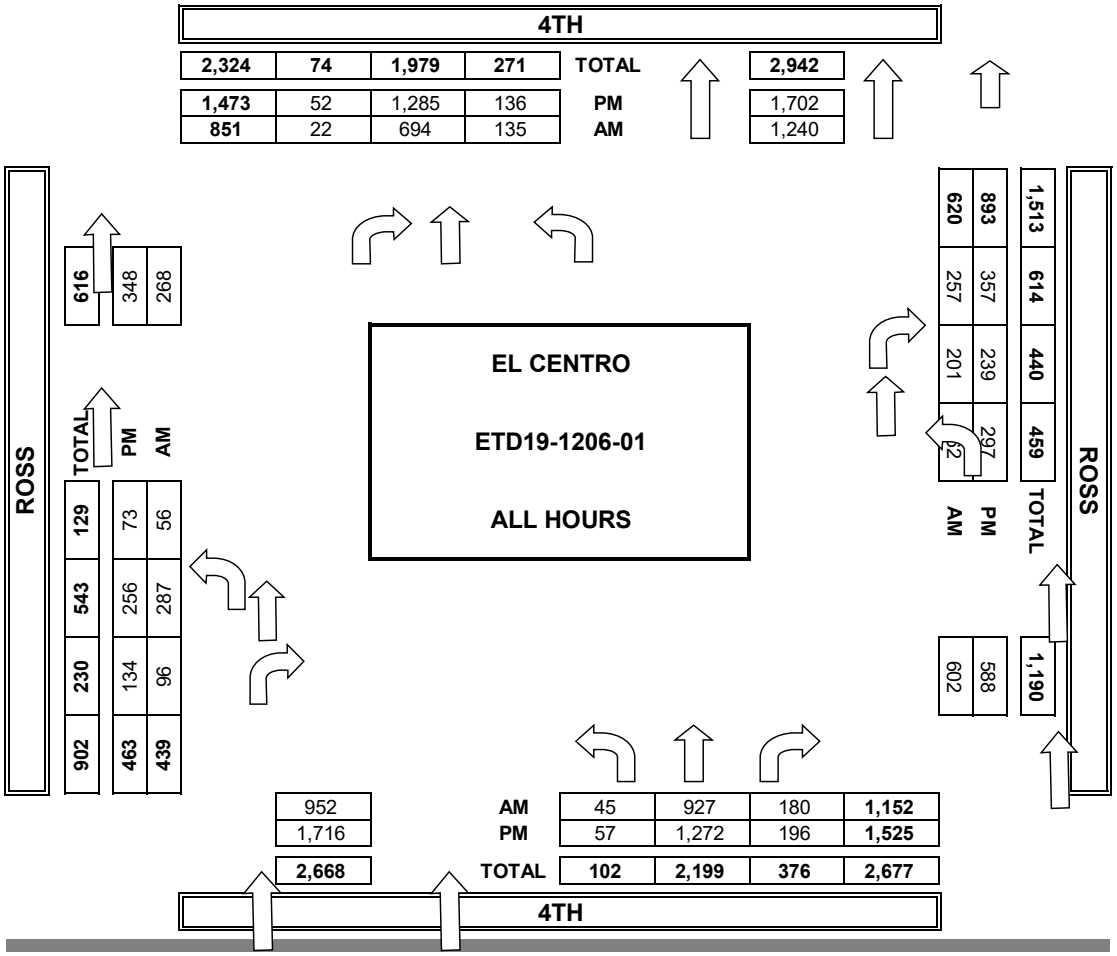
		NORTHBOUND 4TH			SOUTHBOUND 4TH			EASTBOUND ROSS			WESTBOUND ROSS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	75	17	11	41	3	3	16	3	15	11	13	212					0
	7:15 AM	5	108	15	14	55	1	4	25	6	12	29	24	298					0
	7:30 AM	10	94	24	16	76	1	8	49	19	14	52	54	417					0
	7:45 AM	6	137	28	36	117	3	10	77	16	22	40	45	537					0
	8:00 AM	6	152	21	18	104	2	10	48	10	24	18	35	448					0
	8:15 AM	3	110	26	11	88	4	9	26	7	26	21	32	363					0
	8:30 AM	9	119	19	15	105	2	3	23	18	22	17	25	377					0
	8:45 AM	2	132	30	14	108	6	9	23	17	27	13	29	410					0
	VOLUMES	45	927	180	135	694	22	56	287	96	162	201	257	3,062	0	0	0	0	0
	APPROACH %	4%	80%	16%	16%	82%	3%	13%	65%	22%	26%	32%	41%						
	APP/DEPART	1,152	/	1,240	851	/	952	439	/	602	620	/	268	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	25	493	99	81	385	10	37	200	52	86	131	166	1,765					
	APPROACH %	4%	80%	16%	17%	81%	2%	13%	69%	18%	22%	34%	43%						
	PEAK HR FACTOR		0.862			0.763			0.701			0.798		0.822					
	APP/DEPART	617	/	696	476	/	523	289	/	380	383	/	166	0					
PM	4:00 PM	8	166	34	18	152	9	4	36	17	33	31	57	565					0
	4:15 PM	6	147	12	21	167	3	21	40	24	45	31	51	568					0
	4:30 PM	8	182	22	21	185	12	8	36	20	41	26	42	603					0
	4:45 PM	6	174	36	13	139	7	7	29	21	36	38	58	564					0
	5:00 PM	8	155	24	16	148	5	9	34	16	39	35	42	531					0
	5:15 PM	11	185	28	16	192	4	12	37	17	43	21	31	597					0
	5:30 PM	8	139	22	22	136	4	3	25	7	32	31	47	476					0
	5:45 PM	2	124	18	9	166	8	9	19	12	28	26	29	450					0
	VOLUMES	57	1,272	196	136	1,285	52	73	256	134	297	239	357	4,354	0	0	0	0	0
	APPROACH %	4%	83%	13%	9%	87%	4%	16%	55%	29%	33%	27%	40%						
	APP/DEPART	1,525	/	1,702	1,473	/	1,716	463	/	588	893	/	348	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	28	669	104	73	643	31	40	141	82	155	126	208	2,300					
	APPROACH %	3%	84%	13%	10%	86%	4%	15%	54%	31%	32%	26%	43%						
	PEAK HR FACTOR		0.927			0.857			0.774			0.926		0.954					
	APP/DEPART	801	/	917	747	/	880	263	/	318	489	/	185	0					

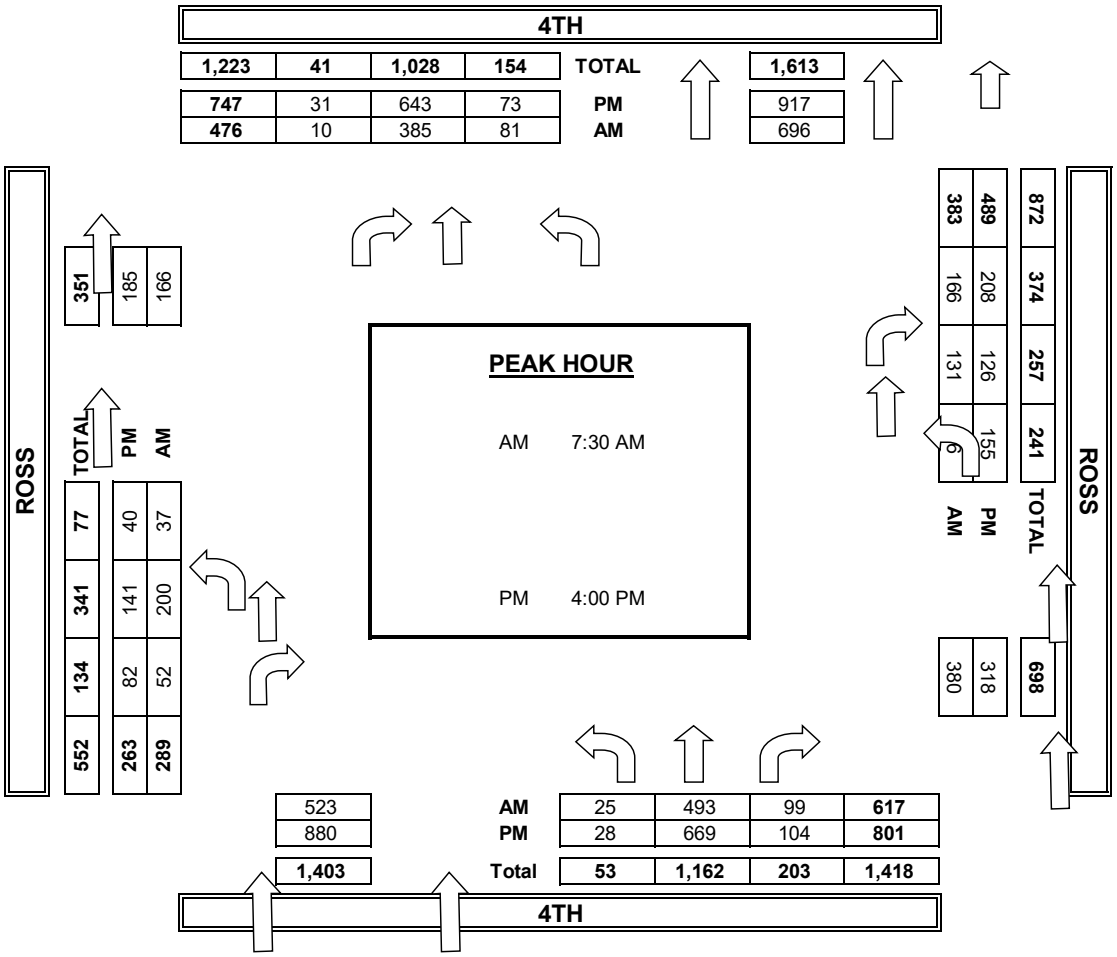


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	2	0	2					0	0	0	0	0	0
	7:15 AM	2	0	0	0	2					0	0	0	0	0	0
	7:30 AM	1	0	0	0	1					0	0	2	0	0	2
	7:45 AM	1	1	0	1	3					0	1	0	0	2	3
	8:00 AM	0	0	0	0	0					0	0	0	0	0	0
	8:15 AM	0	1	2	0	3					0	0	4	0	0	4
	8:30 AM	0	0	1	0	1					0	0	2	2	0	4
	8:45 AM	0	0	0	0	0					0	0	0	1	0	1
	TOTAL	4	2	5	1	12	0	0	0	0	0	1	8	3	2	14
PM	4:00 PM	1	0	0	1	2					0	0	0	1	0	1
	4:15 PM	2	2	0	1	5					0	0	0	0	1	1
	4:30 PM	1	2	1	5	9					0	0	0	0	0	0
	4:45 PM	0	0	0	0	0					0	0	0	0	0	0
	5:00 PM	0	0	0	0	0					0	0	1	0	2	3
	5:15 PM	0	0	0	0	0					0	0	0	0	0	0
	5:30 PM	0	0	0	2	2					0	0	0	0	3	3
	5:45 PM	1	0	0	0	1					0	0	0	0	0	0
	TOTAL	5	4	1	9	19	0	0	0	0	0	0	1	1	6	8

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

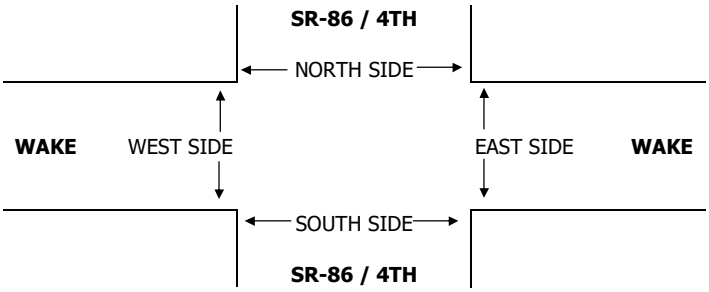
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	SR-86 / 4TH	LOCATION #:	40
TUESDAY	EAST & WEST:	WAKE	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

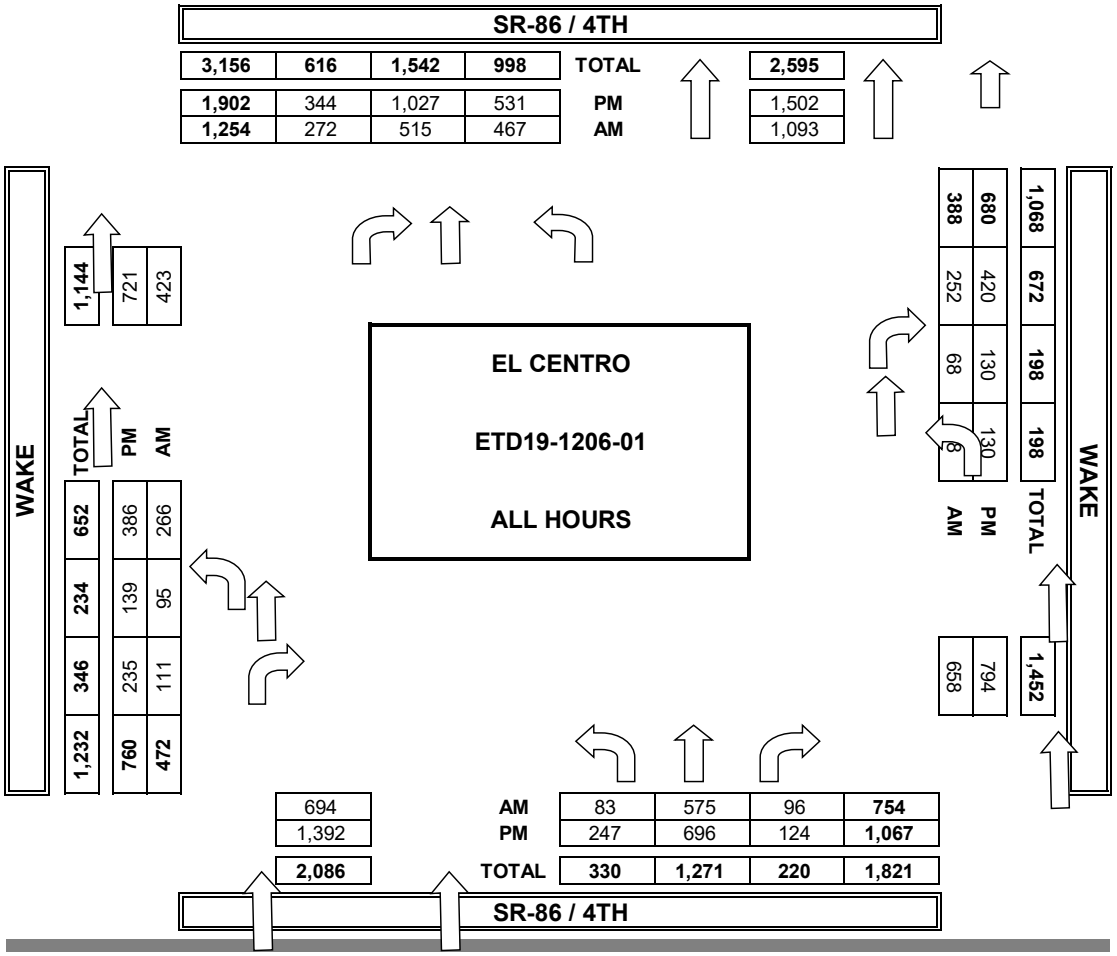
		NORTHBOUND SR-86 / 4TH			SOUTHBOUND SR-86 / 4TH			EASTBOUND WAKE			WESTBOUND WAKE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	7	58	5	32	42	15	40	8	4	5	6	19	241					0
	7:15 AM	13	61	7	47	52	23	22	12	11	6	9	19	282					0
	7:30 AM	7	94	8	46	80	23	40	17	18	8	11	25	377					0
	7:45 AM	7	93	16	64	62	57	46	17	28	8	5	39	442					0
	8:00 AM	16	76	10	76	66	50	31	12	14	12	7	40	410					0
	8:15 AM	15	65	11	72	69	45	27	8	14	9	7	39	381					0
	8:30 AM	5	77	17	62	75	30	29	10	7	11	10	42	375		1			1
	8:45 AM	13	51	22	68	69	29	31	11	15	9	13	29	360					0
	VOLUMES	83	575	96	467	515	272	266	95	111	68	68	252	2,868	0	1	0	0	1
	APPROACH %	11%	76%	13%	37%	41%	22%	56%	20%	24%	18%	18%	65%						
	APP/DEPART	754	/	1,093	1,254	/	694	472	/	658	388	/	423	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	45	328	45	258	277	175	144	54	74	37	30	143	1,610					
	APPROACH %	11%	78%	11%	36%	39%	25%	53%	20%	27%	18%	14%	68%						
	PEAK HR FACTOR		0.901			0.924			0.747			0.890		0.911					
	APP/DEPART	418	/	615	710	/	388	272	/	357	210	/	250	0					
PM	4:00 PM	33	109	11	63	122	41	49	17	35	11	16	63	570					0
	4:15 PM	30	71	18	75	141	43	50	21	30	18	11	32	540					0
	4:30 PM	32	92	18	64	138	50	49	22	30	23	12	50	580		1			1
	4:45 PM	34	95	19	68	142	41	48	13	29	16	14	46	565					0
	5:00 PM	48	92	17	58	126	39	59	16	30	19	19	56	579					0
	5:15 PM	25	108	11	65	147	49	54	22	34	15	17	55	602					0
	5:30 PM	31	69	14	79	110	38	37	13	21	19	21	60	512					0
	5:45 PM	14	60	16	59	101	43	40	15	26	9	20	58	461					0
	VOLUMES	247	696	124	531	1,027	344	386	139	235	130	130	420	4,409	0	1	0	0	1
	APPROACH %	23%	65%	12%	28%	54%	18%	51%	18%	31%	19%	19%	62%						
	APP/DEPART	1,067	/	1,502	1,902	/	1,392	760	/	794	680	/	721	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	139	387	65	255	553	179	210	73	123	73	62	207	2,326					
	APPROACH %	24%	65%	11%	26%	56%	18%	52%	18%	30%	21%	18%	61%						
	PEAK HR FACTOR		0.941			0.945			0.923			0.910		0.966					
	APP/DEPART	591	/	804	987	/	749	406	/	393	342	/	380	0					

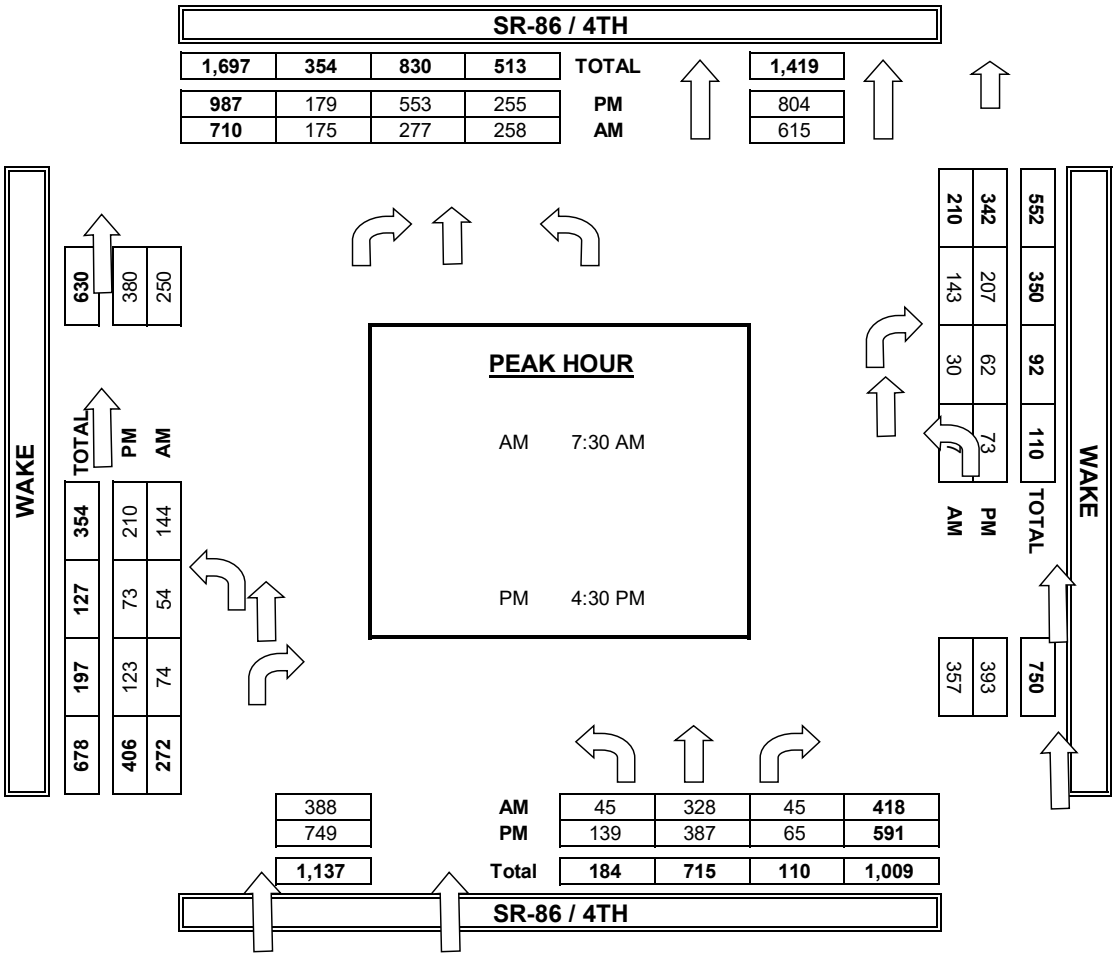


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		2		2	4					0					0
	7:15 AM		2		1	3					0					0
	7:30 AM		2	1	1	4					0		1		1	2
	7:45 AM		3	1	1	5					0					0
	8:00 AM				2	2					0					0
	8:15 AM		3			3					0					0
	8:30 AM					0					0	1			1	2
	8:45 AM					0					0		1			1
	TOTAL	0	12	2	7	21	0	0	0	0	0	1	2	0	2	5
PM	4:00 PM					0					0					0
	4:15 PM			1		1					0		1			1
	4:30 PM		2		2	4					0					0
	4:45 PM				4	4					0					0
	5:00 PM				1	1					0					0
	5:15 PM	1		1	1	3					0					0
	5:30 PM			1	1	2					0					0
	5:45 PM					0					0					0
	TOTAL	1	2	3	9	15	0	0	0	0	0	0	1	0	0	1

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	SR-86	LOCATION #:	41
TUESDAY	EAST & WEST:	DANENBERG	CONTROL:	SIGNAL

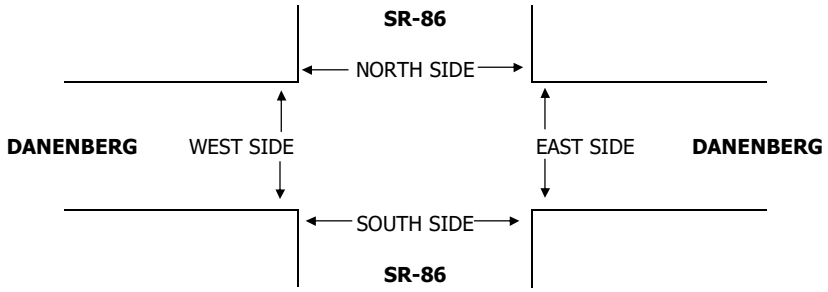
NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

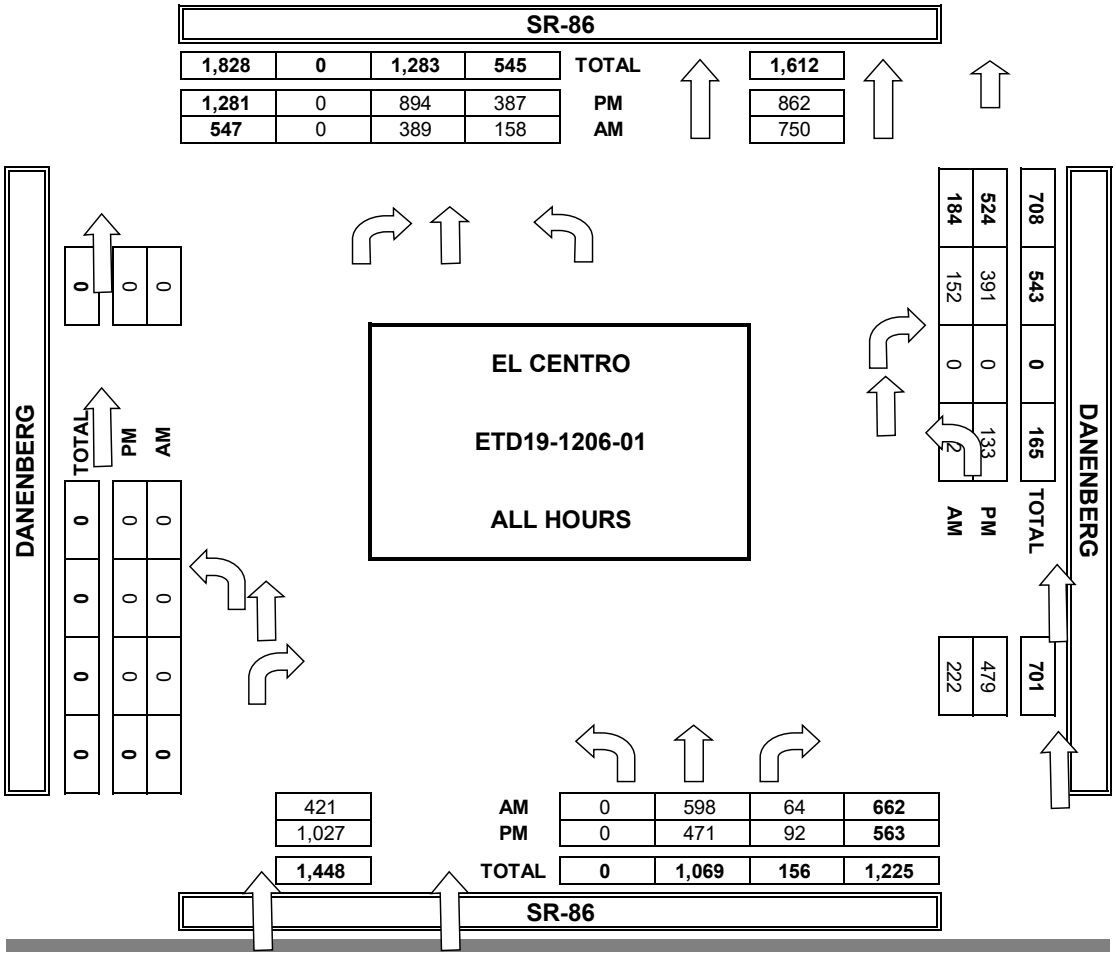
		NORTHBOUND SR-86			SOUTHBOUND SR-86			EASTBOUND DANENBERG			WESTBOUND DANENBERG				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM		56	6	12	33					4		12	123					0
	7:15 AM		70	9	11	39					5		19	153					0
	7:30 AM		102	8	10	54					3		19	196					0
	7:45 AM		111	14	42	64					5		13	249					0
	8:00 AM		66	9	23	55					7		23	183					0
	8:15 AM		66	6	22	48					5		18	165					0
	8:30 AM		61	8	23	47					0		26	165					0
	8:45 AM		66	4	15	49					3		22	159					0
	VOLUMES	0	598	64	158	389	0	0	0	0	32	0	152	1,393	0	0	0	0	0
	APPROACH %	0%	90%	10%	29%	71%	0%	0%	0%	0%	17%	0%	83%						
	APP/DEPART	662	/	750	547	/	421	0	/	222	184	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	345	37	97	221	0	0	0	0	20	0	73	793					
	APPROACH %	0%	90%	10%	31%	69%	0%	0%	0%	0%	22%	0%	78%						
	PEAK HR FACTOR		0.764			0.750			0.000			0.775		0.796					
	APP/DEPART	382	/	418	318	/	241	0	/	134	93	/	0	0					
PM	4:00 PM		67	12	49	98					15		48	289					0
	4:15 PM		55	15	51	120					6		42	289					0
	4:30 PM		58	12	45	123					11		51	300					0
	4:45 PM		56	7	45	108					10		46	272					0
	5:00 PM		60	5	51	124					40		85	365					0
	5:15 PM		69	11	59	126					20		42	327					0
	5:30 PM		48	16	51	99					21		44	279					0
	5:45 PM		58	14	36	96					10		33	247					0
	VOLUMES	0	471	92	387	894	0	0	0	0	133	0	391	2,368	0	0	0	0	0
	APPROACH %	0%	84%	16%	30%	70%	0%	0%	0%	0%	25%	0%	75%						
	APP/DEPART	563	/	862	1,281	/	1,027	0	/	479	524	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	243	35	200	481	0	0	0	0	81	0	224	1,264					
	APPROACH %	0%	87%	13%	29%	71%	0%	0%	0%	0%	27%	0%	73%						
	PEAK HR FACTOR		0.869			0.920			0.000			0.610		0.866					
	APP/DEPART	278	/	467	681	/	562	0	/	235	305	/	0	0					

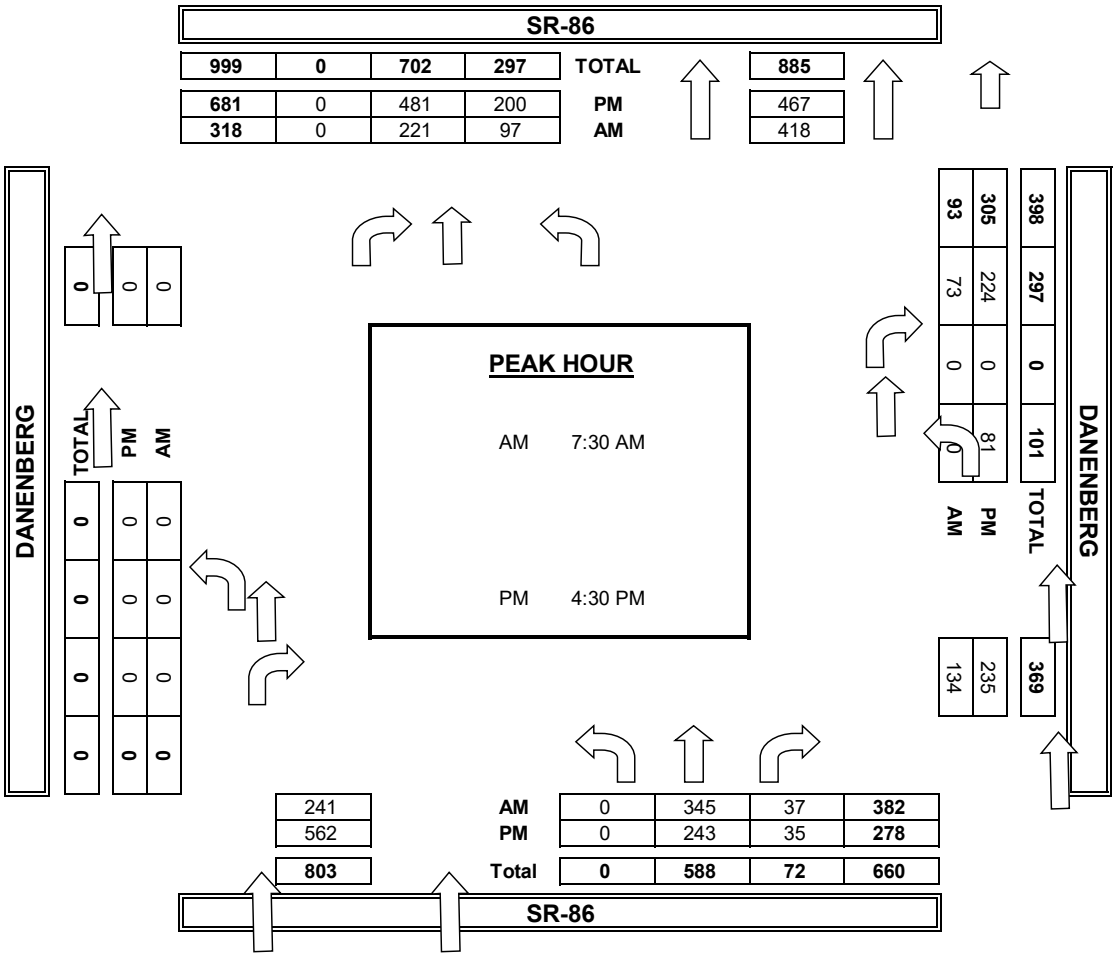


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

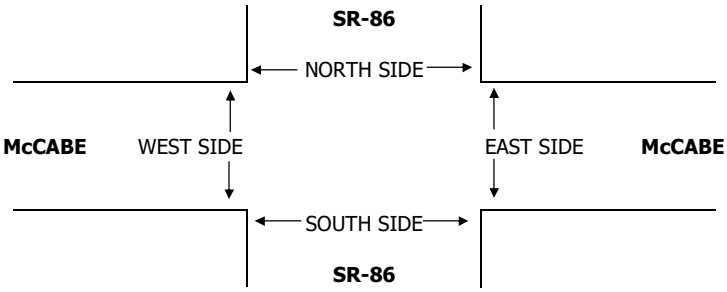
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	SR-86	LOCATION #:	42
TUESDAY	EAST & WEST:	McCABE	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

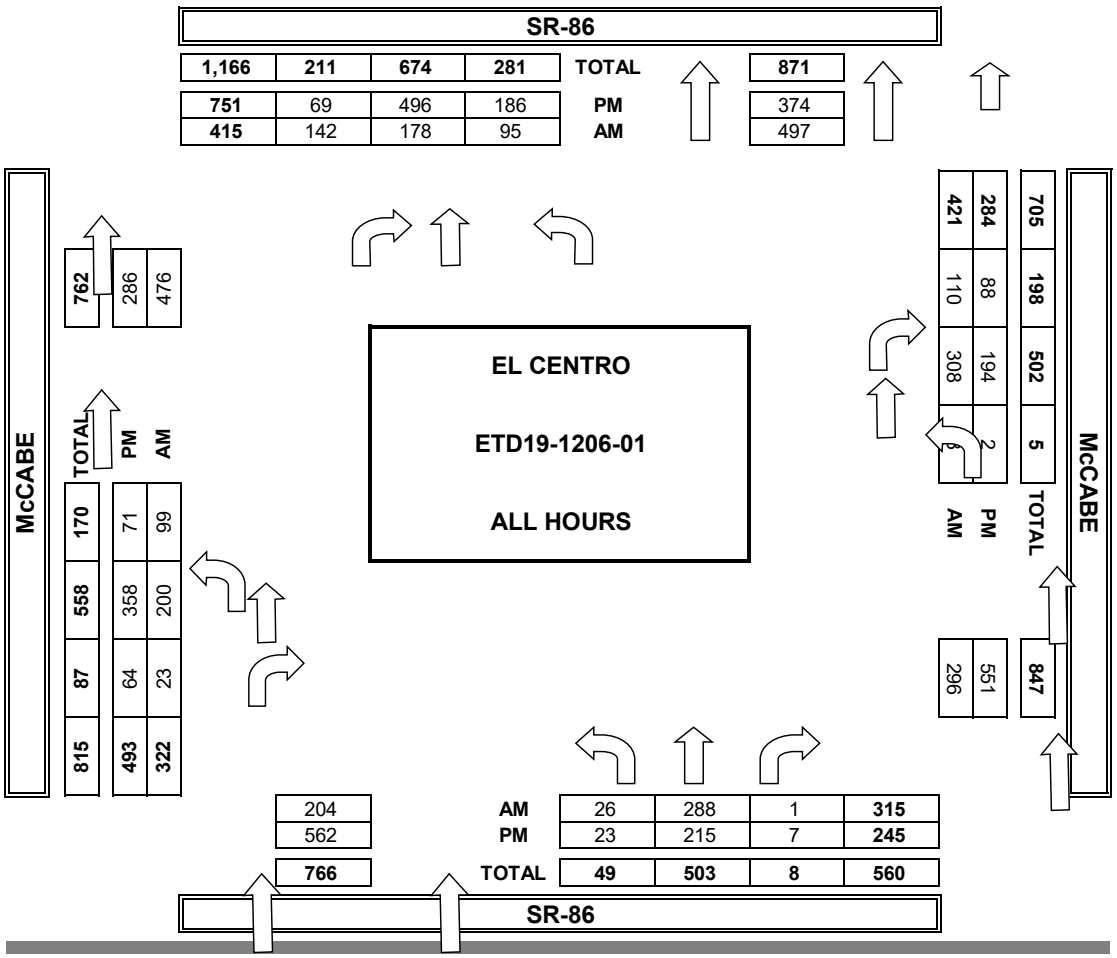
		NORTHBOUND SR-86			SOUTHBOUND SR-86			EASTBOUND McCABE			WESTBOUND McCABE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	7	22	0	7	17	14	6	13	4	1	22	7	120					0
	7:15 AM	1	34	0	11	14	17	5	25	5	0	41	12	165					0
	7:30 AM	2	34	0	16	26	36	14	26	4	0	75	17	250					0
	7:45 AM	5	61	0	20	40	33	14	38	5	2	63	14	295					0
	8:00 AM	2	29	1	14	23	16	19	48	2	0	37	22	213					0
	8:15 AM	1	38	0	10	19	13	29	23	2	0	28	9	172					0
	8:30 AM	5	25	0	12	20	4	6	15	1	0	25	13	126					0
	8:45 AM	3	45	0	5	19	9	6	12	0	0	17	16	132					0
	VOLUMES	26	288	1	95	178	142	99	200	23	3	308	110	1,473	0	0	0	0	0
	APPROACH %	8%	91%	0%	23%	43%	34%	31%	62%	7%	1%	73%	26%						
	APP/DEPART	315	/	497	415	/	204	322	/	296	421	/	476	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	10	162	1	60	108	98	76	135	13	2	203	62	930					
	APPROACH %	6%	94%	1%	23%	41%	37%	34%	60%	6%	1%	76%	23%						
	PEAK HR FACTOR		0.655			0.715			0.812			0.726		0.788					
	APP/DEPART	173	/	300	266	/	123	224	/	196	267	/	311	0					
PM	4:00 PM	1	26	1	23	49	9	16	48	16	0	26	9	224					0
	4:15 PM	4	25	1	22	57	8	11	42	1	0	27	7	205					0
	4:30 PM	1	33	0	26	72	7	5	35	7	2	27	11	226					0
	4:45 PM	3	27	0	29	70	4	11	51	10	0	23	11	239					0
	5:00 PM	3	33	2	24	73	11	11	64	11	0	22	10	264					0
	5:15 PM	4	31	1	22	75	9	4	48	7	0	24	15	240					0
	5:30 PM	3	20	1	22	57	7	6	41	3	0	27	12	199					0
	5:45 PM	4	20	1	18	43	14	7	29	9	0	18	13	176					0
	VOLUMES	23	215	7	186	496	69	71	358	64	2	194	88	1,773	0	0	0	0	0
	APPROACH %	9%	88%	3%	25%	66%	9%	14%	73%	13%	1%	68%	31%						
	APP/DEPART	245	/	374	751	/	562	493	/	551	284	/	286	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	11	124	3	101	290	31	31	198	35	2	96	47	969					
	APPROACH %	8%	90%	2%	24%	69%	7%	12%	75%	13%	1%	66%	32%						
	PEAK HR FACTOR		0.908			0.977			0.767			0.906		0.918					
	APP/DEPART	138	/	202	422	/	327	264	/	302	145	/	138	0					

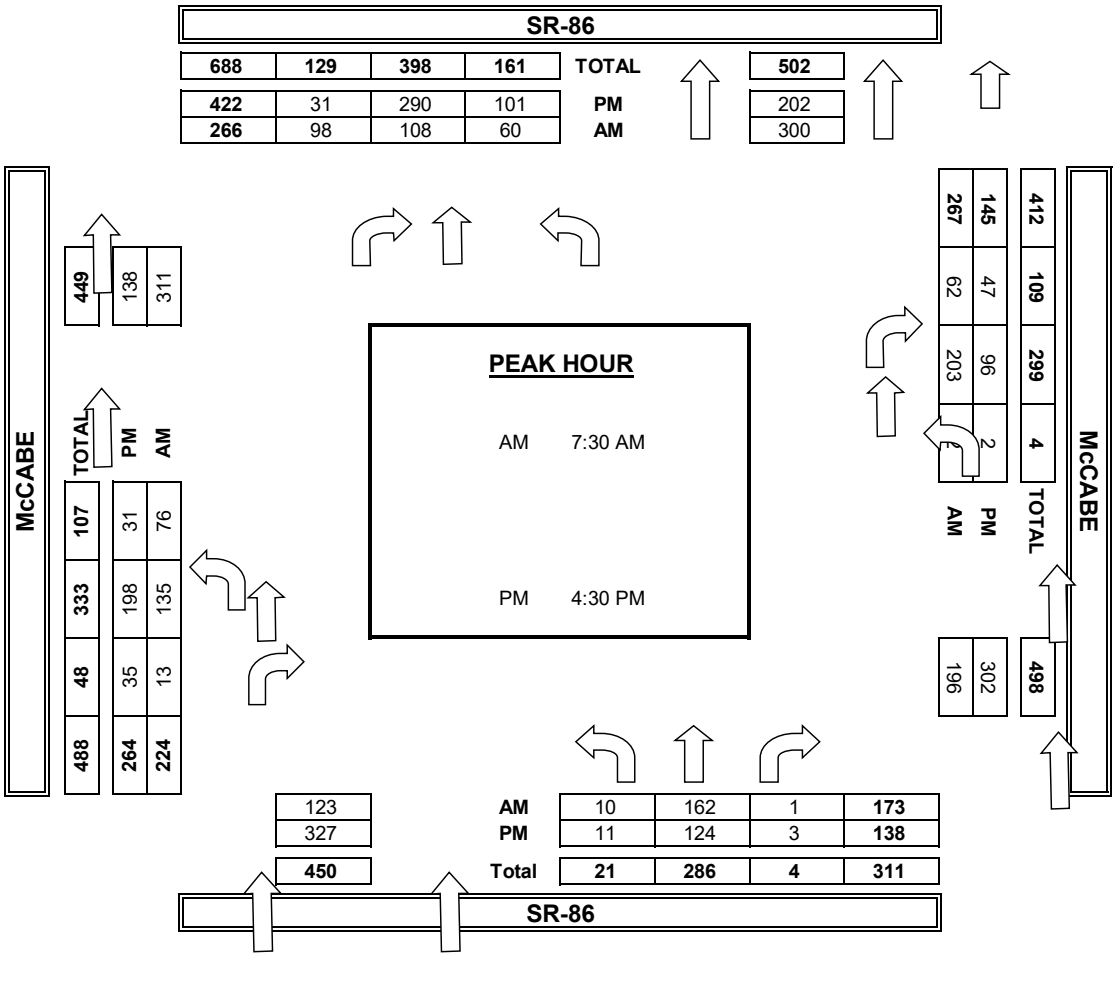


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM	2				2					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	1				1					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

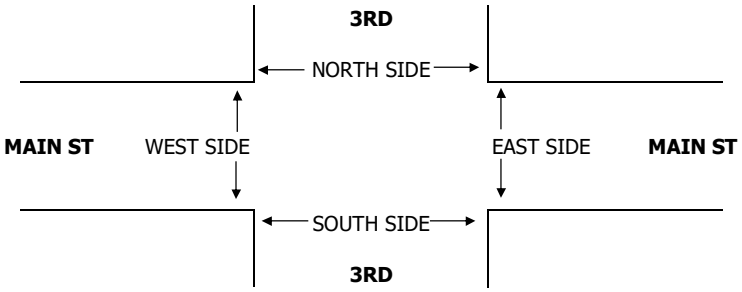
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	3RD	LOCATION #:	43
TUESDAY	EAST & WEST:	MAIN ST	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

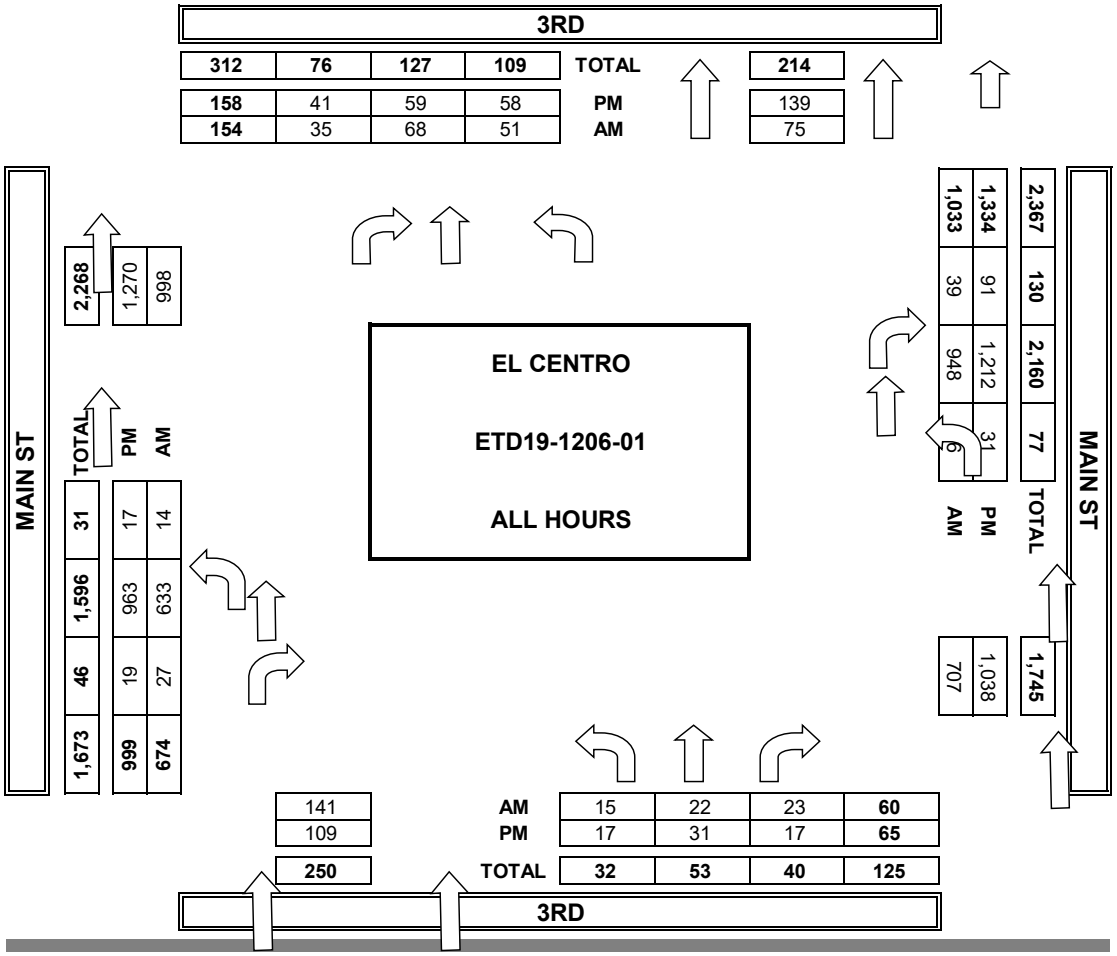
		NORTHBOUND 3RD			SOUTHBOUND 3RD			EASTBOUND MAIN ST			WESTBOUND MAIN ST				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	1	2	2	5	12	3	0	34	3	9	54	3	128					0
	7:15 AM	2	4	1	6	7	2	0	54	2	5	103	4	190					0
	7:30 AM	0	1	5	7	7	4	0	92	1	6	131	10	264					0
	7:45 AM	3	3	3	10	16	4	0	128	8	5	193	6	379					0
	8:00 AM	2	5	3	5	11	4	4	94	3	4	126	6	267					0
	8:15 AM	1	3	2	8	5	6	3	79	4	3	122	4	240					0
	8:30 AM	3	1	5	7	1	4	5	76	3	7	106	2	220					0
	8:45 AM	3	3	2	3	9	8	2	76	3	7	113	4	233					0
	VOLUMES	15	22	23	51	68	35	14	633	27	46	948	39	1,921	0	0	0	0	0
	APPROACH %	25%	37%	38%	33%	44%	23%	2%	94%	4%	4%	92%	4%						
	APP/DEPART	60	/	75	154	/	141	674	/	707	1,033	/	998	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	6	12	13	30	39	18	7	393	16	18	572	26	1,150					
	APPROACH %	19%	39%	42%	34%	45%	21%	2%	94%	4%	3%	93%	4%						
	PEAK HR FACTOR		0.775			0.725			0.765			0.755		0.759					
	APP/DEPART	31	/	45	87	/	73	416	/	436	616	/	596	0					
PM	4:00 PM	2	5	2	10	5	4	5	103	4	2	149	10	301					0
	4:15 PM	1	3	0	8	9	4	0	135	2	2	176	14	354					0
	4:30 PM	4	6	4	7	12	9	0	113	3	4	163	11	336					0
	4:45 PM	2	2	3	8	7	7	2	116	3	4	150	9	313					0
	5:00 PM	1	5	2	4	7	4	4	135	2	8	161	12	345					0
	5:15 PM	3	2	0	9	6	5	3	133	2	5	145	10	323					0
	5:30 PM	1	2	2	8	6	4	0	114	1	3	140	14	295					0
	5:45 PM	3	6	4	4	7	4	3	114	2	3	128	11	289					0
	VOLUMES	17	31	17	58	59	41	17	963	19	31	1,212	91	2,556	0	0	0	0	0
	APPROACH %	26%	48%	26%	37%	37%	26%	2%	96%	2%	2%	91%	7%						
	APP/DEPART	65	/	139	158	/	109	999	/	1,038	1,334	/	1,270	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	8	16	9	27	35	24	6	499	10	18	650	46	1,348					
	APPROACH %	24%	48%	27%	31%	41%	28%	1%	97%	2%	3%	91%	6%						
	PEAK HR FACTOR		0.589			0.768			0.913			0.930		0.952					
	APP/DEPART	33	/	68	86	/	63	515	/	535	714	/	682	0					

