
Appendix I-1

Traffic Technical Memorandum – Scenario Evaluation

Transportation Technical Memorandum Scenario Evaluation

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

JANUARY 2023

Prepared for:



CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

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Table of Contents

SECTION	PAGE NO.
1	Introduction5
1.1	Purpose and Scope5
1.2	Project Description, Location, and Study Area7
1.3	Analysis Methodology.....8
1.3.1	Vehicle Miles Traveled Analysis for CEQA.....8
1.3.2	Operational Analysis8
1.4	Improvements for Transportation Impacts and Traffic Effects..... 12
1.4.1	Vehicle Miles Traveled Impacts 12
1.4.2	Traffic or Operational Effects 12
2	Project Traffic and Vehicle Miles Traveled Screening Analysis 13
2.1	Trip Generation 13
2.2	Trip Distribution and Assignment 16
2.3	Vehicle Miles Traveled Screening..... 16
3	Existing Conditions..... 31
3.1	Roadway System 31
3.2	Transit, Bicycle, and Pedestrian Facilities 32
3.2.1	Transit Facilities 32
3.2.2	Pedestrian Facilities 32
3.2.3	Bicycle Facilities..... 32
3.3	Existing Traffic Volumes..... 37
3.4	Intersection Operations..... 37
4	Opening Year Conditions 41
4.1	Year 2024 Conditions 41
4.1.1	Cumulative Projects..... 41
4.1.2	Trip Generation 42
4.1.3	Trip Distribution and Assignment..... 45
4.1.4	Traffic Volumes 45
4.1.5	Intersection Operations..... 45
4.2	Year 2024 plus Project Conditions 45
4.2.1	Traffic Volumes 45
4.2.2	Intersection Operations..... 45
4.3	Year 2026 Conditions 51
4.3.1	Traffic Volumes 51
4.3.2	Intersection Operations..... 51

4.4	Year 2026 plus Project Conditions	51
4.4.1	Traffic Volumes	51
4.4.2	Intersection Operations	51
5	Project Access Analysis.....	59
6	Traffic Effects and Improvement Measures	63
7	Findings	65
8	References	67

FIGURES

1	Project Location and Study Area	9
2	Project Trip Distribution and Assignment - Workers	19
3	Project Trip Distribution and Assignment - Vendor Trucks	21
4	Project Trip Distribution and Assignment - On-Site Trucks (With TETRP- Year 2024).....	23
5	Project Trip Distribution and Assignment - On-Site Trucks (With Other Sites) Year 2026).....	25
6	Project Trip Assignment – Total (Year 2024)	27
7	Project Trip Assignment – Total (Year 2026)	29
8	Intersection Traffic Control and Geometrics	33
9	Bicycle and Transit Facilities	35
10	Existing Peak Hour Traffic Volumes	39
11	Cumulative Projects Location.....	43
12	Year 2024 Peak Hour Traffic Volumes	47
13	Year 2024 Plus Project Peak Hour Traffic Volumes	47
14	Year 2026 Peak Hour Traffic Volumes	55
15	Year 2026 plus Project Traffic Volumes	57
16	Stopping Sight Distance	61

TABLES

1	Levels of Service for Intersections using HCM Methodology	11
2	Worker and Truck Estimates for Proposed Project Scenarios.....	14
3A	Project Trip Generation (Year 2024- with TETRP II Scenario 2B).....	15
3B	Project Trip Generation (Year 2026- with other sites).....	15
4	VMT Screening for Project	17
5	Existing Average Daily Traffic	37
6	Existing Weekday Peak Hour Intersection LOS	38
7	Description of Cumulative Projects.....	41

8 Cumulative Projects Trip Generation Summary 42

9 Year 2024 plus Project Peak Hour Intersection Level of Service 46

10 Year 2026 plus Project Peak Hour Intersection Level of Service 53

11 Project Access Peak Hour Intersection LOS 59

APPENDICES

A Traffic Counts

B Data from CDPR and TETRP II Project

C Synchro Worksheets

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1 Introduction

1.1 Purpose and Scope

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

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

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

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

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

Existing Condition

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

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

Opening Year Conditions

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

1.2 Project Description, Location, and Study Area

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

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

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

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

Intersections

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

1.3 Analysis Methodology

1.3.1 Vehicle Miles Traveled Analysis for CEQA

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

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

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

1.3.2 Operational Analysis

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

1.3.2.1 Intersection Analysis

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

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



SOURCE: SANGIS 2017

FIGURE 1

Project Location and Study Area
Nelson Sloan Quarry Restoration Project

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Table 1. Levels of Service for Intersections using HCM Methodology

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

Source: HCM 6; TRB 2016.

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

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

1.3.2.2 General Plan and Mobility Analysis Requirements

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

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

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

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

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

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

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

1.4 Improvements for Transportation Impacts and Traffic Effects

1.4.1 Vehicle Miles Traveled Impacts

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

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

1.4.2 Traffic or Operational Effects

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

2 Project Traffic and Vehicle Miles Traveled Screening Analysis

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

2.1 Trip Generation

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

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

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

Table 2. Worker and Truck Estimates for Proposed Project Scenarios

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

Notes:

¹ See Appendix B for details on each scenario description and corresponding workers, vendor trucks and haul trucks.

² Peak worker and truck estimate for the proposed Project when sediment is received from other sites in the TRV.

³ Peak worker and truck estimate for the proposed Project when sediment is received from TETRP II for first 2 years of operation.

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

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

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

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

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

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

Notes: PCE = Passenger Car Equivalent.

¹ PCE factor of 1 was utilized for worker passenger cars.

² PCE factor of 2.5 was utilized for vendor and haul trucks.

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

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

Notes: PCE = Passenger Car Equivalent.

¹ PCE factor of 1 was utilized for worker passenger cars.

² PCE factor of 2.5 was utilized for vendor and haul trucks.

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

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

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

2.2 Trip Distribution and Assignment

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

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

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

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

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

2.3 Vehicle Miles Traveled Screening

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

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