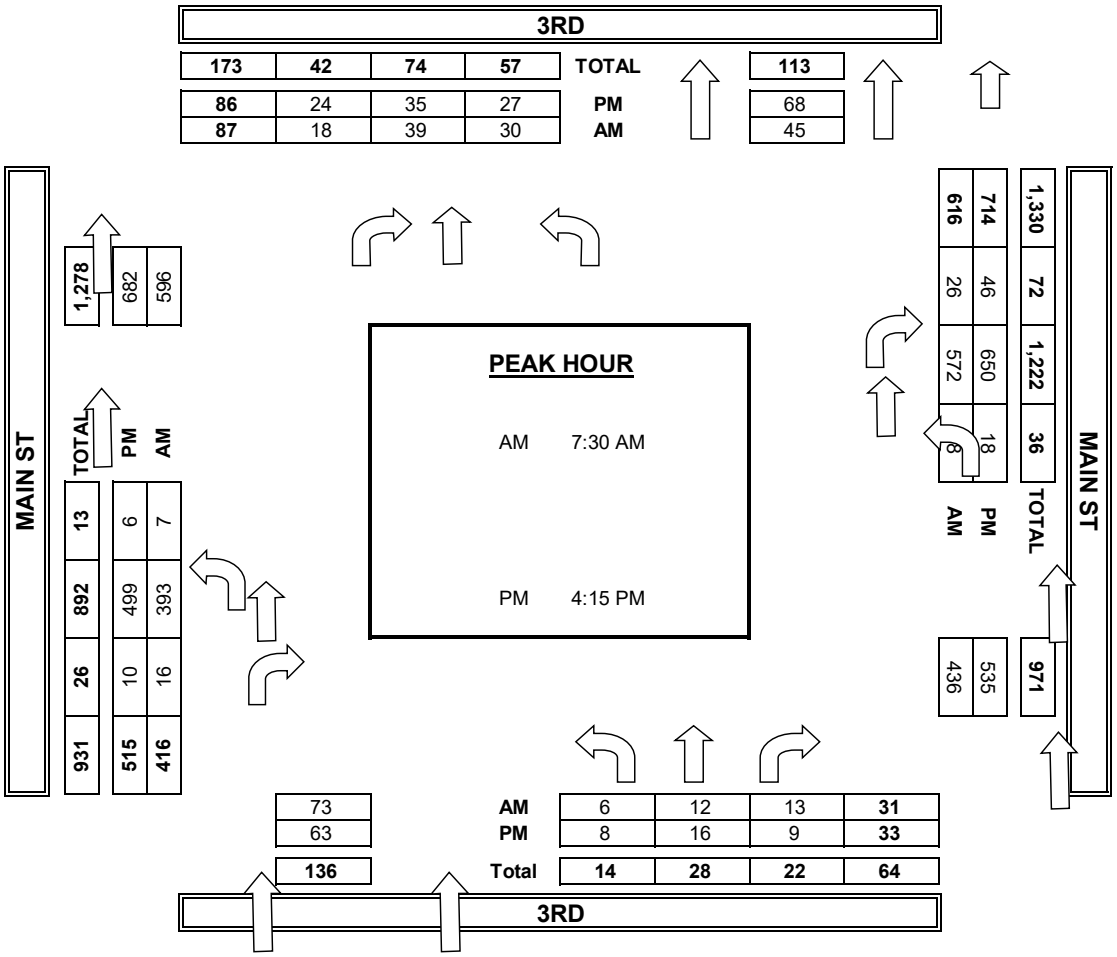


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM		3			3					0					0
	8:15 AM		1			1					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM		2			2					0		1			1
	4:15 PM			1		1					0					0
	4:30 PM					0					0					0
	4:45 PM		1	1		2					0					0
	5:00 PM		3	1		4					0					0
	5:15 PM					0					0		1			1
	5:30 PM		1			1					0				1	1
	5:45 PM		1			1					0	1	1	2		4
	TOTAL	0	8	3	0	11	0	0	0	0	0	1	3	2	1	7

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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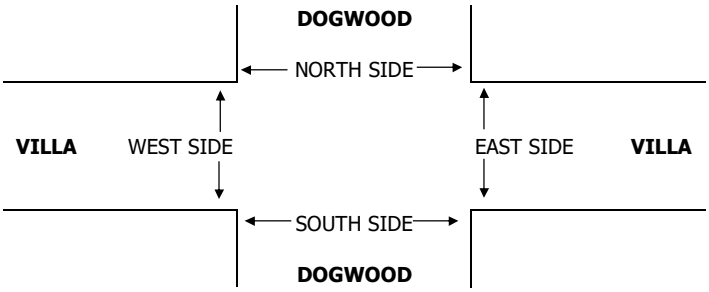
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	DOGWOOD	LOCATION #:	44
TUESDAY	EAST & WEST:	VILLA	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

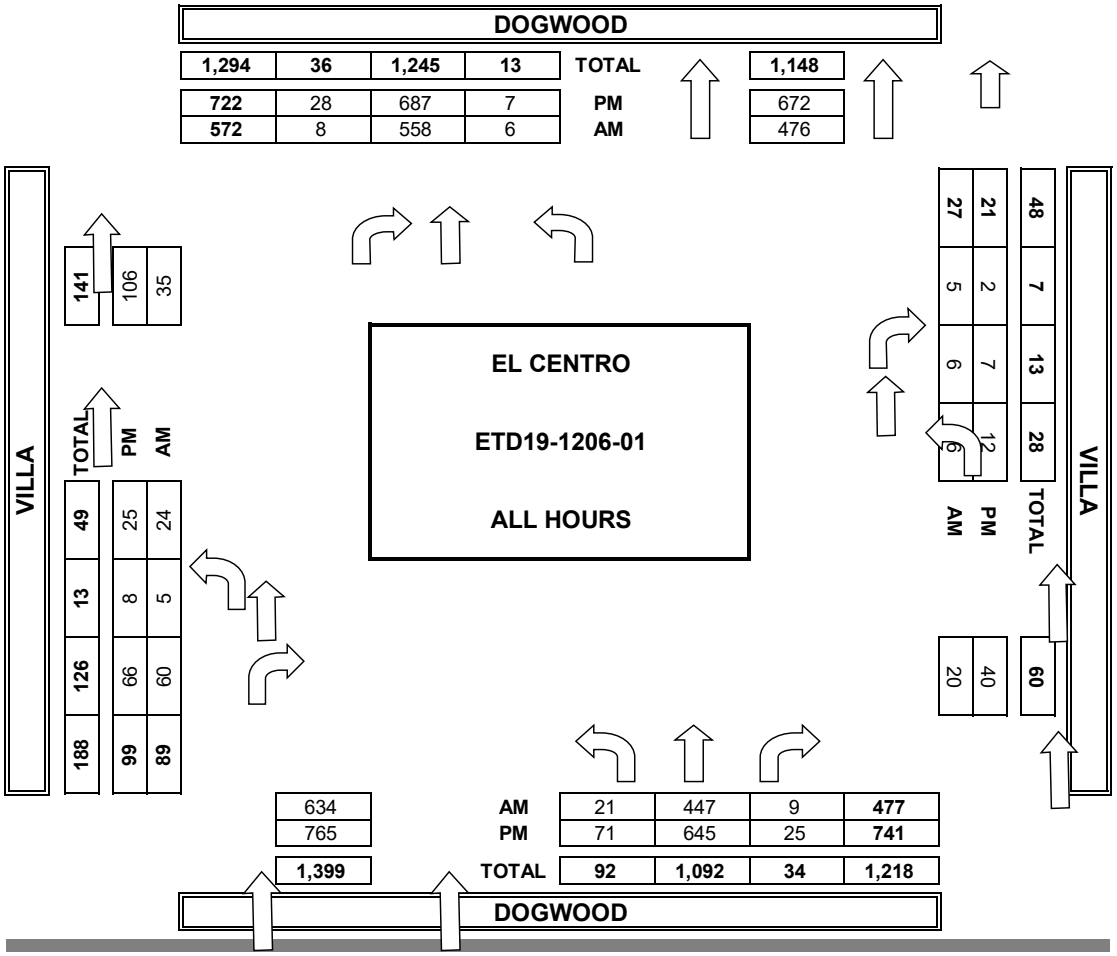
		NORTHBOUND DOGWOOD			SOUTHBOUND DOGWOOD			EASTBOUND VILLA			WESTBOUND VILLA				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	3	36	0	1	52	2	3	0	5	2	1	0	105					0
	7:15 AM	3	51	0	1	57	0	5	1	7	4	1	0	130					0
	7:30 AM	3	72	1	0	72	2	4	0	13	4	0	0	171					0
	7:45 AM	2	83	1	0	122	1	4	0	8	1	2	1	225					0
	8:00 AM	0	59	2	1	71	0	3	2	9	3	0	1	151					0
	8:15 AM	4	56	2	0	60	1	1	1	6	0	0	1	132					0
	8:30 AM	5	49	2	0	66	2	3	0	5	1	0	2	135					0
	8:45 AM	1	41	1	3	58	0	1	1	7	1	2	0	116					0
	VOLUMES	21	447	9	6	558	8	24	5	60	16	6	5	1,165	0	0	0	0	0
	APPROACH %	4%	94%	2%	1%	98%	1%	27%	6%	67%	59%	22%	19%						
	APP/DEPART	477	/	476	572	/	634	89	/	20	27	/	35	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	9	270	6	1	325	4	12	3	36	8	2	3	679					
	APPROACH %	3%	95%	2%	0%	98%	1%	24%	6%	71%	62%	15%	23%						
	PEAK HR FACTOR		0.828			0.671			0.750			0.813		0.754					
	APP/DEPART	285	/	285	330	/	369	51	/	10	13	/	15	0					
PM	4:00 PM	7	92	1	1	98	2	8	2	11	0	0	0	222					0
	4:15 PM	5	90	2	1	90	4	3	0	10	2	0	0	207					0
	4:30 PM	6	57	2	1	97	1	0	0	5	1	2	0	172					0
	4:45 PM	13	83	2	1	94	3	4	1	13	0	0	0	214					0
	5:00 PM	7	85	2	1	78	5	3	1	8	2	2	2	196					0
	5:15 PM	13	83	10	1	92	5	1	1	10	1	0	0	217					0
	5:30 PM	7	80	4	1	77	6	2	2	4	1	3	0	187					0
	5:45 PM	13	75	2	0	61	2	4	1	5	5	0	0	168					0
	VOLUMES	71	645	25	7	687	28	25	8	66	12	7	2	1,583	0	0	0	0	0
	APPROACH %	10%	87%	3%	1%	95%	4%	25%	8%	67%	57%	33%	10%						
	APP/DEPART	741	/	672	722	/	765	99	/	40	21	/	106	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	31	322	7	4	379	10	15	3	39	3	2	0	815					
	APPROACH %	9%	89%	2%	1%	96%	3%	26%	5%	68%	60%	40%	0%						
	PEAK HR FACTOR		0.900			0.973			0.679			0.417		0.918					
	APP/DEPART	360	/	337	393	/	421	57	/	14	5	/	43	0					

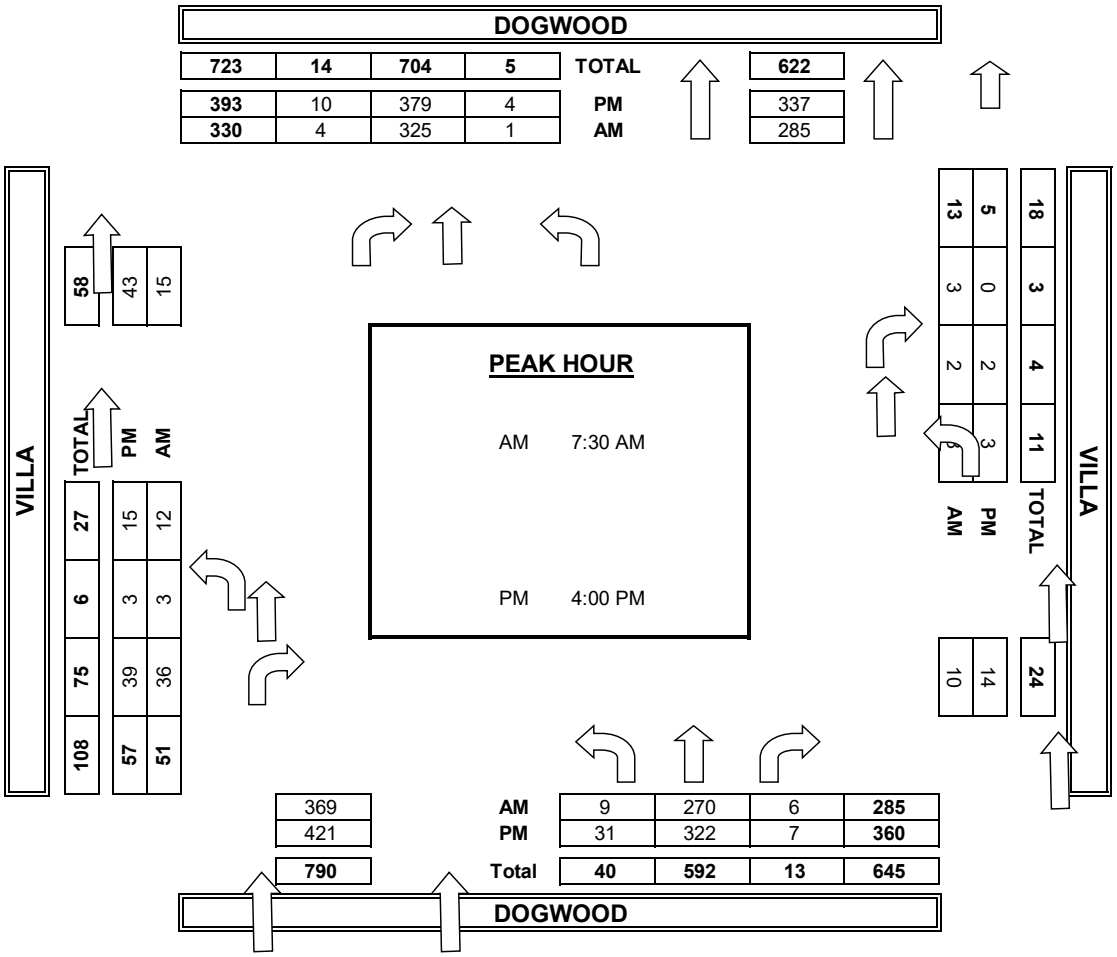


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM		1		1	2					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

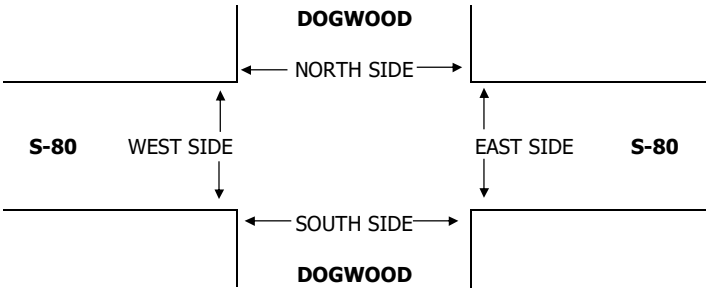
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	DOGWOOD	LOCATION #:	45
TUESDAY	EAST & WEST:	S-80	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

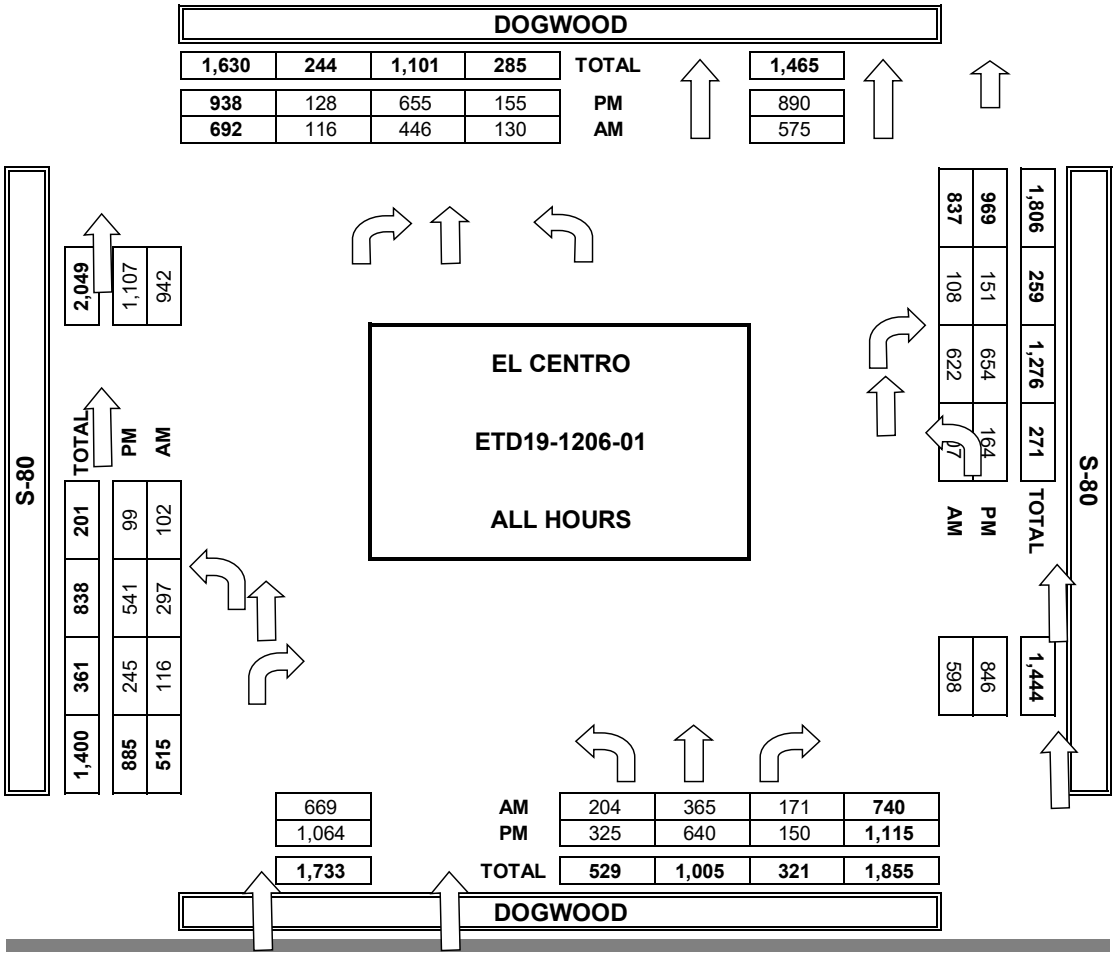
		NORTHBOUND DOGWOOD			SOUTHBOUND DOGWOOD			EASTBOUND S-80			WESTBOUND S-80				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	15	36	15	10	39	7	7	35	5	5	48	5	227					0
	7:15 AM	22	42	21	13	39	13	7	25	16	7	78	11	294					0
	7:30 AM	23	65	19	18	62	20	21	48	14	13	87	11	401					0
	7:45 AM	28	61	39	19	79	24	22	48	20	24	115	18	497					0
	8:00 AM	27	48	20	21	70	14	15	44	8	19	78	20	384					0
	8:15 AM	21	37	21	16	49	11	11	27	18	12	76	17	316					0
	8:30 AM	35	43	16	20	57	12	8	35	14	12	72	16	340					0
	8:45 AM	33	33	20	13	51	15	11	35	21	15	68	10	325					0
	VOLUMES	204	365	171	130	446	116	102	297	116	107	622	108	2,784	0	0	0	0	0
	APPROACH %	28%	49%	23%	19%	64%	17%	20%	58%	23%	13%	74%	13%						
	APP/DEPART	740	/	575	692	/	669	515	/	598	837	/	942	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	99	211	99	74	260	69	69	167	60	68	356	66	1,598					
	APPROACH %	24%	52%	24%	18%	65%	17%	23%	56%	20%	14%	73%	13%						
	PEAK HR FACTOR		0.799			0.826			0.822			0.780		0.804					
	APP/DEPART	409	/	346	403	/	388	296	/	340	490	/	524	0					
PM	4:00 PM	49	97	26	18	70	18	12	68	37	28	99	20	542					0
	4:15 PM	39	83	24	23	91	25	9	76	32	17	92	21	532					0
	4:30 PM	45	69	17	20	81	18	10	61	34	31	107	20	513					0
	4:45 PM	35	70	17	17	98	15	12	55	34	19	82	18	472					0
	5:00 PM	42	76	21	19	81	15	19	74	24	20	88	17	496					0
	5:15 PM	40	79	10	19	90	15	13	81	24	17	68	17	473					0
	5:30 PM	42	86	26	23	77	16	12	69	30	16	67	26	490					0
	5:45 PM	33	80	9	16	67	6	12	57	30	16	51	12	389					0
	VOLUMES	325	640	150	155	655	128	99	541	245	164	654	151	3,907	0	0	0	0	0
	APPROACH %	29%	57%	13%	17%	70%	14%	11%	61%	28%	17%	67%	16%						
	APP/DEPART	1,115	/	890	938	/	1,064	885	/	846	969	/	1,107	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	168	319	84	78	340	76	43	260	137	95	380	79	2,059					
	APPROACH %	29%	56%	15%	16%	69%	15%	10%	59%	31%	17%	69%	14%						
	PEAK HR FACTOR		0.830			0.888			0.940			0.877		0.950					
	APP/DEPART	571	/	441	494	/	572	440	/	422	554	/	624	0					

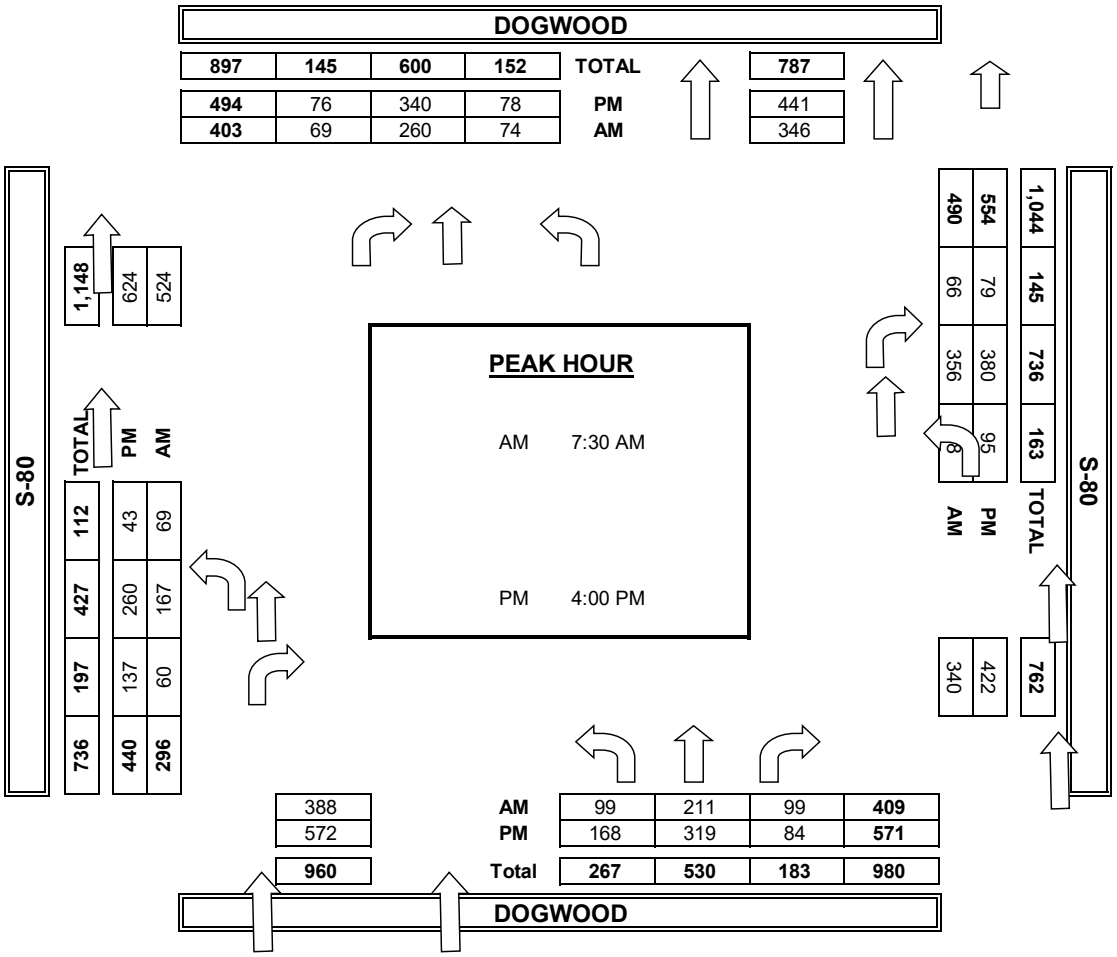


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM				1	1					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM		1			1					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

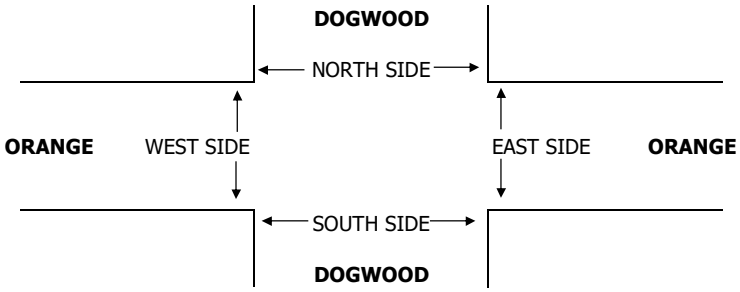
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	DOGWOOD	LOCATION #:	46
TUESDAY	EAST & WEST:	ORANGE	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

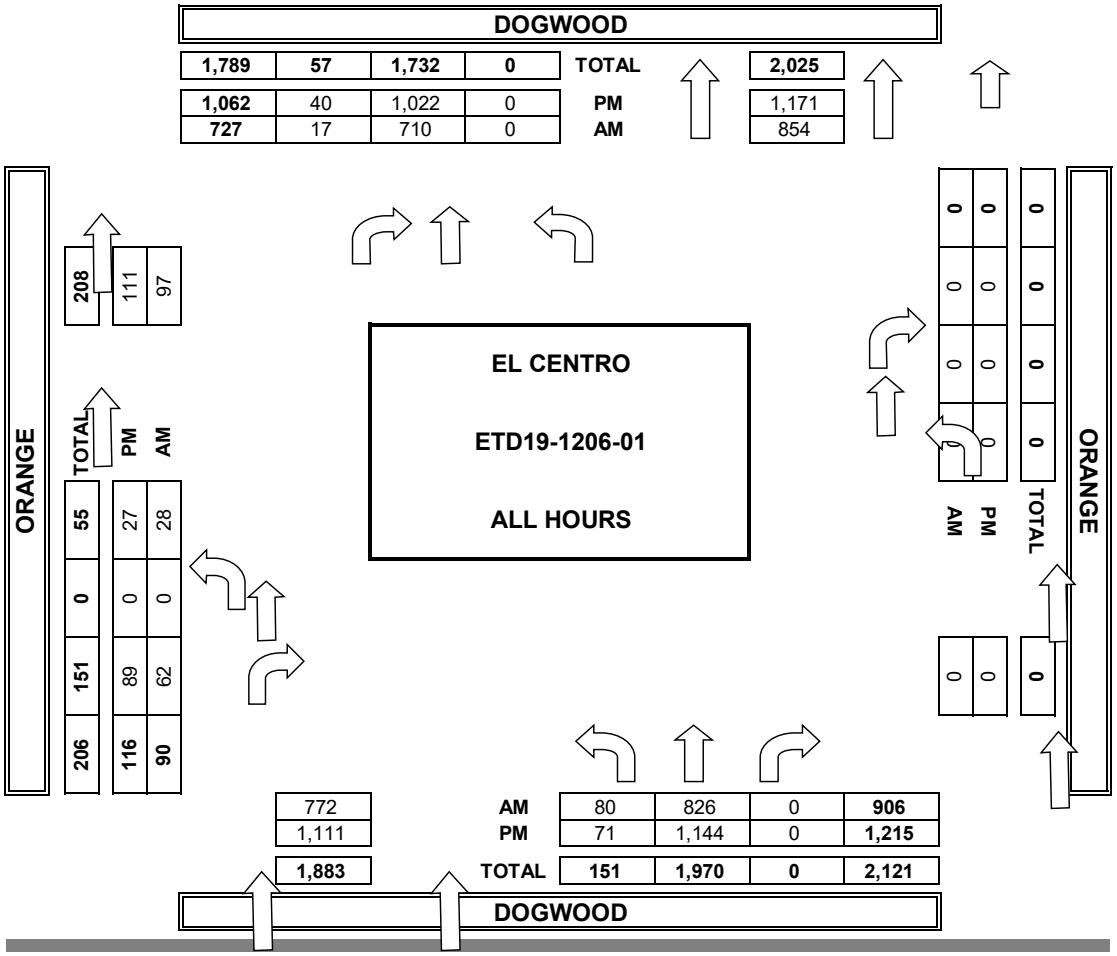
		NORTHBOUND (DOGWOOD)			SOUTHBOUND (DOGWOOD)			EASTBOUND (ORANGE)			WESTBOUND (ORANGE)				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	12	74			48	2	3		6				145					0
	7:15 AM	9	93			73	3	3		6				187					0
	7:30 AM	8	128			109	1	3		4				253					0
	7:45 AM	16	137			129	3	3		14				302					0
	8:00 AM	13	120			105	3	4		6				251					0
	8:15 AM	9	97			92	2	2		13				215					0
	8:30 AM	7	90			70	2	6		8				183					0
	8:45 AM	6	87			84	1	4		5				187					0
	VOLUMES	80	826	0	0	710	17	28	0	62	0	0	0	1,723	0	0	0	0	0
	APPROACH %	9%	91%	0%	0%	98%	2%	31%	0%	69%	0%	0%	0%						
	APP/DEPART	906	/	854	727	/	772	90	/	0	0	/	97	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	46	482	0	0	435	9	12	0	37	0	0	0	1,021					
	APPROACH %	9%	91%	0%	0%	98%	2%	24%	0%	76%	0%	0%	0%						
	PEAK HR FACTOR		0.863			0.841			0.721			0.000		0.845					
	APP/DEPART	528	/	494	444	/	472	49	/	0	0	/	55	0					
PM	4:00 PM	8	152			139	6	4		18				327					0
	4:15 PM	8	136			127	5	1		8				285					0
	4:30 PM	5	140			136	7	3		13				304					0
	4:45 PM	9	142			123	4	4		17				299					0
	5:00 PM	5	157			135	7	6		16				326					0
	5:15 PM	14	147			137	7	7		2				314					0
	5:30 PM	9	150			109	2	1		11				282					0
	5:45 PM	13	120			116	2	1		4				256					0
	VOLUMES	71	1,144	0	0	1,022	40	27	0	89	0	0	0	2,393	0	0	0	0	0
	APPROACH %	6%	94%	0%	0%	96%	4%	23%	0%	77%	0%	0%	0%						
	APP/DEPART	1,215	/	1,171	1,062	/	1,111	116	/	0	0	/	111	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	33	586	0	0	531	25	20	0	48	0	0	0	1,243					
	APPROACH %	5%	95%	0%	0%	96%	4%	29%	0%	71%	0%	0%	0%						
	PEAK HR FACTOR		0.955			0.965			0.773			0.000		0.953					
	APP/DEPART	619	/	606	556	/	579	68	/	0	0	/	58	0					

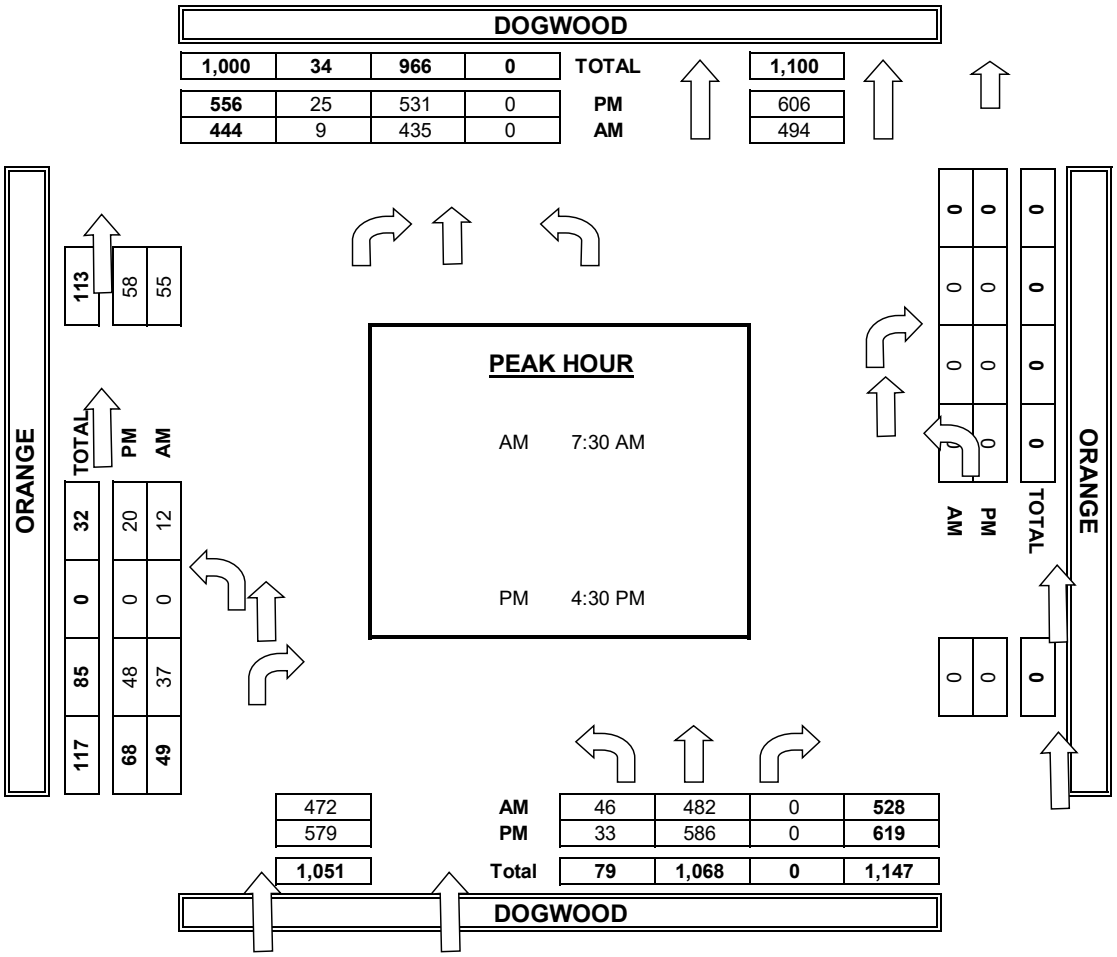


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM				1	1					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0				2	2
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM				1	1					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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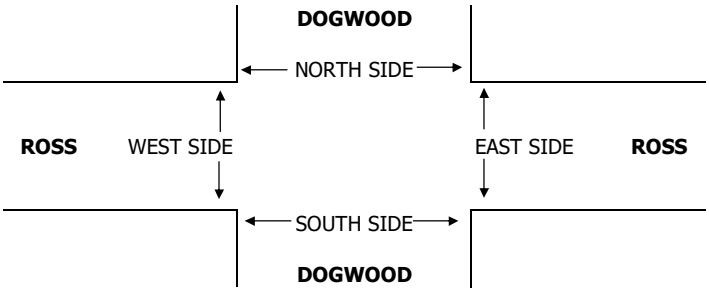
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	DOGWOOD	LOCATION #:	47
TUESDAY	EAST & WEST:	ROSS	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

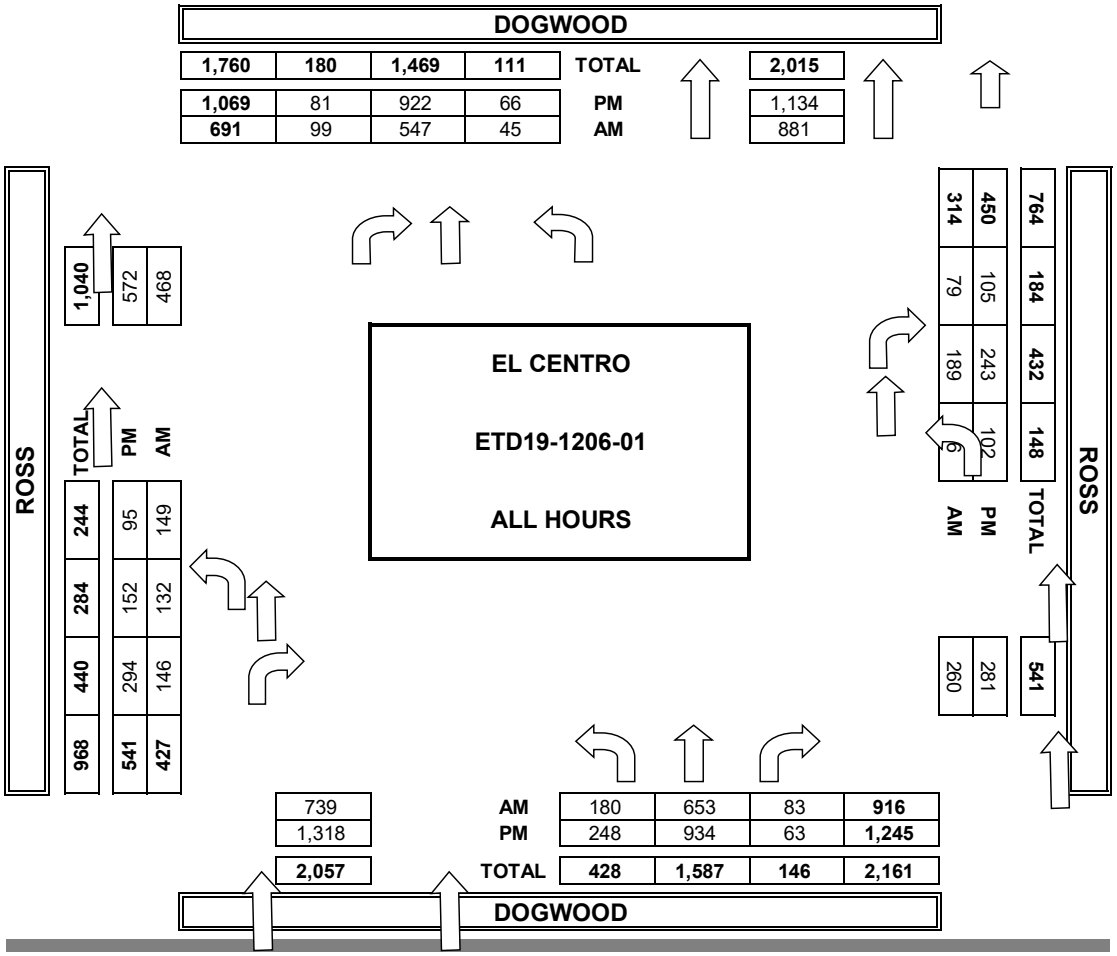
		NORTHBOUND DOGWOOD			SOUTHBOUND DOGWOOD			EASTBOUND ROSS			WESTBOUND ROSS				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	1	58	2	3	39	2	6	14	11	7	19	10	172					0
	7:15 AM	22	72	5	6	51	10	16	13	13	8	26	10	252					0
	7:30 AM	26	104	13	8	87	8	26	21	22	5	22	10	352					0
	7:45 AM	33	112	19	5	109	19	27	22	22	8	37	9	422					0
	8:00 AM	25	113	20	3	70	20	21	26	25	5	19	8	355					0
	8:15 AM	29	62	13	11	65	14	22	10	16	5	18	11	276					0
	8:30 AM	23	63	5	4	59	11	18	15	16	6	20	9	249					0
	8:45 AM	21	69	6	5	67	15	13	11	21	2	28	12	270					0
	VOLUMES	180	653	83	45	547	99	149	132	146	46	189	79	2,348	0	0	0	0	0
	APPROACH %	20%	71%	9%	7%	79%	14%	35%	31%	34%	15%	60%	25%						
	APP/DEPART	916	/	881	691	/	739	427	/	260	314	/	468	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	113	391	65	27	331	61	96	79	85	23	96	38	1,405					
	APPROACH %	20%	69%	11%	6%	79%	15%	37%	30%	33%	15%	61%	24%						
	PEAK HR FACTOR		0.867			0.788			0.903			0.727		0.832					
	APP/DEPART	569	/	525	419	/	439	260	/	171	157	/	270	0					
PM	4:00 PM	31	111	9	11	114	14	9	24	49	15	39	16	442					0
	4:15 PM	22	107	14	6	112	12	11	27	33	14	29	14	401					0
	4:30 PM	29	112	3	9	115	13	14	17	46	12	49	17	436					0
	4:45 PM	39	126	12	11	121	5	9	20	43	13	25	7	431					0
	5:00 PM	30	114	5	8	109	11	20	15	42	15	33	16	418					0
	5:15 PM	36	136	7	9	135	12	16	20	38	7	21	13	450					0
	5:30 PM	29	114	8	6	104	12	10	16	24	17	23	9	372					0
	5:45 PM	32	114	5	6	112	2	6	13	19	9	24	13	355					0
	VOLUMES	248	934	63	66	922	81	95	152	294	102	243	105	3,305	0	0	0	0	0
	APPROACH %	20%	75%	5%	6%	86%	8%	18%	28%	54%	23%	54%	23%						
	APP/DEPART	1,245	/	1,134	1,069	/	1,318	541	/	281	450	/	572	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	134	488	27	37	480	41	59	72	169	47	128	53	1,735					
	APPROACH %	21%	75%	4%	7%	86%	7%	20%	24%	56%	21%	56%	23%						
	PEAK HR FACTOR		0.906			0.894			0.974			0.731		0.964					
	APP/DEPART	649	/	600	558	/	696	300	/	136	228	/	303	0					

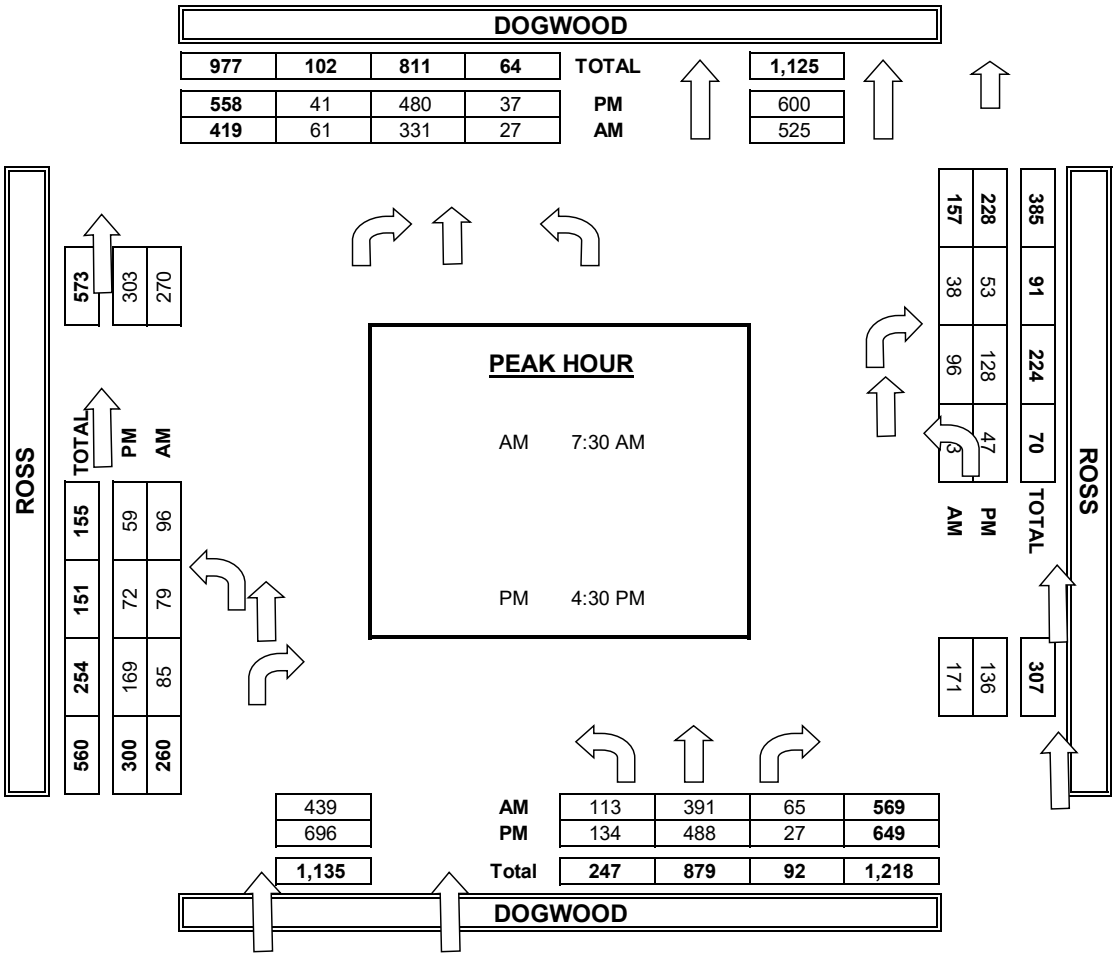


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0			1		1
	7:30 AM					0					0					0
	7:45 AM					0					0	1		1		2
	8:00 AM					0					0					0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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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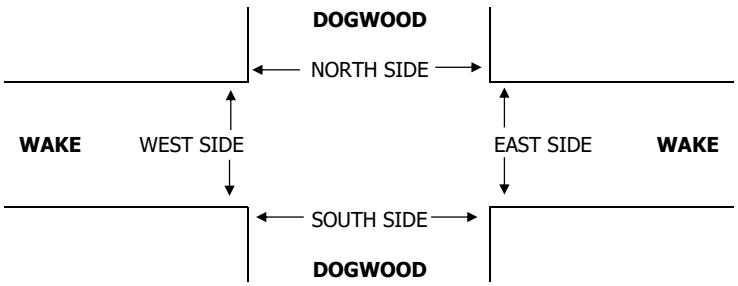
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	DOGWOOD	LOCATION #:	48
TUESDAY	EAST & WEST:	WAKE	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

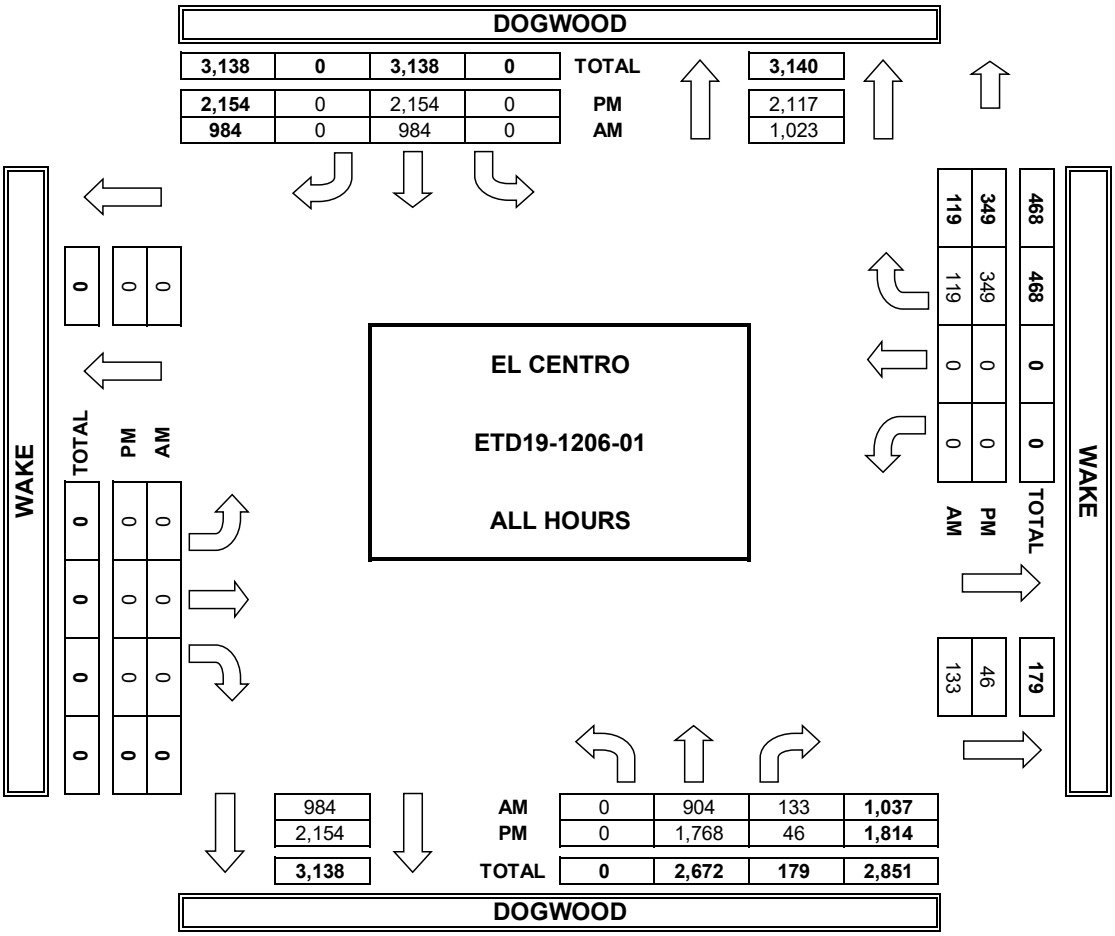
		NORTHBOUND DOGWOOD			SOUTHBOUND DOGWOOD			EASTBOUND WAKE			WESTBOUND WAKE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM		88	15		79							9	191					0
	7:15 AM		118	9		75							14	216					0
	7:30 AM		153	10		113							17	293					0
	7:45 AM		160	33		191							16	400					0
	8:00 AM		128	29		156							15	328					0
	8:15 AM		89	13		136							17	255					0
	8:30 AM		93	3		103							15	214					0
	8:45 AM		75	21		131							16	243					0
	VOLUMES	0	904	133	0	984	0	0	0	0	0	0	119	2,140	0	0	0	0	0
	APPROACH %	0%	87%	13%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	1,037	/	1,023	984	/	984	0	/	133	119	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	530	85	0	596	0	0	0	0	0	0	65	1,276					
	APPROACH %	0%	86%	14%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.797			0.780			0.000			0.956		0.798					
	APP/DEPART	615	/	595	596	/	596	0	/	85	65	/	0	0					
PM	4:00 PM		192	5		266							50	513					0
	4:15 PM		207	5		263							28	503					0
	4:30 PM		248	7		289							42	586					0
	4:45 PM		212	3		266							48	529					0
	5:00 PM		222	7		279							53	561					0
	5:15 PM		230	6		277							41	554					0
	5:30 PM		227	8		254							52	541					0
	5:45 PM		230	5		260							35	530					0
	VOLUMES	0	1,768	46	0	2,154	0	0	0	0	0	0	349	4,317	0	0	0	0	0
	APPROACH %	0%	97%	3%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	1,814	/	2,117	2,154	/	2,154	0	/	46	349	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	912	23	0	1,111	0	0	0	0	0	0	184	2,230					
	APPROACH %	0%	98%	2%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.917			0.961			0.000			0.868		0.951					
	APP/DEPART	935	/	1,096	1,111	/	1,111	0	/	23	184	/	0	0					

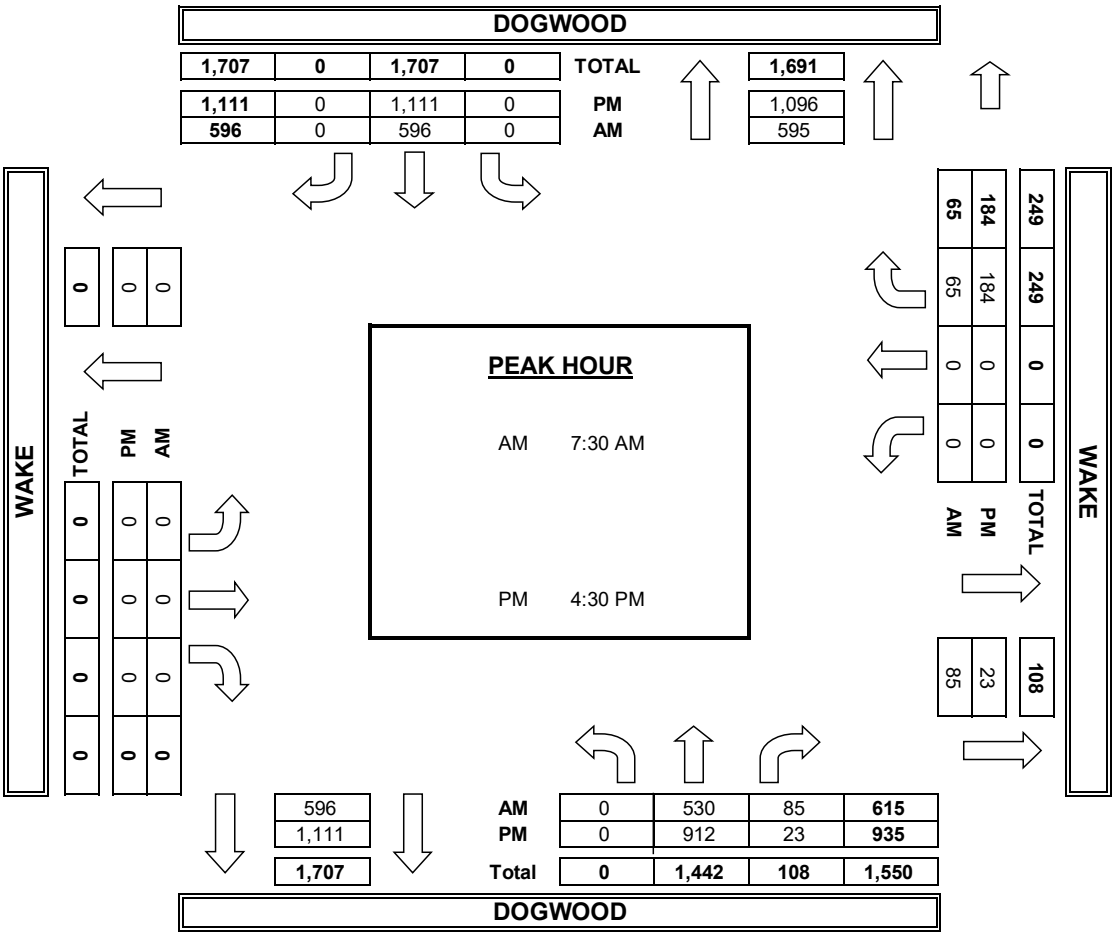


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0			1		1
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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

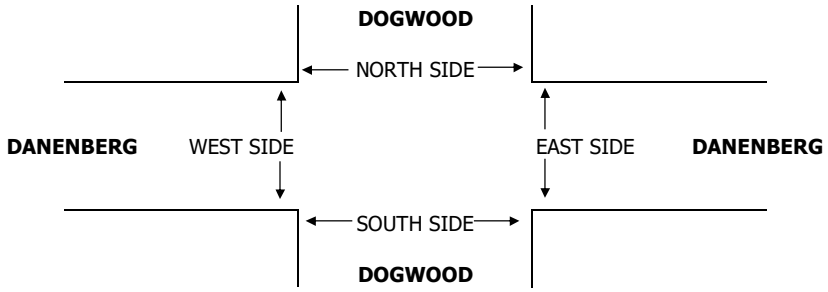
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	DOGWOOD	LOCATION #:	49
TUESDAY	EAST & WEST:	DANENBERG	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

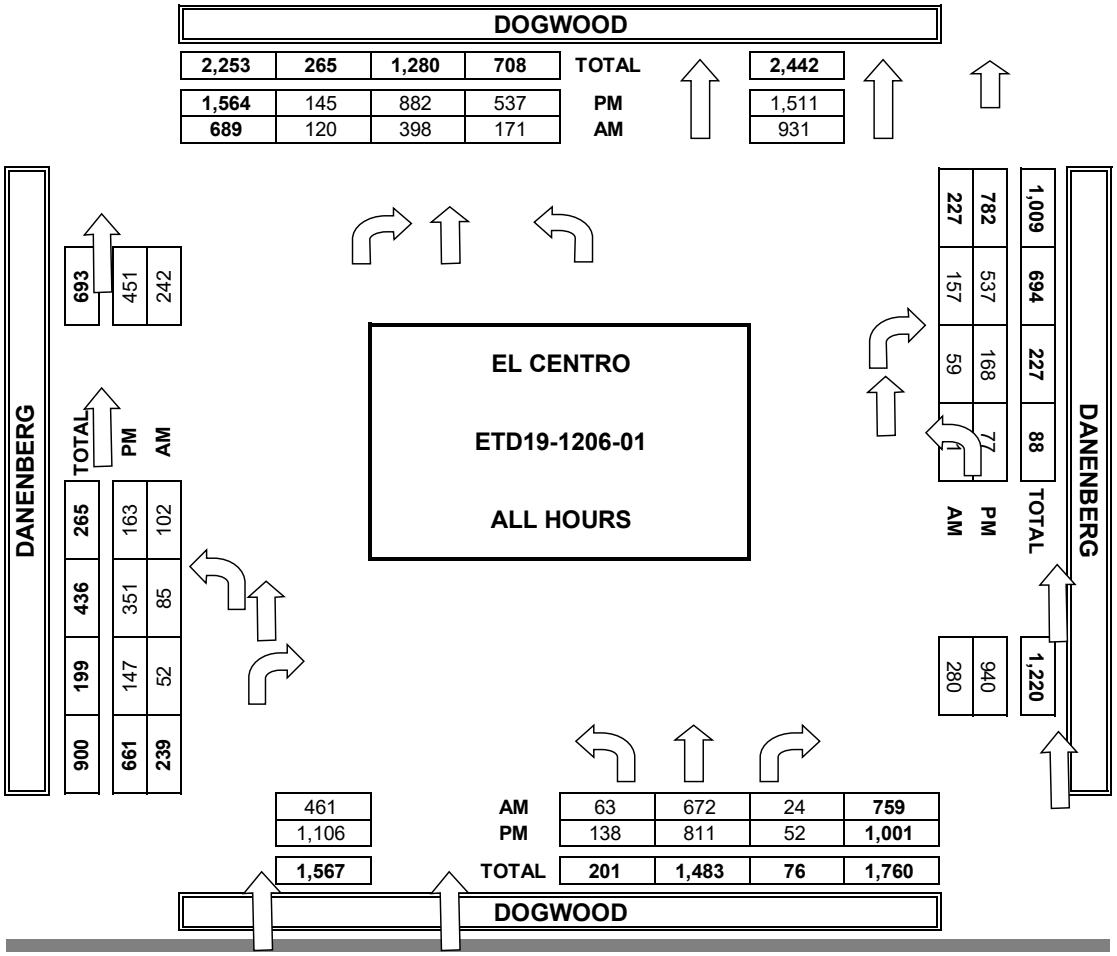
		NORTHBOUND DOGWOOD			SOUTHBOUND DOGWOOD			EASTBOUND DANENBERG			WESTBOUND DANENBERG				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	64	1	15	36	6	12	5	3	1	3	13	163					0
	7:15 AM	4	82	1	7	33	17	15	3	4	1	5	31	203					0
	7:30 AM	8	117	3	23	57	14	18	7	5	1	3	25	281					0
	7:45 AM	12	141	2	27	64	37	16	16	5	1	18	21	360					0
	8:00 AM	6	103	1	25	55	24	10	15	7	1	6	22	275					0
	8:15 AM	10	51	5	24	53	11	13	14	10	3	9	17	220					0
	8:30 AM	11	60	6	20	51	4	10	14	7	2	10	13	208					0
	8:45 AM	8	54	5	30	49	7	8	11	11	1	5	15	204					0
	VOLUMES	63	672	24	171	398	120	102	85	52	11	59	157	1,914	0	0	0	0	0
	APPROACH %	8%	89%	3%	25%	58%	17%	43%	36%	22%	5%	26%	69%						
	APP/DEPART	759	/	931	689	/	461	239	/	280	227	/	242	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	36	412	11	99	229	86	57	52	27	6	36	85	1,136					
	APPROACH %	8%	90%	2%	24%	55%	21%	42%	38%	20%	5%	28%	67%						
	PEAK HR FACTOR		0.740			0.809			0.919			0.794		0.789					
	APP/DEPART	459	/	554	414	/	262	136	/	162	127	/	158	0					
PM	4:00 PM	15	98	9	70	96	26	18	31	9	4	15	59	450					0
	4:15 PM	16	102	6	56	105	12	19	42	14	4	17	76	469					0
	4:30 PM	21	105	7	65	111	21	16	42	28	8	28	72	524					0
	4:45 PM	23	88	6	73	117	15	20	36	9	9	17	59	472					0
	5:00 PM	17	107	5	72	117	24	30	64	29	14	23	71	573					0
	5:15 PM	15	83	4	71	119	18	26	42	20	15	27	63	503					0
	5:30 PM	13	119	8	52	104	20	23	53	14	13	18	62	499					0
	5:45 PM	18	109	7	78	113	9	11	41	24	10	23	75	518					0
	VOLUMES	138	811	52	537	882	145	163	351	147	77	168	537	4,008	0	0	0	0	0
	APPROACH %	14%	81%	5%	34%	56%	9%	25%	53%	22%	10%	21%	69%						
	APP/DEPART	1,001	/	1,511	1,564	/	1,106	661	/	940	782	/	451	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	63	418	24	273	453	71	90	200	87	52	91	271	2,093					
	APPROACH %	12%	83%	5%	34%	57%	9%	24%	53%	23%	13%	22%	65%						
	PEAK HR FACTOR		0.902			0.935			0.766			0.958		0.913					
	APP/DEPART	505	/	779	797	/	592	377	/	497	414	/	225	0					

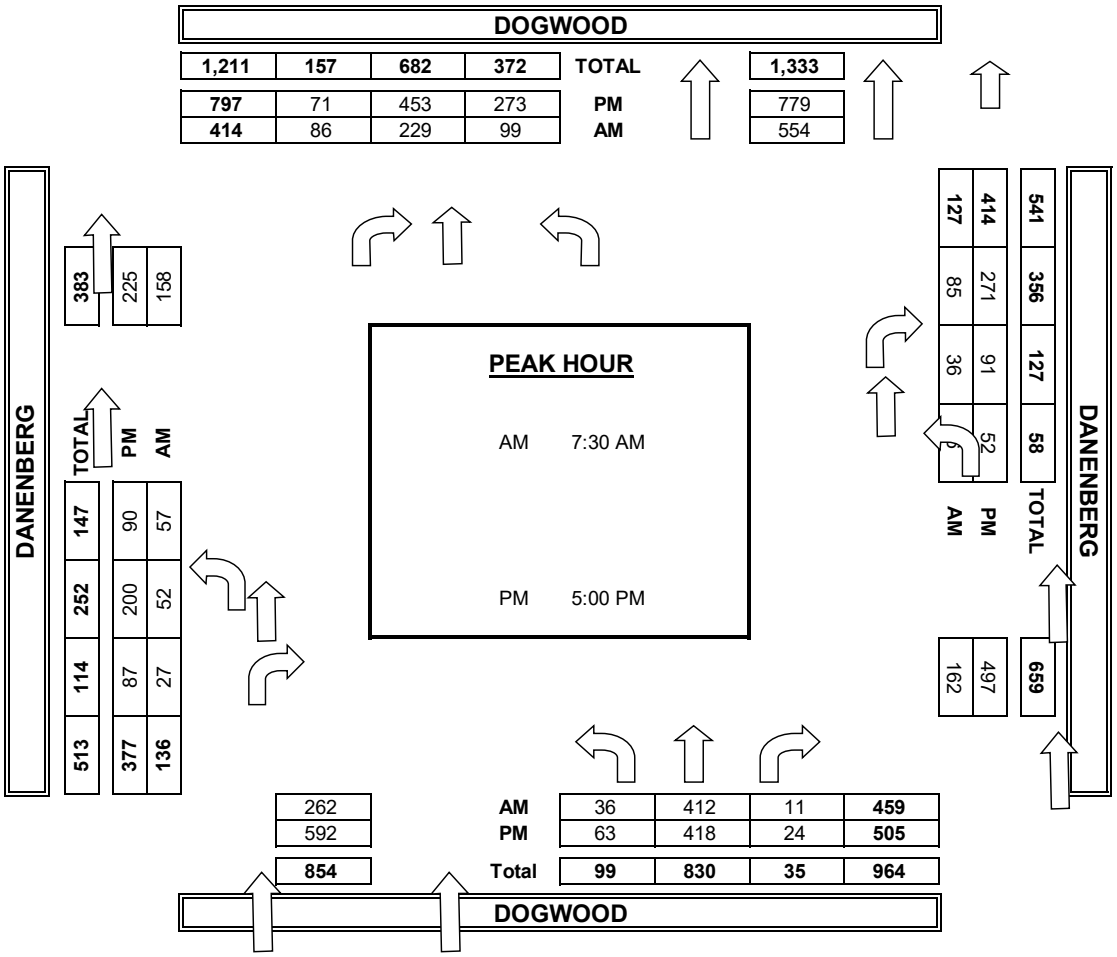


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM		2			2					0					0
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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	DOGWOOD	LOCATION #:	50
TUESDAY	EAST & WEST:	McCABE EB	CONTROL:	SIGNAL

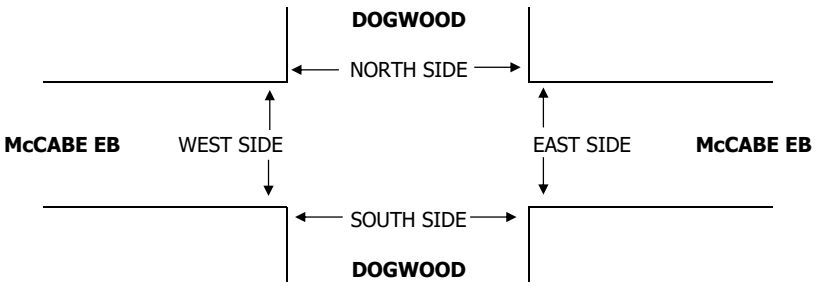
NOTES:

INCLUDES BIKE & PED

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

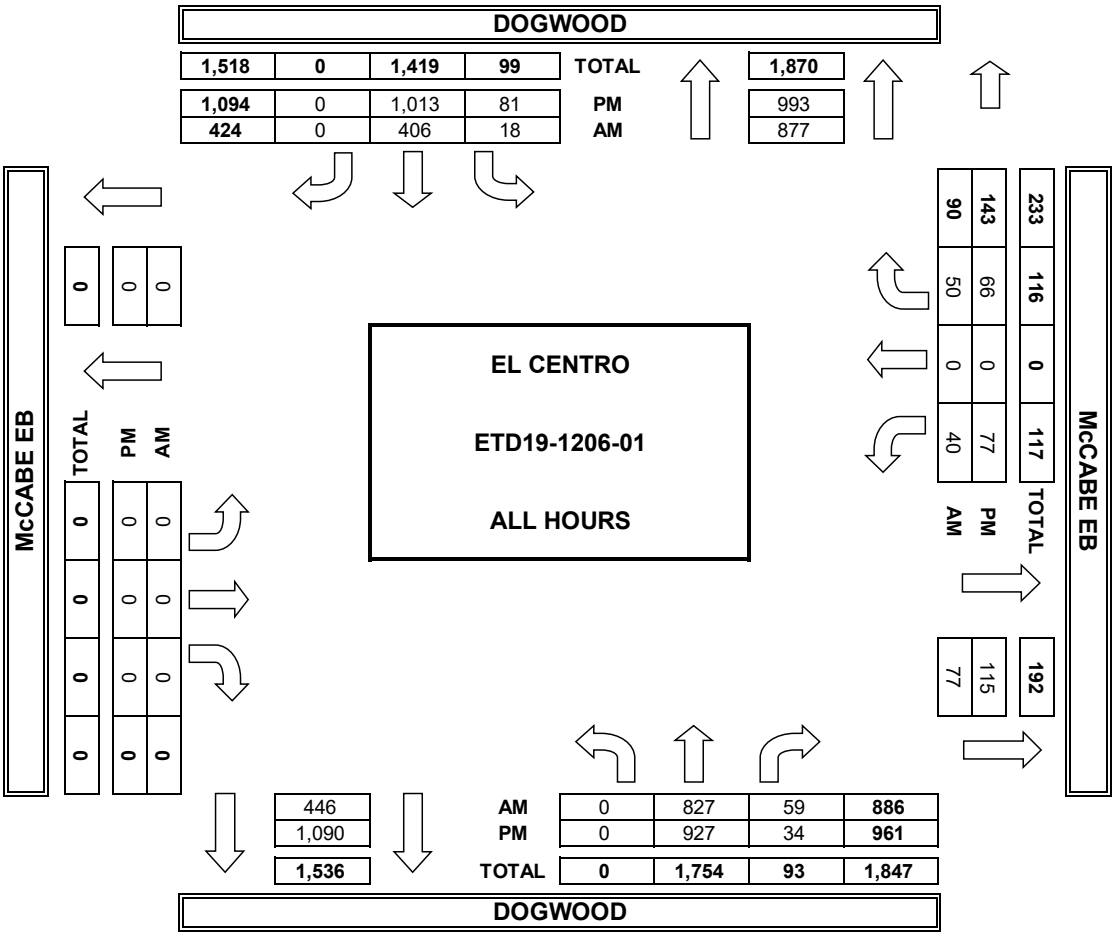
		NORTHBOUND DOGWOOD			SOUTHBOUND DOGWOOD			EASTBOUND McCABE EB			WESTBOUND McCABE EB				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM		78	8	3	39					2		6	136					0
	7:15 AM		97	9	1	37					6		5	155					0
	7:30 AM		129	13	0	59					5		3	209					0
	7:45 AM		170	10	4	60					2		7	253					0
	8:00 AM		125	6	2	56					7		10	206					0
	8:15 AM		78	2	5	61					11		6	163					0
	8:30 AM		73	9	3	56					4		6	151					0
	8:45 AM		77	2	0	38					3		7	127					0
	VOLUMES	0	827	59	18	406	0	0	0	0	40	0	50	1,400	0	0	0	0	0
	APPROACH %	0%	93%	7%	4%	96%	0%	0%	0%	0%	44%	0%	56%						
	APP/DEPART	886	/	877	424	/	446	0	/	77	90	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	502	31	11	236	0	0	0	0	25	0	26	831					
	APPROACH %	0%	94%	6%	4%	96%	0%	0%	0%	0%	49%	0%	51%						
	PEAK HR FACTOR		0.740			0.936			0.000			0.750		0.821					
	APP/DEPART	533	/	528	247	/	261	0	/	42	51	/	0	0					
PM	4:00 PM		105	4	10	109					17		6	251					0
	4:15 PM		111	1	7	131					14		13	277					0
	4:30 PM		140	4	6	124					7		6	287					0
	4:45 PM		114	6	6	120					6		12	264					0
	5:00 PM		132	7	13	170					8		2	332					0
	5:15 PM		94	5	23	132					7		8	269					0
	5:30 PM		110	3	8	119					10		10	260					0
	5:45 PM		121	4	8	108					8		9	258					0
	VOLUMES	0	927	34	81	1,013	0	0	0	0	77	0	66	2,198	0	0	0	0	0
	APPROACH %	0%	96%	4%	7%	93%	0%	0%	0%	0%	54%	0%	46%						
	APP/DEPART	961	/	993	1,094	/	1,090	0	/	115	143	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	497	18	32	545	0	0	0	0	35	0	33	1,160					
	APPROACH %	0%	97%	3%	6%	94%	0%	0%	0%	0%	51%	0%	49%						
	PEAK HR FACTOR		0.894			0.788			0.000			0.630		0.873					
	APP/DEPART	515	/	530	577	/	580	0	/	50	68	/	0	0					

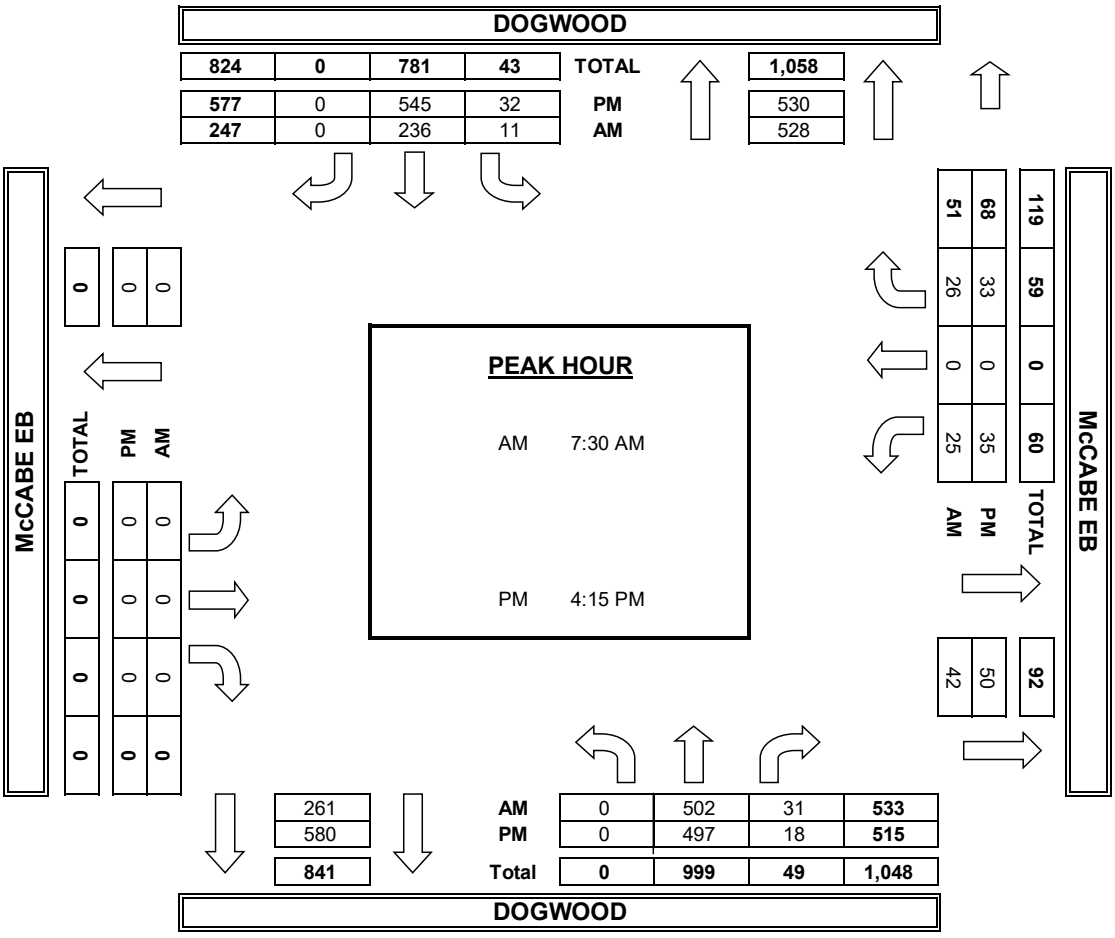


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

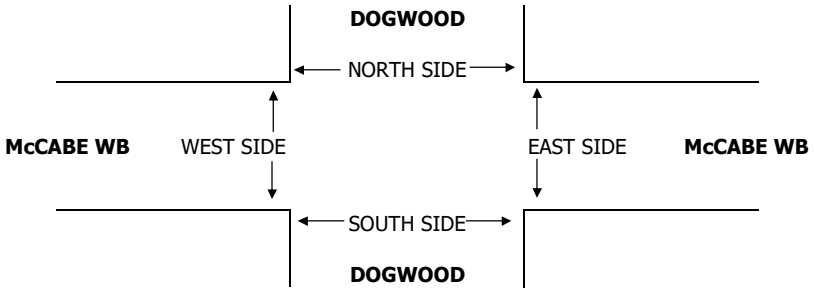
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	DOGWOOD	LOCATION #:	51
TUESDAY	EAST & WEST:	McCABE WB	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

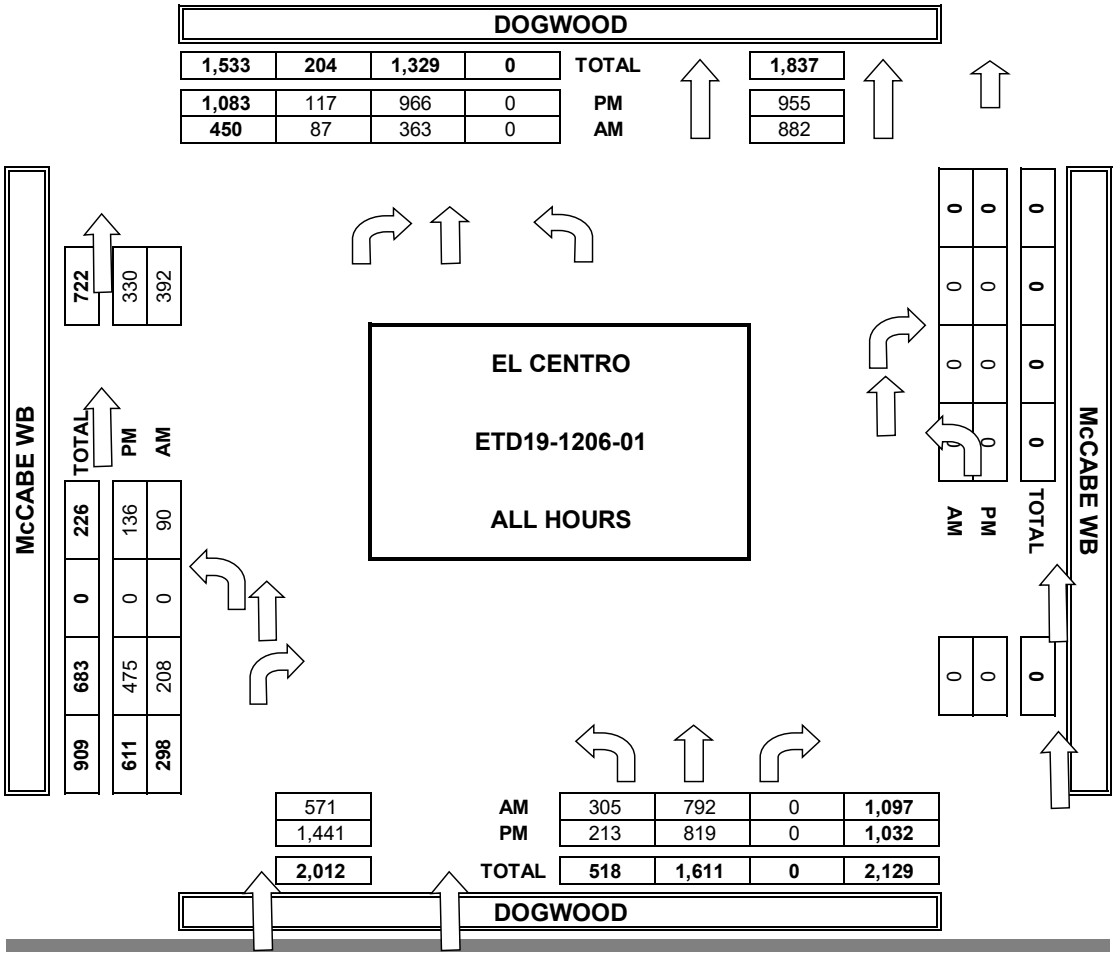
		NORTHBOUND DOGWOOD			SOUTHBOUND DOGWOOD			EASTBOUND McCABE WB			WESTBOUND McCABE WB				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	29	71			31	8	12		7				158					0
	7:15 AM	48	96			34	10	12		17				217					0
	7:30 AM	68	133			54	11	12		39				317					0
	7:45 AM	49	161			53	9	16		43				331					0
	8:00 AM	35	116			60	9	11		37				268					0
	8:15 AM	26	73			56	15	10		27				207					0
	8:30 AM	25	69			49	13	11		23				190					0
	8:45 AM	25	73			26	12	6		15				157					0
	VOLUMES	305	792	0	0	363	87	90	0	208	0	0	0	1,845	0	0	0	0	0
	APPROACH %	28%	72%	0%	0%	81%	19%	30%	0%	70%	0%	0%	0%						
	APP/DEPART	1,097	/	882	450	/	571	298	/	0	0	/	392	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	200	506	0	0	201	39	51	0	136	0	0	0	1,133					
	APPROACH %	28%	72%	0%	0%	84%	16%	27%	0%	73%	0%	0%	0%						
	PEAK HR FACTOR		0.840			0.870			0.792			0.000		0.856					
	APP/DEPART	706	/	557	240	/	337	187	/	0	0	/	239	0					
PM	4:00 PM	29	93			116	13	18		51				320					0
	4:15 PM	22	95			123	19	18		46				323					0
	4:30 PM	28	122			119	10	16		56				351					0
	4:45 PM	22	102			105	19	16		64				328					0
	5:00 PM	22	112			163	16	26		83				422					0
	5:15 PM	34	83			126	14	15		67				339					0
	5:30 PM	33	105			111	16	12		56				333					0
	5:45 PM	23	107			103	10	15		52				310					0
	VOLUMES	213	819	0	0	966	117	136	0	475	0	0	0	2,726	0	0	0	0	0
	APPROACH %	21%	79%	0%	0%	89%	11%	22%	0%	78%	0%	0%	0%						
	APP/DEPART	1,032	/	955	1,083	/	1,441	611	/	0	0	/	330	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	106	419	0	0	513	59	73	0	270	0	0	0	1,440					
	APPROACH %	20%	80%	0%	0%	90%	10%	21%	0%	79%	0%	0%	0%						
	PEAK HR FACTOR		0.875			0.799			0.787			0.000		0.853					
	APP/DEPART	525	/	492	572	/	783	343	/	0	0	/	165	0					

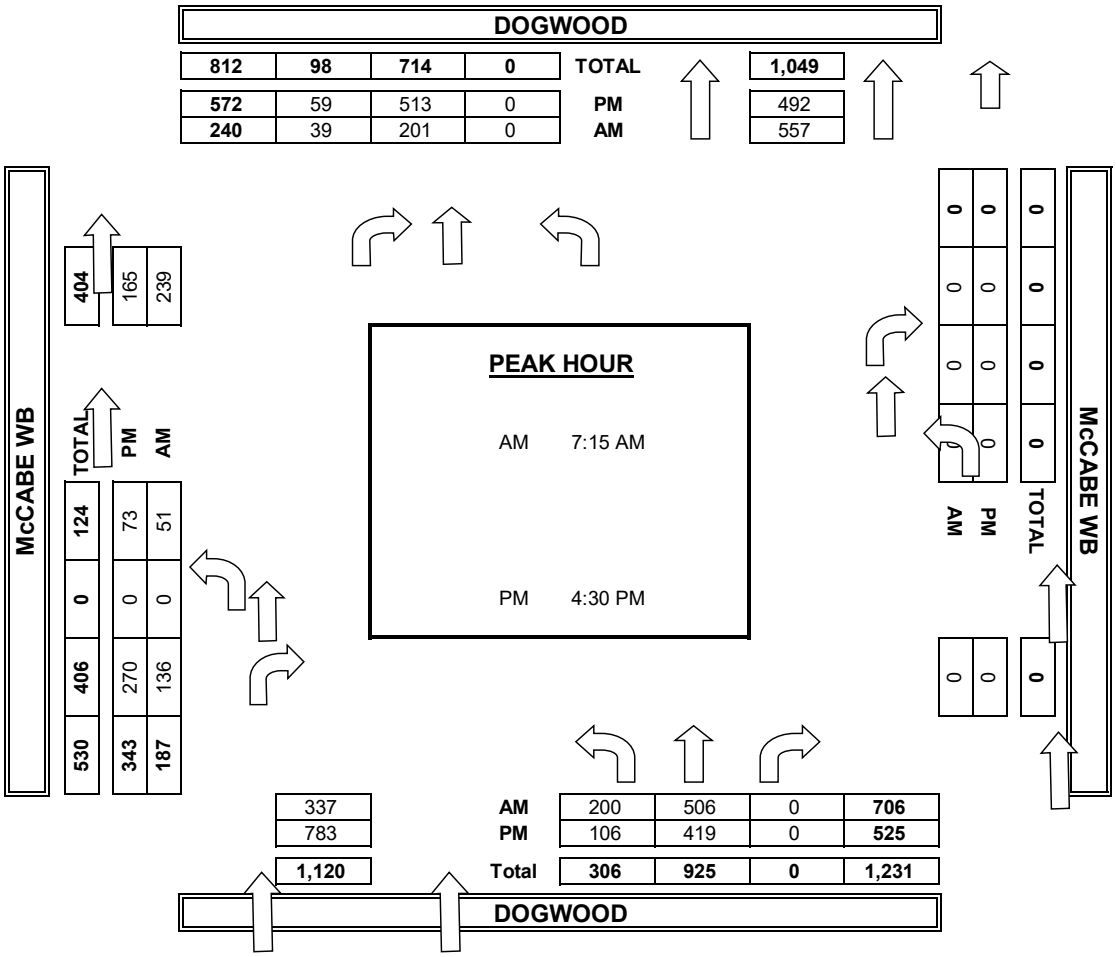


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

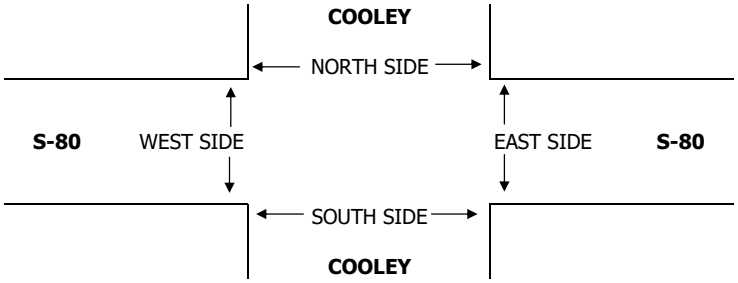
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	COOLEY	LOCATION #:	52
TUESDAY	EAST & WEST:	S-80	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

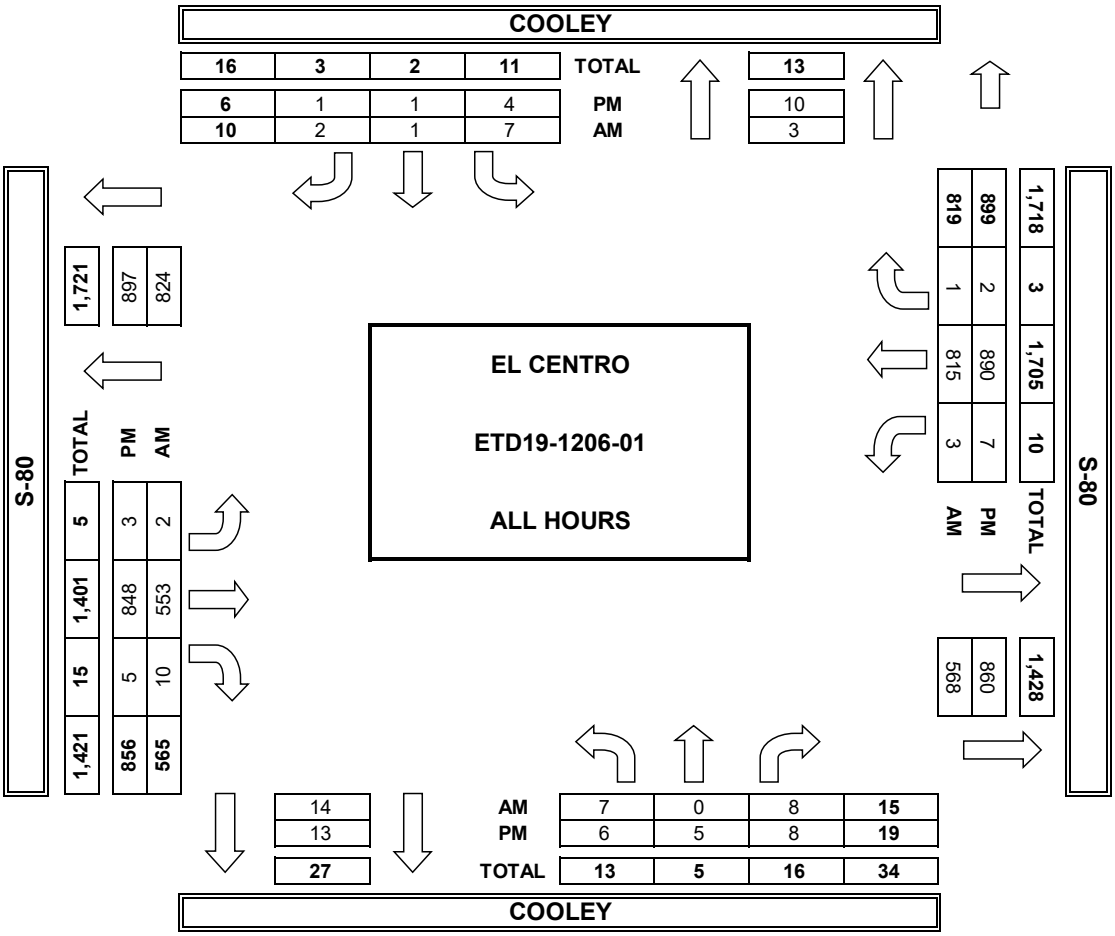
		NORTHBOUND COOLEY			SOUTHBOUND COOLEY			EASTBOUND S-80			WESTBOUND S-80				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	0	0	1	0	0	0	52	2	1	70	0	128					0
	7:15 AM	1	0	0	0	1	1	0	66	0	0	98	0	167					0
	7:30 AM	1	0	1	0	0	0	1	88	0	0	112	0	203					0
	7:45 AM	0	0	4	1	0	0	0	83	1	0	133	0	222					0
	8:00 AM	0	0	2	3	0	1	0	76	5	1	114	0	202					0
	8:15 AM	2	0	0	2	0	0	0	63	2	0	98	0	167					0
	8:30 AM	1	0	1	0	0	0	0	57	0	1	88	1	149					0
	8:45 AM	0	0	0	0	0	0	1	68	0	0	102	0	171					0
	VOLUMES	7	0	8	7	1	2	2	553	10	3	815	1	1,409	0	0	0	0	0
	APPROACH %	47%	0%	53%	70%	10%	20%	0%	98%	2%	0%	100%	0%						
	APP/DEPART	15	/	3	10	/	14	565	/	568	819	/	824	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	3	0	7	6	0	1	1	310	8	1	457	0	794					
	APPROACH %	30%	0%	70%	86%	0%	14%	0%	97%	3%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.438			0.896			0.861		0.894					
	APP/DEPART	10	/	1	7	/	9	319	/	323	458	/	461	0					
PM	4:00 PM	2	0	1	1	0	0	1	110	1	0	122	1	239					0
	4:15 PM	0	0	0	2	1	0	0	122	0	2	131	0	258					0
	4:30 PM	0	2	1	0	0	0	0	100	1	1	133	0	238					0
	4:45 PM	2	1	3	0	0	0	2	101	0	1	118	0	228					0
	5:00 PM	0	0	2	0	0	1	0	117	0	0	101	0	221					0
	5:15 PM	2	1	0	1	0	0	0	115	0	1	109	0	229					0
	5:30 PM	0	1	1	0	0	0	0	109	2	2	96	1	212					0
	5:45 PM	0	0	0	0	0	0	0	74	1	0	80	0	155					0
	VOLUMES	6	5	8	4	1	1	3	848	5	7	890	2	1,780	0	0	0	0	0
	APPROACH %	32%	26%	42%	67%	17%	17%	0%	99%	1%	1%	99%	0%						
	APP/DEPART	19	/	10	6	/	13	856	/	860	899	/	897	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	3	5	3	1	0	3	433	2	4	504	1	963					
	APPROACH %	33%	25%	42%	75%	25%	0%	1%	99%	0%	1%	99%	0%						
	PEAK HR FACTOR		0.500			0.333			0.898			0.950		0.933					
	APP/DEPART	12	/	7	4	/	7	438	/	441	509	/	508	0					

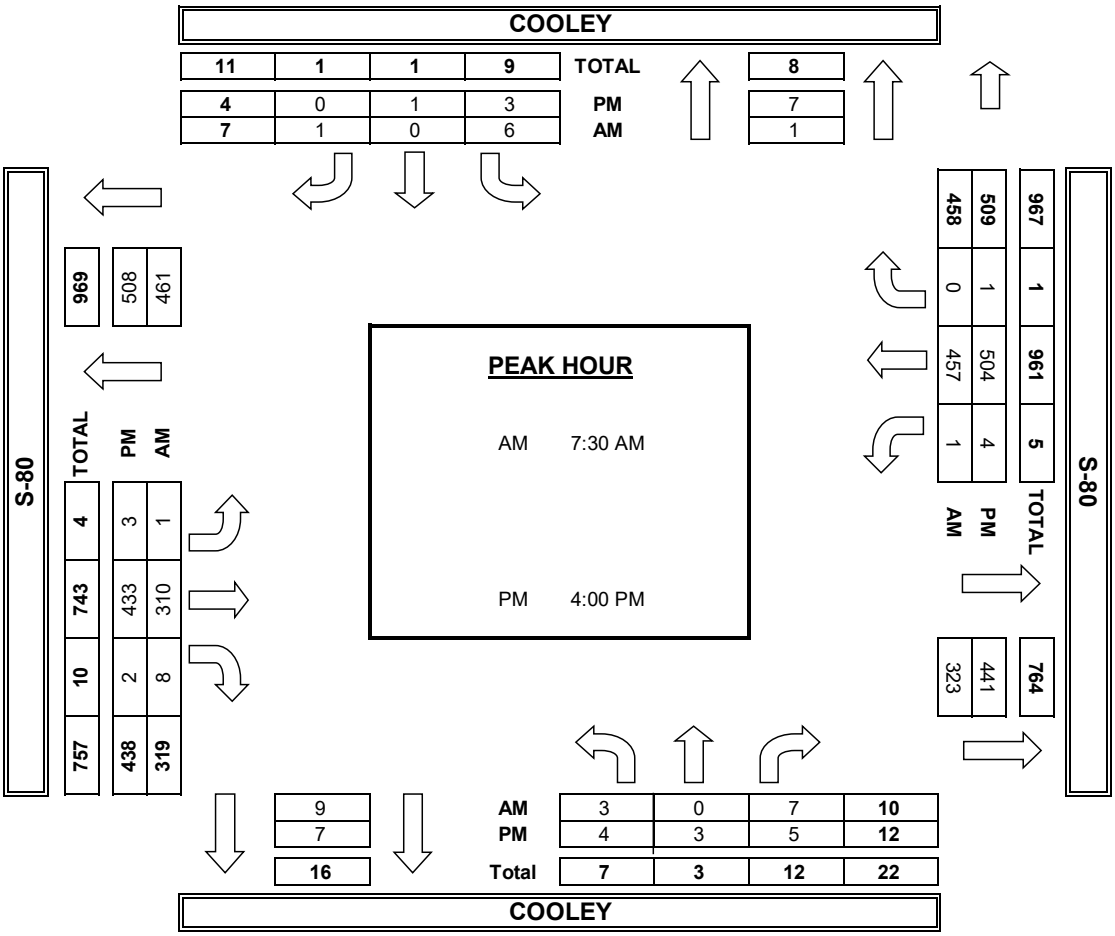


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM		1			1					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

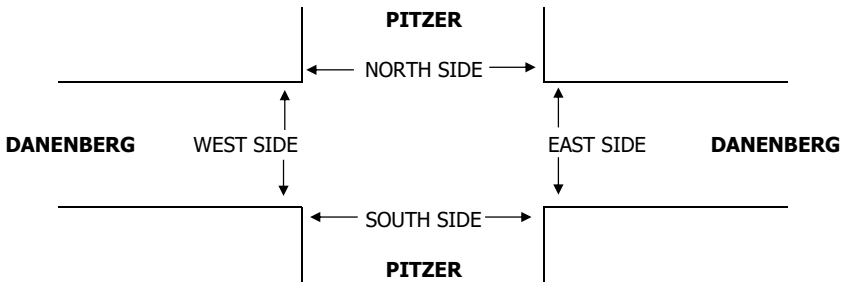
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	PITZER	LOCATION #:	53
TUESDAY	EAST & WEST:	DANENBERG	CONTROL:	STOP

NOTES:

INCLUDES BIKE & PED

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

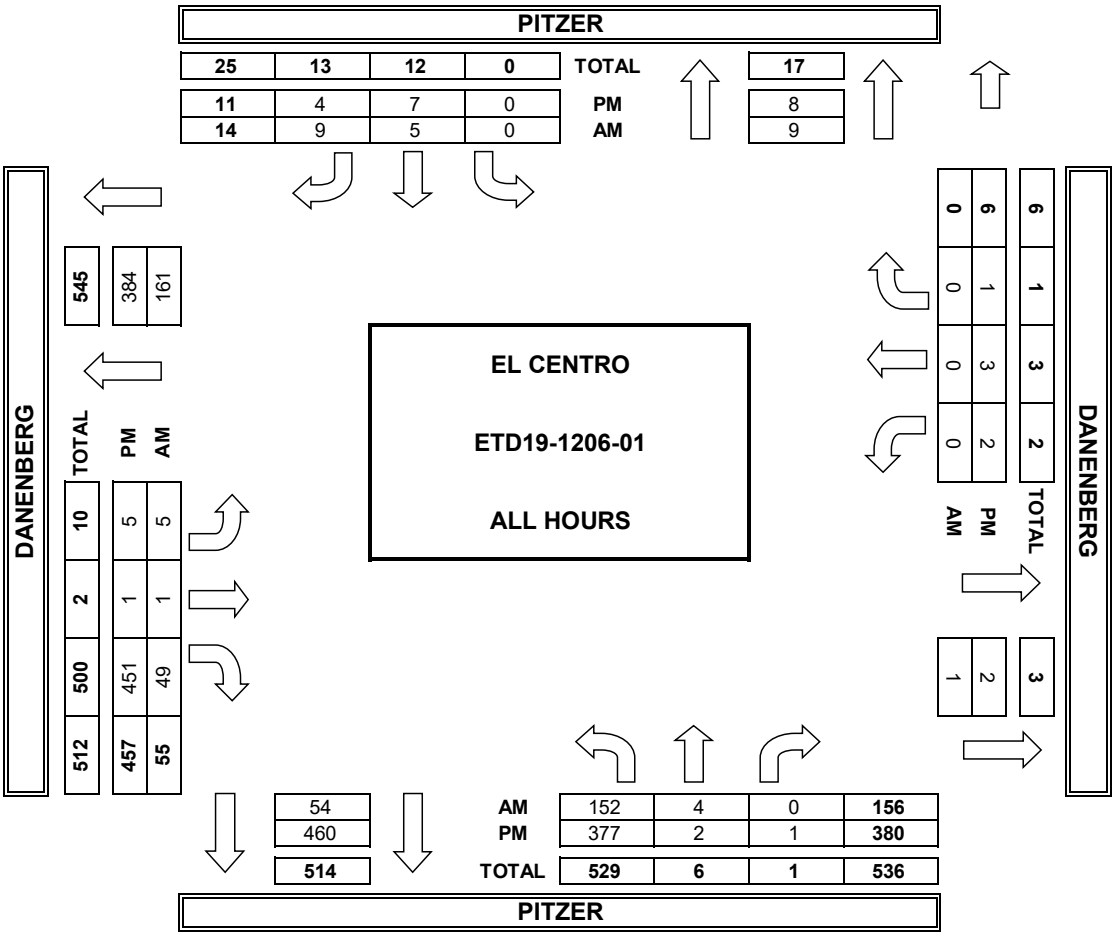
		NORTHBOUND PITZER			SOUTHBOUND PITZER			EASTBOUND DANENBERG			WESTBOUND DANENBERG				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	7	0	0	0	0	1	0	1	3	0	0	0	12					0
	7:15 AM	14	1	0	0	0	1	0	0	3	0	0	0	19					0
	7:30 AM	16	0	0	0	1	2	0	0	2	0	0	0	21					0
	7:45 AM	32	1	0	0	2	1	0	0	11	0	0	0	47					0
	8:00 AM	22	0	0	0	0	0	3	0	13	0	0	0	38					0
	8:15 AM	22	0	0	0	1	1	0	0	6	0	0	0	30	1				1
	8:30 AM	15	2	0	0	0	3	2	0	5	0	0	0	27					0
	8:45 AM	24	0	0	0	1	0	0	0	6	0	0	0	31					0
	VOLUMES	152	4	0	0	5	9	5	1	49	0	0	0	225	1	0	0	0	1
	APPROACH %	97%	3%	0%	0%	36%	64%	9%	2%	89%	0%	0%	0%						
	APP/DEPART	156	/	9	14	/	54	55	/	1	0	/	161	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	91	3	0	0	3	5	5	0	35	0	0	0	142					
	APPROACH %	97%	3%	0%	0%	38%	63%	13%	0%	88%	0%	0%	0%						
	PEAK HR FACTOR		0.712			0.667			0.625			0.000		0.755					
	APP/DEPART	94	/	8	8	/	38	40	/	0	0	/	96	0					
PM	4:00 PM	56	1	0	0	5	1	0	0	47	2	2	0	114					0
	4:15 PM	43	1	1	0	1	0	1	0	52	0	0	0	99					0
	4:30 PM	51	0	0	0	1	0	0	0	64	0	0	1	117					0
	4:45 PM	44	0	0	0	0	0	1	0	54	0	0	0	99					0
	5:00 PM	53	0	0	0	0	0	1	0	67	0	0	0	121					0
	5:15 PM	46	0	0	0	0	1	0	1	65	0	0	0	113					0
	5:30 PM	44	0	0	0	0	1	0	0	57	0	1	0	103					0
	5:45 PM	40	0	0	0	0	1	2	0	45	0	0	0	88					0
	VOLUMES	377	2	1	0	7	4	5	1	451	2	3	1	854	0	0	0	0	0
	APPROACH %	99%	1%	0%	0%	64%	36%	1%	0%	99%	33%	50%	17%						
	APP/DEPART	380	/	8	11	/	460	457	/	2	6	/	384	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	194	0	0	0	1	1	2	1	250	0	0	1	450					
	APPROACH %	100%	0%	0%	0%	50%	50%	1%	0%	99%	0%	0%	100%						
	PEAK HR FACTOR		0.915			0.500			0.930			0.250		0.930					
	APP/DEPART	194	/	3	2	/	251	253	/	1	1	/	195	0					

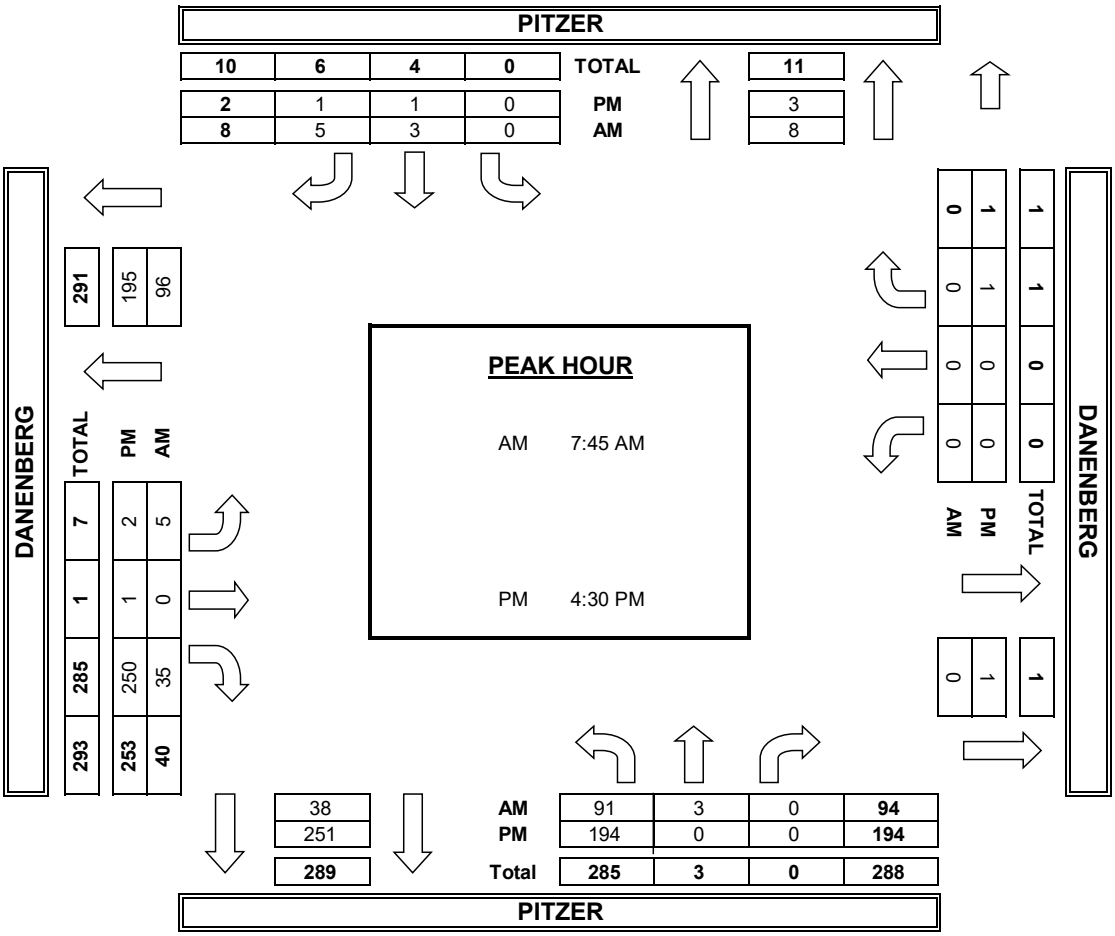


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

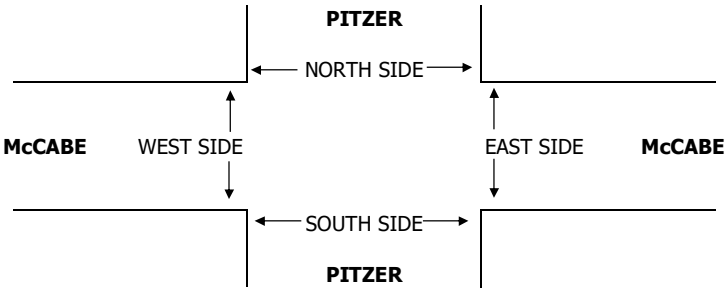
DATE:	LOCATION:	EL CENTRO	PROJECT #:	ETD19-1206-01
12/3/19	NORTH & SOUTH:	PITZER	LOCATION #:	54
TUESDAY	EAST & WEST:	McCABE	CONTROL:	SIGNAL

NOTES:

INCLUDES BIKE & PED

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

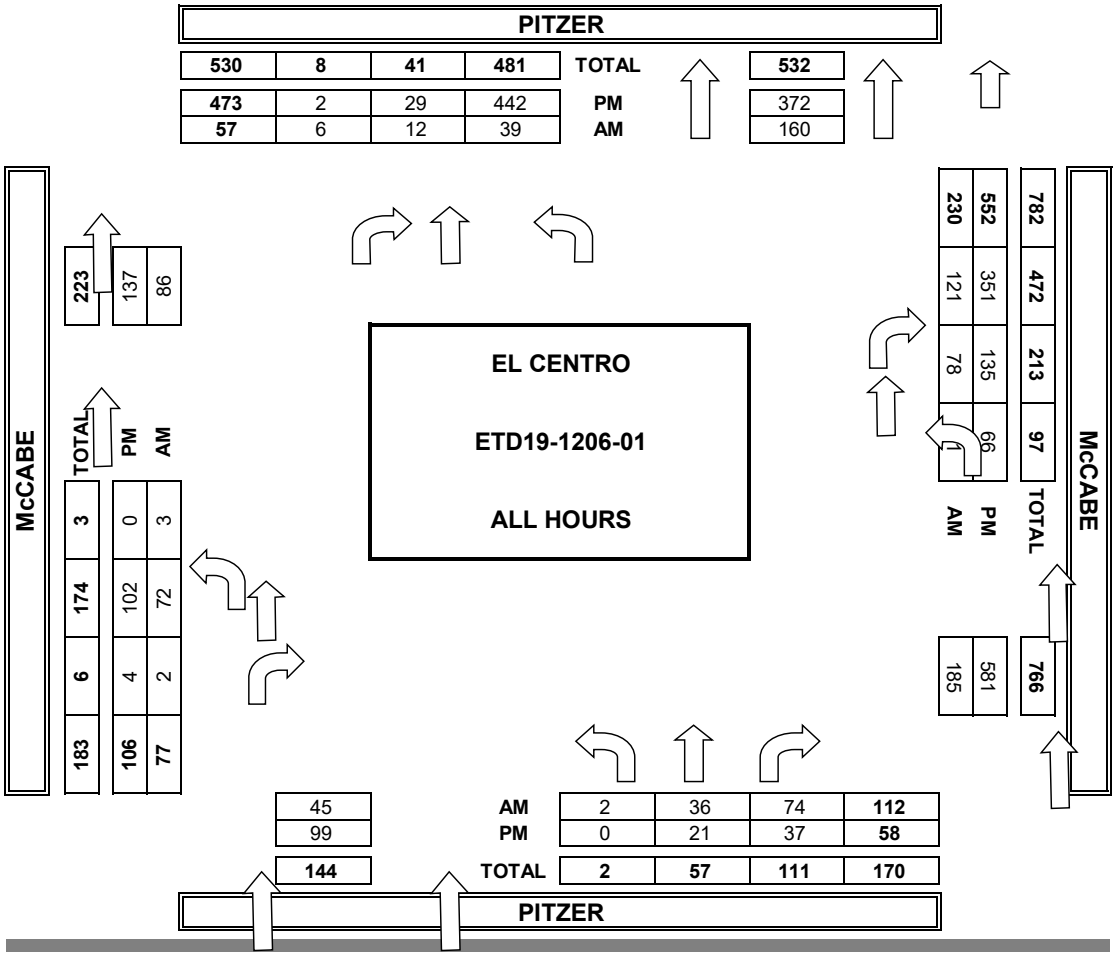
		NORTHBOUND PITZER			SOUTHBOUND PITZER			EASTBOUND McCABE			WESTBOUND McCABE				U-TURNS				
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	1	4	4	2	2	0	0	11	0	1	7	3	35					0
	7:15 AM	1	6	11	3	0	0	1	7	0	1	7	9	46					0
	7:30 AM	0	7	20	2	1	1	0	14	0	8	6	12	71					0
	7:45 AM	0	9	11	9	3	0	0	13	1	6	8	24	84					0
	8:00 AM	0	3	8	9	4	2	1	6	0	6	16	17	72					0
	8:15 AM	0	3	4	4	1	2	0	9	0	2	15	21	61					0
	8:30 AM	0	0	9	5	1	1	1	9	1	6	9	14	56					0
	8:45 AM	0	4	7	5	0	0	0	3	0	1	10	21	51					0
	VOLUMES	2	36	74	39	12	6	3	72	2	31	78	121	476	0	0	0	0	0
	APPROACH %	2%	32%	66%	68%	21%	11%	4%	94%	3%	13%	34%	53%						
	APP/DEPART	112	/	160	57	/	45	77	/	185	230	/	86	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	22	43	24	9	5	1	42	1	22	45	74	288					
	APPROACH %	0%	34%	66%	63%	24%	13%	2%	95%	2%	16%	32%	52%						
	PEAK HR FACTOR		0.602			0.633			0.786			0.904		0.857					
	APP/DEPART	65	/	97	38	/	32	44	/	109	141	/	50	0					
PM	4:00 PM	0	4	4	58	4	0	0	10	1	7	22	49	159					0
	4:15 PM	0	5	5	47	3	1	0	8	1	12	26	38	146					0
	4:30 PM	0	0	4	51	5	0	0	6	0	7	11	48	132					0
	4:45 PM	0	2	2	60	2	1	0	14	0	8	18	44	151					0
	5:00 PM	0	2	5	58	4	0	0	14	1	9	8	55	156					0
	5:15 PM	0	2	4	63	5	0	0	23	1	11	14	40	163					0
	5:30 PM	0	1	6	61	2	0	0	13	0	7	21	43	154					0
	5:45 PM	0	5	7	44	4	0	0	14	0	5	15	34	128					0
	VOLUMES	0	21	37	442	29	2	0	102	4	66	135	351	1,189	0	0	0	0	0
	APPROACH %	0%	36%	64%	93%	6%	0%	0%	96%	4%	12%	24%	64%						
	APP/DEPART	58	/	372	473	/	99	106	/	581	552	/	137	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	7	17	242	13	1	0	64	2	35	61	182	624					
	APPROACH %	0%	29%	71%	95%	5%	0%	0%	97%	3%	13%	22%	65%						
	PEAK HR FACTOR		0.857			0.941			0.688			0.965		0.957					
	APP/DEPART	24	/	189	256	/	50	66	/	323	278	/	62	0					

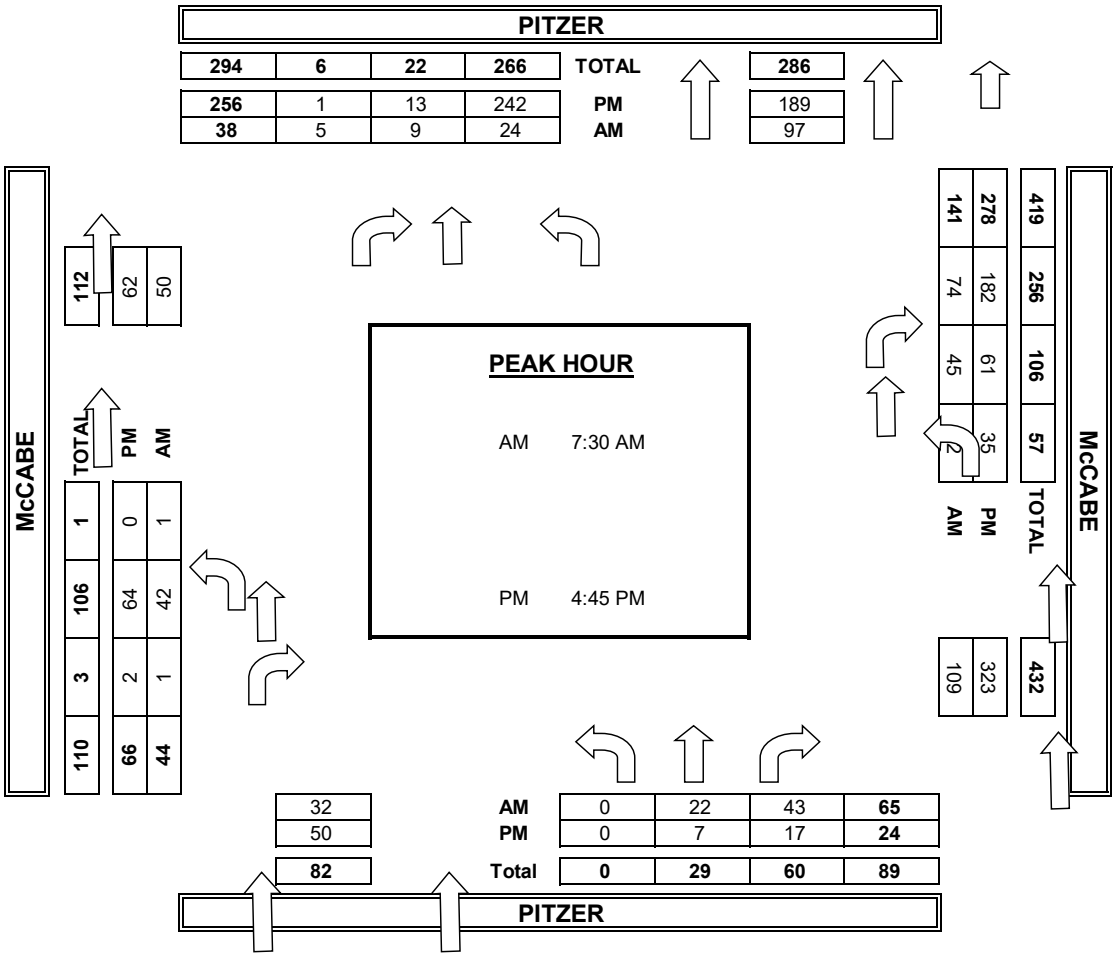


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15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

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





APPENDIX D – Existing Peak Hour Intersection LOS Worksheets

Intersection	
Intersection Delay, s/veh	34.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	126	20	44	143	39	22	191	73	100	294	21
Future Vol, veh/h	11	126	20	44	143	39	22	191	73	100	294	21
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.86	0.86	0.86	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	145	23	54	177	48	26	222	85	128	377	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.6	19.7	21.2	56.3
HCM LOS	C	C	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	7%	19%	24%
Vol Thru, %	67%	80%	63%	71%
Vol Right, %	26%	13%	17%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	286	157	226	415
LT Vol	22	11	44	100
Through Vol	191	126	143	294
RT Vol	73	20	39	21
Lane Flow Rate	333	180	279	532
Geometry Grp	1	1	1	1
Degree of Util (X)	0.634	0.387	0.568	0.967
Departure Headway (Hd)	6.861	7.713	7.335	6.544
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	525	466	491	553
Service Time	4.925	5.788	5.403	4.599
HCM Lane V/C Ratio	0.634	0.386	0.568	0.962
HCM Control Delay	21.2	15.6	19.7	56.3
HCM Lane LOS	C	C	C	F
HCM 95th-tile Q	4.4	1.8	3.5	13

Intersection	
Intersection Delay, s/veh	46.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	66	9	178	65	110	6	155	95	123	179	10
Future Vol, veh/h	17	66	9	178	65	110	6	155	95	123	179	10
Peak Hour Factor	0.64	0.64	0.64	0.71	0.71	0.71	0.66	0.66	0.66	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	103	14	251	92	155	9	235	144	150	218	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.5	71.5	35.4	37.8
HCM LOS	C	F	E	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	18%	50%	39%
Vol Thru, %	61%	72%	18%	57%
Vol Right, %	37%	10%	31%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	256	92	353	312
LT Vol	6	17	178	123
Through Vol	155	66	65	179
RT Vol	95	9	110	10
Lane Flow Rate	388	144	497	380
Geometry Grp	1	1	1	1
Degree of Util (X)	0.808	0.349	1.014	0.821
Departure Headway (Hd)	7.502	8.856	7.341	7.767
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	481	408	497	464
Service Time	5.587	6.856	5.341	5.852
HCM Lane V/C Ratio	0.807	0.353	1	0.819
HCM Control Delay	35.4	16.5	71.5	37.8
HCM Lane LOS	E	C	F	E
HCM 95th-tile Q	7.6	1.5	14.1	7.8

Intersection	
Intersection Delay, s/veh	65.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	182	30	31	227	21	50	146	110	72	69	199
Future Vol, veh/h	129	182	30	31	227	21	50	146	110	72	69	199
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.86	0.86	0.86	0.60	0.60	0.60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	155	219	36	40	295	27	58	170	128	120	115	332
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	78.6	84	75.5	38
HCM LOS	F	F	F	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	16%	41%	0%	11%	51%	0%
Vol Thru, %	48%	59%	0%	81%	49%	0%
Vol Right, %	36%	0%	100%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	306	311	30	279	141	199
LT Vol	50	129	0	31	72	0
Through Vol	146	182	0	227	69	0
RT Vol	110	0	30	21	0	199
Lane Flow Rate	356	375	36	362	235	332
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.978	1.019	0.09	1.01	0.651	0.828
Departure Headway (Hd)	10.217	10.03	9.078	10.3	10.249	9.246
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	359	363	397	355	355	395
Service Time	8.217	7.73	6.778	8.3	7.949	6.946
HCM Lane V/C Ratio	0.992	1.033	0.091	1.02	0.662	0.841
HCM Control Delay	75.5	85	12.7	84	30.2	43.6
HCM Lane LOS	F	F	B	F	D	E
HCM 95th-tile Q	10.9	12.1	0.3	11.7	4.4	7.6

Intersection	
Intersection Delay, s/veh	21.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	131	34	40	57	163	38	159	26	56	177	13
Future Vol, veh/h	27	131	34	40	57	163	38	159	26	56	177	13
Peak Hour Factor	0.79	0.79	0.79	0.61	0.61	0.61	0.83	0.83	0.83	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	166	43	66	93	267	46	192	31	82	260	19
Number of Lanes	1	1	0	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	2
HCM Control Delay	18	15.3	20.8	30.2
HCM LOS	C	C	C	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	17%	100%	0%	100%	0%	0%	23%
Vol Thru, %	71%	0%	79%	0%	100%	0%	72%
Vol Right, %	12%	0%	21%	0%	0%	100%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	223	27	165	40	57	163	246
LT Vol	38	27	0	40	0	0	56
Through Vol	159	0	131	0	57	0	177
RT Vol	26	0	34	0	0	163	13
Lane Flow Rate	269	34	209	66	93	267	362
Geometry Grp	7	8	8	7	7	7	7
Degree of Util (X)	0.582	0.086	0.488	0.15	0.201	0.52	0.754
Departure Headway (Hd)	7.796	9.089	8.415	8.244	7.727	7.003	7.637
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	465	395	428	437	466	516	478
Service Time	5.514	6.823	6.15	5.959	5.442	4.718	5.337
HCM Lane V/C Ratio	0.578	0.086	0.488	0.151	0.2	0.517	0.757
HCM Control Delay	20.8	12.7	18.9	12.4	12.4	17.1	30.2
HCM Lane LOS	C	B	C	B	B	C	D
HCM 95th-tile Q	3.6	0.3	2.6	0.5	0.7	3	6.4



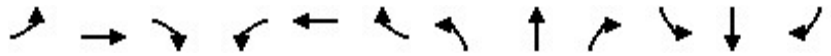
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	90	29	372	208	41	440
Future Volume (veh/h)	90	29	372	208	41	440
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	38	459	257	57	611
Peak Hour Factor	0.76	0.76	0.81	0.81	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	175	156	1404	626	85	2039
Arrive On Green	0.10	0.10	0.39	0.39	0.05	0.57
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	118	38	459	257	57	611
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	2.4	0.8	3.4	4.5	1.2	3.4
Cycle Q Clear(g_c), s	2.4	0.8	3.4	4.5	1.2	3.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	175	156	1404	626	85	2039
V/C Ratio(X)	0.68	0.24	0.33	0.41	0.67	0.30
Avail Cap(c_a), veh/h	1099	978	4664	2080	1122	7369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	15.9	8.0	8.3	17.9	4.2
Incr Delay (d2), s/veh	1.7	0.3	0.3	0.9	3.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	0.8	1.0	0.5	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.3	16.2	8.3	9.2	21.3	4.4
LnGrp LOS	B	B	A	A	C	A
Approach Vol, veh/h	156		716			668
Approach Delay, s/veh	17.8		8.6			5.8
Approach LOS	B		A			A

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	28.9		9.2	6.8	22.0
Change Period (Y+Rc), s	7.0		5.5	5.0	7.0
Max Green Setting (Gmax), s	79.0		23.5	24.0	50.0
Max Q Clear Time (g_c+I1), s	5.4		4.4	3.2	6.5
Green Ext Time (p_c), s	8.8		0.2	0.0	8.6

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	149	0	53	0	605	161	20	607	0
Future Volume (veh/h)	0	0	0	149	0	53	0	605	161	20	607	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	219	0	78	0	747	199	29	893	0
Peak Hour Factor	0.25	0.25	0.25	0.68	0.68	0.68	0.81	0.81	0.81	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	4	0	312	0	555	4	1122	299	48	1398	0
Arrive On Green	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.40	0.40	0.03	0.39	0.00
Sat Flow, veh/h	0	1870	0	1781	0	3170	1781	2775	739	1781	3647	0
Grp Volume(v), veh/h	0	0	0	219	0	78	0	478	468	29	893	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1585	1781	1777	1737	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	5.1	0.0	0.9	0.0	9.8	9.8	0.7	9.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.1	0.0	0.9	0.0	9.8	9.8	0.7	9.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.43	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	0	312	0	555	4	718	702	48	1398	0
V/C Ratio(X)	0.00	0.00	0.00	0.70	0.00	0.14	0.00	0.67	0.67	0.60	0.64	0.00
Avail Cap(c_a), veh/h	0	799	0	962	0	1711	962	1998	1954	962	3997	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	17.2	0.0	15.5	0.0	10.8	10.8	21.4	10.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.9	0.0	0.1	0.0	1.1	1.1	11.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.1	0.0	0.3	0.0	2.5	2.5	0.4	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	20.1	0.0	15.6	0.0	11.9	11.9	32.8	11.4	0.0
LnGrp LOS	A	A	A	C	A	B	A	B	B	C	B	A
Approach Vol, veh/h		0			297			946			922	
Approach Delay, s/veh		0.0			18.9			11.9			12.1	
Approach LOS					B			B			B	

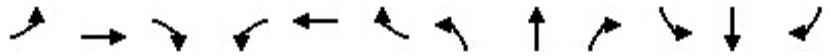
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	24.5		13.3	6.2	25.0		0.0
Change Period (Y+Rc), s	7.0	* 7		5.5	5.0	7.0		5.5
Max Green Setting (Gmax), s	24.0	* 50		24.0	24.0	50.0		19.0
Max Q Clear Time (g_c+I1), s	10.0	11.1		7.1	2.7	11.8		0.0
Green Ext Time (p_c), s	0.0	6.4		0.8	0.0	6.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	238	74	151	171	65	62	513	88	103	545	129
Future Volume (veh/h)	168	238	74	151	171	65	62	513	88	103	545	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	240	340	106	236	267	102	83	684	117	129	681	161
Peak Hour Factor	0.70	0.70	0.70	0.64	0.64	0.64	0.75	0.75	0.75	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	489	150	282	338	286	107	854	146	164	895	212
Arrive On Green	0.16	0.18	0.18	0.16	0.18	0.18	0.06	0.28	0.28	0.09	0.31	0.31
Sat Flow, veh/h	1781	2677	822	1781	1870	1585	1781	3035	519	1781	2852	674
Grp Volume(v), veh/h	240	224	222	236	267	102	83	400	401	129	424	418
Grp Sat Flow(s),veh/h/ln	1781	1777	1722	1781	1870	1585	1781	1777	1777	1781	1777	1749
Q Serve(g_s), s	8.5	7.6	7.9	8.3	8.9	3.7	3.0	13.5	13.6	4.6	14.0	14.0
Cycle Q Clear(g_c), s	8.5	7.6	7.9	8.3	8.9	3.7	3.0	13.5	13.6	4.6	14.0	14.0
Prop In Lane	1.00		0.48	1.00		1.00	1.00		0.29	1.00		0.39
Lane Grp Cap(c), veh/h	286	325	315	282	338	286	107	500	500	164	558	549
V/C Ratio(X)	0.84	0.69	0.71	0.84	0.79	0.36	0.78	0.80	0.80	0.78	0.76	0.76
Avail Cap(c_a), veh/h	563	562	544	700	735	623	700	822	822	700	822	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	24.8	24.9	26.5	25.4	23.3	30.1	21.6	21.6	28.8	20.1	20.1
Incr Delay (d2), s/veh	2.5	1.0	1.1	2.5	1.6	0.3	4.5	1.1	1.2	3.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.0	3.0	3.4	3.6	1.2	1.3	5.1	5.1	1.9	5.2	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	25.8	26.0	29.0	27.0	23.6	34.6	22.8	22.8	31.9	21.2	21.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		686			605			884			971	
Approach Delay, s/veh		26.9			27.2			23.9			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	23.3	14.8	16.4	8.4	25.4	14.9	16.2
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	25.5	30.0	25.5	20.5	25.5	30.0	20.5	25.5
Max Q Clear Time (g_c+I1), s	16.6	15.6	10.3	9.9	5.0	16.0	10.5	10.9
Green Ext Time (p_c), s	0.0	2.7	0.1	1.2	0.0	2.8	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	202	11	62	133	150	39	492	119	142	414	105
Future Volume (veh/h)	56	202	11	62	133	150	39	492	119	142	414	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	266	14	87	187	211	46	586	142	233	679	172
Peak Hour Factor	0.76	0.76	0.76	0.71	0.71	0.71	0.84	0.84	0.84	0.61	0.61	0.61
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	849	379	113	383	341	160	1041	464	282	1187	529
Arrive On Green	0.06	0.24	0.24	0.06	0.22	0.22	0.09	0.29	0.29	0.16	0.33	0.33
Sat Flow, veh/h	1781	3554	1585	1781	1777	1585	1781	3554	1583	1781	3554	1584
Grp Volume(v), veh/h	74	266	14	87	187	211	46	586	142	233	679	172
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1583	1781	1777	1584
Q Serve(g_s), s	2.7	4.0	0.3	3.1	6.0	7.9	1.6	9.1	4.6	8.3	10.3	5.3
Cycle Q Clear(g_c), s	2.7	4.0	0.3	3.1	6.0	7.9	1.6	9.1	4.6	8.3	10.3	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	849	379	113	383	341	160	1041	464	282	1187	529
V/C Ratio(X)	0.74	0.31	0.04	0.77	0.49	0.62	0.29	0.56	0.31	0.82	0.57	0.33
Avail Cap(c_a), veh/h	599	2700	1204	599	1358	1211	599	2727	1215	599	2727	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	20.5	8.8	30.2	22.5	23.2	27.8	19.6	18.0	26.6	17.9	16.3
Incr Delay (d2), s/veh	3.9	0.3	0.1	4.1	1.5	2.9	0.4	0.8	0.6	2.3	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.6	0.2	1.4	2.5	3.0	0.6	3.4	1.6	3.4	3.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	20.8	8.9	34.3	24.0	26.1	28.2	20.3	18.6	29.0	18.6	16.8
LnGrp LOS	C	C	A	C	C	C	C	C	B	C	B	B
Approach Vol, veh/h		354			485			774			1084	
Approach Delay, s/veh		23.1			26.8			20.5			20.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	24.0	7.2	20.9	10.7	26.7	9.0	19.1
Change Period (Y+Rc), s	3.0	4.8	3.0	5.3	4.8	* 4.8	5.3	* 5
Max Green Setting (Gmax), s	22.6	50.2	22.0	49.7	22.0	* 50	22.0	* 50
Max Q Clear Time (g_c+I1), s	10.3	11.1	5.1	6.0	3.6	12.3	4.7	9.9
Green Ext Time (p_c), s	0.2	7.8	0.1	2.9	0.0	9.3	0.1	4.2

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

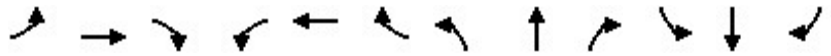
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	69.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	78	36	33	50	66	50	453	53	38	455	36
Future Vol, veh/h	120	78	36	33	50	66	50	453	53	38	455	36
Peak Hour Factor	0.70	0.70	0.70	0.73	0.73	0.73	0.82	0.82	0.82	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	171	111	51	45	68	90	61	552	65	54	650	51
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	51.7	31.8	60.1	95.5
HCM LOS	F	D	F	F

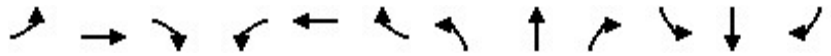
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	61%	0%	22%	100%	0%	0%
Vol Thru, %	0%	100%	74%	39%	0%	34%	0%	100%	81%
Vol Right, %	0%	0%	26%	0%	100%	44%	0%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	302	204	198	36	149	38	303	188
LT Vol	50	0	0	120	0	33	38	0	0
Through Vol	0	302	151	78	0	50	0	303	152
RT Vol	0	0	53	0	36	66	0	0	36
Lane Flow Rate	61	368	249	283	51	204	54	433	268
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.177	1.018	0.675	0.87	0.144	0.629	0.158	1.194	0.728
Departure Headway (Hd)	10.97	10.442	10.249	11.579	10.534	11.483	10.753	10.225	10.083
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	329	350	356	314	343	316	335	360	362
Service Time	8.67	8.142	7.949	9.279	8.234	9.183	8.453	7.925	7.783
HCM Lane V/C Ratio	0.185	1.051	0.699	0.901	0.149	0.646	0.161	1.203	0.74
HCM Control Delay	16	86.5	31.8	58.4	15	31.8	15.5	142.6	35.5
HCM Lane LOS	C	F	D	F	B	D	C	F	E
HCM 95th-tile Q	0.6	11.9	4.7	7.9	0.5	4	0.6	17.5	5.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	238	51	36	244	113	66	290	39	150	300	82
Future Volume (veh/h)	33	238	51	36	244	113	66	290	39	150	300	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	290	62	51	344	159	85	372	50	205	411	112
Peak Hour Factor	0.82	0.82	0.82	0.71	0.71	0.71	0.78	0.78	0.78	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	639	134	82	424	359	477	432	58	365	566	153
Arrive On Green	0.04	0.22	0.22	0.05	0.23	0.23	0.27	0.27	0.27	0.20	0.20	0.20
Sat Flow, veh/h	1781	2908	611	1781	1870	1583	1781	1613	217	1781	2765	746
Grp Volume(v), veh/h	40	175	177	51	344	159	85	0	422	205	263	260
Grp Sat Flow(s),veh/h/ln	1781	1777	1743	1781	1870	1583	1781	0	1830	1781	1777	1734
Q Serve(g_s), s	1.5	5.6	5.8	1.8	11.5	5.7	2.4	0.0	14.4	6.8	9.1	9.2
Cycle Q Clear(g_c), s	1.5	5.6	5.8	1.8	11.5	5.7	2.4	0.0	14.4	6.8	9.1	9.2
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.12	1.00		0.43
Lane Grp Cap(c), veh/h	70	391	383	82	424	359	477	0	490	365	364	355
V/C Ratio(X)	0.57	0.45	0.46	0.62	0.81	0.44	0.18	0.00	0.86	0.56	0.72	0.73
Avail Cap(c_a), veh/h	713	851	835	685	868	734	691	0	710	826	824	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	22.2	22.3	30.8	24.1	21.9	18.5	0.0	22.9	23.5	24.4	24.5
Incr Delay (d2), s/veh	2.7	0.3	0.3	2.8	1.4	0.3	0.1	0.0	5.3	0.5	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.2	2.2	0.8	4.8	2.0	0.9	0.0	6.2	2.6	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	22.5	22.6	33.6	25.6	22.2	18.6	0.0	28.2	24.0	25.4	25.6
LnGrp LOS	C	C	C	C	C	C	B	A	C	C	C	C
Approach Vol, veh/h		392			554			507			728	
Approach Delay, s/veh		23.7			25.3			26.6			25.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	19.4		18.0	6.7	19.0		22.1
Change Period (Y+Rc), s	3.7	4.5		4.5	3.7	4.5		4.5
Max Green Setting (Gmax), s	26.3	30.5		30.5	25.3	31.5		25.5
Max Q Clear Time (g_c+I1), s	3.5	13.5		11.2	3.8	7.8		16.4
Green Ext Time (p_c), s	0.0	1.4		2.0	0.0	1.3		1.2

Intersection Summary	
HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	264	88	36	227	75	161	180	81	88	165	114
Future Volume (veh/h)	142	264	88	36	227	75	161	180	81	88	165	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.85	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	362	121	59	372	123	244	273	123	110	206	142
Peak Hour Factor	0.73	0.73	0.73	0.61	0.61	0.61	0.66	0.66	0.66	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	957	312	88	734	236	289	431	365	141	276	234
Arrive On Green	0.13	0.38	0.38	0.05	0.29	0.29	0.16	0.23	0.23	0.08	0.15	0.15
Sat Flow, veh/h	1781	2550	831	1781	2523	810	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	195	249	234	59	259	236	244	273	123	110	206	142
Grp Sat Flow(s),veh/h/ln	1781	1777	1604	1781	1777	1556	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.2	6.9	7.2	2.2	8.2	8.6	9.0	8.9	4.4	4.1	7.1	5.7
Cycle Q Clear(g_c), s	7.2	6.9	7.2	2.2	8.2	8.6	9.0	8.9	4.4	4.1	7.1	5.7
Prop In Lane	1.00		0.52	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	667	602	88	517	453	289	431	365	141	276	234
V/C Ratio(X)	0.82	0.37	0.39	0.67	0.50	0.52	0.84	0.63	0.34	0.78	0.75	0.61
Avail Cap(c_a), veh/h	1210	1489	1344	655	935	819	681	832	705	681	832	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	15.3	15.4	31.5	19.8	20.0	27.4	23.4	21.6	30.5	27.5	26.9
Incr Delay (d2), s/veh	2.6	0.1	0.2	3.2	0.3	0.3	2.6	0.6	0.2	3.5	1.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.6	2.5	1.0	3.2	2.9	3.7	3.6	1.6	1.8	3.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	15.4	15.6	34.7	20.1	20.3	30.0	24.0	21.8	34.0	29.1	27.9
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		678			554			640			458	
Approach Delay, s/veh		20.0			21.8			25.9			29.9	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	20.5	7.5	29.8	15.1	15.0	13.2	24.1
Change Period (Y+Rc), s	* 4.2	5.0	* 4.2	4.5	* 4.2	5.0	* 4.2	4.5
Max Green Setting (Gmax), s	* 26	30.0	* 25	56.5	* 26	30.0	* 46	35.5
Max Q Clear Time (g_c+I1), s	6.1	10.9	4.2	9.2	11.0	9.1	9.2	10.6
Green Ext Time (p_c), s	0.0	1.0	0.0	2.3	0.1	0.9	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	2	46	0	100	0	316	18	28	253	4
Future Vol, veh/h	4	0	2	46	0	100	0	316	18	28	253	4
Peak Hour Factor	0.38	0.38	0.38	0.68	0.68	0.68	0.75	0.75	0.75	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	5	68	0	147	0	421	24	35	320	5
Number of Lanes	1	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	3
HCM Control Delay	10.7	14.9	29.2	18.4
HCM LOS	B	B	D	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	32%	100%	0%
Vol Thru, %	95%	0%	100%	0%	0%	0%	98%
Vol Right, %	5%	0%	0%	100%	68%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	334	4	0	2	146	28	257
LT Vol	0	4	0	0	46	28	0
Through Vol	316	0	0	0	0	0	253
RT Vol	18	0	0	2	100	0	4
Lane Flow Rate	445	11	0	5	215	35	325
Geometry Grp	8	7	7	7	8	8	8
Degree of Util (X)	0.789	0.024	0	0.01	0.422	0.071	0.608
Departure Headway (Hd)	6.495	8.192	7.677	6.957	7.072	7.252	6.733
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	561	438	0	516	511	497	540
Service Time	4.195	5.918	5.403	4.683	4.788	4.952	4.433
HCM Lane V/C Ratio	0.793	0.025	0	0.01	0.421	0.07	0.602
HCM Control Delay	29.2	11.1	10.4	9.8	14.9	10.5	19.3
HCM Lane LOS	D	B	N	A	B	B	C
HCM 95th-tile Q	7.4	0.1	0	0	2.1	0.2	4

Intersection	
Intersection Delay, s/veh	108.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	239	19	3	219	123	29	159	2	103	127	60
Future Vol, veh/h	53	239	19	3	219	123	29	159	2	103	127	60
Peak Hour Factor	0.58	0.58	0.58	0.72	0.72	0.72	0.71	0.71	0.71	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	91	412	33	4	304	171	41	224	3	136	167	79
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	174.5	113.9	34.8	61.7
HCM LOS	F	F	D	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	17%	1%	36%
Vol Thru, %	84%	77%	63%	44%
Vol Right, %	1%	6%	36%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	311	345	290
LT Vol	29	53	3	103
Through Vol	159	239	219	127
RT Vol	2	19	123	60
Lane Flow Rate	268	536	479	382
Geometry Grp	1	1	1	1
Degree of Util (X)	0.695	1.289	1.124	0.922
Departure Headway (Hd)	10.706	9.078	9.214	9.883
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	340	402	398	370
Service Time	8.706	7.078	7.214	7.883
HCM Lane V/C Ratio	0.788	1.333	1.204	1.032
HCM Control Delay	34.8	174.5	113.9	61.7
HCM Lane LOS	D	F	F	F
HCM 95th-tile Q	4.9	22.8	16.2	9.6



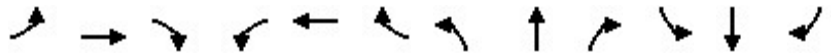
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	82	81	48	93	24	107	437	79	25	574	85
Future Volume (veh/h)	62	82	81	48	93	24	107	437	79	25	574	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	93	92	56	108	28	132	540	98	27	624	92
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	202	767	122	133	34	1302	2207	984	44	903	401
Arrive On Green	0.05	0.11	0.11	0.04	0.09	0.09	0.12	0.20	0.20	0.02	0.25	0.25
Sat Flow, veh/h	1781	1870	1576	3456	1431	371	3456	3554	1584	1781	3554	1578
Grp Volume(v), veh/h	70	93	92	56	0	136	132	540	98	27	624	92
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1728	0	1802	1728	1777	1584	1781	1777	1578
Q Serve(g_s), s	4.7	5.6	0.6	1.9	0.0	8.9	4.1	15.3	6.0	1.8	19.1	4.4
Cycle Q Clear(g_c), s	4.7	5.6	0.6	1.9	0.0	8.9	4.1	15.3	6.0	1.8	19.1	4.4
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	202	767	122	0	167	1302	2207	984	44	903	401
V/C Ratio(X)	0.78	0.46	0.12	0.46	0.00	0.81	0.10	0.24	0.10	0.61	0.69	0.23
Avail Cap(c_a), veh/h	212	305	855	412	0	299	1302	2207	984	227	903	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	50.2	6.8	56.8	0.0	53.4	34.5	24.1	20.5	57.9	40.5	21.8
Incr Delay (d2), s/veh	5.4	1.6	0.1	1.0	0.0	9.1	0.0	0.2	0.2	5.0	4.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.7	0.7	0.8	0.0	4.4	1.7	7.3	2.3	0.9	8.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	51.9	6.9	57.8	0.0	62.5	34.5	24.4	20.7	63.0	44.8	23.2
LnGrp LOS	E	D	A	E	A	E	C	C	C	E	D	C
Approach Vol, veh/h		255			192			770			743	
Approach Delay, s/veh		38.3			61.1			25.6			42.8	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	38.0	11.7	17.5	8.7	82.0	9.9	19.4
Change Period (Y+Rc), s	7.5	* 7.5	* 5.7	* 6.4	* 5.7	7.5	* 5.7	6.4
Max Green Setting (Gmax), s	30.3	* 31	* 14	* 20	* 15	45.5	* 14	19.6
Max Q Clear Time (g_c+I1), s	6.1	21.1	6.7	10.9	3.8	17.3	3.9	7.6
Green Ext Time (p_c), s	0.2	6.0	0.0	0.4	0.0	11.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	63	27	56	89	40	46	706	29	41	722	20
Future Volume (veh/h)	17	63	27	56	89	40	46	706	29	41	722	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	90	39	97	153	69	53	811	33	45	785	22
Peak Hour Factor	0.70	0.70	0.70	0.58	0.58	0.58	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	290	126	148	194	372	227	2013	82	58	1662	47
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.26	1.00	1.00	0.01	0.16	0.16
Sat Flow, veh/h	1158	1237	536	454	825	1583	1781	3480	142	1781	3530	99
Grp Volume(v), veh/h	24	0	129	250	0	69	53	414	430	45	395	412
Grp Sat Flow(s),veh/h/ln	1158	0	1773	1279	0	1583	1781	1777	1845	1781	1777	1853
Q Serve(g_s), s	2.4	0.0	7.2	16.4	0.0	4.2	2.8	0.0	0.0	3.0	24.3	24.3
Cycle Q Clear(g_c), s	26.1	0.0	7.2	23.6	0.0	4.2	2.8	0.0	0.0	3.0	24.3	24.3
Prop In Lane	1.00		0.30	0.39		1.00	1.00		0.08	1.00		0.05
Lane Grp Cap(c), veh/h	104	0	416	342	0	372	227	1028	1067	58	837	872
V/C Ratio(X)	0.23	0.00	0.31	0.73	0.00	0.19	0.23	0.40	0.40	0.77	0.47	0.47
Avail Cap(c_a), veh/h	121	0	443	366	0	396	227	1028	1067	223	837	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.91	0.91	0.91
Uniform Delay (d), s/veh	56.7	0.0	37.9	46.1	0.0	36.7	40.0	0.0	0.0	58.9	37.1	37.1
Incr Delay (d2), s/veh	1.1	0.0	0.4	6.8	0.0	0.2	0.2	1.1	1.1	7.2	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.2	7.8	0.0	1.7	1.2	0.3	0.3	1.5	11.9	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	0.0	38.3	53.0	0.0	37.0	40.2	1.1	1.1	66.1	38.8	38.8
LnGrp LOS	E	A	D	D	A	D	D	A	A	E	D	D
Approach Vol, veh/h		153			319			897			852	
Approach Delay, s/veh		41.4			49.5			3.4			40.2	
Approach LOS		D			D			A			D	

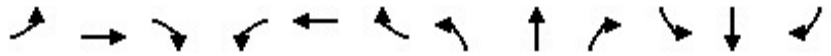
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	82.5	63.7		33.8	9.6	76.6		33.8
Change Period (Y+Rc), s	7.2	* 7.2		5.6	* 5.7	7.2		5.6
Max Green Setting (Gmax), s	15.3	* 57		30.0	* 15	56.5		30.0
Max Q Clear Time (g_c+I1), s	14.8	26.3		25.6	5.0	2.0		28.1
Green Ext Time (p_c), s	0.0	15.5		0.7	0.0	21.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	6	53	8	8	37	49	763	33	15	776	20
Future Volume (veh/h)	12	6	53	8	8	37	49	763	33	15	776	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	7	65	11	11	50	54	838	36	17	892	23
Peak Hour Factor	0.81	0.81	0.81	0.74	0.74	0.74	0.91	0.91	0.91	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	45	109	45	23	76	69	1700	757	521	2649	1181
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.08	0.96	0.96	0.59	1.00	1.00
Sat Flow, veh/h	959	656	1578	144	340	1102	1781	3554	1583	1781	3554	1584
Grp Volume(v), veh/h	22	0	65	72	0	0	54	838	36	17	892	23
Grp Sat Flow(s),veh/h/ln	1615	0	1578	1587	0	0	1781	1777	1583	1781	1777	1584
Q Serve(g_s), s	0.0	0.0	4.8	2.0	0.0	0.0	3.6	2.3	0.1	0.5	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	4.8	5.2	0.0	0.0	3.6	2.3	0.1	0.5	0.0	0.0
Prop In Lane	0.68		1.00	0.15		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	0	109	144	0	0	69	1700	757	521	2649	1181
V/C Ratio(X)	0.14	0.00	0.60	0.50	0.00	0.00	0.78	0.49	0.05	0.03	0.34	0.02
Avail Cap(c_a), veh/h	428	0	395	425	0	0	297	1700	757	521	2649	1181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	52.6	0.0	54.2	54.4	0.0	0.0	54.8	1.4	1.4	17.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	5.1	2.7	0.0	0.0	6.8	1.0	0.1	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.1	2.2	0.0	0.0	1.7	0.7	0.1	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	0.0	59.4	57.1	0.0	0.0	61.6	2.4	1.5	17.7	0.3	0.0
LnGrp LOS	D	A	E	E	A	A	E	A	A	B	A	A
Approach Vol, veh/h		87			72			928			932	
Approach Delay, s/veh		57.8			57.1			5.8			0.6	
Approach LOS		E			E			A			A	

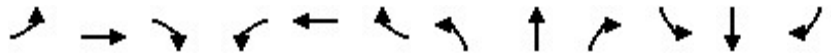
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	96.2		13.9	41.9	64.2		13.9
Change Period (Y+Rc), s	* 5.2	6.8		5.6	6.8	* 6.8		5.6
Max Green Setting (Gmax), s	* 4.8	52.4		30.0	15.0	* 57		30.0
Max Q Clear Time (g_c+I1), s	5.6	2.0		7.2	2.5	4.3		6.8
Green Ext Time (p_c), s	0.0	19.6		0.3	0.0	19.5		0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	20	68	7	32	11	59	830	13	4	788	34
Future Volume (veh/h)	53	20	68	7	32	11	59	830	13	4	788	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	34	115	12	56	19	66	933	15	5	895	39
Peak Hour Factor	0.59	0.59	0.59	0.57	0.57	0.57	0.89	0.89	0.89	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	49	167	45	140	42	84	2484	40	427	2371	103
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.09	0.96	0.96	0.48	1.00	1.00
Sat Flow, veh/h	1321	373	1263	80	1061	319	1781	5176	83	1781	3468	151
Grp Volume(v), veh/h	90	0	149	87	0	0	66	613	335	5	459	475
Grp Sat Flow(s),veh/h/ln	1321	0	1636	1460	0	0	1781	1702	1855	1781	1777	1843
Q Serve(g_s), s	2.1	0.0	10.4	0.1	0.0	0.0	4.3	1.4	1.4	0.2	0.0	0.0
Cycle Q Clear(g_c), s	12.7	0.0	10.4	10.6	0.0	0.0	4.3	1.4	1.4	0.2	0.0	0.0
Prop In Lane	1.00		0.77	0.14		0.22	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	183	0	216	227	0	0	84	1634	890	427	1215	1260
V/C Ratio(X)	0.49	0.00	0.69	0.38	0.00	0.00	0.78	0.38	0.38	0.01	0.38	0.38
Avail Cap(c_a), veh/h	294	0	355	369	0	0	297	1634	890	427	1215	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	0.0	49.7	47.5	0.0	0.0	53.7	1.3	1.3	23.8	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	5.5	1.5	0.0	0.0	4.1	0.5	0.8	0.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	4.6	2.5	0.0	0.0	2.0	0.4	0.6	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	0.0	55.2	49.0	0.0	0.0	57.8	1.7	2.1	23.8	0.9	0.9
LnGrp LOS	D	A	E	D	A	A	E	A	A	C	A	A
Approach Vol, veh/h		239			87			1014			939	
Approach Delay, s/veh		54.8			49.0			5.5			1.0	
Approach LOS		D			D			A			A	

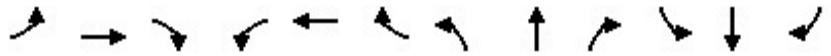
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	88.2		21.5	34.8	63.7		21.5
Change Period (Y+Rc), s	* 4.7	6.1		5.6	6.1	* 6.1		5.6
Max Green Setting (Gmax), s	* 6	57.6		26.0	20.0	* 58		26.0
Max Q Clear Time (g_c+I1), s	6.3	2.0		12.6	2.2	3.4		14.7
Green Ext Time (p_c), s	0.0	7.1		0.4	0.0	7.4		1.2

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	264	115	124	275	221	77	596	114	212	632	54
Future Volume (veh/h)	41	264	115	124	275	221	77	596	114	212	632	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	362	158	155	344	0	87	670	128	275	821	0
Peak Hour Factor	0.73	0.73	0.73	0.80	0.80	0.80	0.89	0.89	0.89	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	395	170	182	799		110	871	166	932	1790	
Arrive On Green	0.04	0.16	0.16	0.10	0.22	0.00	0.06	0.29	0.29	0.09	0.17	0.00
Sat Flow, veh/h	1781	2419	1039	1781	3554	1585	1781	2977	568	3456	3554	1585
Grp Volume(v), veh/h	56	264	256	155	344	0	87	400	398	275	821	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1681	1781	1777	1585	1781	1777	1768	1728	1777	1585
Q Serve(g_s), s	3.7	17.5	18.0	10.3	10.0	0.0	5.8	24.6	24.7	8.9	25.0	0.0
Cycle Q Clear(g_c), s	3.7	17.5	18.0	10.3	10.0	0.0	5.8	24.6	24.7	8.9	25.0	0.0
Prop In Lane	1.00		0.62	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	72	290	275	182	799		110	520	517	932	1790	
V/C Ratio(X)	0.77	0.91	0.93	0.85	0.43		0.79	0.77	0.77	0.30	0.46	
Avail Cap(c_a), veh/h	223	290	275	223	799		297	520	517	932	1790	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	0.00	1.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	57.0	49.3	49.5	53.0	39.9	0.0	55.5	38.7	38.8	44.0	35.3	0.0
Incr Delay (d2), s/veh	4.8	24.6	29.6	19.5	0.4	0.0	4.7	10.5	10.6	0.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	9.5	9.6	5.5	4.3	0.0	2.7	12.1	12.0	4.1	12.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	74.0	79.1	72.5	40.3	0.0	60.2	49.2	49.4	44.1	36.1	0.0
LnGrp LOS	E	E	E	E	D		E	D	D	D	D	
Approach Vol, veh/h		576			499	A		885			1096	A
Approach Delay, s/veh		75.1			50.3			50.4			38.1	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	65.5	9.6	32.8	37.5	40.2	16.9	25.4
Change Period (Y+Rc), s	* 4.7	5.1	* 4.7	* 5.8	5.1	* 5.1	* 4.7	5.8
Max Green Setting (Gmax), s	* 28	45.1	* 15	* 20	30.0	* 35	* 15	19.6
Max Q Clear Time (g_c+I1), s	7.7	27.0	5.7	12.0	10.9	26.7	12.3	20.0
Green Ext Time (p_c), s	0.1	5.3	0.0	1.2	0.5	3.1	0.1	0.0

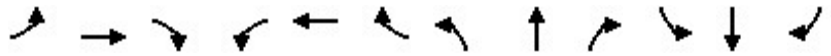
Intersection Summary	
HCM 6th Ctrl Delay	50.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

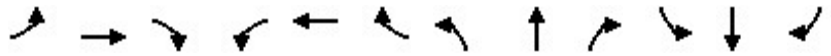
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	270	129	38	162	62	101	587	75	64	530	169
Future Volume (veh/h)	195	270	129	38	162	62	101	587	75	64	530	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	325	155	48	205	78	133	772	99	86	716	228
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.76	0.76	0.76	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	950	568	61	368	135	170	1271	612	112	1155	515
Arrive On Green	0.16	0.27	0.27	0.03	0.15	0.15	0.10	0.36	0.36	0.06	0.33	0.33
Sat Flow, veh/h	1781	3554	1559	1781	2534	931	1781	3554	1561	1781	3554	1584
Grp Volume(v), veh/h	235	325	155	48	142	141	133	772	99	86	716	228
Grp Sat Flow(s),veh/h/ln	1781	1777	1559	1781	1777	1688	1781	1777	1561	1781	1777	1584
Q Serve(g_s), s	9.7	5.6	5.3	2.0	5.6	5.9	5.5	13.5	3.1	3.6	12.8	8.6
Cycle Q Clear(g_c), s	9.7	5.6	5.3	2.0	5.6	5.9	5.5	13.5	3.1	3.6	12.8	8.6
Prop In Lane	1.00		1.00	1.00		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	950	568	61	258	245	170	1271	612	112	1155	515
V/C Ratio(X)	0.84	0.34	0.27	0.79	0.55	0.58	0.78	0.61	0.16	0.77	0.62	0.44
Avail Cap(c_a), veh/h	449	1861	967	449	930	884	590	2379	1099	590	2379	1060
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	22.3	17.0	36.2	30.0	30.1	33.4	19.9	14.9	34.8	21.5	20.1
Incr Delay (d2), s/veh	4.1	0.3	0.4	8.3	2.6	3.0	3.0	0.7	0.2	4.1	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	2.2	1.8	1.0	2.5	2.5	2.4	5.2	1.0	1.6	5.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	22.6	17.4	44.5	32.5	33.1	36.4	20.6	15.1	38.9	22.3	20.9
LnGrp LOS	D	C	B	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		715			331			1004			1030	
Approach Delay, s/veh		25.6			34.5			22.1			23.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	30.0	16.8	16.4	9.7	32.5	7.6	25.7
Change Period (Y+Rc), s	5.0	5.5	5.0	5.5	5.0	5.5	5.0	5.5
Max Green Setting (Gmax), s	25.0	50.5	19.0	39.5	25.0	50.5	19.0	39.5
Max Q Clear Time (g_c+I1), s	7.7	14.8	11.7	7.9	5.6	15.5	4.0	7.6
Green Ext Time (p_c), s	0.1	9.6	0.2	2.5	0.1	9.3	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C



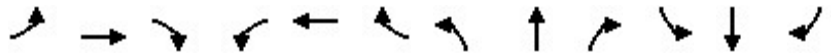
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	16	24	123	48	159	5	787	38	19	634	7
Future Volume (veh/h)	53	16	24	123	48	159	5	787	38	19	634	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	33	50	232	91	300	6	948	46	26	857	9
Peak Hour Factor	0.48	0.48	0.48	0.53	0.53	0.53	0.83	0.83	0.83	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	44	168	294	115	358	11	1335	593	38	1429	15
Arrive On Green	0.11	0.11	0.11	0.23	0.23	0.23	0.01	0.38	0.38	0.02	0.40	0.40
Sat Flow, veh/h	1385	416	1585	1297	509	1579	1781	3554	1579	1781	3602	38
Grp Volume(v), veh/h	143	0	50	323	0	300	6	948	46	26	423	443
Grp Sat Flow(s),veh/h/ln	1801	0	1585	1806	0	1579	1781	1777	1579	1781	1777	1863
Q Serve(g_s), s	6.6	0.0	2.5	14.4	0.0	15.5	0.3	19.4	1.6	1.2	16.1	16.1
Cycle Q Clear(g_c), s	6.6	0.0	2.5	14.4	0.0	15.5	0.3	19.4	1.6	1.2	16.1	16.1
Prop In Lane	0.77		1.00	0.72		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	191	0	168	410	0	358	11	1335	593	38	705	739
V/C Ratio(X)	0.75	0.00	0.30	0.79	0.00	0.84	0.54	0.71	0.08	0.68	0.60	0.60
Avail Cap(c_a), veh/h	612	0	539	614	0	537	397	2062	916	418	1031	1081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	35.2	31.0	0.0	31.5	42.3	22.7	17.1	41.4	20.4	20.4
Incr Delay (d2), s/veh	2.2	0.0	0.4	2.1	0.0	4.6	14.4	1.0	0.1	7.5	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	1.0	6.4	0.0	6.3	0.2	7.7	0.6	0.6	6.4	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	35.5	33.1	0.0	36.0	56.7	23.7	17.2	48.9	21.5	21.5
LnGrp LOS	D	A	D	C	A	D	E	C	B	D	C	C
Approach Vol, veh/h		193			623			1000			892	
Approach Delay, s/veh		38.2			34.5			23.6			22.3	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.5	39.3		25.4	7.3	37.5		15.1
Change Period (Y+Rc), s	5.0	5.5		6.0	5.5	* 5.5		6.0
Max Green Setting (Gmax), s	19.6	49.5		29.0	20.0	* 50		29.0
Max Q Clear Time (g_c+I1), s	2.3	18.1		17.5	3.2	21.4		8.6
Green Ext Time (p_c), s	0.0	8.8		1.6	0.0	10.7		0.6

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

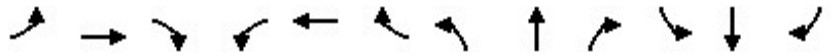
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	231	199	103	238	60	109	631	82	91	499	89
Future Volume (veh/h)	113	231	199	103	238	60	109	631	82	91	499	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	300	258	154	355	90	136	789	102	123	674	120
Peak Hour Factor	0.77	0.77	0.77	0.67	0.67	0.67	0.80	0.80	0.80	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	427	349	192	436	366	172	965	125	157	895	159
Arrive On Green	0.10	0.23	0.23	0.11	0.23	0.23	0.10	0.31	0.31	0.09	0.30	0.30
Sat Flow, veh/h	1781	1870	1526	1781	1870	1571	1781	3149	407	1781	3004	534
Grp Volume(v), veh/h	147	300	258	154	355	90	136	445	446	123	398	396
Grp Sat Flow(s),veh/h/ln	1781	1870	1526	1781	1870	1571	1781	1777	1779	1781	1777	1761
Q Serve(g_s), s	6.3	11.5	12.2	6.6	14.0	3.6	5.8	18.1	18.1	5.3	15.8	15.9
Cycle Q Clear(g_c), s	6.3	11.5	12.2	6.6	14.0	3.6	5.8	18.1	18.1	5.3	15.8	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		0.30
Lane Grp Cap(c), veh/h	184	427	349	192	436	366	172	544	545	157	529	525
V/C Ratio(X)	0.80	0.70	0.74	0.80	0.81	0.25	0.79	0.82	0.82	0.78	0.75	0.75
Avail Cap(c_a), veh/h	434	731	596	434	731	614	434	1150	1152	434	1150	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	27.7	27.9	34.0	28.3	24.3	34.5	25.0	25.0	34.8	24.8	24.8
Incr Delay (d2), s/veh	3.0	0.8	1.2	2.9	1.4	0.1	3.1	1.2	1.2	3.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.0	4.3	2.9	6.1	1.3	2.6	7.3	7.3	2.3	6.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	28.4	29.1	36.9	29.8	24.5	37.6	26.2	26.2	38.1	25.6	25.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		705			599			1027			917	
Approach Delay, s/veh		30.5			30.8			27.7			27.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	29.4	13.4	23.3	12.5	28.7	13.1	23.7
Change Period (Y+Rc), s	5.0	5.5	5.0	5.5	5.0	5.5	5.0	5.5
Max Green Setting (Gmax), s	19.0	50.5	19.0	30.5	19.0	50.5	19.0	30.5
Max Q Clear Time (g_c+I1), s	7.3	20.1	8.6	14.2	7.8	17.9	8.3	16.0
Green Ext Time (p_c), s	0.1	3.8	0.1	1.4	0.1	3.3	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	134	299	56	140	59	174	640	45	40	465	113
Future Volume (veh/h)	127	134	299	56	140	59	174	640	45	40	465	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	184	410	89	222	94	215	790	56	57	664	161
Peak Hour Factor	0.73	0.73	0.73	0.63	0.63	0.63	0.81	0.81	0.81	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	793	672	111	227	90	244	1327	94	74	849	206
Arrive On Green	0.11	0.42	0.42	0.27	0.27	0.27	0.14	0.39	0.39	0.04	0.30	0.30
Sat Flow, veh/h	1781	1870	1583	271	850	339	1781	3365	238	1781	2836	687
Grp Volume(v), veh/h	174	184	410	405	0	0	215	417	429	57	416	409
Grp Sat Flow(s),veh/h/ln	1781	1870	1583	1460	0	0	1781	1777	1827	1781	1777	1747
Q Serve(g_s), s	11.0	7.2	23.0	26.7	0.0	0.0	13.6	21.2	21.3	3.6	24.5	24.5
Cycle Q Clear(g_c), s	11.0	7.2	23.0	30.5	0.0	0.0	13.6	21.2	21.3	3.6	24.5	24.5
Prop In Lane	1.00		1.00	0.22		0.23	1.00		0.13	1.00		0.39
Lane Grp Cap(c), veh/h	203	793	672	428	0	0	244	701	721	74	532	523
V/C Ratio(X)	0.86	0.23	0.61	0.95	0.00	0.00	0.88	0.60	0.60	0.77	0.78	0.78
Avail Cap(c_a), veh/h	296	891	754	428	0	0	296	784	806	296	784	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	21.0	25.6	42.1	0.0	0.0	48.5	27.4	27.4	54.3	36.7	36.7
Incr Delay (d2), s/veh	11.0	0.1	0.7	30.1	0.0	0.0	20.1	1.3	1.3	6.3	4.1	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	3.1	8.8	15.1	0.0	0.0	7.3	9.0	9.3	1.7	11.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	21.1	26.3	72.2	0.0	0.0	68.5	28.7	28.7	60.6	40.8	40.9
LnGrp LOS	E	C	C	E	A	A	E	C	C	E	D	D
Approach Vol, veh/h		768			405			1061			882	
Approach Delay, s/veh		32.8			72.2			36.8			42.1	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	50.6		54.0	20.6	39.7	18.0	36.0
Change Period (Y+Rc), s	5.0	5.5		5.5	5.0	5.5	5.0	5.5
Max Green Setting (Gmax), s	19.6	50.5		54.5	19.0	50.5	19.0	30.5
Max Q Clear Time (g_c+I1), s	15.6	23.3		25.0	15.6	26.5	13.0	32.5
Green Ext Time (p_c), s	0.0	8.2		1.4	0.1	7.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	49.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	555	38	40	600	40	16	25	52	20	42	44
Future Vol, veh/h	24	555	38	40	600	40	16	25	52	20	42	44
Conflicting Peds, #/hr	9	0	1	1	0	9	17	0	3	3	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	81	81	81	66	66	66	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	730	50	49	741	49	24	38	79	28	58	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	799	0	0	781	0	0	1335	1717	394	1324	1718	421
Stage 1	-	-	-	-	-	-	820	820	-	873	873	-
Stage 2	-	-	-	-	-	-	515	897	-	451	845	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	819	-	-	832	-	-	112	89	605	114	89	581
Stage 1	-	-	-	-	-	-	335	387	-	311	366	-
Stage 2	-	-	-	-	-	-	511	357	-	557	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	812	-	-	831	-	-	30	73	603	51	73	567
Mov Cap-2 Maneuver	-	-	-	-	-	-	30	73	-	51	73	-
Stage 1	-	-	-	-	-	-	311	360	-	287	324	-
Stage 2	-	-	-	-	-	-	329	316	-	402	350	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.9	$ 330.1	$ 328
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	812	-	-	831	-	-	101
HCM Lane V/C Ratio	1.453	0.039	-	-	0.059	-	-	1.458
HCM Control Delay (s)	$ 330.1	9.6	0.3	-	9.6	0.4	-	$ 328
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	10.5	0.1	-	-	0.2	-	-	10.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	67	102	313	354	34
Future Vol, veh/h	26	67	102	313	354	34
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	80	80	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	75	128	391	437	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	911	241	480	0	-	0
Stage 1	459	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	274	760	1079	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	241	759	1078	-	-	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	607	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1078	-	368	759	-	-
HCM Lane V/C Ratio	0.118	-	0.079	0.099	-	-
HCM Control Delay (s)	8.8	-	15.6	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.3	0.3	-	-

Intersection	
Intersection Delay, s/veh	25.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	92	31	37	93	36	53	331	89	36	359	27
Future Vol, veh/h	10	92	31	37	93	36	53	331	89	36	359	27
Peak Hour Factor	0.59	0.59	0.59	0.55	0.55	0.55	0.68	0.68	0.68	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	156	53	67	169	65	78	487	131	41	408	31
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	19.4	24.9	30.8	20.1
HCM LOS	C	C	D	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	24%	0%	8%	22%	17%	0%
Vol Thru, %	76%	65%	69%	56%	83%	87%
Vol Right, %	0%	35%	23%	22%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	255	133	166	216	207
LT Vol	53	0	10	37	36	0
Through Vol	166	166	92	93	180	180
RT Vol	0	89	31	36	0	27
Lane Flow Rate	321	374	225	302	245	235
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.709	0.789	0.51	0.66	0.558	0.523
Departure Headway (Hd)	7.942	7.589	8.142	7.876	8.2	8.019
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	456	479	442	462	441	451
Service Time	5.689	5.31	6.192	5.884	5.949	5.768
HCM Lane V/C Ratio	0.704	0.781	0.509	0.654	0.556	0.521
HCM Control Delay	27.9	33.2	19.4	24.9	20.9	19.3
HCM Lane LOS	D	D	C	C	C	C
HCM 95th-tile Q	5.5	7.1	2.8	4.7	3.3	3

Intersection	
Int Delay, s/veh	4.7

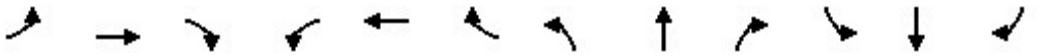
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	20	19	7	23	54	8	456	16	16	467	8
Future Vol, veh/h	7	20	19	7	23	54	8	456	16	16	467	8
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	46	46	46	80	80	80	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	26	25	15	50	117	10	570	20	19	543	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	916	1198	280	929	1192	297	552	0	0	592	0	0
Stage 1	586	586	-	602	602	-	-	-	-	-	-	-
Stage 2	330	612	-	327	590	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	227	184	717	222	186	699	1014	-	-	980	-	-
Stage 1	463	495	-	453	487	-	-	-	-	-	-	-
Stage 2	657	482	-	660	493	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	143	176	714	183	178	698	1014	-	-	978	-	-
Mov Cap-2 Maneuver	143	176	-	183	178	-	-	-	-	-	-	-
Stage 1	456	481	-	445	479	-	-	-	-	-	-	-
Stage 2	482	474	-	584	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.6	26.8	0.2	0.4
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1014	-	-	243	343	978	-	-
HCM Lane V/C Ratio	0.01	-	-	0.246	0.532	0.019	-	-
HCM Control Delay (s)	8.6	0.1	-	24.6	26.8	8.8	0.1	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	3	0.1	-	-

HCM 6th Signalized Intersection Summary
AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	450	74	72	540	167	72	263	36	142	328	61
Future Volume (veh/h)	77	450	74	72	540	167	72	263	36	142	328	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	608	100	92	692	214	86	313	43	160	369	69
Peak Hour Factor	0.74	0.74	0.74	0.78	0.78	0.78	0.84	0.84	0.84	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	1225	201	267	1319	408	109	404	55	188	518	96
Arrive On Green	0.07	0.40	0.40	0.20	0.66	0.66	0.06	0.13	0.13	0.11	0.17	0.17
Sat Flow, veh/h	1781	3055	501	1781	2671	826	1781	3134	426	1781	2990	553
Grp Volume(v), veh/h	104	353	355	92	460	446	86	176	180	160	218	220
Grp Sat Flow(s),veh/h/ln	1781	1777	1780	1781	1777	1721	1781	1777	1783	1781	1777	1766
Q Serve(g_s), s	6.3	16.3	16.4	4.9	14.9	14.9	5.2	10.5	10.8	9.7	12.7	13.0
Cycle Q Clear(g_c), s	6.3	16.3	16.4	4.9	14.9	14.9	5.2	10.5	10.8	9.7	12.7	13.0
Prop In Lane	1.00		0.28	1.00		0.48	1.00		0.24	1.00		0.31
Lane Grp Cap(c), veh/h	130	712	713	267	877	849	109	229	230	188	308	306
V/C Ratio(X)	0.80	0.50	0.50	0.34	0.52	0.52	0.79	0.77	0.78	0.85	0.71	0.72
Avail Cap(c_a), veh/h	194	712	713	267	877	849	194	323	324	194	323	321
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	24.6	24.7	39.4	12.1	12.1	50.9	46.3	46.4	48.3	42.9	43.0
Incr Delay (d2), s/veh	7.5	2.5	2.5	0.2	1.8	1.8	4.7	7.0	8.0	26.3	6.6	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.1	7.1	2.1	5.0	4.9	2.5	5.0	5.2	5.6	6.1	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	27.1	27.1	39.6	13.9	13.9	55.6	53.4	54.4	74.6	49.5	50.2
LnGrp LOS	E	C	C	D	B	B	E	D	D	E	D	D
Approach Vol, veh/h		812			998			442			598	
Approach Delay, s/veh		31.0			16.3			54.2			56.5	
Approach LOS		C			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.9	50.5	16.3	20.3	12.7	60.7	11.4	25.1
Change Period (Y+Rc), s	6.4	* 6.4	* 4.7	6.1	* 4.7	6.4	* 4.7	6.1
Max Green Setting (Gmax), s	12.0	* 44	* 12	20.0	* 12	44.1	* 12	20.0
Max Q Clear Time (g_c+I1), s	6.9	18.4	11.7	12.8	8.3	16.9	7.2	15.0
Green Ext Time (p_c), s	0.0	10.5	0.0	1.1	0.0	14.3	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	104	54	18	97	7	52	374	23	17	391	46
Future Volume (veh/h)	35	104	54	18	97	7	52	374	23	17	391	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	132	68	19	102	7	74	534	33	24	543	64
Peak Hour Factor	0.79	0.79	0.79	0.95	0.95	0.95	0.70	0.70	0.70	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	231	190	193	187	13	94	1146	71	40	984	116
Arrive On Green	0.12	0.12	0.12	0.11	0.11	0.11	0.05	0.34	0.34	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1534	1781	1727	119	1781	3393	209	1781	3201	376
Grp Volume(v), veh/h	44	132	68	19	0	109	74	279	288	24	301	306
Grp Sat Flow(s),veh/h/ln	1781	1870	1534	1781	0	1846	1781	1777	1825	1781	1777	1800
Q Serve(g_s), s	1.1	3.4	2.1	0.5	0.0	2.9	2.1	6.4	6.4	0.7	7.3	7.3
Cycle Q Clear(g_c), s	1.1	3.4	2.1	0.5	0.0	2.9	2.1	6.4	6.4	0.7	7.3	7.3
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	220	231	190	193	0	200	94	600	617	40	546	554
V/C Ratio(X)	0.20	0.57	0.36	0.10	0.00	0.55	0.78	0.46	0.47	0.60	0.55	0.55
Avail Cap(c_a), veh/h	847	890	730	865	0	896	657	1742	1790	657	1742	1766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	21.3	20.7	20.7	0.0	21.8	24.1	13.4	13.4	24.9	14.9	14.9
Incr Delay (d2), s/veh	0.2	0.8	0.4	0.1	0.0	0.9	5.3	0.8	0.8	5.2	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	0.7	0.2	0.0	1.2	0.9	2.2	2.3	0.3	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	22.1	21.1	20.8	0.0	22.6	29.4	14.2	14.2	30.1	16.1	16.1
LnGrp LOS	C	C	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		244			128			641			631	
Approach Delay, s/veh		21.5			22.4			15.9			16.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	22.9		11.9	7.7	21.3		10.6
Change Period (Y+Rc), s	5.0	5.5		5.5	5.0	5.5		5.0
Max Green Setting (Gmax), s	19.6	50.5		24.5	19.0	50.5		25.0
Max Q Clear Time (g_c+I1), s	2.7	8.4		5.4	4.1	9.3		4.9
Green Ext Time (p_c), s	0.0	5.5		0.6	0.1	6.0		0.4

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

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	244	68	22	237	19	135	567	29	52	348	102
Future Volume (veh/h)	70	244	68	22	237	19	135	567	29	52	348	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	359	100	31	339	27	173	727	37	85	570	167
Peak Hour Factor	0.68	0.68	0.68	0.70	0.70	0.70	0.78	0.78	0.78	0.61	0.61	0.61
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	608	169	75	407	31	213	1120	57	109	718	209
Arrive On Green	0.12	0.43	0.43	0.26	0.26	0.26	0.12	0.33	0.33	0.06	0.27	0.27
Sat Flow, veh/h	1781	1403	391	77	1573	120	1781	3440	175	1781	2683	783
Grp Volume(v), veh/h	103	0	459	397	0	0	173	375	389	85	377	360
Grp Sat Flow(s),veh/h/ln	1781	0	1794	1771	0	0	1781	1777	1838	1781	1777	1690
Q Serve(g_s), s	3.8	0.0	13.8	7.3	0.0	0.0	6.7	12.8	12.8	3.3	14.0	14.1
Cycle Q Clear(g_c), s	3.8	0.0	13.8	15.0	0.0	0.0	6.7	12.8	12.8	3.3	14.0	14.1
Prop In Lane	1.00		0.22	0.08		0.07	1.00		0.10	1.00		0.46
Lane Grp Cap(c), veh/h	218	0	778	513	0	0	213	579	599	109	475	452
V/C Ratio(X)	0.47	0.00	0.59	0.77	0.00	0.00	0.81	0.65	0.65	0.78	0.79	0.80
Avail Cap(c_a), veh/h	762	0	898	783	0	0	611	740	765	611	740	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	15.3	24.9	0.0	0.0	30.4	20.4	20.4	32.8	24.1	24.2
Incr Delay (d2), s/veh	0.6	0.0	0.3	1.1	0.0	0.0	2.8	0.5	0.5	4.4	1.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	5.0	6.0	0.0	0.0	2.9	4.9	5.1	1.5	5.6	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	15.6	26.0	0.0	0.0	33.2	21.0	21.0	37.2	25.5	25.8
LnGrp LOS	C	A	B	C	A	A	C	C	C	D	C	C
Approach Vol, veh/h		562			397			937			822	
Approach Delay, s/veh		18.2			26.0			23.2			26.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	27.6		35.2	12.2	23.5	12.4	22.9
Change Period (Y+Rc), s	3.7	4.5		4.5	3.7	4.5	3.7	4.5
Max Green Setting (Gmax), s	24.3	29.5		35.5	24.3	29.5	30.3	29.5
Max Q Clear Time (g_c+I1), s	5.3	14.8		15.8	8.7	16.1	5.8	17.0
Green Ext Time (p_c), s	0.0	2.7		1.8	0.1	2.6	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	66.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	115	91	31	86	86	183	568	34	66	313	21
Future Vol, veh/h	33	115	91	31	86	86	183	568	34	66	313	21
Peak Hour Factor	0.64	0.64	0.64	0.82	0.82	0.82	0.79	0.79	0.79	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	180	142	38	105	105	232	719	43	102	482	32
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	75.5	33.2	90.8	34.1
HCM LOS	F	D	F	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	14%	15%	100%	0%	0%
Vol Thru, %	0%	100%	85%	48%	42%	0%	100%	83%
Vol Right, %	0%	0%	15%	38%	42%	0%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	379	223	239	203	66	209	125
LT Vol	183	0	0	33	31	66	0	0
Through Vol	0	379	189	115	86	0	209	104
RT Vol	0	0	34	91	86	0	0	21
Lane Flow Rate	232	479	283	373	248	102	321	193
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.632	1.238	0.721	0.985	0.687	0.28	0.839	0.497
Departure Headway (Hd)	9.825	9.295	9.182	9.897	10.454	10.332	9.8	9.676
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	368	393	393	370	349	350	372	374
Service Time	7.578	7.048	6.934	7.597	8.154	8.032	7.5	7.376
HCM Lane V/C Ratio	0.63	1.219	0.72	1.008	0.711	0.291	0.863	0.516
HCM Control Delay	28.1	155.5	32.4	75.5	33.2	17	47.1	21.6
HCM Lane LOS	D	F	D	F	D	C	E	C
HCM 95th-tile Q	4.1	20.3	5.5	11.3	4.8	1.1	7.7	2.7

HCM 6th Signalized Intersection Summary
AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	22	15	67	11	83	11	649	100	139	259	32
Future Volume (veh/h)	68	22	15	67	11	83	11	649	100	139	259	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	30	21	73	12	90	13	791	122	201	375	46
Peak Hour Factor	0.73	0.73	0.73	0.92	0.92	0.92	0.82	0.82	0.82	0.69	0.69	0.69
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	205	129	109	209	182	29	1046	466	249	781	662
Arrive On Green	0.07	0.10	0.10	0.06	0.12	0.12	0.02	0.29	0.29	0.14	0.42	0.42
Sat Flow, veh/h	1781	2087	1314	1781	1777	1547	1781	3554	1585	1781	1870	1584
Grp Volume(v), veh/h	93	25	26	73	12	90	13	791	122	201	375	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1624	1781	1777	1547	1781	1777	1585	1781	1870	1584
Q Serve(g_s), s	2.8	0.7	0.8	2.2	0.3	3.0	0.4	11.2	3.3	6.1	8.1	1.0
Cycle Q Clear(g_c), s	2.8	0.7	0.8	2.2	0.3	3.0	0.4	11.2	3.3	6.1	8.1	1.0
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	175	160	109	209	182	29	1046	466	249	781	662
V/C Ratio(X)	0.76	0.14	0.16	0.67	0.06	0.49	0.45	0.76	0.26	0.81	0.48	0.07
Avail Cap(c_a), veh/h	821	803	734	772	754	657	644	1926	859	644	1014	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	22.8	22.9	25.4	21.7	22.9	27.0	17.7	14.9	23.1	11.7	9.7
Incr Delay (d2), s/veh	3.6	0.1	0.2	2.7	0.0	0.8	3.9	0.4	0.1	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	0.3	0.9	0.1	1.0	0.2	3.7	1.1	2.4	2.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	23.0	23.0	28.1	21.7	23.6	30.9	18.2	15.0	25.4	11.9	9.7
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	A
Approach Vol, veh/h		144			175			926			622	
Approach Delay, s/veh		26.8			25.4			17.9			16.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	29.1	8.3	13.0	11.7	22.3	9.4	11.9
Change Period (Y+Rc), s	4.0	6.0	4.5	6.5	4.0	6.0	6.0	* 6.5
Max Green Setting (Gmax), s	20.0	30.0	25.5	23.5	20.0	30.0	24.0	* 25
Max Q Clear Time (g_c+I1), s	2.4	10.1	4.8	5.0	8.1	13.2	4.2	2.8
Green Ext Time (p_c), s	0.0	1.2	0.0	0.3	0.1	3.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	9	3	652	326	19
Future Vol, veh/h	33	9	3	652	326	19
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	85	85	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	16	4	767	447	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	853	238	474	0	-	0
Stage 1	461	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	298	763	1084	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	296	762	1083	-	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	651	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1083	-	341	-	-
HCM Lane V/C Ratio	0.003	-	0.212	-	-
HCM Control Delay (s)	8.3	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	84	62	26	325	288	27
Future Vol, veh/h	84	62	26	325	288	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	84	84	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	89	31	387	417	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	693	228	456	0	-	0
Stage 1	437	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	377	775	1101	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	775	1101	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1101	-	563	-	-
HCM Lane V/C Ratio	0.028	-	0.37	-	-
HCM Control Delay (s)	8.4	-	15.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

Intersection	
Intersection Delay, s/veh	62.3
Intersection LOS	F

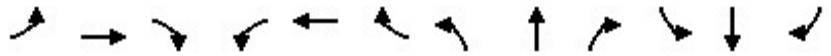
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	154	22	38	219	71	18	187	10	50	175	164
Future Vol, veh/h	103	154	22	38	219	71	18	187	10	50	175	164
Peak Hour Factor	0.60	0.60	0.60	0.75	0.75	0.75	0.75	0.75	0.75	0.77	0.77	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	172	257	37	51	292	95	24	249	13	65	227	213
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	29.4	102.8	30.1	75.9
HCM LOS	D	F	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	12%	100%	0%
Vol Thru, %	0%	95%	0%	88%	67%	0%	52%
Vol Right, %	0%	5%	0%	12%	22%	0%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	197	103	176	328	50	339
LT Vol	18	0	103	0	38	50	0
Through Vol	0	187	0	154	219	0	175
RT Vol	0	10	0	22	71	0	164
Lane Flow Rate	24	263	172	293	437	65	440
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.066	0.684	0.457	0.734	1.089	0.168	1.037
Departure Headway (Hd)	10.49	9.925	10.102	9.487	9.304	9.789	8.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	343	368	359	384	394	369	409
Service Time	8.19	7.625	7.802	7.187	7.304	7.489	6.609
HCM Lane V/C Ratio	0.07	0.715	0.479	0.763	1.109	0.176	1.076
HCM Control Delay	13.9	31.6	21	34.3	102.8	14.5	84.9
HCM Lane LOS	B	D	C	D	F	B	F
HCM 95th-tile Q	0.2	4.9	2.3	5.7	14.9	0.6	13.5

HCM 6th Signalized Intersection Summary

AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	486	61	35	593	61	56	83	9	94	72	78
Future Volume (veh/h)	61	486	61	35	593	61	56	83	9	94	72	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	600	75	46	780	80	67	99	11	149	114	124
Peak Hour Factor	0.81	0.81	0.81	0.76	0.76	0.76	0.84	0.84	0.84	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	586	1498	187	61	553	57	87	129	14	198	152	292
Arrive On Green	0.66	0.94	0.94	0.03	0.17	0.17	0.13	0.13	0.13	0.19	0.19	0.19
Sat Flow, veh/h	1781	3179	397	1781	3253	334	687	1015	113	1030	788	1520
Grp Volume(v), veh/h	75	335	340	46	426	434	177	0	0	263	0	124
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1781	1777	1809	1815	0	0	1819	0	1520
Q Serve(g_s), s	1.7	1.9	1.9	2.8	18.7	18.7	10.4	0.0	0.0	15.0	0.0	7.9
Cycle Q Clear(g_c), s	1.7	1.9	1.9	2.8	18.7	18.7	10.4	0.0	0.0	15.0	0.0	7.9
Prop In Lane	1.00		0.22	1.00		0.18	0.38		0.06	0.57		1.00
Lane Grp Cap(c), veh/h	586	837	847	61	302	308	230	0	0	350	0	292
V/C Ratio(X)	0.13	0.40	0.40	0.75	1.41	1.41	0.77	0.00	0.00	0.75	0.00	0.42
Avail Cap(c_a), veh/h	586	837	847	194	302	308	495	0	0	496	0	415
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	1.7	1.7	52.7	45.7	45.7	46.5	0.0	0.0	41.9	0.0	39.1
Incr Delay (d2), s/veh	0.0	1.2	1.2	6.8	203.3	203.2	5.4	0.0	0.0	4.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.8	1.4	25.1	25.5	5.0	0.0	0.0	7.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	2.9	2.9	59.4	248.9	248.9	51.8	0.0	0.0	45.9	0.0	40.0
LnGrp LOS	B	A	A	E	F	F	D	A	A	D	A	D
Approach Vol, veh/h		750			906			177			387	
Approach Delay, s/veh		3.9			239.3			51.8			44.0	
Approach LOS		A			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	57.2		25.7	41.6	24.1		18.5
Change Period (Y+Rc), s	* 4.7	5.4		4.6	5.4	* 5.4		4.6
Max Green Setting (Gmax), s	* 13	18.7		30.0	12.0	* 19		30.0
Max Q Clear Time (g_c+I1), s	4.8	3.9		17.0	3.7	20.7		12.4
Green Ext Time (p_c), s	0.0	7.1		1.6	0.0	0.0		0.9

Intersection Summary	
HCM 6th Ctrl Delay	110.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	3.3

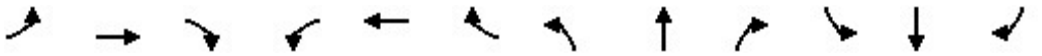
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4	13	12	10	52	3	681	43	57	551	0
Future Vol, veh/h	0	4	13	12	10	52	3	681	43	57	551	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	66	66	66	83	83	83	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	28	18	15	79	4	820	52	70	680	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1246	1701	340	1340	1675	437	680	0	0	873	0	0
Stage 1	820	820	-	855	855	-	-	-	-	-	-	-
Stage 2	426	881	-	485	820	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	130	91	656	111	94	567	908	-	-	768	-	-
Stage 1	335	387	-	319	373	-	-	-	-	-	-	-
Stage 2	577	363	-	532	387	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	89	82	656	90	85	566	908	-	-	767	-	-
Mov Cap-2 Maneuver	89	82	-	90	85	-	-	-	-	-	-	-
Stage 1	332	352	-	316	369	-	-	-	-	-	-	-
Stage 2	472	359	-	452	352	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22	38.4	0	1
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	908	-	-	248	216	767	-	-
HCM Lane V/C Ratio	0.004	-	-	0.146	0.519	0.092	-	-
HCM Control Delay (s)	9	0	-	22	38.4	10.2	-	-
HCM Lane LOS	A	A	-	C	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	2.7	0.3	-	-

HCM 6th Signalized Intersection Summary
AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	108	30	144	77	341	34	388	110	190	389	6
Future Volume (veh/h)	10	108	30	144	77	341	34	388	110	190	389	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	132	37	189	101	449	40	456	129	244	499	8
Peak Hour Factor	0.82	0.82	0.82	0.76	0.76	0.76	0.85	0.85	0.85	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	170	157	204	109	273	80	1079	303	273	1801	29
Arrive On Green	0.10	0.10	0.10	0.17	0.17	0.17	0.01	0.13	0.13	0.15	0.50	0.50
Sat Flow, veh/h	155	1707	1580	1180	631	1582	1781	2731	766	1781	3579	57
Grp Volume(v), veh/h	144	0	37	290	0	449	40	295	290	244	248	259
Grp Sat Flow(s),veh/h/ln	1863	0	1580	1811	0	1582	1781	1777	1721	1781	1777	1860
Q Serve(g_s), s	8.3	0.0	2.4	17.3	0.0	19.0	2.5	16.8	17.1	14.8	8.8	8.9
Cycle Q Clear(g_c), s	8.3	0.0	2.4	17.3	0.0	19.0	2.5	16.8	17.1	14.8	8.8	8.9
Prop In Lane	0.08		1.00	0.65		1.00	1.00		0.45	1.00		0.03
Lane Grp Cap(c), veh/h	185	0	157	313	0	273	80	702	680	273	894	936
V/C Ratio(X)	0.78	0.00	0.24	0.93	0.00	1.64	0.50	0.42	0.43	0.90	0.28	0.28
Avail Cap(c_a), veh/h	322	0	273	313	0	273	194	702	680	291	894	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.00	0.93	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	0.0	45.7	44.8	0.0	45.5	53.0	36.3	36.4	45.7	15.8	15.8
Incr Delay (d2), s/veh	6.5	0.0	0.7	32.5	0.0	305.2	1.8	1.8	2.0	25.6	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	1.0	10.4	0.0	30.4	1.1	8.3	8.2	8.4	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	0.0	46.4	77.3	0.0	350.7	54.8	38.1	38.3	71.4	16.5	16.5
LnGrp LOS	D	A	D	E	A	F	D	D	D	E	B	B
Approach Vol, veh/h		181			739			625			751	
Approach Delay, s/veh		53.1			243.4			39.3			34.3	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	60.4		24.4	21.5	48.6		15.5				
Change Period (Y+Rc), s	* 4.7	5.1		5.4	* 4.7	5.1		4.6				
Max Green Setting (Gmax), s	* 12	40.2		19.0	* 18	34.2		19.0				
Max Q Clear Time (g_c+I1), s	4.5	10.9		21.0	16.8	19.1		10.3				
Green Ext Time (p_c), s	0.0	7.8		0.0	0.1	6.5		0.5				

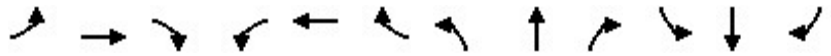
Intersection Summary		
HCM 6th Ctrl Delay		104.5
HCM 6th LOS		F

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary
AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	89	17	35	88	110	14	572	33	59	474	13
Future Volume (veh/h)	20	89	17	35	88	110	14	572	33	59	474	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	146	28	57	144	180	17	698	40	71	571	16
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.82	0.82	0.82	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	139	27	34	87	109	39	1026	59	462	1912	54
Arrive On Green	0.11	0.11	0.11	0.14	0.14	0.14	0.02	0.30	0.30	0.52	1.00	1.00
Sat Flow, veh/h	287	1271	244	253	638	798	1781	3409	195	1781	3531	99
Grp Volume(v), veh/h	207	0	0	381	0	0	17	364	374	71	287	300
Grp Sat Flow(s),veh/h/ln	1802	0	0	1689	0	0	1781	1777	1828	1781	1777	1853
Q Serve(g_s), s	12.0	0.0	0.0	15.0	0.0	0.0	1.0	19.8	19.8	2.3	0.0	0.0
Cycle Q Clear(g_c), s	12.0	0.0	0.0	15.0	0.0	0.0	1.0	19.8	19.8	2.3	0.0	0.0
Prop In Lane	0.16		0.14	0.15		0.47	1.00		0.11	1.00		0.05
Lane Grp Cap(c), veh/h	197	0	0	230	0	0	39	535	550	462	962	1003
V/C Ratio(X)	1.05	0.00	0.00	1.65	0.00	0.00	0.43	0.68	0.68	0.15	0.30	0.30
Avail Cap(c_a), veh/h	197	0	0	230	0	0	194	535	550	468	962	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	0.0	0.0	47.5	0.0	0.0	53.1	33.8	33.8	20.2	0.0	0.0
Incr Delay (d2), s/veh	79.0	0.0	0.0	313.0	0.0	0.0	2.8	6.8	6.7	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	0.0	26.3	0.0	0.0	0.5	9.2	9.5	0.9	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.0	0.0	0.0	360.5	0.0	0.0	55.9	40.6	40.5	20.2	0.8	0.8
LnGrp LOS	F	A	A	F	A	A	E	D	D	C	A	A
Approach Vol, veh/h		207			381			755			658	
Approach Delay, s/veh		128.0			360.5			40.9			2.9	
Approach LOS		F			F			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	64.7		20.6	33.6	38.2		17.6
Change Period (Y+Rc), s	* 4.7	5.1		5.6	5.1	* 5.1		5.6
Max Green Setting (Gmax)	* 13	50.0		15.0	28.9	* 33		12.0
Max Q Clear Time (g_c+I1), s	3.0	2.0		17.0	4.3	21.8		14.0
Green Ext Time (p_c), s	0.0	10.8		0.0	0.1	6.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.3
HCM 6th LOS	F

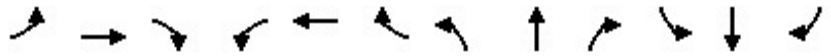
Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary

AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	200	52	86	131	166	25	493	99	81	385	10
Future Volume (veh/h)	37	200	52	86	131	166	25	493	99	81	385	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	286	74	108	164	208	29	573	115	107	507	13
Peak Hour Factor	0.70	0.70	0.70	0.80	0.80	0.80	0.86	0.86	0.86	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	324	84	135	206	290	48	784	157	122	1088	28
Arrive On Green	0.26	0.26	0.26	0.19	0.19	0.19	0.03	0.27	0.27	0.07	0.31	0.31
Sat Flow, veh/h	230	1242	321	728	1106	1559	1781	2948	590	1781	3538	91
Grp Volume(v), veh/h	413	0	0	272	0	208	29	345	343	107	254	266
Grp Sat Flow(s),veh/h/ln	1794	0	0	1834	0	1559	1781	1777	1762	1781	1777	1851
Q Serve(g_s), s	23.6	0.0	0.0	15.1	0.0	13.3	1.7	18.8	18.9	6.3	12.3	12.4
Cycle Q Clear(g_c), s	23.6	0.0	0.0	15.1	0.0	13.3	1.7	18.8	18.9	6.3	12.3	12.4
Prop In Lane	0.13		0.18	0.40		1.00	1.00		0.33	1.00		0.05
Lane Grp Cap(c), veh/h	467	0	0	341	0	290	48	473	469	122	546	569
V/C Ratio(X)	0.88	0.00	0.00	0.80	0.00	0.72	0.60	0.73	0.73	0.88	0.47	0.47
Avail Cap(c_a), veh/h	623	0	0	637	0	542	109	591	586	122	604	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	0.0	0.0	41.4	0.0	40.7	51.2	35.6	35.6	49.1	29.8	29.8
Incr Delay (d2), s/veh	11.3	0.0	0.0	4.3	0.0	3.3	4.4	7.9	8.1	44.7	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	0.0	0.0	7.1	0.0	5.3	0.8	8.9	8.9	4.3	5.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	0.0	45.7	0.0	44.0	55.7	43.5	43.7	93.8	32.0	32.0
LnGrp LOS	D	A	A	D	A	D	E	D	D	F	C	C
Approach Vol, veh/h		413			480			717			627	
Approach Delay, s/veh		49.1			45.0			44.1			42.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	38.1		25.9	13.0	33.7		33.8
Change Period (Y+Rc), s	* 5.7	5.4		6.1	* 5.7	5.4		6.1
Max Green Setting (Gmax), s	* 6.5	36.2		37.0	* 7.3	35.4		37.0
Max Q Clear Time (g_c+I1), s	3.7	14.4		17.1	8.3	20.9		25.6
Green Ext Time (p_c), s	0.0	6.8		2.2	0.0	7.2		1.9

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

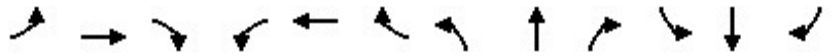
Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary

AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	54	74	37	30	143	45	328	45	258	277	175
Future Volume (veh/h)	144	54	74	37	30	143	45	328	45	258	277	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	72	99	42	34	161	50	364	50	280	301	190
Peak Hour Factor	0.75	0.75	0.75	0.89	0.89	0.89	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	129	178	196	206	461	75	627	85	322	708	433
Arrive On Green	0.18	0.18	0.18	0.11	0.11	0.11	0.04	0.20	0.20	0.18	0.34	0.34
Sat Flow, veh/h	1758	702	967	1781	1870	1585	1781	3141	428	1781	2093	1281
Grp Volume(v), veh/h	195	0	168	42	34	161	50	205	209	280	254	237
Grp Sat Flow(s),veh/h/ln	1782	0	1645	1781	1870	1585	1781	1777	1792	1781	1777	1598
Q Serve(g_s), s	7.9	0.0	7.3	1.7	1.3	6.3	2.2	8.2	8.4	12.1	8.7	9.1
Cycle Q Clear(g_c), s	7.9	0.0	7.3	1.7	1.3	6.3	2.2	8.2	8.4	12.1	8.7	9.1
Prop In Lane	0.99		0.59	1.00		1.00	1.00		0.24	1.00		0.80
Lane Grp Cap(c), veh/h	328	0	303	196	206	461	75	355	358	322	601	540
V/C Ratio(X)	0.59	0.00	0.56	0.21	0.17	0.35	0.67	0.58	0.59	0.87	0.42	0.44
Avail Cap(c_a), veh/h	746	0	688	813	853	1010	219	676	681	458	914	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	29.3	32.0	31.8	22.1	37.2	28.6	28.6	31.4	20.2	20.3
Incr Delay (d2), s/veh	2.4	0.0	2.3	0.2	0.1	0.2	3.7	5.3	5.4	9.2	1.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	2.9	0.7	0.6	2.2	1.0	3.8	3.9	5.7	3.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	0.0	31.5	32.2	32.0	22.3	41.0	33.9	34.1	40.6	21.9	22.3
LnGrp LOS	C	A	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		363			237			464			771	
Approach Delay, s/veh		31.7			25.4			34.7			28.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	33.9		15.1	19.0	22.9		21.9
Change Period (Y+Rc), s	* 4.7	7.2		6.4	* 4.7	7.2		7.4
Max Green Setting (Gmax), s	* 3.3	40.6		36.0	* 20	30.0		33.0
Max Q Clear Time (g_c+I1), s	4.2	11.1		8.3	14.1	10.4		9.9
Green Ext Time (p_c), s	0.0	7.6		0.4	0.2	5.1		2.9

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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



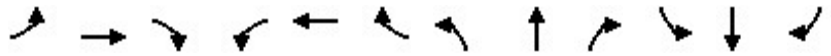
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	73	345	37	97	221
Future Volume (veh/h)	20	73	345	37	97	221
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	94	454	49	129	295
Peak Hour Factor	0.78	0.78	0.76	0.76	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	161	144	1166	125	169	1065
Arrive On Green	0.09	0.09	0.36	0.36	0.10	0.57
Sat Flow, veh/h	1781	1585	3330	348	1781	1870
Grp Volume(v), veh/h	26	94	248	255	129	295
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1808	1781	1870
Q Serve(g_s), s	0.6	2.4	4.3	4.3	2.9	3.3
Cycle Q Clear(g_c), s	0.6	2.4	4.3	4.3	2.9	3.3
Prop In Lane	1.00	1.00		0.19	1.00	
Lane Grp Cap(c), veh/h	161	144	640	651	169	1065
V/C Ratio(X)	0.16	0.65	0.39	0.39	0.76	0.28
Avail Cap(c_a), veh/h	1764	1570	2165	2203	2175	4840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	18.1	9.8	9.8	18.2	4.5
Incr Delay (d2), s/veh	0.5	5.0	1.4	1.4	2.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.2	1.4	1.4	1.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.7	23.1	11.2	11.2	20.8	5.0
LnGrp LOS	B	C	B	B	C	A
Approach Vol, veh/h	120		503			424
Approach Delay, s/veh	21.9		11.2			9.8
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.3		9.9	8.6	22.6
Change Period (Y+Rc), s		* 7.8		6.2	* 4.7	7.8
Max Green Setting (Gmax), s		* 1.1E2		40.8	* 50	50.2
Max Q Clear Time (g_c+I1), s		5.3		4.4	4.9	6.3
Green Ext Time (p_c), s		5.1		0.4	0.2	8.5

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	135	13	2	203	62	10	162	1	60	108	98
Future Volume (veh/h)	76	135	13	2	203	62	10	162	1	60	108	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	167	16	3	278	85	15	245	2	85	152	138
Peak Hour Factor	0.81	0.81	0.81	0.73	0.73	0.73	0.66	0.66	0.66	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	299	25	72	383	116	33	482	4	122	280	254
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.02	0.26	0.26	0.07	0.31	0.31
Sat Flow, veh/h	390	1070	89	4	1372	416	1781	1853	15	1781	903	820
Grp Volume(v), veh/h	277	0	0	366	0	0	15	0	247	85	0	290
Grp Sat Flow(s),veh/h/ln	1549	0	0	1792	0	0	1781	0	1868	1781	0	1723
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	5.8	2.4	0.0	7.2
Cycle Q Clear(g_c), s	7.5	0.0	0.0	9.5	0.0	0.0	0.4	0.0	5.8	2.4	0.0	7.2
Prop In Lane	0.34		0.06	0.01		0.23	1.00		0.01	1.00		0.48
Lane Grp Cap(c), veh/h	527	0	0	571	0	0	33	0	486	122	0	534
V/C Ratio(X)	0.53	0.00	0.00	0.64	0.00	0.00	0.45	0.00	0.51	0.70	0.00	0.54
Avail Cap(c_a), veh/h	1377	0	0	1623	0	0	879	0	2190	879	0	2033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	16.7	0.0	0.0	24.9	0.0	16.2	23.4	0.0	14.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.2	0.0	0.0	3.5	0.0	3.8	2.7	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.6	0.0	0.0	0.2	0.0	2.7	1.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	0.0	17.9	0.0	0.0	28.4	0.0	19.9	26.0	0.0	18.6
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		277			366			262			375	
Approach Delay, s/veh		16.7			17.9			20.4			20.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	21.2		21.8	5.7	23.8		21.8
Change Period (Y+Rc), s	* 4.7	7.9		7.5	* 4.7	* 7.9		7.5
Max Green Setting (Gmax), s	* 3.5	60.1		44.5	* 25	* 61		44.5
Max Q Clear Time (g_c+I1), s	11.5	7.8		9.5	2.4	9.2		11.5
Green Ext Time (p_c), s	0.1	5.4		2.0	0.0	6.7		2.5

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	393	16	18	572	26	6	12	13	30	39	18
Future Vol, veh/h	7	393	16	18	572	26	6	12	13	30	39	18
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	76	76	76	78	78	78	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	510	21	24	753	34	8	15	17	42	54	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	787	0	0	535	0	0	995	1378	270	1099	1371	394
Stage 1	-	-	-	-	-	-	543	543	-	818	818	-
Stage 2	-	-	-	-	-	-	452	835	-	281	553	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	828	-	-	1029	-	-	199	144	728	167	145	605
Stage 1	-	-	-	-	-	-	492	518	-	336	388	-
Stage 2	-	-	-	-	-	-	557	381	-	702	513	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	828	-	-	1025	-	-	126	135	725	143	136	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	126	135	-	143	136	-
Stage 1	-	-	-	-	-	-	483	508	-	331	372	-
Stage 2	-	-	-	-	-	-	437	365	-	655	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	27.3	70.6
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	201	828	-	-	1025	-	-	165
HCM Lane V/C Ratio	0.198	0.011	-	-	0.023	-	-	0.732
HCM Control Delay (s)	27.3	9.4	0.1	-	8.6	0.2	-	70.6
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	4.5

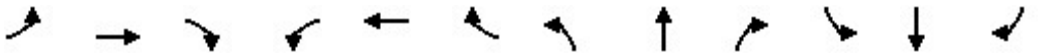
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	3	36	8	2	3	9	270	6	1	325	4
Future Vol, veh/h	12	3	36	8	2	3	9	270	6	1	325	4
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	81	81	81	83	83	83	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	4	48	10	2	4	11	325	7	1	485	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	845	845	490	868	845	329	492	0	0	332	0	0
Stage 1	491	491	-	351	351	-	-	-	-	-	-	-
Stage 2	354	354	-	517	494	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	283	300	578	273	300	712	1071	-	-	1227	-	-
Stage 1	559	548	-	666	632	-	-	-	-	-	-	-
Stage 2	663	630	-	541	546	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	276	296	577	245	296	712	1070	-	-	1227	-	-
Mov Cap-2 Maneuver	276	296	-	245	296	-	-	-	-	-	-	-
Stage 1	551	547	-	657	624	-	-	-	-	-	-	-
Stage 2	648	622	-	491	545	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	17.8	0.3	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1070	-	-	440	298	1227	-	-
HCM Lane V/C Ratio	0.01	-	-	0.155	0.054	0.001	-	-
HCM Control Delay (s)	8.4	0	-	14.7	17.8	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	167	60	68	356	66	99	211	99	74	260	69
Future Volume (veh/h)	69	167	60	68	356	66	99	211	99	74	260	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	204	73	87	456	85	124	264	124	89	313	83
Peak Hour Factor	0.82	0.82	0.82	0.78	0.78	0.78	0.80	0.80	0.80	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	538	187	112	628	116	330	346	294	392	412	348
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.19	0.19	0.19	0.22	0.22	0.22
Sat Flow, veh/h	1781	2588	898	1781	2993	554	1781	1870	1585	1781	1870	1583
Grp Volume(v), veh/h	84	138	139	87	270	271	124	264	124	89	313	83
Grp Sat Flow(s),veh/h/ln	1781	1777	1709	1781	1777	1771	1781	1870	1585	1781	1870	1583
Q Serve(g_s), s	3.7	5.4	5.6	3.9	11.3	11.5	4.9	10.7	5.5	3.3	12.6	3.5
Cycle Q Clear(g_c), s	3.7	5.4	5.6	3.9	11.3	11.5	4.9	10.7	5.5	3.3	12.6	3.5
Prop In Lane	1.00		0.53	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	369	355	112	373	372	330	346	294	392	412	348
V/C Ratio(X)	0.78	0.37	0.39	0.78	0.72	0.73	0.38	0.76	0.42	0.23	0.76	0.24
Avail Cap(c_a), veh/h	156	510	490	156	510	508	422	443	376	556	583	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	27.3	27.4	37.0	29.5	29.6	28.6	31.0	28.9	25.7	29.3	25.7
Incr Delay (d2), s/veh	8.4	1.3	1.5	9.8	5.9	6.2	1.5	8.7	2.1	0.6	6.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.3	2.3	1.8	4.9	5.0	2.1	5.3	2.1	1.4	5.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	28.6	28.9	46.9	35.4	35.8	30.1	39.7	30.9	26.3	35.8	26.5
LnGrp LOS	D	C	C	D	D	D	C	D	C	C	D	C
Approach Vol, veh/h		361			628			512			485	
Approach Delay, s/veh		32.6			37.2			35.3			32.5	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	23.7		24.6	9.9	23.8		21.8				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	23.0		25.0	7.0	23.0		19.0				
Max Q Clear Time (g_c+I1), s	5.9	7.6		14.6	5.7	13.5		12.7				
Green Ext Time (p_c), s	0.0	2.3		3.0	0.0	3.4		2.1				

Intersection Summary			
HCM 6th Ctrl Delay		34.7	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	1.2

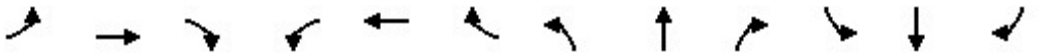
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	37	46	482	435	9
Future Vol, veh/h	12	37	46	482	435	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	86	86	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	51	53	560	518	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1190	524	529	0	-	0
Stage 1	524	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	207	553	1038	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	553	1038	-	-	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1038	-	476	-	-
HCM Lane V/C Ratio	0.052	-	0.143	-	-
HCM Control Delay (s)	8.7	-	13.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

HCM 6th Signalized Intersection Summary
AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	79	85	23	96	38	113	391	65	27	331	61
Future Volume (veh/h)	96	79	85	23	96	38	113	391	65	27	331	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	88	94	32	132	52	130	449	75	34	419	77
Peak Hour Factor	0.90	0.90	0.90	0.73	0.73	0.73	0.87	0.87	0.87	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	122	236	42	171	68	167	525	88	65	524	444
Arrive On Green	0.15	0.15	0.15	0.16	0.16	0.16	0.09	0.34	0.34	0.04	0.28	0.28
Sat Flow, veh/h	999	822	1585	262	1081	426	1781	1557	260	1781	1870	1585
Grp Volume(v), veh/h	195	0	94	216	0	0	130	0	524	34	419	77
Grp Sat Flow(s),veh/h/ln	1820	0	1585	1769	0	0	1781	0	1817	1781	1870	1585
Q Serve(g_s), s	5.8	0.0	3.1	6.7	0.0	0.0	4.1	0.0	15.3	1.1	11.9	2.1
Cycle Q Clear(g_c), s	5.8	0.0	3.1	6.7	0.0	0.0	4.1	0.0	15.3	1.1	11.9	2.1
Prop In Lane	0.55		1.00	0.15		0.24	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	271	0	236	281	0	0	167	0	613	65	524	444
V/C Ratio(X)	0.72	0.00	0.40	0.77	0.00	0.00	0.78	0.00	0.86	0.52	0.80	0.17
Avail Cap(c_a), veh/h	814	0	708	791	0	0	790	0	1130	790	1164	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	22.0	23.0	0.0	0.0	25.3	0.0	17.6	27.0	19.1	15.5
Incr Delay (d2), s/veh	1.4	0.0	0.4	1.7	0.0	0.0	3.0	0.0	1.4	2.4	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.1	2.7	0.0	0.0	1.7	0.0	5.5	0.4	4.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	22.4	24.7	0.0	0.0	28.3	0.0	19.0	29.4	20.1	15.6
LnGrp LOS	C	A	C	C	A	A	C	A	B	C	C	B
Approach Vol, veh/h		289			216			654			530	
Approach Delay, s/veh		23.8			24.7			20.8			20.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	24.7		13.0	9.0	21.5		13.5				
Change Period (Y+Rc), s	3.7	5.5		4.5	3.7	5.5		4.5				
Max Green Setting (Gmax), s	25.3	35.5		25.5	25.3	35.5		25.5				
Max Q Clear Time (g_c+I1), s	3.1	17.3		7.8	6.1	13.9		8.7				
Green Ext Time (p_c), s	0.0	1.9		0.8	0.0	1.5		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

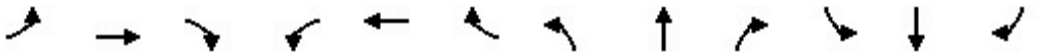
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	65	530	85	0	596
Future Vol, veh/h	0	65	530	85	0	596
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	80	80	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	663	106	0	764

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	332	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	664	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	664	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	664	-
HCM Lane V/C Ratio	-	0.102	-
HCM Control Delay (s)	-	11	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	52	27	6	36	85	36	412	11	99	229	86
Future Volume (veh/h)	57	52	27	6	36	85	36	412	11	99	229	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	57	29	8	46	0	49	557	15	122	283	106
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.74	0.74	0.74	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	560	265	19	676		91	1078	29	159	875	320
Arrive On Green	0.06	0.24	0.24	0.01	0.19	0.00	0.05	0.30	0.30	0.09	0.34	0.34
Sat Flow, veh/h	1781	2337	1108	1781	3554	1585	1781	3535	95	1781	2547	932
Grp Volume(v), veh/h	62	42	44	8	46	0	49	280	292	122	195	194
Grp Sat Flow(s),veh/h/ln	1781	1777	1668	1781	1777	1585	1781	1777	1853	1781	1777	1703
Q Serve(g_s), s	1.2	0.8	0.9	0.2	0.5	0.0	1.2	5.9	5.9	3.0	3.7	3.8
Cycle Q Clear(g_c), s	1.2	0.8	0.9	0.2	0.5	0.0	1.2	5.9	5.9	3.0	3.7	3.8
Prop In Lane	1.00		0.66	1.00		1.00	1.00		0.05	1.00		0.55
Lane Grp Cap(c), veh/h	510	425	399	19	676		91	542	565	159	610	585
V/C Ratio(X)	0.12	0.10	0.11	0.42	0.07		0.54	0.52	0.52	0.77	0.32	0.33
Avail Cap(c_a), veh/h	1269	1952	1832	866	3927		866	1971	2056	866	1971	1889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	13.4	13.4	22.2	15.0	0.0	21.0	13.0	13.0	20.1	11.0	11.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	5.5	0.1	0.0	1.9	1.2	1.2	2.9	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.3	0.1	0.2	0.0	0.5	2.0	2.0	1.2	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	13.6	13.6	27.8	15.1	0.0	22.8	14.2	14.1	23.0	11.4	11.5
LnGrp LOS	B	B	B	C	B		C	B	B	C	B	B
Approach Vol, veh/h		148			54	A		621			511	
Approach Delay, s/veh		13.1			17.0			14.8			14.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	18.6	3.5	16.1	5.3	20.3	5.7	13.9
Change Period (Y+Rc), s	3.0	4.8	3.0	5.3	3.0	4.8	3.0	* 5.3
Max Green Setting (Gmax), s	22.0	50.2	22.0	49.7	22.0	50.2	22.0	* 50
Max Q Clear Time (g_c+I1), s	5.0	7.9	2.2	2.9	3.2	5.8	3.2	2.5
Green Ext Time (p_c), s	0.1	5.9	0.0	0.7	0.0	3.9	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

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

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	26	502	31	11	236
Future Volume (veh/h)	25	26	502	31	11	236
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	35	678	42	12	251
Peak Hour Factor	0.75	0.75	0.74	0.74	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	113	125	1031	64	28	1300
Arrive On Green	0.06	0.06	0.59	0.59	0.02	0.69
Sat Flow, veh/h	1781	1585	1743	108	1781	1870
Grp Volume(v), veh/h	33	35	0	720	12	251
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1851	1781	1870
Q Serve(g_s), s	0.8	0.9	0.0	11.8	0.3	2.2
Cycle Q Clear(g_c), s	0.8	0.9	0.0	11.8	0.3	2.2
Prop In Lane	1.00	1.00		0.06	1.00	
Lane Grp Cap(c), veh/h	113	125	0	1095	28	1300
V/C Ratio(X)	0.29	0.28	0.00	0.66	0.44	0.19
Avail Cap(c_a), veh/h	1370	1244	0	2441	783	3453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	19.7	0.0	6.2	22.2	2.4
Incr Delay (d2), s/veh	0.5	0.4	0.0	1.4	4.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	3.1	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.9	20.2	0.0	7.7	26.2	2.6
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	68		720			263
Approach Delay, s/veh	20.5		7.7			3.7
Approach LOS	C		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	4.7	32.9				37.6	7.9
Change Period (Y+Rc), s	4.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	20.0	60.0				84.0	35.0
Max Q Clear Time (g_c+I1), s	2.3	13.8				4.2	2.9
Green Ext Time (p_c), s	0.0	13.1				3.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	136	200	506	201	39
Future Volume (veh/h)	51	136	200	506	201	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	172	238	602	231	45
Peak Hour Factor	0.79	0.79	0.84	0.84	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	490	308	1047	420	82
Arrive On Green	0.14	0.14	0.17	0.56	0.28	0.28
Sat Flow, veh/h	1781	1585	1781	1870	1521	296
Grp Volume(v), veh/h	65	172	238	602	0	276
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1817
Q Serve(g_s), s	1.2	3.0	4.6	7.6	0.0	4.7
Cycle Q Clear(g_c), s	1.2	3.0	4.6	7.6	0.0	4.7
Prop In Lane	1.00	1.00	1.00			0.16
Lane Grp Cap(c), veh/h	242	490	308	1047	0	502
V/C Ratio(X)	0.27	0.35	0.77	0.57	0.00	0.55
Avail Cap(c_a), veh/h	1723	1807	984	3049	0	1757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	9.7	14.3	5.2	0.0	11.2
Incr Delay (d2), s/veh	0.2	0.2	1.6	1.1	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.9	1.6	1.7	0.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	9.8	15.8	6.2	0.0	13.2
LnGrp LOS	B	A	B	A	A	B
Approach Vol, veh/h	237			840	276	
Approach Delay, s/veh	11.1			9.0	13.2	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.3		9.9	10.3	16.0
Change Period (Y+Rc), s		6.0		5.0	4.0	6.0
Max Green Setting (Gmax), s		59.0		35.0	20.0	35.0
Max Q Clear Time (g_c+I1), s		9.6		5.0	6.6	6.7
Green Ext Time (p_c), s		10.0		0.4	0.3	3.3

Intersection Summary		
HCM 6th Ctrl Delay		10.2
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	310	8	1	457	0	3	0	7	6	0	1
Future Vol, veh/h	1	310	8	1	457	0	3	0	7	6	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	86	86	86	62	62	62	44	44	44
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	344	9	1	531	0	5	0	11	14	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	531	0	0	353	0	0	619	884	177	707	888	266
Stage 1	-	-	-	-	-	-	351	351	-	533	533	-
Stage 2	-	-	-	-	-	-	268	533	-	174	355	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1033	-	-	1202	-	-	373	283	835	322	281	732
Stage 1	-	-	-	-	-	-	639	631	-	498	523	-
Stage 2	-	-	-	-	-	-	714	523	-	811	628	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1033	-	-	1202	-	-	372	282	835	317	280	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	282	-	317	280	-
Stage 1	-	-	-	-	-	-	638	630	-	498	522	-
Stage 2	-	-	-	-	-	-	711	522	-	799	627	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.1	15.9
HCM LOS			B	C

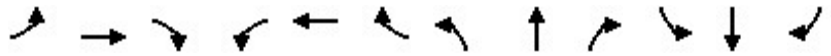
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	608	1033	-	-	1202	-	-	345
HCM Lane V/C Ratio	0.027	0.001	-	-	0.001	-	-	0.046
HCM Control Delay (s)	11.1	8.5	-	-	8	-	-	15.9
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	35	0	0	0	91	3	0	0	3	5
Future Vol, veh/h	5	0	35	0	0	0	91	3	0	0	3	5
Peak Hour Factor	0.62	0.62	0.62	0.25	0.25	0.25	0.71	0.71	0.71	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	56	0	0	0	128	4	0	0	4	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	0	8.1	6.9
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	97%	12%	0%	0%
Vol Thru, %	3%	0%	100%	38%
Vol Right, %	0%	88%	0%	62%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	40	0	8
LT Vol	91	5	0	0
Through Vol	3	0	0	3
RT Vol	0	35	0	5
Lane Flow Rate	132	65	0	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.156	0.066	0	0.013
Departure Headway (Hd)	4.25	3.684	4.237	3.772
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	845	958	0	942
Service Time	2.269	1.761	2.324	1.822
HCM Lane V/C Ratio	0.156	0.068	0	0.013
HCM Control Delay	8.1	7	7.3	6.9
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.6	0.2	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	42	1	22	45	74	0	22	43	24	9	5
Future Volume (veh/h)	1	42	1	22	45	74	0	22	43	24	9	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	53	1	24	50	82	0	37	72	38	14	8
Peak Hour Factor	0.79	0.79	0.79	0.90	0.90	0.90	0.60	0.60	0.60	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	88	2	58	121	154	0	143	278	498	282	161
Arrive On Green	0.05	0.05	0.05	0.10	0.10	0.10	0.00	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	34	1795	34	597	1244	1585	0	567	1104	1284	1117	638
Grp Volume(v), veh/h	55	0	0	74	0	82	0	0	109	38	0	22
Grp Sat Flow(s),veh/h/ln	1863	0	0	1841	0	1585	0	0	1672	1284	0	1755
Q Serve(g_s), s	0.9	0.0	0.0	1.1	0.0	1.5	0.0	0.0	1.6	0.7	0.0	0.3
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.1	0.0	1.5	0.0	0.0	1.6	2.3	0.0	0.3
Prop In Lane	0.02		0.02	0.32		1.00	0.00		0.66	1.00		0.36
Lane Grp Cap(c), veh/h	91	0	0	179	0	154	0	0	422	498	0	443
V/C Ratio(X)	0.60	0.00	0.00	0.41	0.00	0.53	0.00	0.00	0.26	0.08	0.00	0.05
Avail Cap(c_a), veh/h	2117	0	0	2092	0	1801	0	0	2738	2277	0	2875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	12.7	0.0	12.9	0.0	0.0	8.9	9.9	0.0	8.5
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.6	0.0	1.1	0.0	0.0	0.7	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.5	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	0.0	13.3	0.0	13.9	0.0	0.0	9.6	10.0	0.0	8.6
LnGrp LOS	B	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		55			156			109			60	
Approach Delay, s/veh		16.3			13.6			9.6			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	13.5	7.5	13.5	8.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	49.0	34.0	49.0	34.0
Max Q Clear Time (g_c+I1), s	3.6	2.9	4.3	3.5
Green Ext Time (p_c), s	1.3	0.2	0.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	18.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	259	33	24	166	61	30	158	46	58	147	18
Future Vol, veh/h	26	259	33	24	166	61	30	158	46	58	147	18
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	324	41	27	184	68	34	182	53	64	163	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.5	16	16.2	15.8
HCM LOS	C	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	8%	10%	26%
Vol Thru, %	68%	81%	66%	66%
Vol Right, %	20%	10%	24%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	318	251	223
LT Vol	30	26	24	58
Through Vol	158	259	166	147
RT Vol	46	33	61	18
Lane Flow Rate	269	398	279	248
Geometry Grp	1	1	1	1
Degree of Util (X)	0.497	0.694	0.502	0.467
Departure Headway (Hd)	6.648	6.283	6.474	6.792
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	538	572	552	528
Service Time	4.732	4.358	4.558	4.881
HCM Lane V/C Ratio	0.5	0.696	0.505	0.47
HCM Control Delay	16.2	22.5	16	15.8
HCM Lane LOS	C	C	C	C
HCM 95th-tile Q	2.7	5.4	2.8	2.5

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	75	7	14	42	90	6	76	19	89	54	19
Future Vol, veh/h	34	75	7	14	42	90	6	76	19	89	54	19
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.66	0.66	0.66	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	93	9	16	47	101	9	115	29	99	60	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	8.9	9.1	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	29%	10%	55%
Vol Thru, %	75%	65%	29%	33%
Vol Right, %	19%	6%	62%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	116	146	162
LT Vol	6	34	14	89
Through Vol	76	75	42	54
RT Vol	19	7	90	19
Lane Flow Rate	153	143	164	180
Geometry Grp	1	1	1	1
Degree of Util (X)	0.204	0.197	0.209	0.245
Departure Headway (Hd)	4.793	4.962	4.576	4.894
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	719	779	729
Service Time	2.857	3.027	2.638	2.956
HCM Lane V/C Ratio	0.206	0.199	0.211	0.247
HCM Control Delay	9.1	9.3	8.9	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.7	0.8	1

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	79	17	3	30	38	4	15	7	27	20	10
Future Vol, veh/h	30	79	17	3	30	38	4	15	7	27	20	10
Peak Hour Factor	0.58	0.58	0.58	0.66	0.66	0.66	0.65	0.65	0.65	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	136	29	5	45	58	6	23	11	36	27	13
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	9.3	8.6	8.7	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	15%	28%	0%	4%	57%	0%
Vol Thru, %	58%	72%	0%	42%	43%	0%
Vol Right, %	27%	0%	100%	54%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	109	17	71	47	10
LT Vol	4	30	0	3	27	0
Through Vol	15	79	0	30	20	0
RT Vol	7	0	17	38	0	10
Lane Flow Rate	40	188	29	108	63	13
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.059	0.265	0.035	0.143	0.099	0.017
Departure Headway (Hd)	5.311	5.08	4.239	4.793	5.665	4.672
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	674	708	845	749	633	766
Service Time	3.346	2.802	1.961	2.819	3.397	2.403
HCM Lane V/C Ratio	0.059	0.266	0.034	0.144	0.1	0.017
HCM Control Delay	8.7	9.6	7.1	8.6	9	7.5
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	1.1	0.1	0.5	0.3	0.1

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	84	33	55	115	28	20	66	26	9	74	24
Future Vol, veh/h	26	84	33	55	115	28	20	66	26	9	74	24
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.85	0.85	0.85	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	108	42	60	125	30	24	78	31	11	88	29
Number of Lanes	1	1	0	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	2
HCM Control Delay	10.1	9.3	9.9	9.8
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	18%	100%	0%	100%	0%	0%	8%
Vol Thru, %	59%	0%	72%	0%	100%	0%	69%
Vol Right, %	23%	0%	28%	0%	0%	100%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	26	117	55	115	28	107
LT Vol	20	26	0	55	0	0	9
Through Vol	66	0	84	0	115	0	74
RT Vol	26	0	33	0	0	28	24
Lane Flow Rate	132	33	150	60	125	30	127
Geometry Grp	7	8	8	7	7	7	7
Degree of Util (X)	0.209	0.059	0.237	0.099	0.19	0.04	0.201
Departure Headway (Hd)	5.718	6.396	5.69	6.073	5.567	4.86	5.685
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	631	562	633	594	649	741	634
Service Time	3.422	4.111	3.405	3.773	3.267	2.56	3.388
HCM Lane V/C Ratio	0.209	0.059	0.237	0.101	0.193	0.04	0.2
HCM Control Delay	9.9	9.5	10.2	9.4	9.6	7.8	9.8
HCM Lane LOS	A	A	B	A	A	A	A
HCM 95th-tile Q	0.8	0.2	0.9	0.3	0.7	0.1	0.7



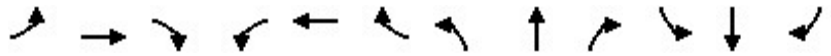
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	222	65	500	279	47	439
Future Volume (veh/h)	222	65	500	279	47	439
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	281	82	521	291	57	529
Peak Hour Factor	0.79	0.79	0.96	0.96	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	356	317	1381	616	79	1911
Arrive On Green	0.20	0.20	0.39	0.39	0.04	0.54
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	281	82	521	291	57	529
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	7.1	2.1	5.0	6.6	1.5	3.9
Cycle Q Clear(g_c), s	7.1	2.1	5.0	6.6	1.5	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	356	317	1381	616	79	1911
V/C Ratio(X)	0.79	0.26	0.38	0.47	0.72	0.28
Avail Cap(c_a), veh/h	878	781	3725	1662	896	5886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	16.1	10.4	10.9	22.5	6.0
Incr Delay (d2), s/veh	1.5	0.2	0.4	1.2	4.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.0	1.4	1.7	0.6	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	16.3	10.8	12.1	27.0	6.2
LnGrp LOS	B	B	B	B	C	A
Approach Vol, veh/h	363		812			586
Approach Delay, s/veh	18.8		11.3			8.2
Approach LOS	B		B			A

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	32.7		15.0	7.1	25.5
Change Period (Y+Rc), s	7.0		5.5	5.0	7.0
Max Green Setting (Gmax), s	79.0		23.5	24.0	50.0
Max Q Clear Time (g_c+I1), s	5.9		9.1	3.5	8.6
Green Ext Time (p_c), s	7.4		0.5	0.0	10.0

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	49	0	30	1	831	82	20	703	0
Future Volume (veh/h)	0	0	0	49	0	30	1	831	82	20	703	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	57	0	35	1	894	88	21	740	0
Peak Hour Factor	0.25	0.25	0.25	0.86	0.86	0.86	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	5	0	117	0	208	86	1439	142	37	1277	0
Arrive On Green	0.00	0.00	0.00	0.07	0.00	0.07	0.05	0.44	0.44	0.02	0.36	0.00
Sat Flow, veh/h	0	1870	0	1771	0	3141	1781	3267	322	1781	3647	0
Grp Volume(v), veh/h	0	0	0	57	0	35	1	486	496	21	740	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1771	0	1570	1781	1777	1812	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.4	0.0	7.8	7.8	0.4	6.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.2	0.0	0.4	0.0	7.8	7.8	0.4	6.2	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	0	5	0	117	0	208	86	783	798	37	1277	0
V/C Ratio(X)	0.00	0.00	0.00	0.49	0.00	0.17	0.01	0.62	0.62	0.56	0.58	0.00
Avail Cap(c_a), veh/h	0	959	0	1148	0	2035	1154	2398	2446	1154	4796	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.7	0.0	16.3	16.8	8.0	8.0	18.0	9.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.1	0.0	0.4	0.1	0.8	0.8	12.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.1	0.0	1.5	1.5	0.3	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	19.8	0.0	16.7	16.8	8.8	8.8	30.5	10.0	0.0
LnGrp LOS	A	A	A	B	A	B	B	A	A	C	B	A
Approach Vol, veh/h		0			92			983			761	
Approach Delay, s/veh		0.0			18.6			8.8			10.6	
Approach LOS					B			A			B	

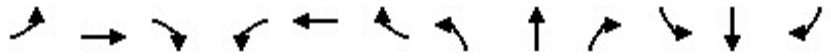
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.8	20.3		7.9	5.8	23.3		0.0
Change Period (Y+Rc), s	7.0	* 7		5.5	5.0	7.0		5.5
Max Green Setting (Gmax), s	24.0	* 50		24.0	24.0	50.0		19.0
Max Q Clear Time (g_c+I1), s	2.0	8.2		3.2	2.4	9.8		0.0
Green Ext Time (p_c), s	0.0	5.1		0.2	0.0	6.5		0.0

Intersection Summary		
HCM 6th Ctrl Delay	10.0	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

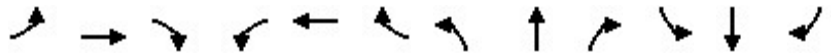
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	163	68	94	182	106	76	613	80	78	560	123
Future Volume (veh/h)	175	163	68	94	182	106	76	613	80	78	560	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	196	82	113	219	128	86	697	91	88	629	138
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.88	0.88	0.88	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	561	226	145	304	257	118	910	119	120	837	183
Arrive On Green	0.15	0.23	0.23	0.08	0.16	0.16	0.07	0.29	0.29	0.07	0.29	0.29
Sat Flow, veh/h	1781	2469	996	1781	1870	1582	1781	3160	412	1781	2898	635
Grp Volume(v), veh/h	211	139	139	113	219	128	86	392	396	88	385	382
Grp Sat Flow(s),veh/h/ln	1781	1777	1688	1781	1870	1582	1781	1777	1796	1781	1777	1756
Q Serve(g_s), s	6.3	3.6	3.8	3.4	6.1	4.1	2.6	11.1	11.1	2.7	10.8	10.9
Cycle Q Clear(g_c), s	6.3	3.6	3.8	3.4	6.1	4.1	2.6	11.1	11.1	2.7	10.8	10.9
Prop In Lane	1.00		0.59	1.00		1.00	1.00		0.23	1.00		0.36
Lane Grp Cap(c), veh/h	260	404	384	145	304	257	118	512	517	120	513	507
V/C Ratio(X)	0.81	0.34	0.36	0.78	0.72	0.50	0.73	0.77	0.77	0.74	0.75	0.75
Avail Cap(c_a), veh/h	663	662	629	825	866	733	825	968	978	825	968	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	17.8	17.9	24.8	21.9	21.0	25.2	17.9	17.9	25.2	17.8	17.8
Incr Delay (d2), s/veh	2.3	0.2	0.2	3.4	1.2	0.6	3.2	0.9	0.9	3.3	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.3	1.3	1.4	2.4	1.3	1.1	3.9	4.0	1.1	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	18.0	18.1	28.2	23.1	21.6	28.4	18.8	18.8	28.5	18.6	18.7
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		489			460			874			855	
Approach Delay, s/veh		21.1			23.9			19.8			19.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	20.9	9.0	17.0	8.2	20.9	12.5	13.5
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	25.5	30.0	25.5	20.5	25.5	30.0	20.5	25.5
Max Q Clear Time (g_c+I1), s	4.7	13.1	5.4	5.8	4.6	12.9	8.3	8.1
Green Ext Time (p_c), s	0.0	2.7	0.0	0.8	0.0	2.7	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	82	32	65	157	261	32	430	59	144	494	53
Future Volume (veh/h)	50	82	32	65	157	261	32	430	59	144	494	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	94	37	77	187	311	35	467	64	160	549	59
Peak Hour Factor	0.87	0.87	0.87	0.84	0.84	0.84	0.92	0.92	0.92	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1124	501	107	519	463	83	860	384	205	998	445
Arrive On Green	0.05	0.32	0.32	0.06	0.29	0.29	0.05	0.24	0.24	0.12	0.28	0.28
Sat Flow, veh/h	1781	3554	1585	1781	1777	1585	1781	3554	1585	1781	3554	1583
Grp Volume(v), veh/h	57	94	37	77	187	311	35	467	64	160	549	59
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1583
Q Serve(g_s), s	1.9	1.1	0.7	2.6	5.0	10.4	1.2	6.9	1.9	5.3	7.9	1.7
Cycle Q Clear(g_c), s	1.9	1.1	0.7	2.6	5.0	10.4	1.2	6.9	1.9	5.3	7.9	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	1124	501	107	519	463	83	860	384	205	998	445
V/C Ratio(X)	0.63	0.08	0.07	0.72	0.36	0.67	0.42	0.54	0.17	0.78	0.55	0.13
Avail Cap(c_a), veh/h	413	2277	1015	501	1235	1102	265	2835	1265	885	4071	1814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	14.5	6.8	27.9	16.9	18.8	28.0	20.0	18.1	26.0	18.5	16.2
Incr Delay (d2), s/veh	2.6	0.1	0.1	3.4	0.7	2.7	1.3	0.8	0.3	2.4	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.4	0.3	1.1	1.9	3.7	0.5	2.6	0.7	2.2	2.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	14.6	6.9	31.3	17.6	21.5	29.3	20.8	18.4	28.4	19.2	16.4
LnGrp LOS	C	B	A	C	B	C	C	C	B	C	B	B
Approach Vol, veh/h		188			575			566			768	
Approach Delay, s/veh		18.0			21.5			21.1			20.9	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	19.4	6.6	24.4	7.6	21.8	8.4	22.6
Change Period (Y+Rc), s	3.0	4.8	3.0	5.3	4.8	* 4.8	5.3	* 5
Max Green Setting (Gmax), s	30.0	48.2	17.0	38.7	9.0	* 69	14.0	* 42
Max Q Clear Time (g_c+I1), s	7.3	8.9	4.6	3.1	3.2	9.9	3.9	12.4
Green Ext Time (p_c), s	0.2	5.5	0.1	1.1	0.0	6.9	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	38	17	25	53	39	19	429	36	46	505	35
Future Vol, veh/h	51	38	17	25	53	39	19	429	36	46	505	35
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	42	19	27	58	43	21	466	39	55	608	42
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay	14.2	15	19.7	26.1
HCM LOS	B	B	C	D

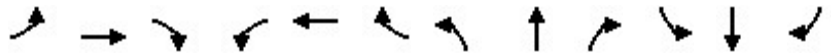
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	57%	0%	21%	100%	0%	0%
Vol Thru, %	0%	100%	80%	43%	0%	45%	0%	100%	83%
Vol Right, %	0%	0%	20%	0%	100%	33%	0%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	286	179	89	17	117	46	337	203
LT Vol	19	0	0	51	0	25	46	0	0
Through Vol	0	286	143	38	0	53	0	337	168
RT Vol	0	0	36	0	17	39	0	0	35
Lane Flow Rate	21	311	195	98	19	129	55	406	245
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.046	0.649	0.398	0.247	0.042	0.305	0.119	0.81	0.481
Departure Headway (Hd)	8.025	7.514	7.371	9.082	8.076	8.528	7.699	7.189	7.066
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	479	486	394	442	420	465	503	510
Service Time	5.786	5.275	5.131	6.862	5.855	6.303	5.456	4.945	4.822
HCM Lane V/C Ratio	0.047	0.649	0.401	0.249	0.043	0.307	0.118	0.807	0.48
HCM Control Delay	11.2	23.2	15	14.8	11.2	15	11.5	34	16.2
HCM Lane LOS	B	C	B	B	B	B	B	D	C
HCM 95th-tile Q	0.1	4.6	1.9	1	0.1	1.3	0.4	7.7	2.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	152	69	38	159	127	22	250	61	116	305	24
Future Volume (veh/h)	40	152	69	38	159	127	22	250	61	116	305	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	185	84	45	189	151	24	269	66	132	347	27
Peak Hour Factor	0.82	0.82	0.82	0.84	0.84	0.84	0.93	0.93	0.93	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	381	165	85	292	248	430	350	86	307	576	45
Arrive On Green	0.05	0.16	0.16	0.05	0.16	0.16	0.24	0.24	0.24	0.17	0.17	0.17
Sat Flow, veh/h	1781	2390	1035	1781	1870	1585	1781	1450	356	1781	3341	259
Grp Volume(v), veh/h	49	135	134	45	189	151	24	0	335	132	184	190
Grp Sat Flow(s),veh/h/ln	1781	1777	1648	1781	1870	1585	1781	0	1806	1781	1777	1823
Q Serve(g_s), s	1.2	3.1	3.4	1.1	4.3	4.0	0.5	0.0	7.8	3.0	4.3	4.4
Cycle Q Clear(g_c), s	1.2	3.1	3.4	1.1	4.3	4.0	0.5	0.0	7.8	3.0	4.3	4.4
Prop In Lane	1.00		0.63	1.00		1.00	1.00		0.20	1.00		0.14
Lane Grp Cap(c), veh/h	90	283	263	85	292	248	430	0	436	307	306	314
V/C Ratio(X)	0.54	0.48	0.51	0.53	0.65	0.61	0.06	0.00	0.77	0.43	0.60	0.61
Avail Cap(c_a), veh/h	483	1351	1254	404	1340	1136	1590	0	1613	1080	1077	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	17.4	17.4	21.1	18.0	17.8	13.2	0.0	16.0	16.8	17.3	17.3
Incr Delay (d2), s/veh	1.9	0.5	0.6	1.9	0.9	0.9	0.0	0.0	1.1	0.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.1	1.1	0.5	1.7	1.3	0.2	0.0	2.7	1.0	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	17.8	18.0	23.0	18.9	18.8	13.2	0.0	17.1	17.1	18.0	18.0
LnGrp LOS	C	B	B	C	B	B	B	A	B	B	B	B
Approach Vol, veh/h		318			385			359			506	
Approach Delay, s/veh		18.7			19.3			16.9			17.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	11.6		12.3	5.9	11.7		15.5
Change Period (Y+Rc), s	3.7	4.5		4.5	3.7	4.5		4.5
Max Green Setting (Gmax), s	12.3	32.5		27.5	10.3	34.5		40.5
Max Q Clear Time (g_c+I1), s	3.2	6.3		6.4	3.1	5.4		9.8
Green Ext Time (p_c), s	0.0	0.9		1.4	0.0	1.0		1.2

Intersection Summary		
HCM 6th Ctrl Delay		18.1
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	126	58	48	100	75	63	146	48	148	204	71
Future Volume (veh/h)	95	126	58	48	100	75	63	146	48	148	204	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	194	89	53	110	82	65	151	49	157	217	76
Peak Hour Factor	0.65	0.65	0.65	0.91	0.91	0.91	0.97	0.97	0.97	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	476	209	102	300	203	118	244	207	201	331	281
Arrive On Green	0.11	0.20	0.20	0.06	0.15	0.15	0.07	0.13	0.13	0.11	0.18	0.18
Sat Flow, veh/h	1781	2381	1044	1781	1995	1349	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	146	142	141	53	97	95	65	151	49	157	217	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1648	1781	1777	1567	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.9	2.5	2.7	1.0	1.8	2.0	1.3	2.7	1.0	3.1	3.9	1.5
Cycle Q Clear(g_c), s	2.9	2.5	2.7	1.0	1.8	2.0	1.3	2.7	1.0	3.1	3.9	1.5
Prop In Lane	1.00		0.63	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	355	329	102	267	235	118	244	207	201	331	281
V/C Ratio(X)	0.77	0.40	0.43	0.52	0.36	0.40	0.55	0.62	0.24	0.78	0.65	0.27
Avail Cap(c_a), veh/h	1580	2255	2091	785	1462	1289	884	1930	1636	1679	2764	2343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	12.5	12.5	16.4	13.7	13.8	16.2	14.7	14.0	15.5	13.7	12.7
Incr Delay (d2), s/veh	2.4	0.3	0.3	1.5	0.3	0.4	1.5	1.0	0.2	2.5	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.8	0.4	0.6	0.6	0.5	0.9	0.3	1.1	1.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	12.7	12.9	17.9	14.0	14.2	17.7	15.7	14.2	17.9	14.6	12.9
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		429			245			265			450	
Approach Delay, s/veh		14.6			14.9			15.9			15.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	9.7	6.3	11.7	6.6	11.4	8.0	9.9
Change Period (Y+Rc), s	* 4.2	5.0	* 4.2	4.5	* 4.2	5.0	* 4.2	4.5
Max Green Setting (Gmax), s	* 4	37.0	* 16	45.5	* 18	53.0	* 32	29.5
Max Q Clear Time (g_c+I1), s	5.1	4.7	3.0	4.7	3.3	5.9	4.9	4.0
Green Ext Time (p_c), s	0.1	0.6	0.0	1.2	0.0	0.8	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	12	0	52	1	211	11	81	224	3
Future Vol, veh/h	1	0	1	12	0	52	1	211	11	81	224	3
Peak Hour Factor	0.50	0.50	0.50	0.70	0.70	0.70	0.83	0.83	0.83	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	2	17	0	74	1	254	13	84	231	3
Number of Lanes	1	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	3
HCM Control Delay	8.9	9.5	12	10.7
HCM LOS	A	A	B	B

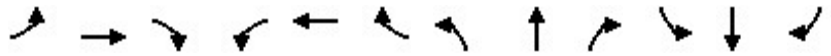
Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	19%	100%	0%
Vol Thru, %	95%	0%	100%	0%	0%	0%	99%
Vol Right, %	5%	0%	0%	100%	81%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	223	1	0	1	64	81	227
LT Vol	1	1	0	0	12	81	0
Through Vol	211	0	0	0	0	0	224
RT Vol	11	0	0	1	52	0	3
Lane Flow Rate	269	2	0	2	91	84	234
Geometry Grp	8	7	7	7	8	8	8
Degree of Util (X)	0.408	0.004	0	0.003	0.148	0.137	0.351
Departure Headway (Hd)	5.466	6.772	6.265	5.555	5.826	5.917	5.405
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	653	531	0	648	619	601	660
Service Time	3.246	4.476	3.969	3.258	3.526	3.7	3.188
HCM Lane V/C Ratio	0.412	0.004	0	0.003	0.147	0.14	0.355
HCM Control Delay	12	9.5	9	8.3	9.5	9.7	11.1
HCM Lane LOS	B	A	N	A	A	A	B
HCM 95th-tile Q	2	0	0	0	0.5	0.5	1.6

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	71	22	2	75	134	17	86	11	128	89	19
Future Vol, veh/h	15	71	22	2	75	134	17	86	11	128	89	19
Peak Hour Factor	0.84	0.84	0.84	0.62	0.62	0.62	0.73	0.73	0.73	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	85	26	3	121	216	23	118	15	132	92	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	12.1	10.3	11.7
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	14%	1%	54%
Vol Thru, %	75%	66%	36%	38%
Vol Right, %	10%	20%	64%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	108	211	236
LT Vol	17	15	2	128
Through Vol	86	71	75	89
RT Vol	11	22	134	19
Lane Flow Rate	156	129	340	243
Geometry Grp	1	1	1	1
Degree of Util (X)	0.24	0.196	0.461	0.37
Departure Headway (Hd)	5.534	5.476	4.881	5.472
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	648	654	738	657
Service Time	3.578	3.519	2.917	3.51
HCM Lane V/C Ratio	0.241	0.197	0.461	0.37
HCM Control Delay	10.3	9.9	12.1	11.7
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	0.9	0.7	2.4	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	206	271	126	167	33	290	648	104	45	605	141
Future Volume (veh/h)	133	206	271	126	167	33	290	648	104	45	605	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	224	295	138	184	36	315	704	113	46	624	145
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	364	491	211	234	46	400	1394	622	71	1045	464
Arrive On Green	0.10	0.19	0.19	0.06	0.15	0.15	0.12	0.39	0.39	0.04	0.29	0.29
Sat Flow, veh/h	1781	1870	1583	3456	1518	297	3456	3554	1585	1781	3554	1577
Grp Volume(v), veh/h	145	224	295	138	0	220	315	704	113	46	624	145
Grp Sat Flow(s),veh/h/ln	1781	1870	1583	1728	0	1815	1728	1777	1585	1781	1777	1577
Q Serve(g_s), s	6.4	8.9	2.4	3.2	0.0	9.4	7.2	12.2	3.8	2.1	12.2	3.6
Cycle Q Clear(g_c), s	6.4	8.9	2.4	3.2	0.0	9.4	7.2	12.2	3.8	2.1	12.2	3.6
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	364	491	211	0	279	400	1394	622	71	1045	464
V/C Ratio(X)	0.80	0.62	0.60	0.65	0.00	0.79	0.79	0.51	0.18	0.65	0.60	0.31
Avail Cap(c_a), veh/h	387	970	1004	239	0	679	525	1532	683	158	1308	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	29.8	8.3	37.2	0.0	33.0	34.8	18.7	16.1	38.3	24.5	8.7
Incr Delay (d2), s/veh	3.1	1.7	1.2	3.5	0.0	4.9	4.2	1.3	0.6	3.7	2.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	2.2	1.4	0.0	4.4	3.1	4.7	1.4	0.9	5.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	31.5	9.5	40.7	0.0	37.9	39.1	20.0	16.7	42.0	27.0	10.4
LnGrp LOS	D	C	A	D	A	D	D	B	B	D	C	B
Approach Vol, veh/h		664			358			1132			815	
Approach Delay, s/veh		23.3			39.0			25.0			24.9	
Approach LOS		C			D			C			C	

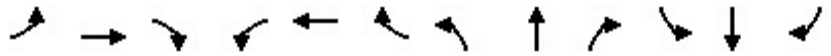
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	31.3	13.9	18.9	8.9	39.2	10.6	22.1
Change Period (Y+Rc), s	7.5	* 7.5	* 5.7	* 6.4	* 5.7	7.5	* 5.7	6.4
Max Green Setting (Gmax), s	12.3	* 30	* 18	* 30	* 7.2	34.9	* 5.6	42.0
Max Q Clear Time (g_c+I1), s	10.2	14.2	8.4	11.4	4.1	14.2	5.2	10.9
Green Ext Time (p_c), s	0.2	9.3	0.1	1.1	0.0	12.2	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	36	41	61	54	36	63	1121	40	73	1072	15
Future Volume (veh/h)	25	36	41	61	54	36	63	1121	40	73	1072	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	44	50	73	64	43	68	1218	43	76	1117	16
Peak Hour Factor	0.82	0.82	0.82	0.84	0.84	0.84	0.92	0.92	0.92	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	131	148	174	127	259	95	1774	63	100	1748	25
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.05	0.51	0.51	0.06	0.49	0.49
Sat Flow, veh/h	1287	799	908	568	779	1585	1781	3501	124	1781	3587	51
Grp Volume(v), veh/h	30	0	94	137	0	43	68	618	643	76	553	580
Grp Sat Flow(s),veh/h/ln	1287	0	1707	1347	0	1585	1781	1777	1848	1781	1777	1861
Q Serve(g_s), s	1.5	0.0	3.3	3.7	0.0	1.6	2.5	17.8	17.8	2.8	15.7	15.7
Cycle Q Clear(g_c), s	8.5	0.0	3.3	7.0	0.0	1.6	2.5	17.8	17.8	2.8	15.7	15.7
Prop In Lane	1.00		0.53	0.53		1.00	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	185	0	279	302	0	259	95	900	936	100	866	907
V/C Ratio(X)	0.16	0.00	0.34	0.45	0.00	0.17	0.72	0.69	0.69	0.76	0.64	0.64
Avail Cap(c_a), veh/h	812	0	1111	1041	0	1032	140	967	1006	150	978	1024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	25.0	26.7	0.0	24.3	31.5	12.6	12.6	31.5	12.9	12.9
Incr Delay (d2), s/veh	0.4	0.0	0.7	1.1	0.0	0.3	3.7	4.2	4.1	4.9	3.6	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.3	2.1	0.0	0.6	1.1	6.4	6.7	1.3	5.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	25.7	27.7	0.0	24.6	35.2	16.9	16.7	36.4	16.5	16.3
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		124			180			1329			1209	
Approach Delay, s/veh		27.0			27.0			17.7			17.7	
Approach LOS		C			C			B			B	

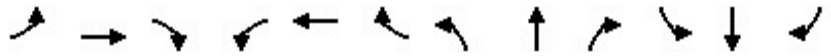
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	40.1		16.7	9.5	41.5		16.7
Change Period (Y+Rc), s	7.2	* 7.2		5.6	* 5.7	7.2		5.6
Max Green Setting (Gmax), s	5.3	* 37		44.0	* 5.7	36.8		44.0
Max Q Clear Time (g_c+I1), s	4.5	17.7		9.0	4.8	19.8		10.5
Green Ext Time (p_c), s	0.0	15.3		1.0	0.0	14.5		0.6

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	14	113	42	33	43	59	1152	54	48	1094	17
Future Volume (veh/h)	18	14	113	42	33	43	59	1152	54	48	1094	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	17	138	51	40	52	63	1239	54	49	1128	18
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.93	0.93	1.00	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	148	269	142	102	97	93	1738	775	80	1800	800
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.05	0.49	0.49	0.05	0.51	0.51
Sat Flow, veh/h	787	865	1571	391	599	566	1781	3554	1583	1781	3554	1579
Grp Volume(v), veh/h	39	0	138	143	0	0	63	1239	54	49	1128	18
Grp Sat Flow(s),veh/h/ln	1651	0	1571	1556	0	0	1781	1777	1583	1781	1777	1579
Q Serve(g_s), s	0.0	0.0	5.2	2.3	0.0	0.0	2.3	17.8	1.2	1.8	15.0	0.4
Cycle Q Clear(g_c), s	1.2	0.0	5.2	5.2	0.0	0.0	2.3	17.8	1.2	1.8	15.0	0.4
Prop In Lane	0.56		1.00	0.36		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	0	269	341	0	0	93	1738	775	80	1800	800
V/C Ratio(X)	0.11	0.00	0.51	0.42	0.00	0.00	0.68	0.71	0.07	0.61	0.63	0.02
Avail Cap(c_a), veh/h	1100	0	1037	1068	0	0	137	1876	836	137	1876	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	24.5	24.4	0.0	0.0	30.3	13.1	8.8	30.6	11.6	8.0
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.8	0.0	0.0	3.2	2.2	0.1	2.8	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.9	2.0	0.0	0.0	1.0	6.4	0.4	0.8	4.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	0.0	26.1	25.3	0.0	0.0	33.5	15.2	8.9	33.3	13.0	8.1
LnGrp LOS	C	A	C	C	A	A	C	B	A	C	B	A
Approach Vol, veh/h		177			143			1356			1195	
Approach Delay, s/veh		25.4			25.3			15.8			13.8	
Approach LOS		C			C			B			B	

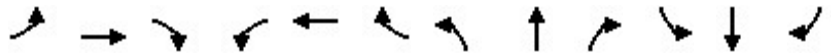
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	39.8		16.7	9.7	38.7		16.7
Change Period (Y+Rc), s	* 5.2	6.8		5.6	6.8	* 6.8		5.6
Max Green Setting (Gmax), s	* 5	34.4		43.0	5.0	* 34		43.0
Max Q Clear Time (g_c+I1), s	4.3	17.0		7.2	3.8	19.8		7.2
Green Ext Time (p_c), s	0.0	12.9		0.9	0.0	12.1		0.7

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	48	129	14	53	22	134	1194	15	25	1111	67
Future Volume (veh/h)	117	48	129	14	53	22	134	1194	15	25	1111	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	49	133	19	72	30	138	1231	15	26	1145	69
Peak Hour Factor	0.97	0.97	0.97	0.74	0.74	0.74	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	79	216	95	189	69	176	1940	24	229	1457	88
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.10	0.37	0.37	0.13	0.43	0.43
Sat Flow, veh/h	1290	444	1205	112	1057	385	1781	5200	63	1781	3405	205
Grp Volume(v), veh/h	121	0	182	121	0	0	138	806	440	26	597	617
Grp Sat Flow(s),veh/h/ln	1290	0	1649	1554	0	0	1781	1702	1859	1781	1777	1833
Q Serve(g_s), s	0.0	0.0	5.7	0.1	0.0	0.0	4.2	10.8	10.8	0.7	16.1	16.2
Cycle Q Clear(g_c), s	5.0	0.0	5.7	5.8	0.0	0.0	4.2	10.8	10.8	0.7	16.1	16.2
Prop In Lane	1.00		0.73	0.16		0.25	1.00		0.03	1.00		0.11
Lane Grp Cap(c), veh/h	354	0	295	353	0	0	176	1270	693	229	760	784
V/C Ratio(X)	0.34	0.00	0.62	0.34	0.00	0.00	0.78	0.63	0.63	0.11	0.79	0.79
Avail Cap(c_a), veh/h	979	0	1095	1153	0	0	246	1894	1034	229	922	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	21.1	20.1	0.0	0.0	24.5	14.3	14.3	21.5	13.7	13.7
Incr Delay (d2), s/veh	0.8	0.0	3.0	0.8	0.0	0.0	6.7	0.5	1.0	0.1	3.7	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.3	1.4	0.0	0.0	1.9	3.6	4.0	0.3	5.9	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	0.0	24.1	21.0	0.0	0.0	31.2	14.9	15.3	21.6	17.5	17.4
LnGrp LOS	C	A	C	C	A	A	C	B	B	C	B	B
Approach Vol, veh/h		303			121			1384			1240	
Approach Delay, s/veh		23.1			21.0			16.6			17.5	
Approach LOS		C			C			B			B	

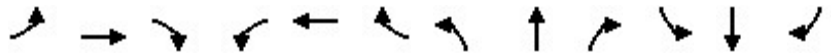
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	29.9		15.6	13.3	26.9		15.6
Change Period (Y+Rc), s	* 4.7	6.1		5.6	6.1	* 6.1		5.6
Max Green Setting (Gmax), s	* 7.5	28.9		37.0	5.6	* 31		37.0
Max Q Clear Time (g_c+I1), s	6.2	18.2		7.8	2.7	12.8		7.7
Green Ext Time (p_c), s	0.0	5.7		1.0	0.0	7.9		2.3

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	194	70	99	299	432	102	835	82	357	846	60
Future Volume (veh/h)	73	194	70	99	299	432	102	835	82	357	846	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	237	85	102	308	0	106	870	85	376	891	0
Peak Hour Factor	0.82	0.82	0.82	0.97	0.97	0.97	0.96	0.96	0.96	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	449	157	131	489		136	1148	112	480	1470	
Arrive On Green	0.11	0.17	0.17	0.07	0.14	0.00	0.08	0.35	0.35	0.14	0.41	0.00
Sat Flow, veh/h	1781	2580	900	1781	3554	1585	1781	3270	319	3456	3554	1585
Grp Volume(v), veh/h	89	161	161	102	308	0	106	473	482	376	891	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1703	1781	1777	1585	1781	1777	1812	1728	1777	1585
Q Serve(g_s), s	3.6	6.4	6.7	4.4	6.3	0.0	4.5	18.2	18.2	8.1	15.2	0.0
Cycle Q Clear(g_c), s	3.6	6.4	6.7	4.4	6.3	0.0	4.5	18.2	18.2	8.1	15.2	0.0
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	196	309	296	131	489		136	624	636	480	1470	
V/C Ratio(X)	0.45	0.52	0.54	0.78	0.63		0.78	0.76	0.76	0.78	0.61	
Avail Cap(c_a), veh/h	352	856	820	375	1758		382	1189	1212	1084	2749	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.3	29.1	29.2	35.2	31.5	0.0	35.1	22.2	22.2	32.2	17.8	0.0
Incr Delay (d2), s/veh	1.6	1.4	1.5	3.7	1.3	0.0	3.6	1.9	1.9	1.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.6	2.6	1.9	2.7	0.0	2.0	7.3	7.5	3.3	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	30.4	30.7	38.9	32.9	0.0	38.7	24.1	24.1	33.3	18.2	0.0
LnGrp LOS	C	C	C	D	C		D	C	C	C	B	
Approach Vol, veh/h		411			410	A		1061			1267	A
Approach Delay, s/veh		31.3			34.4			25.6			22.7	
Approach LOS		C			C			C			C	

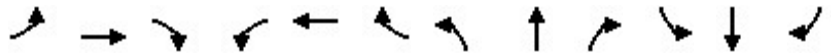
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	18.6	10.6	37.8	13.2	15.8	15.5	33.0
Change Period (Y+Rc), s	* 4.7	5.1	* 4.7	* 5.8	* 4.7	5.1	* 4.7	5.8
Max Green Setting (Gmax), s	* 16	37.3	* 17	* 60	* 15	38.3	* 24	51.8
Max Q Clear Time (g_c+I1), s	6.4	8.7	6.5	17.2	5.6	8.3	10.1	20.2
Green Ext Time (p_c), s	0.1	1.7	0.1	7.4	0.1	1.9	0.6	6.9

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

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

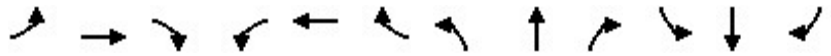
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	183	145	110	272	122	114	718	58	58	805	137
Future Volume (veh/h)	181	183	145	110	272	122	114	718	58	58	805	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	199	158	138	340	152	121	764	62	60	839	143
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.94	0.94	0.94	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	852	515	172	490	215	153	1367	761	77	1217	532
Arrive On Green	0.13	0.24	0.24	0.10	0.20	0.20	0.09	0.38	0.38	0.04	0.34	0.34
Sat Flow, veh/h	1781	3554	1583	1781	2400	1053	1781	3554	1581	1781	3554	1553
Grp Volume(v), veh/h	197	199	158	138	250	242	121	764	62	60	839	143
Grp Sat Flow(s),veh/h/ln	1781	1777	1583	1781	1777	1675	1781	1777	1581	1781	1777	1553
Q Serve(g_s), s	9.6	4.0	6.7	6.8	11.6	12.0	5.9	15.0	1.9	3.0	18.1	5.9
Cycle Q Clear(g_c), s	9.6	4.0	6.7	6.8	11.6	12.0	5.9	15.0	1.9	3.0	18.1	5.9
Prop In Lane	1.00		1.00	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	852	515	172	363	342	153	1367	761	77	1217	532
V/C Ratio(X)	0.84	0.23	0.31	0.80	0.69	0.71	0.79	0.56	0.08	0.78	0.69	0.27
Avail Cap(c_a), veh/h	560	1535	820	400	608	573	360	2373	1209	220	2093	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	27.3	22.5	39.4	32.8	33.0	40.0	21.5	12.5	42.2	25.2	21.2
Incr Delay (d2), s/veh	3.1	0.2	0.5	3.3	3.3	3.8	3.5	0.5	0.1	6.1	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.7	2.4	3.1	5.2	5.1	2.7	6.0	0.6	1.4	7.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	27.5	23.0	42.7	36.1	36.8	43.5	22.0	12.5	48.3	26.2	21.6
LnGrp LOS	D	C	C	D	D	D	D	C	B	D	C	C
Approach Vol, veh/h		554			630			947			1042	
Approach Delay, s/veh		30.9			37.8			24.1			26.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	36.0	16.8	23.7	8.9	39.8	13.6	26.9
Change Period (Y+Rc), s	5.0	5.5	5.0	5.5	5.0	5.5	5.0	5.5
Max Green Setting (Gmax), s	18.6	52.5	28.0	30.5	11.0	59.5	20.0	38.5
Max Q Clear Time (g_c+I1), s	7.9	20.1	11.6	14.0	5.0	17.0	8.8	8.7
Green Ext Time (p_c), s	0.1	10.4	0.2	3.8	0.0	9.3	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C



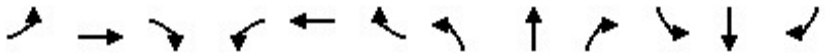
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	10	20	26	14	58	8	762	18	30	1045	14
Future Volume (veh/h)	16	10	20	26	14	58	8	762	18	30	1045	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	12	24	35	19	78	8	786	19	33	1136	15
Peak Hour Factor	0.82	0.82	0.82	0.74	0.74	0.74	0.97	0.97	0.97	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	28	64	98	53	130	15	1300	577	223	1763	23
Arrive On Green	0.04	0.04	0.04	0.08	0.08	0.08	0.01	0.37	0.37	0.13	0.49	0.49
Sat Flow, veh/h	1134	680	1585	1174	637	1551	1781	3554	1576	1781	3590	47
Grp Volume(v), veh/h	32	0	24	54	0	78	8	786	19	33	562	589
Grp Sat Flow(s),veh/h/ln	1814	0	1585	1812	0	1551	1781	1777	1576	1781	1777	1861
Q Serve(g_s), s	1.0	0.0	0.9	1.7	0.0	2.9	0.3	10.8	0.5	1.0	14.1	14.1
Cycle Q Clear(g_c), s	1.0	0.0	0.9	1.7	0.0	2.9	0.3	10.8	0.5	1.0	14.1	14.1
Prop In Lane	0.62		1.00	0.65		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	73	0	64	152	0	130	15	1300	577	223	873	914
V/C Ratio(X)	0.44	0.00	0.37	0.36	0.00	0.60	0.54	0.60	0.03	0.15	0.64	0.64
Avail Cap(c_a), veh/h	880	0	769	909	0	778	566	2942	1305	566	1471	1540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	27.9	25.9	0.0	26.4	29.5	15.4	12.2	23.3	11.3	11.3
Incr Delay (d2), s/veh	1.5	0.0	1.3	0.5	0.0	1.7	10.8	0.6	0.0	0.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.3	0.7	0.0	1.1	0.2	3.9	0.1	0.4	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	29.3	26.4	0.0	28.1	40.4	16.1	12.2	23.4	12.5	12.4
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		56			132			813			1184	
Approach Delay, s/veh		29.4			27.4			16.2			12.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.5	34.9		11.0	13.0	27.4		8.4
Change Period (Y+Rc), s	5.0	5.5		6.0	5.5	* 5.5		6.0
Max Green Setting (Gmax), s	19.6	49.5		30.0	19.0	* 50		29.0
Max Q Clear Time (g_c+I1), s	12.3	16.1		4.9	3.0	12.8		3.0
Green Ext Time (p_c), s	0.0	13.3		0.3	0.0	9.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

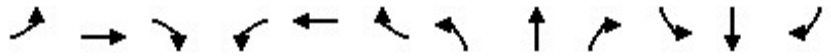
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	143	136	70	175	98	127	634	53	71	900	46
Future Volume (veh/h)	68	143	136	70	175	98	127	634	53	71	900	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	170	162	74	186	104	138	689	58	75	947	48
Peak Hour Factor	0.84	0.84	0.84	0.94	0.94	0.94	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	322	264	95	312	262	177	1310	110	97	1204	61
Arrive On Green	0.06	0.17	0.17	0.05	0.17	0.17	0.10	0.40	0.40	0.05	0.35	0.35
Sat Flow, veh/h	1781	1870	1529	1781	1870	1571	1781	3316	279	1781	3439	174
Grp Volume(v), veh/h	81	170	162	74	186	104	138	369	378	75	489	506
Grp Sat Flow(s),veh/h/ln	1781	1870	1529	1781	1870	1571	1781	1777	1818	1781	1777	1837
Q Serve(g_s), s	2.9	5.4	6.3	2.7	6.0	3.8	4.9	10.3	10.3	2.7	16.0	16.0
Cycle Q Clear(g_c), s	2.9	5.4	6.3	2.7	6.0	3.8	4.9	10.3	10.3	2.7	16.0	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	105	322	264	95	312	262	177	702	718	97	622	643
V/C Ratio(X)	0.77	0.53	0.61	0.77	0.60	0.40	0.78	0.53	0.53	0.77	0.79	0.79
Avail Cap(c_a), veh/h	550	853	697	550	853	716	523	1386	1418	523	1386	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	24.4	24.8	30.2	24.9	24.0	28.4	14.9	14.9	30.2	18.9	18.9
Incr Delay (d2), s/veh	4.5	0.5	0.9	5.0	0.7	0.4	2.8	0.2	0.2	4.9	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	2.2	1.2	2.5	1.3	2.1	3.7	3.8	1.2	5.9	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	24.9	25.7	35.2	25.6	24.4	31.2	15.2	15.2	35.1	19.7	19.7
LnGrp LOS	C	C	C	D	C	C	C	B	B	D	B	B
Approach Vol, veh/h		413			364			885			1070	
Approach Delay, s/veh		27.1			27.2			17.7			20.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	31.1	8.5	16.7	11.4	28.2	8.8	16.3
Change Period (Y+Rc), s	5.0	5.5	5.0	5.5	5.0	5.5	5.0	5.5
Max Green Setting (Gmax), s	3.5	50.5	20.0	29.5	19.0	50.5	20.0	29.5
Max Q Clear Time (g_c+I1), s	4.7	12.3	4.7	8.3	6.9	18.0	4.9	8.0
Green Ext Time (p_c), s	0.1	3.0	0.1	0.8	0.1	4.4	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	93	237	55	92	41	144	547	59	71	806	96
Future Volume (veh/h)	81	93	237	55	92	41	144	547	59	71	806	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	112	286	65	110	49	158	601	65	72	822	98
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.91	0.91	0.91	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	602	500	120	159	62	196	1371	148	93	1170	140
Arrive On Green	0.07	0.32	0.32	0.19	0.19	0.19	0.11	0.42	0.42	0.05	0.37	0.37
Sat Flow, veh/h	1781	1870	1555	330	847	330	1781	3234	349	1781	3196	381
Grp Volume(v), veh/h	98	112	286	224	0	0	158	330	336	72	457	463
Grp Sat Flow(s),veh/h/ln	1781	1870	1555	1507	0	0	1781	1777	1806	1781	1777	1800
Q Serve(g_s), s	4.3	3.4	12.1	8.0	0.0	0.0	6.9	10.4	10.4	3.2	17.4	17.4
Cycle Q Clear(g_c), s	4.3	3.4	12.1	11.0	0.0	0.0	6.9	10.4	10.4	3.2	17.4	17.4
Prop In Lane	1.00		1.00	0.29		0.22	1.00		0.19	1.00		0.21
Lane Grp Cap(c), veh/h	127	602	500	341	0	0	196	753	766	93	651	659
V/C Ratio(X)	0.77	0.19	0.57	0.66	0.00	0.00	0.81	0.44	0.44	0.77	0.70	0.70
Avail Cap(c_a), veh/h	652	697	579	606	0	0	427	1133	1152	450	1133	1148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	19.4	22.3	30.4	0.0	0.0	34.4	16.1	16.1	37.1	21.4	21.4
Incr Delay (d2), s/veh	3.7	0.1	0.4	0.8	0.0	0.0	2.9	0.6	0.6	5.0	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.4	4.3	4.1	0.0	0.0	3.0	4.0	4.1	1.5	7.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	19.4	22.7	31.2	0.0	0.0	37.4	16.7	16.7	42.0	23.4	23.4
LnGrp LOS	D	B	C	C	A	A	D	B	B	D	C	C
Approach Vol, veh/h		496			224			824			992	
Approach Delay, s/veh		25.4			31.2			20.7			24.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	39.1		31.0	13.7	34.5	10.7	20.3
Change Period (Y+Rc), s	5.0	5.5		5.5	5.0	5.5	5.0	5.5
Max Green Setting (Gmax), s	20.6	50.5		29.5	19.0	50.5	29.0	29.5
Max Q Clear Time (g_c+I1), s	15.2	12.4		14.1	8.9	19.4	6.3	13.0
Green Ext Time (p_c), s	0.1	6.6		0.8	0.1	9.6	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	39.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	579	18	32	740	48	35	38	55	35	23	49
Future Vol, veh/h	38	579	18	32	740	48	35	38	55	35	23	49
Conflicting Peds, #/hr	10	0	6	6	0	10	5	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	73	73	73	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	636	20	34	787	51	48	52	75	38	25	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	848	0	0	662	0	0	1215	1652	334	1319	1637	434
Stage 1	-	-	-	-	-	-	736	736	-	891	891	-
Stage 2	-	-	-	-	-	-	479	916	-	428	746	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	785	-	-	922	-	-	137	98	662	115	100	570
Stage 1	-	-	-	-	-	-	377	423	-	304	359	-
Stage 2	-	-	-	-	-	-	537	349	-	575	419	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	778	-	-	917	-	-	84	82	658	45	84	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	82	-	45	84	-
Stage 1	-	-	-	-	-	-	343	385	-	275	331	-
Stage 2	-	-	-	-	-	-	416	321	-	403	381	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.6	249.3	252.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	133	778	-	-	917	-	-	94
HCM Lane V/C Ratio	1.318	0.054	-	-	0.037	-	-	1.237
HCM Control Delay (s)	249.3	9.9	0.4	-	9.1	0.3	-	252.2
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	11.2	0.2	-	-	0.1	-	-	8.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	169	182	474	441	36
Future Vol, veh/h	28	169	182	474	441	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	90	90	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	199	202	527	485	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1173	263	525	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	185	735	1038	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	735	1038	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	2.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1038	-	280	735	-	-
HCM Lane V/C Ratio	0.195	-	0.118	0.271	-	-
HCM Control Delay (s)	9.3	-	19.6	11.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.4	1.1	-	-

Intersection	
Intersection Delay, s/veh	21.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	54	69	15	39	47	62	612	35	75	523	24
Future Vol, veh/h	17	54	69	15	39	47	62	612	35	75	523	24
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.93	0.93	0.93	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	60	77	19	48	58	67	658	38	82	568	26
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	13.4	12.8	24.5	21.6
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	17%	0%	12%	15%	22%	0%
Vol Thru, %	83%	90%	39%	39%	78%	92%
Vol Right, %	0%	10%	49%	47%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	368	341	140	101	337	286
LT Vol	62	0	17	15	75	0
Through Vol	306	306	54	39	262	262
RT Vol	0	35	69	47	0	24
Lane Flow Rate	396	367	156	125	366	310
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.745	0.674	0.31	0.254	0.702	0.581
Departure Headway (Hd)	6.777	6.618	7.171	7.325	6.911	6.737
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	534	546	502	491	523	537
Service Time	4.513	4.354	5.204	5.361	4.647	4.473
HCM Lane V/C Ratio	0.742	0.672	0.311	0.255	0.7	0.577
HCM Control Delay	26.8	22	13.4	12.8	24.4	18.4
HCM Lane LOS	D	C	B	B	C	C
HCM 95th-tile Q	6.4	5	1.3	1	5.5	3.7

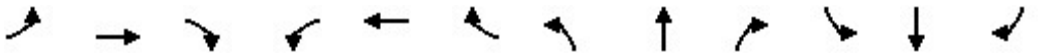
Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	6	25	42	6	18	41	30	684	18	46	601	12
Future Vol, veh/h	6	25	42	6	18	41	30	684	18	46	601	12
Conflicting Peds, #/hr	0	0	2	2	0	0	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	71	71	71	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	26	44	8	25	58	33	743	20	50	653	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1213	1593	338	1262	1589	383	669	0	0	764	0	0
Stage 1	763	763	-	820	820	-	-	-	-	-	-	-
Stage 2	450	830	-	442	769	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	138	106	658	127	107	615	917	-	-	845	-	-
Stage 1	363	411	-	335	387	-	-	-	-	-	-	-
Stage 2	558	383	-	564	409	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	90	655	82	91	614	914	-	-	844	-	-
Mov Cap-2 Maneuver	87	90	-	82	91	-	-	-	-	-	-	-
Stage 1	339	371	-	314	362	-	-	-	-	-	-	-
Stage 2	440	358	-	443	369	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.5	39.8	0.7	1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	914	-	-	178	192	844	-	-
HCM Lane V/C Ratio	0.036	-	-	0.427	0.477	0.059	-	-
HCM Control Delay (s)	9.1	0.3	-	39.5	39.8	9.5	0.4	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	2.3	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	480	89	51	654	270	127	369	41	189	412	60
Future Volume (veh/h)	73	480	89	51	654	270	127	369	41	189	412	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	516	96	54	688	284	146	424	47	201	438	64
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	1299	241	69	1017	420	178	565	62	235	642	93
Arrive On Green	0.06	0.43	0.43	0.04	0.42	0.42	0.10	0.18	0.18	0.13	0.21	0.21
Sat Flow, veh/h	1781	2992	554	1781	2439	1007	1781	3227	356	1781	3097	449
Grp Volume(v), veh/h	78	306	306	54	501	471	146	233	238	201	250	252
Grp Sat Flow(s),veh/h/ln	1781	1777	1769	1781	1777	1669	1781	1777	1806	1781	1777	1769
Q Serve(g_s), s	4.3	11.7	11.8	3.0	22.9	22.9	8.0	12.4	12.5	11.0	12.9	13.1
Cycle Q Clear(g_c), s	4.3	11.7	11.8	3.0	22.9	22.9	8.0	12.4	12.5	11.0	12.9	13.1
Prop In Lane	1.00		0.31	1.00		0.60	1.00		0.20	1.00		0.25
Lane Grp Cap(c), veh/h	100	772	768	69	741	696	178	311	316	235	368	367
V/C Ratio(X)	0.78	0.40	0.40	0.78	0.68	0.68	0.82	0.75	0.75	0.85	0.68	0.69
Avail Cap(c_a), veh/h	239	1047	1042	184	992	931	384	557	566	494	668	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	19.3	19.3	47.5	23.6	23.6	44.0	39.1	39.1	42.4	36.5	36.6
Incr Delay (d2), s/veh	4.8	1.2	1.2	6.8	3.9	4.1	3.5	3.6	3.7	3.4	2.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.8	4.8	1.4	9.8	9.2	3.7	5.6	5.8	5.0	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	20.5	20.5	54.3	27.5	27.8	47.6	42.7	42.8	45.8	38.7	38.9
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		690			1026			617			703	
Approach Delay, s/veh		24.0			29.0			43.9			40.8	
Approach LOS		C			C			D			D	

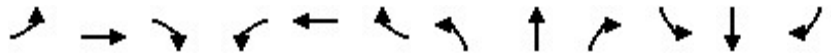
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	49.7	17.9	23.6	10.3	48.0	14.7	26.8
Change Period (Y+Rc), s	* 4.7	6.4	* 4.7	6.1	* 4.7	6.4	* 4.7	6.1
Max Green Setting (Gmax), s	* 10	58.8	* 28	31.3	* 13	55.7	* 22	37.5
Max Q Clear Time (g_c+I1), s	5.0	13.8	13.0	14.5	6.3	24.9	10.0	15.1
Green Ext Time (p_c), s	0.0	11.0	0.2	2.5	0.0	16.8	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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



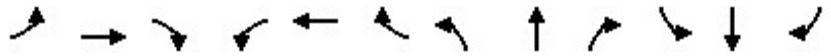
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	151	125	21	110	17	60	442	24	30	494	51
Future Volume (veh/h)	56	151	125	21	110	17	60	442	24	30	494	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	232	192	24	128	20	67	491	27	34	555	57
Peak Hour Factor	0.65	0.65	0.65	0.86	0.86	0.86	0.90	0.90	0.90	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	332	276	228	202	32	85	1049	58	52	935	96
Arrive On Green	0.18	0.18	0.18	0.13	0.13	0.13	0.05	0.31	0.31	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1556	1781	1572	246	1781	3425	188	1781	3253	333
Grp Volume(v), veh/h	86	232	192	24	0	148	67	254	264	34	303	309
Grp Sat Flow(s),veh/h/ln	1781	1870	1556	1781	0	1818	1781	1777	1836	1781	1777	1809
Q Serve(g_s), s	2.4	6.8	6.8	0.7	0.0	4.5	2.2	6.8	6.8	1.1	8.6	8.6
Cycle Q Clear(g_c), s	2.4	6.8	6.8	0.7	0.0	4.5	2.2	6.8	6.8	1.1	8.6	8.6
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.10	1.00		0.18
Lane Grp Cap(c), veh/h	316	332	276	228	0	233	85	544	563	52	511	520
V/C Ratio(X)	0.27	0.70	0.70	0.11	0.00	0.63	0.78	0.47	0.47	0.66	0.59	0.60
Avail Cap(c_a), veh/h	746	783	652	761	0	777	579	1534	1585	579	1534	1562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	22.6	22.6	22.5	0.0	24.2	27.5	16.4	16.4	28.1	17.9	17.9
Incr Delay (d2), s/veh	0.2	1.0	1.2	0.1	0.0	1.1	5.8	0.9	0.9	5.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.9	2.4	0.3	0.0	1.9	1.0	2.6	2.6	0.5	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	23.6	23.8	22.6	0.0	25.3	33.3	17.3	17.3	33.3	19.5	19.5
LnGrp LOS	C	C	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		510			172			585			646	
Approach Delay, s/veh		23.2			24.9			19.1			20.2	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	23.4		15.9	7.8	22.3		12.5
Change Period (Y+Rc), s	5.0	5.5		5.5	5.0	5.5		5.0
Max Green Setting (Gmax), s	19.6	50.5		24.5	19.0	50.5		25.0
Max Q Clear Time (g_c+I1), s	3.1	8.8		8.8	4.2	10.6		6.5
Green Ext Time (p_c), s	0.0	4.9		1.2	0.1	6.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	153	82	43	164	34	89	418	31	46	581	55
Future Volume (veh/h)	57	153	82	43	164	34	89	418	31	46	581	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	163	87	53	202	42	111	522	39	58	726	69
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	454	242	121	274	52	143	1075	80	95	961	91
Arrive On Green	0.11	0.40	0.40	0.22	0.22	0.22	0.08	0.32	0.32	0.05	0.29	0.29
Sat Flow, veh/h	1781	1147	612	203	1251	239	1781	3352	250	1781	3270	311
Grp Volume(v), veh/h	61	0	250	297	0	0	111	276	285	58	394	401
Grp Sat Flow(s),veh/h/ln	1781	0	1760	1693	0	0	1781	1777	1825	1781	1777	1804
Q Serve(g_s), s	1.7	0.0	5.5	5.4	0.0	0.0	3.4	6.9	6.9	1.8	11.1	11.1
Cycle Q Clear(g_c), s	1.7	0.0	5.5	9.1	0.0	0.0	3.4	6.9	6.9	1.8	11.1	11.1
Prop In Lane	1.00		0.35	0.18		0.14	1.00		0.14	1.00		0.17
Lane Grp Cap(c), veh/h	196	0	697	447	0	0	143	570	586	95	522	530
V/C Ratio(X)	0.31	0.00	0.36	0.66	0.00	0.00	0.78	0.48	0.49	0.61	0.75	0.76
Avail Cap(c_a), veh/h	1010	0	2088	993	0	0	849	982	1008	849	982	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	11.7	20.3	0.0	0.0	24.9	15.1	15.1	25.6	17.7	17.7
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.6	0.0	0.0	3.4	0.2	0.2	2.3	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.8	3.3	0.0	0.0	1.4	2.4	2.5	0.7	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	0.0	11.9	20.9	0.0	0.0	28.3	15.3	15.3	27.9	18.5	18.5
LnGrp LOS	C	A	B	C	A	A	C	B	B	C	B	B
Approach Vol, veh/h		311			297			672			853	
Approach Delay, s/veh		14.0			20.9			17.5			19.2	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	22.2		26.4	8.1	20.7	9.8	16.6
Change Period (Y+Rc), s	3.7	4.5		4.5	3.7	4.5	3.7	4.5
Max Green Setting (Gmax), s	26.3	30.5		65.5	26.3	30.5	31.3	30.5
Max Q Clear Time (g_c+I1), s	13.1	8.9		7.5	5.4	13.1	3.7	11.1
Green Ext Time (p_c), s	0.0	2.0		1.0	0.0	3.0	0.0	1.1

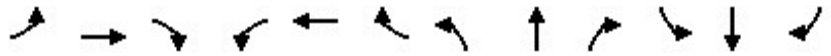
Intersection Summary		
HCM 6th Ctrl Delay		18.1
HCM 6th LOS		B

Intersection	
Intersection Delay, s/veh	27.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	88	122	36	91	41	95	413	35	109	553	48
Future Vol, veh/h	32	88	122	36	91	41	95	413	35	109	553	48
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	100	139	41	103	47	108	469	40	116	588	51
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	26.5	20.3	22.8	32.6
HCM LOS	D	C	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	13%	21%	100%	0%	0%
Vol Thru, %	0%	100%	80%	36%	54%	0%	100%	79%
Vol Right, %	0%	0%	20%	50%	24%	0%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	275	173	242	168	109	369	232
LT Vol	95	0	0	32	36	109	0	0
Through Vol	0	275	138	88	91	0	369	184
RT Vol	0	0	35	122	41	0	0	48
Lane Flow Rate	108	313	196	275	191	116	392	247
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.263	0.716	0.441	0.658	0.486	0.276	0.877	0.542
Departure Headway (Hd)	8.766	8.243	8.095	8.619	9.159	8.574	8.052	7.901
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	410	438	445	421	393	420	451	457
Service Time	6.512	5.989	5.841	6.363	6.906	6.319	5.797	5.646
HCM Lane V/C Ratio	0.263	0.715	0.44	0.653	0.486	0.276	0.869	0.54
HCM Control Delay	14.6	29.3	17.1	26.5	20.3	14.6	46.1	19.7
HCM Lane LOS	B	D	C	D	C	B	E	C
HCM 95th-tile Q	1	5.6	2.2	4.6	2.6	1.1	9.1	3.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	18	7	108	30	220	11	294	69	164	499	42
Future Volume (veh/h)	47	18	7	108	30	220	11	294	69	164	499	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	21	8	123	34	256	12	323	76	195	594	50
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.86	0.91	0.91	0.91	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	364	130	158	367	326	27	860	384	242	678	573
Arrive On Green	0.05	0.14	0.14	0.09	0.21	0.21	0.02	0.24	0.24	0.14	0.36	0.36
Sat Flow, veh/h	1781	2553	910	1781	1777	1580	1781	3554	1585	1781	1870	1581
Grp Volume(v), veh/h	55	14	15	123	34	256	12	323	76	195	594	50
Grp Sat Flow(s),veh/h/ln	1781	1777	1686	1781	1777	1580	1781	1777	1585	1781	1870	1581
Q Serve(g_s), s	1.7	0.4	0.4	3.9	0.9	8.8	0.4	4.4	2.2	6.1	17.1	1.2
Cycle Q Clear(g_c), s	1.7	0.4	0.4	3.9	0.9	8.8	0.4	4.4	2.2	6.1	17.1	1.2
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	253	240	158	367	326	27	860	384	242	678	573
V/C Ratio(X)	0.61	0.06	0.06	0.78	0.09	0.78	0.44	0.38	0.20	0.81	0.88	0.09
Avail Cap(c_a), veh/h	789	772	732	743	726	646	619	1853	826	619	975	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	21.3	21.3	25.7	18.5	21.6	28.1	18.2	17.4	24.1	17.1	12.1
Incr Delay (d2), s/veh	2.4	0.0	0.0	3.1	0.0	1.6	4.2	0.1	0.1	2.4	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.2	1.6	0.3	3.0	0.2	1.5	0.7	2.4	6.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	21.4	21.4	28.8	18.5	23.2	32.3	18.3	17.4	26.6	22.0	12.1
LnGrp LOS	C	C	C	C	B	C	C	B	B	C	C	B
Approach Vol, veh/h		84			413			411			839	
Approach Delay, s/veh		26.5			24.5			18.5			22.4	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	26.9	7.4	18.4	11.8	19.9	11.1	14.7
Change Period (Y+Rc), s	4.0	6.0	4.5	6.5	4.0	6.0	6.0	* 6.5
Max Green Setting (Gmax), s	20.9	30.0	25.5	23.5	20.0	30.0	24.0	* 25
Max Q Clear Time (g_c+I1), s	2.4	19.1	3.7	10.8	8.1	6.4	5.9	2.4
Green Ext Time (p_c), s	0.0	1.8	0.0	0.9	0.1	1.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	8	360	561	23
Future Vol, veh/h	8	6	8	360	561	23
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	10	9	391	676	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	908	356	708	0	-	0
Stage 1	694	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	275	640	887	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	269	638	884	-	-	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	884	-	358	-	-
HCM Lane V/C Ratio	0.01	-	0.067	-	-
HCM Control Delay (s)	9.1	0.1	15.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	22	26	236	314	58
Future Vol, veh/h	49	22	26	236	314	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	87	87	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	25	30	271	374	69

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	605	222	443	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	429	782	1113	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	417	782	1113	-	-	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.8	0
HCM LOS	B		

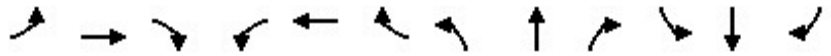
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1113	-	566	-	-
HCM Lane V/C Ratio	0.027	-	0.141	-	-
HCM Control Delay (s)	8.3	-	12.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	149	28	6	76	57	34	149	27	90	194	38
Future Vol, veh/h	74	149	28	6	76	57	34	149	27	90	194	38
Peak Hour Factor	0.84	0.84	0.84	0.94	0.94	0.94	0.75	0.75	0.75	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	177	33	6	81	61	45	199	36	102	220	43
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	13	12.6	13.4	13.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	4%	100%	0%
Vol Thru, %	0%	85%	0%	84%	55%	0%	84%
Vol Right, %	0%	15%	0%	16%	41%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	176	74	177	139	90	232
LT Vol	34	0	74	0	6	90	0
Through Vol	0	149	0	149	76	0	194
RT Vol	0	27	0	28	57	0	38
Lane Flow Rate	45	235	88	211	148	102	264
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.09	0.423	0.177	0.387	0.28	0.198	0.465
Departure Headway (Hd)	7.116	6.496	7.237	6.616	6.817	6.981	6.354
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	500	551	493	539	522	511	564
Service Time	4.902	4.282	5.023	4.401	4.917	4.763	4.136
HCM Lane V/C Ratio	0.09	0.426	0.178	0.391	0.284	0.2	0.468
HCM Control Delay	10.6	14	11.6	13.6	12.6	11.5	14.6
HCM Lane LOS	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	2.1	0.6	1.8	1.1	0.7	2.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	625	65	39	895	84	55	81	28	83	44	42
Future Volume (veh/h)	33	625	65	39	895	84	55	81	28	83	44	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	672	70	40	923	87	58	85	29	86	46	44
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.95	0.95	0.95	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1496	156	66	1492	141	79	116	39	147	79	190
Arrive On Green	0.03	0.46	0.46	0.04	0.45	0.45	0.13	0.13	0.13	0.12	0.12	0.12
Sat Flow, veh/h	1781	3248	338	1781	3282	309	600	879	300	1180	631	1528
Grp Volume(v), veh/h	35	367	375	40	500	510	172	0	0	132	0	44
Grp Sat Flow(s),veh/h/ln	1781	1777	1810	1781	1777	1815	1778	0	0	1811	0	1528
Q Serve(g_s), s	1.5	11.0	11.0	1.7	16.7	16.7	7.3	0.0	0.0	5.4	0.0	2.0
Cycle Q Clear(g_c), s	1.5	11.0	11.0	1.7	16.7	16.7	7.3	0.0	0.0	5.4	0.0	2.0
Prop In Lane	1.00		0.19	1.00		0.17	0.34		0.17	0.65		1.00
Lane Grp Cap(c), veh/h	61	818	833	66	808	825	234	0	0	225	0	190
V/C Ratio(X)	0.58	0.45	0.45	0.61	0.62	0.62	0.73	0.00	0.00	0.59	0.00	0.23
Avail Cap(c_a), veh/h	575	1102	1123	575	1102	1126	645	0	0	657	0	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	14.4	14.4	37.2	16.2	16.2	32.7	0.0	0.0	32.4	0.0	30.9
Incr Delay (d2), s/veh	3.2	1.4	1.4	3.3	2.8	2.7	4.4	0.0	0.0	2.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.2	4.3	0.8	6.6	6.7	3.3	0.0	0.0	2.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	15.8	15.8	40.4	19.0	19.0	37.1	0.0	0.0	34.8	0.0	31.5
LnGrp LOS	D	B	B	D	B	B	D	A	A	C	A	C
Approach Vol, veh/h		777			1050			172			176	
Approach Delay, s/veh		16.9			19.8			37.1			34.0	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	41.5		14.3	8.1	41.0		14.9
Change Period (Y+Rc), s	* 4.7	5.4		4.6	5.4	* 5.4		4.6
Max Green Setting (Gmax), s	* 2.5	48.6		28.4	25.3	* 49		28.4
Max Q Clear Time (g_c+I1), s	3.7	13.0		7.4	3.5	18.7		9.3
Green Ext Time (p_c), s	0.0	12.9		0.8	0.0	16.9		0.9

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

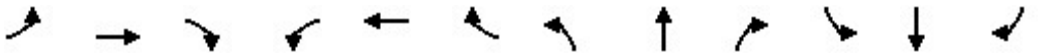
Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	17	17	16	95	7	966	41	76	762	3
Future Vol, veh/h	0	8	17	17	16	95	7	966	41	76	762	3
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	89	89	89	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	25	19	18	107	7	1017	43	80	802	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1497	2039	404	1620	2019	530	806	0	0	1060	0	0
Stage 1	965	965	-	1053	1053	-	-	-	-	-	-	-
Stage 2	532	1074	-	567	966	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	85	56	596	68	58	493	814	-	-	653	-	-
Stage 1	274	331	-	242	301	-	-	-	-	-	-	-
Stage 2	499	294	-	476	331	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	43	48	595	48	50	493	813	-	-	653	-	-
Mov Cap-2 Maneuver	43	48	-	48	50	-	-	-	-	-	-	-
Stage 1	268	290	-	237	295	-	-	-	-	-	-	-
Stage 2	359	288	-	384	290	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	43.9	126.3	0.2	1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	813	-	-	128	148	653	-	-
HCM Lane V/C Ratio	0.009	-	-	0.283	0.972	0.123	-	-
HCM Control Delay (s)	9.5	0.1	-	43.9	126.3	11.3	-	-
HCM Lane LOS	A	A	-	E	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	7.1	0.4	-	-



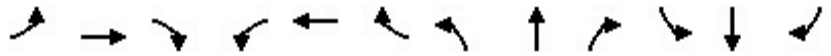
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	115	38	175	94	424	46	645	107	237	554	12
Future Volume (veh/h)	8	115	38	175	94	424	46	645	107	237	554	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	169	56	180	97	437	49	686	114	255	596	13
Peak Hour Factor	0.68	0.68	0.68	0.97	0.97	0.97	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	210	191	303	163	402	84	903	150	284	1452	32
Arrive On Green	0.12	0.12	0.12	0.26	0.26	0.26	0.05	0.30	0.30	0.16	0.41	0.41
Sat Flow, veh/h	124	1741	1585	1177	634	1563	1781	3049	506	1781	3556	78
Grp Volume(v), veh/h	181	0	56	277	0	437	49	399	401	255	298	311
Grp Sat Flow(s),veh/h/ln	1864	0	1585	1812	0	1563	1781	1777	1779	1781	1777	1856
Q Serve(g_s), s	11.2	0.0	3.8	15.9	0.0	30.6	3.2	24.3	24.3	16.7	14.2	14.2
Cycle Q Clear(g_c), s	11.2	0.0	3.8	15.9	0.0	30.6	3.2	24.3	24.3	16.7	14.2	14.2
Prop In Lane	0.07		1.00	0.65		1.00	1.00		0.28	1.00		0.04
Lane Grp Cap(c), veh/h	225	0	191	466	0	402	84	526	527	284	726	758
V/C Ratio(X)	0.81	0.00	0.29	0.59	0.00	1.09	0.58	0.76	0.76	0.90	0.41	0.41
Avail Cap(c_a), veh/h	472	0	401	466	0	402	145	628	628	412	894	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	0.0	47.7	38.7	0.0	44.1	55.5	38.0	38.0	49.0	25.0	25.0
Incr Delay (d2), s/veh	6.7	0.0	0.8	2.0	0.0	70.0	2.4	8.4	8.5	13.1	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	1.6	7.2	0.0	19.3	1.5	11.6	11.6	8.4	6.2	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	48.5	40.7	0.0	114.1	57.9	46.4	46.5	62.1	26.3	26.3
LnGrp LOS	E	A	D	D	A	F	E	D	D	E	C	C
Approach Vol, veh/h		237			714			849			864	
Approach Delay, s/veh		55.5			85.6			47.1			36.9	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	53.6		36.0	23.6	40.3		18.9				
Change Period (Y+Rc), s	* 4.7	5.1		5.4	* 4.7	5.1		4.6				
Max Green Setting (Gmax), s	* 9.7	59.8		30.6	* 28	42.0		30.1				
Max Q Clear Time (g_c+I1), s	5.2	16.2		32.6	18.7	26.3		13.2				
Green Ext Time (p_c), s	0.0	11.0		0.0	0.2	8.9		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		54.9	
HCM 6th LOS		D	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	39	21	27	49	77	23	792	22	81	800	23
Future Volume (veh/h)	20	39	21	27	49	77	23	792	22	81	800	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	51	27	29	53	83	26	900	25	87	860	25
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.88	0.88	0.88	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	70	37	47	87	136	59	1493	41	115	1620	47
Arrive On Green	0.08	0.08	0.08	0.16	0.16	0.16	0.03	0.42	0.42	0.06	0.46	0.46
Sat Flow, veh/h	441	865	458	294	536	840	1781	3529	98	1781	3525	102
Grp Volume(v), veh/h	104	0	0	165	0	0	26	453	472	87	433	452
Grp Sat Flow(s),veh/h/ln	1764	0	0	1670	0	0	1781	1777	1850	1781	1777	1851
Q Serve(g_s), s	4.6	0.0	0.0	7.3	0.0	0.0	1.1	15.7	15.7	3.8	13.9	13.9
Cycle Q Clear(g_c), s	4.6	0.0	0.0	7.3	0.0	0.0	1.1	15.7	15.7	3.8	13.9	13.9
Prop In Lane	0.25		0.26	0.18		0.50	1.00		0.05	1.00		0.06
Lane Grp Cap(c), veh/h	144	0	0	270	0	0	59	752	783	115	817	851
V/C Ratio(X)	0.72	0.00	0.00	0.61	0.00	0.00	0.44	0.60	0.60	0.76	0.53	0.53
Avail Cap(c_a), veh/h	497	0	0	555	0	0	477	1116	1162	567	1205	1255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	0.0	31.0	0.0	0.0	37.7	17.8	17.8	36.6	15.3	15.3
Incr Delay (d2), s/veh	6.7	0.0	0.0	2.2	0.0	0.0	1.9	2.8	2.7	3.8	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	3.1	0.0	0.0	0.5	6.3	6.5	1.7	5.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	0.0	33.2	0.0	0.0	39.6	20.6	20.5	40.4	17.3	17.2
LnGrp LOS	D	A	A	C	A	A	D	C	C	D	B	B
Approach Vol, veh/h		104			165			951			972	
Approach Delay, s/veh		42.3			33.2			21.0			19.3	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	41.6		18.4	10.2	38.7		12.1
Change Period (Y+Rc), s	* 4.7	5.1		5.6	5.1	* 5.1		5.6
Max Green Setting (Gmax), s	* 2.6	53.9		26.4	25.3	* 50		22.4
Max Q Clear Time (g_c+I1), s	3.1	15.9		9.3	5.8	17.7		6.6
Green Ext Time (p_c), s	0.0	16.8		0.9	0.1	15.9		0.4

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	141	82	155	126	208	28	669	104	73	643	31
Future Volume (veh/h)	40	141	82	155	126	208	28	669	104	73	643	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	183	106	167	135	224	30	719	112	85	748	36
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	212	123	205	166	322	48	943	147	108	1174	56
Arrive On Green	0.23	0.23	0.23	0.20	0.20	0.20	0.03	0.31	0.31	0.06	0.34	0.34
Sat Flow, veh/h	268	942	546	1006	814	1576	1781	3070	478	1781	3445	166
Grp Volume(v), veh/h	341	0	0	302	0	224	30	416	415	85	386	398
Grp Sat Flow(s),veh/h/ln	1755	0	0	1820	0	1576	1781	1777	1771	1781	1777	1834
Q Serve(g_s), s	21.4	0.0	0.0	18.2	0.0	15.1	1.9	24.3	24.3	5.4	21.0	21.0
Cycle Q Clear(g_c), s	21.4	0.0	0.0	18.2	0.0	15.1	1.9	24.3	24.3	5.4	21.0	21.0
Prop In Lane	0.15		0.31	0.55		1.00	1.00		0.27	1.00		0.09
Lane Grp Cap(c), veh/h	395	0	0	371	0	322	48	546	544	108	605	625
V/C Ratio(X)	0.86	0.00	0.00	0.81	0.00	0.70	0.63	0.76	0.76	0.79	0.64	0.64
Avail Cap(c_a), veh/h	566	0	0	589	0	510	106	644	642	171	709	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	0.0	0.0	43.6	0.0	42.4	55.2	35.9	36.0	53.2	31.8	31.8
Incr Delay (d2), s/veh	9.3	0.0	0.0	4.7	0.0	2.7	4.9	8.3	8.4	4.8	4.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.0	0.0	8.5	0.0	6.0	0.9	11.4	11.4	2.5	9.4	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	0.0	0.0	48.3	0.0	45.1	60.2	44.3	44.3	58.0	35.9	35.8
LnGrp LOS	D	A	A	D	A	D	E	D	D	E	D	D
Approach Vol, veh/h		341			526			861			869	
Approach Delay, s/veh		52.0			46.9			44.9			38.0	
Approach LOS		D			D			D			D	

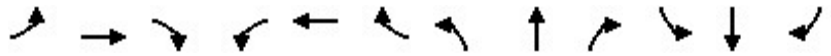
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.8	44.5		29.5	12.6	40.6		31.9
Change Period (Y+Rc), s	* 5.7	5.4		6.1	* 5.7	5.4		6.1
Max Green Setting (Gmax), s	* 6.8	45.8		37.1	* 11	41.6		37.0
Max Q Clear Time (g_c+I1), s	3.9	23.0		20.2	7.4	26.3		23.4
Green Ext Time (p_c), s	0.0	10.9		2.3	0.0	8.9		1.7

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	73	123	73	62	207	139	387	65	255	553	179
Future Volume (veh/h)	210	73	123	73	62	207	139	387	65	255	553	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	79	134	80	68	227	148	412	69	271	588	190
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	117	200	258	271	500	179	725	121	304	811	261
Arrive On Green	0.18	0.18	0.18	0.14	0.14	0.14	0.10	0.24	0.24	0.17	0.31	0.31
Sat Flow, veh/h	1722	638	1091	1781	1870	1582	1781	3048	507	1781	2633	849
Grp Volume(v), veh/h	236	0	205	80	68	227	148	239	242	271	396	382
Grp Sat Flow(s),veh/h/ln	1784	0	1667	1781	1870	1582	1781	1777	1778	1781	1777	1704
Q Serve(g_s), s	12.2	0.0	11.2	3.9	3.2	11.2	8.0	11.6	11.8	14.6	19.4	19.5
Cycle Q Clear(g_c), s	12.2	0.0	11.2	3.9	3.2	11.2	8.0	11.6	11.8	14.6	19.4	19.5
Prop In Lane	0.97		0.65	1.00		1.00	1.00		0.28	1.00		0.50
Lane Grp Cap(c), veh/h	328	0	306	258	271	500	179	423	423	304	547	525
V/C Ratio(X)	0.72	0.00	0.67	0.31	0.25	0.45	0.83	0.57	0.57	0.89	0.72	0.73
Avail Cap(c_a), veh/h	602	0	562	655	688	853	242	527	527	388	672	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	37.2	37.4	37.1	26.7	43.1	32.8	32.9	39.7	30.1	30.2
Incr Delay (d2), s/veh	4.2	0.0	3.6	0.3	0.2	0.2	11.8	4.3	4.4	16.1	6.8	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	4.7	1.7	1.4	4.1	4.0	5.3	5.4	7.5	8.9	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	40.7	37.7	37.3	27.0	54.9	37.1	37.3	55.8	36.9	37.3
LnGrp LOS	D	A	D	D	D	C	D	D	D	E	D	D
Approach Vol, veh/h		441			375			629			1049	
Approach Delay, s/veh		41.3			31.1			41.4			41.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.5	37.3		20.6	21.4	30.5		25.4
Change Period (Y+Rc), s	* 4.7	7.2		6.4	* 4.7	7.2		7.4
Max Green Setting (Gmax), s	* 13	37.0		36.0	* 21	29.0		33.0
Max Q Clear Time (g_c+I1), s	10.6	21.5		13.2	16.6	13.8		14.2
Green Ext Time (p_c), s	0.1	8.5		0.7	0.2	5.2		3.4

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	81	224	243	35	200	481
Future Volume (veh/h)	81	224	243	35	200	481
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	367	279	40	217	523
Peak Hour Factor	0.61	0.61	0.87	0.87	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	507	451	656	93	274	846
Arrive On Green	0.28	0.28	0.21	0.21	0.15	0.45
Sat Flow, veh/h	1781	1585	3218	443	1781	1870
Grp Volume(v), veh/h	133	367	157	162	217	523
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1791	1781	1870
Q Serve(g_s), s	3.1	11.5	4.1	4.2	6.2	11.3
Cycle Q Clear(g_c), s	3.1	11.5	4.1	4.2	6.2	11.3
Prop In Lane	1.00	1.00		0.25	1.00	
Lane Grp Cap(c), veh/h	507	451	373	376	274	846
V/C Ratio(X)	0.26	0.81	0.42	0.43	0.79	0.62
Avail Cap(c_a), veh/h	1701	1514	1309	1319	1383	3045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	17.7	18.2	18.3	21.7	11.1
Incr Delay (d2), s/veh	0.3	3.6	2.7	2.8	2.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.7	1.7	1.8	2.4	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	21.3	21.0	21.1	23.7	13.8
LnGrp LOS	B	C	C	C	C	B
Approach Vol, veh/h	500		319			740
Approach Delay, s/veh	19.6		21.0			16.7
Approach LOS	B		C			B

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	31.9	21.3	12.9	19.0
Change Period (Y+Rc), s	* 7.8	6.2	* 4.7	7.8
Max Green Setting (Gmax), s	* 87	50.8	* 41	39.2
Max Q Clear Time (g_c+I1), s	13.3	13.5	8.2	6.2
Green Ext Time (p_c), s	10.7	1.7	0.3	4.7

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	198	35	2	96	47	11	124	3	101	290	31
Future Volume (veh/h)	31	198	35	2	96	47	11	124	3	101	290	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	257	45	2	105	52	12	136	3	103	296	32
Peak Hour Factor	0.77	0.77	0.77	0.91	0.91	0.91	0.91	0.91	0.91	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	366	60	73	307	150	27	496	11	134	551	60
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.02	0.27	0.27	0.08	0.33	0.33
Sat Flow, veh/h	122	1411	232	5	1181	576	1781	1823	40	1781	1659	179
Grp Volume(v), veh/h	342	0	0	159	0	0	12	0	139	103	0	328
Grp Sat Flow(s),veh/h/ln	1765	0	0	1763	0	0	1781	0	1863	1781	0	1838
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.0	0.3	0.0	3.0	2.9	0.0	7.4
Cycle Q Clear(g_c), s	9.0	0.0	0.0	3.7	0.0	0.0	0.3	0.0	3.0	2.9	0.0	7.4
Prop In Lane	0.12		0.13	0.01		0.33	1.00		0.02	1.00		0.10
Lane Grp Cap(c), veh/h	537	0	0	529	0	0	27	0	507	134	0	611
V/C Ratio(X)	0.64	0.00	0.00	0.30	0.00	0.00	0.44	0.00	0.27	0.77	0.00	0.54
Avail Cap(c_a), veh/h	1589	0	0	1597	0	0	881	0	2188	881	0	2173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	15.4	0.0	0.0	25.0	0.0	14.6	23.2	0.0	13.9
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	4.1	0.0	1.3	3.4	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	1.4	0.0	0.0	0.2	0.0	1.3	1.2	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	0.0	15.7	0.0	0.0	29.1	0.0	16.0	26.6	0.0	17.2
LnGrp LOS	B	A	A	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		342			159			151			431	
Approach Delay, s/veh		18.6			15.7			17.0			19.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	21.8		20.8	5.5	24.9		20.8
Change Period (Y+Rc), s	* 4.7	7.9		7.5	* 4.7	* 7.9		7.5
Max Green Setting (Gmax), s	* 25	60.1		44.5	* 25	* 61		44.5
Max Q Clear Time (g_c+I1), s	4.9	5.0		11.0	2.3	9.4		5.7
Green Ext Time (p_c), s	0.1	2.8		2.3	0.0	7.6		1.0

Intersection Summary		
HCM 6th Ctrl Delay	18.3	
HCM 6th LOS	B	

Notes

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

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	499	10	18	650	46	8	16	9	27	35	24
Future Vol, veh/h	6	499	10	18	650	46	8	16	9	27	35	24
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	93	93	93	59	59	59	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	548	11	19	699	49	14	27	15	35	45	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	748	0	0	563	0	0	982	1358	287	1067	1339	374
Stage 1	-	-	-	-	-	-	572	572	-	762	762	-
Stage 2	-	-	-	-	-	-	410	786	-	305	577	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	856	-	-	1005	-	-	203	148	710	176	152	623
Stage 1	-	-	-	-	-	-	472	502	-	363	412	-
Stage 2	-	-	-	-	-	-	589	401	-	680	500	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	856	-	-	1001	-	-	141	141	705	142	145	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	141	-	142	145	-
Stage 1	-	-	-	-	-	-	464	494	-	359	398	-
Stage 2	-	-	-	-	-	-	479	388	-	619	492	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	33.8	51.4
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	180	856	-	-	1001	-	-	183
HCM Lane V/C Ratio	0.311	0.008	-	-	0.019	-	-	0.61
HCM Control Delay (s)	33.8	9.2	0.1	-	8.7	0.1	-	51.4
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	3.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	3	39	3	2	0	31	322	7	4	379	10
Future Vol, veh/h	15	3	39	3	2	0	31	322	7	4	379	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	42	42	42	90	90	90	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	4	57	7	5	0	34	358	8	4	391	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	837	838	396	865	839	362	401	0	0	366	0	0
Stage 1	404	404	-	430	430	-	-	-	-	-	-	-
Stage 2	433	434	-	435	409	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	286	302	653	274	302	683	1158	-	-	1193	-	-
Stage 1	623	599	-	603	583	-	-	-	-	-	-	-
Stage 2	601	581	-	600	596	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	274	290	653	239	290	683	1158	-	-	1193	-	-
Mov Cap-2 Maneuver	274	290	-	239	290	-	-	-	-	-	-	-
Stage 1	600	597	-	581	561	-	-	-	-	-	-	-
Stage 2	574	560	-	541	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.6	19.7	0.7	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	457	257	1193	-	-
HCM Lane V/C Ratio	0.03	-	-	0.183	0.046	0.003	-	-
HCM Control Delay (s)	8.2	0	-	14.6	19.7	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	260	137	95	380	79	168	319	84	78	340	76
Future Volume (veh/h)	43	260	137	95	380	79	168	319	84	78	340	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	277	146	108	432	90	202	384	101	88	382	85
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.83	0.83	0.83	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	376	193	135	610	126	470	493	418	455	478	405
Arrive On Green	0.03	0.17	0.17	0.08	0.21	0.21	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	2271	1163	1781	2931	606	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	46	215	208	108	261	261	202	384	101	88	382	85
Grp Sat Flow(s),veh/h/ln	1781	1777	1657	1781	1777	1760	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.8	12.5	13.0	6.5	14.8	15.0	10.2	20.6	5.4	4.2	20.7	4.6
Cycle Q Clear(g_c), s	2.8	12.5	13.0	6.5	14.8	15.0	10.2	20.6	5.4	4.2	20.7	4.6
Prop In Lane	1.00		0.70	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	294	275	135	370	366	470	493	418	455	478	405
V/C Ratio(X)	0.78	0.73	0.76	0.80	0.70	0.71	0.43	0.78	0.24	0.19	0.80	0.21
Avail Cap(c_a), veh/h	131	409	382	246	524	519	689	724	613	689	724	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	43.0	43.2	49.4	39.9	40.0	33.2	37.0	31.4	31.6	37.8	31.8
Incr Delay (d2), s/veh	8.0	7.6	9.6	4.2	5.2	5.5	1.3	6.0	0.6	0.4	6.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.0	5.9	2.9	6.6	6.6	4.4	9.8	2.1	1.8	10.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	50.6	52.8	53.5	45.0	45.4	34.5	43.0	32.1	32.1	44.7	32.3
LnGrp LOS	E	D	D	D	D	D	C	D	C	C	D	C
Approach Vol, veh/h		469			630			687			555	
Approach Delay, s/veh		52.5			46.7			38.9			40.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	25.0		34.7	8.6	29.6		35.6				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	15.0	25.0		42.0	8.0	32.0		42.0				
Max Q Clear Time (g_c+I1), s	8.5	15.0		22.7	4.8	17.0		22.6				
Green Ext Time (p_c), s	0.1	2.9		5.0	0.0	4.3		6.0				

Intersection Summary												
HCM 6th Ctrl Delay			44.2									
HCM 6th LOS			D									

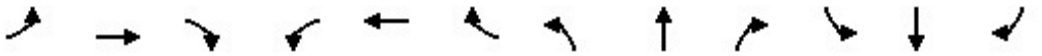
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	48	33	586	531	25
Future Vol, veh/h	20	48	33	586	531	25
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	95	95	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	62	35	617	547	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1248	561	574	0	-	0
Stage 1	561	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	191	527	999	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	184	526	998	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	550	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	998	-	443	-	-
HCM Lane V/C Ratio	0.035	-	0.199	-	-
HCM Control Delay (s)	8.7	-	15.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	72	169	47	128	53	134	488	27	37	480	41
Future Volume (veh/h)	59	72	169	47	128	53	134	488	27	37	480	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	74	174	64	175	73	147	536	30	42	539	46
Peak Hour Factor	0.97	0.97	0.97	0.73	0.73	0.73	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	140	221	75	205	85	183	676	38	68	601	509
Arrive On Green	0.14	0.14	0.14	0.21	0.21	0.21	0.10	0.39	0.39	0.04	0.32	0.32
Sat Flow, veh/h	826	1003	1585	365	997	416	1781	1754	98	1781	1870	1585
Grp Volume(v), veh/h	135	0	174	312	0	0	147	0	566	42	539	46
Grp Sat Flow(s),veh/h/ln	1829	0	1585	1777	0	0	1781	0	1853	1781	1870	1585
Q Serve(g_s), s	5.4	0.0	8.3	13.3	0.0	0.0	6.3	0.0	21.3	1.8	21.6	1.6
Cycle Q Clear(g_c), s	5.4	0.0	8.3	13.3	0.0	0.0	6.3	0.0	21.3	1.8	21.6	1.6
Prop In Lane	0.45		1.00	0.21		0.23	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	255	0	221	365	0	0	183	0	714	68	601	509
V/C Ratio(X)	0.53	0.00	0.79	0.86	0.00	0.00	0.81	0.00	0.79	0.62	0.90	0.09
Avail Cap(c_a), veh/h	593	0	514	576	0	0	573	0	836	573	844	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	32.7	30.1	0.0	0.0	34.5	0.0	21.4	37.3	25.5	18.7
Incr Delay (d2), s/veh	0.6	0.0	2.3	4.3	0.0	0.0	3.2	0.0	3.8	3.4	7.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	3.2	5.8	0.0	0.0	2.8	0.0	9.0	0.8	9.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	35.0	34.4	0.0	0.0	37.7	0.0	25.1	40.6	33.0	18.7
LnGrp LOS	C	A	D	C	A	A	D	A	C	D	C	B
Approach Vol, veh/h		309			312			713			627	
Approach Delay, s/veh		33.7			34.4			27.7			32.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	35.8		15.5	11.8	30.8		20.6				
Change Period (Y+Rc), s	3.7	5.5		4.5	3.7	5.5		4.5				
Max Green Setting (Gmax), s	25.3	35.5		25.5	25.3	35.5		25.5				
Max Q Clear Time (g_c+I1), s	3.8	23.3		10.3	8.3	23.6		15.3				
Green Ext Time (p_c), s	0.0	1.8		0.7	0.0	1.6		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		31.2	
HCM 6th LOS		C	

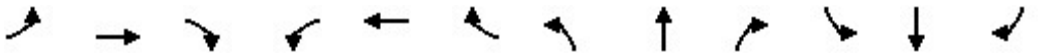
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	184	912	23	0	1111
Future Vol, veh/h	0	184	912	23	0	1111
Conflicting Peds, #/hr	1	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	92	92	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	203	991	25	0	1157

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	496	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	519	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	519	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	519	-
HCM Lane V/C Ratio	-	0.391	-
HCM Control Delay (s)	-	16.3	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	1.8	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	200	87	52	91	271	63	418	24	273	453	71
Future Volume (veh/h)	90	200	87	52	91	271	63	418	24	273	453	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	260	113	54	95	0	70	464	27	290	482	76
Peak Hour Factor	0.77	0.77	0.77	0.96	0.96	0.96	0.90	0.90	0.90	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	479	512	216	91	660		107	844	49	351	1184	186
Arrive On Green	0.08	0.21	0.21	0.05	0.19	0.00	0.06	0.25	0.25	0.20	0.38	0.38
Sat Flow, veh/h	1781	2433	1028	1781	3554	1585	1781	3413	198	1781	3077	483
Grp Volume(v), veh/h	117	188	185	54	95	0	70	241	250	290	277	281
Grp Sat Flow(s),veh/h/ln	1781	1777	1684	1781	1777	1585	1781	1777	1835	1781	1777	1783
Q Serve(g_s), s	2.8	5.1	5.3	1.6	1.2	0.0	2.1	6.5	6.5	8.6	6.2	6.3
Cycle Q Clear(g_c), s	2.8	5.1	5.3	1.6	1.2	0.0	2.1	6.5	6.5	8.6	6.2	6.3
Prop In Lane	1.00		0.61	1.00		1.00	1.00		0.11	1.00		0.27
Lane Grp Cap(c), veh/h	479	374	354	91	660		107	440	454	351	684	686
V/C Ratio(X)	0.24	0.50	0.52	0.59	0.14		0.66	0.55	0.55	0.83	0.41	0.41
Avail Cap(c_a), veh/h	506	1222	1158	390	2918		455	1336	1379	1397	2276	2283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	19.1	19.2	25.4	18.7	0.0	25.2	18.0	18.0	21.1	12.3	12.3
Incr Delay (d2), s/veh	0.1	1.7	1.9	2.3	0.2	0.0	2.6	1.7	1.7	1.9	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.0	2.0	0.7	0.5	0.0	0.9	2.5	2.6	3.3	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	20.8	21.1	27.7	18.8	0.0	27.8	19.7	19.6	23.0	12.9	12.9
LnGrp LOS	B	C	C	C	B		C	B	B	C	B	B
Approach Vol, veh/h		490			149	A		561			848	
Approach Delay, s/veh		19.7			22.1			20.7			16.4	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	18.4	5.8	16.8	6.3	25.9	7.2	15.5
Change Period (Y+Rc), s	3.0	4.8	3.0	5.3	3.0	4.8	3.0	* 5.3
Max Green Setting (Gmax), s	43.0	41.2	12.0	37.7	14.0	70.2	5.0	* 45
Max Q Clear Time (g_c+I1), s	10.6	8.5	3.6	7.3	4.1	8.3	4.8	3.2
Green Ext Time (p_c), s	0.4	4.7	0.0	3.5	0.0	6.0	0.0	1.0

Intersection Summary		
HCM 6th Ctrl Delay		18.8
HCM 6th LOS		B

Notes

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

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	33	497	18	32	545
Future Volume (veh/h)	35	33	497	18	32	545
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	52	558	20	41	690
Peak Hour Factor	0.63	0.63	0.89	0.89	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	154	209	903	32	81	1208
Arrive On Green	0.09	0.09	0.50	0.50	0.05	0.65
Sat Flow, veh/h	1781	1585	1794	64	1781	1870
Grp Volume(v), veh/h	56	52	0	578	41	690
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1859	1781	1870
Q Serve(g_s), s	1.2	1.2	0.0	9.2	0.9	8.5
Cycle Q Clear(g_c), s	1.2	1.2	0.0	9.2	0.9	8.5
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	154	209	0	935	81	1208
V/C Ratio(X)	0.36	0.25	0.00	0.62	0.51	0.57
Avail Cap(c_a), veh/h	1518	1423	0	2716	868	2733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	16.0	0.0	7.4	19.1	4.1
Incr Delay (d2), s/veh	0.5	0.2	0.0	1.4	1.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.0	2.7	0.4	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	16.2	0.0	8.8	21.0	5.0
LnGrp LOS	B	B	A	A	C	A
Approach Vol, veh/h	108		578			731
Approach Delay, s/veh	17.3		8.8			5.9
Approach LOS	B		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.9	26.7				32.5	8.5
Change Period (Y+Rc), s	4.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	20.0	60.0				60.0	35.0
Max Q Clear Time (g_c+I1), s	2.9	11.2				10.5	3.2
Green Ext Time (p_c), s	0.0	9.4				11.5	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	270	106	419	513	59
Future Volume (veh/h)	73	270	106	419	513	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	342	120	476	641	74
Peak Hour Factor	0.79	0.79	0.88	0.88	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	298	403	155	1245	852	98
Arrive On Green	0.17	0.17	0.09	0.67	0.52	0.52
Sat Flow, veh/h	1781	1585	1781	1870	1646	190
Grp Volume(v), veh/h	92	342	120	476	0	715
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	0	1836
Q Serve(g_s), s	3.0	11.0	4.3	7.5	0.0	20.2
Cycle Q Clear(g_c), s	3.0	11.0	4.3	7.5	0.0	20.2
Prop In Lane	1.00	1.00	1.00			0.10
Lane Grp Cap(c), veh/h	298	403	155	1245	0	951
V/C Ratio(X)	0.31	0.85	0.77	0.38	0.00	0.75
Avail Cap(c_a), veh/h	298	403	460	2218	0	1591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	23.3	29.4	4.9	0.0	12.5
Incr Delay (d2), s/veh	0.2	14.9	3.1	0.4	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	12.6	1.9	2.2	0.0	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.3	38.2	32.5	5.3	0.0	15.1
LnGrp LOS	C	D	C	A	A	B
Approach Vol, veh/h	434			596	715	
Approach Delay, s/veh	35.2			10.8	15.1	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		49.8		16.0	9.7	40.1
Change Period (Y+Rc), s		6.0		5.0	4.0	6.0
Max Green Setting (Gmax), s		78.0		11.0	17.0	57.0
Max Q Clear Time (g_c+I1), s		9.5		13.0	6.3	22.2
Green Ext Time (p_c), s		7.4		0.0	0.1	11.8

Intersection Summary		
HCM 6th Ctrl Delay		18.7
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	433	2	4	504	1	4	3	5	3	1	0
Future Vol, veh/h	3	433	2	4	504	1	4	3	5	3	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	95	95	95	50	50	50	33	33	33
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	481	2	4	531	1	8	6	10	9	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	532	0	0	483	0	0	763	1028	242	790	1029	266
Stage 1	-	-	-	-	-	-	488	488	-	540	540	-
Stage 2	-	-	-	-	-	-	275	540	-	250	489	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1032	-	-	1076	-	-	294	233	759	281	232	732
Stage 1	-	-	-	-	-	-	530	548	-	494	519	-
Stage 2	-	-	-	-	-	-	708	519	-	732	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	1076	-	-	289	231	759	270	230	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	231	-	270	230	-
Stage 1	-	-	-	-	-	-	528	546	-	492	517	-
Stage 2	-	-	-	-	-	-	701	517	-	712	546	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	15.7	19.6
HCM LOS			C	C

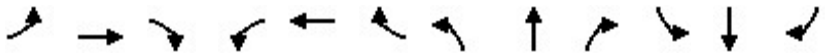
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	359	1032	-	-	1076	-	-	259
HCM Lane V/C Ratio	0.067	0.003	-	-	0.004	-	-	0.047
HCM Control Delay (s)	15.7	8.5	0	-	8.4	-	-	19.6
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	250	0	0	1	194	0	0	0	1	1
Future Vol, veh/h	2	1	250	0	0	1	194	0	0	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.25	0.25	0.25	0.92	0.92	0.92	0.50	0.50	0.50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	269	0	0	4	211	0	0	0	2	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	7.2	9.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	1%	0%	0%
Vol Thru, %	0%	0%	0%	50%
Vol Right, %	0%	99%	100%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	253	1	2
LT Vol	194	2	0	0
Through Vol	0	1	0	1
RT Vol	0	250	1	1
Lane Flow Rate	211	272	4	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.277	0.294	0.005	0.005
Departure Headway (Hd)	4.725	3.884	4.138	4.449
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	765	928	865	803
Service Time	2.725	1.896	2.163	2.484
HCM Lane V/C Ratio	0.276	0.293	0.005	0.005
HCM Control Delay	9.5	8.5	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	1.2	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	64	2	35	61	182	0	7	17	242	13	1
Future Volume (veh/h)	0	64	2	35	61	182	0	7	17	242	13	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	93	3	36	64	190	0	8	20	257	14	1
Peak Hour Factor	0.69	0.69	0.69	0.96	0.96	0.96	0.86	0.86	0.86	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	128	4	115	205	276	0	132	331	559	482	34
Arrive On Green	0.00	0.07	0.07	0.17	0.17	0.17	0.00	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	0	1802	58	661	1176	1585	0	474	1184	1382	1725	123
Grp Volume(v), veh/h	0	0	96	100	0	190	0	0	28	257	0	15
Grp Sat Flow(s),veh/h/ln	0	0	1860	1837	0	1585	0	0	1657	1382	0	1848
Q Serve(g_s), s	0.0	0.0	1.9	1.8	0.0	4.3	0.0	0.0	0.5	6.3	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.0	1.9	1.8	0.0	4.3	0.0	0.0	0.5	6.8	0.0	0.2
Prop In Lane	0.00		0.03	0.36		1.00	0.00		0.71	1.00		0.07
Lane Grp Cap(c), veh/h	0	0	132	320	0	276	0	0	463	559	0	516
V/C Ratio(X)	0.00	0.00	0.73	0.31	0.00	0.69	0.00	0.00	0.06	0.46	0.00	0.03
Avail Cap(c_a), veh/h	0	0	1670	1650	0	1423	0	0	2145	1962	0	2392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.2	13.6	0.0	14.7	0.0	0.0	10.0	12.5	0.0	9.9
Incr Delay (d2), s/veh	0.0	0.0	2.9	0.2	0.0	1.1	0.0	0.0	0.1	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.8	0.6	0.0	1.3	0.0	0.0	0.1	1.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	20.1	13.9	0.0	15.8	0.0	0.0	10.1	13.8	0.0	10.0
LnGrp LOS	A	A	C	B	A	B	A	A	B	B	A	A
Approach Vol, veh/h		96			290			28			272	
Approach Delay, s/veh		20.1			15.1			10.1			13.5	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.6	8.7	16.6	12.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	49.0	34.0	49.0	34.0
Max Q Clear Time (g_c+I1), s	2.5	3.9	8.8	6.3
Green Ext Time (p_c), s	0.2	0.3	2.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

APPENDIX E – Caltrans Freeway Data

CalTrans 2017 AADT

DISTRICT	RTE	RTE_SFX	CNTY	PM_PFX	PM	PM_SFX	DESCRIPTION	BACK_PEAK_HOUR	BACK_AADT	AHEAD_PEAK_HOUR	AHEAD_AADT
11	008		IMP	R	0.000	R	SAN DIEGO/IMPERIAL COUNTY LINE			850	8000
11	008		IMP	R	0.000	L	SAN DIEGO/IMPERIAL COUNTY LINE			850	8000
11	008		IMP	R	3.091	R	MOUNTAIN SPRINGS, RIGHT ALIGN			810	7600
11	008		IMP	R	9.515	R	END RIGHT ALIGN	810	7600		
11	008		IMP	R	3.048	L	MOUNTAIN SPRINGS ROAD, LEFT ALIGN			1000	7500
11	008		IMP	R	9.796	L	END LEFT ALIGN	1000	7500		
11	008		IMP	R	10.010		JCT. RTE. 98	2100	15200	1950	13700
11	008		IMP	R	11.918		OCOTILLO, IMPERIAL HIGHWAY	1950	13700	1950	13700
11	008		IMP	R	23.480		DUNAWAY ROAD	2000	13600	2000	14500
11	008		IMP	R	29.933		DREW ROAD	2000	14500	2400	16300
11	008		IMP	R	33.991		FORRESTER ROAD	2400	16300	1950	17100
11	008		IMP	R	36.973		IMPERIAL AVENUE	1950	17100	3800	31000
11	008		IMP	R	37.972		JCT. RTE. 86	3800	31000	4050	33000
11	008		IMP	R	38.964		DOGWOOD ROAD	4050	33000	3100	32500
11	008		IMP	R	40.944		JCT. RTE. 111	3100	32500	1700	18600
11	008		IMP	R	42.539		BOWKER ROAD	1700	18600	1600	16900
11	008		IMP	R	47.783		JCT. RTE. 7/OCHARD ROAD	1600	16900	1350	14000
11	008		IMP	R	50.492		BONDS CORNER ROAD	1350	14000	1250	13700
11	008		IMP	R	53.497		JCT. RTE. 115 NORTH	1250	13700	2150	14400
11	008		IMP	R	65.752		EAST JCT. RTE. 98 WEST	2150	14400	2500	16900
11	008		IMP	R	68.827		EXPERIMENTAL FARM , BROCK RESEARCH CENTEF	2500	16900	2550	17000
11	008		IMP	R	73.477		GORDON WELL ROAD	2550	17000	2600	17500
11	008		IMP	R	83.821		OGILBY ROAD	2650	18100	2750	18800
11	008		IMP	R	88.701		SIDEWINDER ROAD	2750	18800	2850	19200
11	008		IMP	R	90.740		JCT. RTE. 186 SOUTH	2850	19200	3700	25500
11	008		IMP	R	94.979		WINTERHAVEN DRIVE	3700	25500	2700	24100
11	008		IMP	R	96.546		4TH AVENUE	2700	24100	2350	21400
11	008		IMP	R	96.986		ARIZONA STATE LINE	2350	21400		

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	---------- 2	TRUCK ------By 3	AADT Axle------ 4	TOTAL ---------- 5+	% ---------- 2.00	TRUCK -------By 3.00	AADT Axle----- 4.00	---------- 5+	EAL 2-WAY (1000)	YEAR VER/ EST
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19
008	11	IMP	R10.01	A	JCT. RTE. 98	14200	1974	13.90	707	91	45	1,131	35.80	4.60	2.30	57.30	415	05E
008	11	IMP	R10.01	B	JCT. RTE. 98	15800	2196	13.90	786	101	51	1,258	35.80	4.60	2.30	57.30	460	05E
008	11	IMP	R23.48	A	DUNAWAY RD	14300	1841	12.87	491	91	39	1,220	26.67	4.94	2.12	66.27	459	18E
008	11	IMP	R29.933	B	DREW RD	14300	2322	16.24	688	108	43	1,484	29.63	4.63	1.85	63.89	560	05E
008	11	IMP	R37.972	B	JCT. RTE. 86	32000	3424	10.70	1,103	188	75	2,058	32.20	5.50	2.20	60.10	753	05E
008	11	IMP	R37.972	A	JCT. RTE. 86	34000	3458	10.17	1,115	189	76	2,079	32.24	5.46	2.19	60.11	761	05E
008	11	IMP	R40.944	B	JCT. RTE. 111	32500	2964	9.12	1,309	152	55	1,448	44.16	5.13	1.86	48.85	567	17V
008	11	IMP	R40.944	A	JCT. RTE. 111	19100	4393	23.00	1,125	290	114	2,864	25.60	6.60	2.60	65.20	1,043	00E
008	11	IMP	R47.783	A	JCT RTE 7/ORCHARD RD	13400	2853	21.29	669	190	91	1,903	23.45	6.66	3.19	66.70	743	18V
008	11	IMP	R53.497	B	JCT. RTE. 115 NORTH	13100	2541	19.40	559	289	114	1,579	22.00	11.37	4.49	62.14	636	18E
008	11	IMP	R53.497	A	JCT. RTE. 115 NORTH	13800	3379	24.49	989	286	104	2,000	29.27	8.46	3.08	59.19	800	18V
008	11	IMP	R65.752	B	EAST JCT. RTE. 98 WEST	13800	2541	18.41	559	289	114	1,579	22.00	11.37	4.49	62.14	634	18E
008	11	IMP	R65.752	A	EAST JCT. RTE. 98 WEST	16200	2944	18.17	655	343	139	1,807	22.25	11.65	4.72	61.38	728	18E
008	11	IMP	R96.544	X	4TH AVE	15500	3984	25.70	962	228	151	2,643	24.15	5.72	3.79	66.34	989	16E

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
09	014	KER	R	3.018	601	A	17	N	871	6	69.62	4.17	6	MON	JUN	S	1102	8.57	61.6	5.28	16	MON	SEP
09	014	KER	R	12.15	961	A	17	S	848	6.33	66.46	4.21	6	THU	SEP	N	1128	8.65	64.72	5.6	16	WED	DEC
09	014	KER	L	16.87	912	O	17	S	958	7.73	65.44	5.06	10	FRI	NOV	N	1109	8.56	68.46	5.86	14	MON	MAY
09	014	KER		16.07	929	A	17	S	523	7.6	64.17	4.88	12	SUN	SEP	S	752	10.04	69.82	7.01	15	MON	MAR
09	014	KER		57.77	301	B	17	S	512	12.12	64.98	7.88	9	MON	SEP	S	634	13.08	74.59	9.75	14	SUN	MAR
09	014	KER		57.77	302	A	17	N	470	14.05	53.41	7.5	12	MON	DEC	N	633	18.38	55	10.11	14	MON	DEC
09	014	KER		64.56	971	B	17	S	535	21.72	61.64	13.39	11	MON	JAN	N	605	17.64	85.82	15.14	15	SUN	MAR
11	015	SD		11.89	302	A	17	S	1282	8.88	71.1	6.32	8	MON	OCT	S	1372	11.1	60.9	6.76	16	FRI	DEC
11	015	SD		15	998	X	17	S	3113	8.83	79.62	7.03	8	WED	OCT	N	3459	11.76	66.4	7.81	16	TUE	DEC
11	015	SD		20.58	997	B	17	S	3326	9.9	86.41	8.55	7	WED	NOV	N	2981	10.63	72.11	7.67	16	WED	OCT
11	015	SD		23.69	996	B	17	S	3428	9.74	86.44	8.42	7	MON	DEC	N	3546	11.04	78.85	8.7	16	TUE	OCT
11	015	SD		27.26	301	X	17	S	3505	10.34	90.5	9.35	7	WED	JUN	N	3318	11.35	78.02	8.85	15	WED	OCT
11	015	SD		30.86	300	O	17	S	3133	11.08	88.55	9.82	7	THU	MAR	N	2504	10.13	77.4	7.84	16	TUE	OCT
11	015	SD		.405	909	A	17	S	4417	6.97	57.79	4.03	6	THU	JUN	N	5130	8.64	54.17	4.68	16	TUE	JUL
11	015	SD		2.226	836	B	17	N	5358	7.71	51.84	4	7	THU	OCT	N	6199	8.59	53.88	4.63	16	WED	MAY
11	015	SD	R	6.132	813	B	17	N	7180	6.48	61.93	4.01	6	WED	MAY	S	8558	7.95	60.15	4.78	17	WED	MAR
11	015	SD	R	9.995	682	X	17	N	6953	7.32	59.23	4.34	6	FRI	NOV	S	6259	7.75	50.35	3.9	14	FRI	JAN
11	015	SD	M	15	999	X	17	S	11760	7.86	57.14	4.49	7	TUE	AUG	S	10492	7.66	52.33	4.01	15	FRI	AUG
11	015	SD	M	15.92	913	B	17	S	12565	7.89	57.58	4.54	7	THU	JAN	N	11272	7.77	52.43	4.08	15	FRI	MAY
11	015	SD	M	26.03	934	B	17	S	9465	6.56	66.81	4.38	6	THU	JUL	N	9205	7.27	58.59	4.26	16	THU	JUN
11	015	SD	M	26.03	935	A	17	S	9759	7.04	61.34	4.32	7	MON	MAY	N	10171	7.32	61.55	4.5	15	TUE	FEB
11	015	SD	R	28.77	914	B	17	S	10261	7.17	68.08	4.88	6	FRI	NOV	N	10906	8.63	60.18	5.19	15	FRI	JAN
11	015	SD	R	30.63	918	B	17	S	10096	7.08	67.62	4.79	6	WED	FEB	N	10566	8.22	60.91	5.01	15	WED	NOV
11	015	SD	R	31.52	915	A	17	S	7215	6.2	76.75	4.76	6	FRI	SEP	N	7346	7.49	64.64	4.84	16	WED	MAY
11	015	SD	R	36.64	916	A	17	S	7317	6.53	76.92	5.02	6	FRI	AUG	N	6899	7.31	64.8	4.74	15	TUE	SEP
11	015	SD	R	46.49	967	B	17	S	6551	6.11	78.17	4.78	6	THU	JUL	N	6295	7.25	63.33	4.59	15	FRI	NOV
11	015	SD	R	46.49	969	A	17	N	8032	7.78	70.49	5.48	12	MON	SEP	N	9038	8.27	74.59	6.17	15	MON	FEB
08	015	RIV		8.737	901	B	17	S	8027	6.65	60.93	4.05	8	SAT	OCT	N	7385	6.59	56.58	3.73	15	WED	MAR
08	015	RIV		44.66	156	A	17	S	5621	6.88	54.36	3.74	6	MON	APR	S	5311	6.75	52.35	3.53	14	THU	DEC
08	015	SBD		1.015	708	B	15	N	7588	6.63	52.3	3.47	6	MON	MAY	S	7167	6.29	52.15	3.28	13	SUN	JUN
08	015	SBD		5.973	605	A	17	S	7873	6.01	72.28	4.34	7	TUE	JUL	N	7133	6.43	61.16	3.93	16	WED	OCT
08	015	SBD	R	81.83	604	B	17	N	2922	10.49	57.92	6.08	12	FRI	APR	N	2905	11.5	52.53	6.04	13	FRI	DEC
08	015	SBD	R	138.5	907	A	16	N	2782	11.1	62.17	6.9	10	SAT	SEP	S	2746	12.17	55.98	6.81	14	SUN	JUL

Appendix F – HCS 7 Freeway Analysis Worksheets

HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	AM
Project Description	AM I-8 EB Forrester Road to Imperial Avenue		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	934	Heavy Vehicle Adjustment Factor (f_{HV})	0.903
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	544
Total Trucks, %	10.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	72.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	7.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	72.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	AM
Project Description	AM I-8 EB Imperial Avenue to Junction Route 86		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1693	Heavy Vehicle Adjustment Factor (f_{HV})	0.903
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	987
Total Trucks, %	10.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	72.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	13.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	72.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	AM
Project Description	AM I-8 EB Junction Route 86 to Dogwood Road		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.4
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1802	Heavy Vehicle Adjustment Factor (f_{HV})	0.908
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1044
Total Trucks, %	10.17	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	14.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	AM
Project Description	AM I-8 EB Dogwood Road to Junction Route 111		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.1
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1775	Heavy Vehicle Adjustment Factor (f_{HV})	0.908
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1029
Total Trucks, %	10.17	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	14.7
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	AM
Project Description	AM I-8 WB Forrester Road to Imperial Avenue		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1209	Heavy Vehicle Adjustment Factor (f_{HV})	0.903
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	704
Total Trucks, %	10.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	72.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	9.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	72.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	AM
Project Description	AM I-8 WB Imperial Avenue to Junction Route 86		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2191	Heavy Vehicle Adjustment Factor (f_{HV})	0.903
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1277
Total Trucks, %	10.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	71.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	17.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	72.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	AM
Project Description	AM I-8 WB Junction Route 86 to Dogwood Road		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.4
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2332	Heavy Vehicle Adjustment Factor (f_{HV})	0.908
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1352
Total Trucks, %	10.17	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	AM
Project Description	AM I-8 WB Dogwood Road to Junction Route 111		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.1
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2297	Heavy Vehicle Adjustment Factor (f_{HV})	0.908
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1332
Total Trucks, %	10.17	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.1
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	PM
Project Description	PM I-8 EB Forrester Road to Imperial Avenue		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	583	Heavy Vehicle Adjustment Factor (f_{HV})	0.903
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	340
Total Trucks, %	10.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	72.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	4.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	72.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	PM
Project Description	PM I-8 EB Imperial Avenue to Junction Route 86		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1057	Heavy Vehicle Adjustment Factor (f_{HV})	0.903
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	616
Total Trucks, %	10.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	72.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	8.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	72.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	PM
Project Description	PM I-8 EB Junction Route 86 to Dogwood Road		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.4
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1125	Heavy Vehicle Adjustment Factor (f_{HV})	0.908
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	652
Total Trucks, %	10.17	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	9.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	PM
Project Description	PM I-8 EB Dogwood Road to Junction Route 111		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.1
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1108	Heavy Vehicle Adjustment Factor (f_{HV})	0.908
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	642
Total Trucks, %	10.17	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	9.2
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	PM
Project Description	PM I-8 WB Forrester Road to Imperial Avenue		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1363	Heavy Vehicle Adjustment Factor (f_{HV})	0.903
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	794
Total Trucks, %	10.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	72.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	11.0
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	72.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	PM
Project Description	PM I-8 WB Imperial Avenue to Junction Route 86		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	72.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2471	Heavy Vehicle Adjustment Factor (f_{HV})	0.903
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1440
Total Trucks, %	10.70	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	71.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	20.3
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	72.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	PM
Project Description	PM I-8 WB Junction Route 86 to Dogwood Road		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.4
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2630	Heavy Vehicle Adjustment Factor (f_{HV})	0.908
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1524
Total Trucks, %	10.17	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	22.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Chen Ryan Associates	Date	2020
Agency	Chen Ryan Associates	Analysis Year	2017
Jurisdiction	City of El Centro	Time Period Analyzed	PM
Project Description	PM I-8 WB Dogwood Road to Junction Route 111		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.4	Total Ramp Density (TRD), ramps/mi	1.83
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	70.1
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2590	Heavy Vehicle Adjustment Factor (f_{HV})	0.908
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1502
Total Trucks, %	10.17	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.8
Total Ramp Density Adjustment	5.4	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.1		

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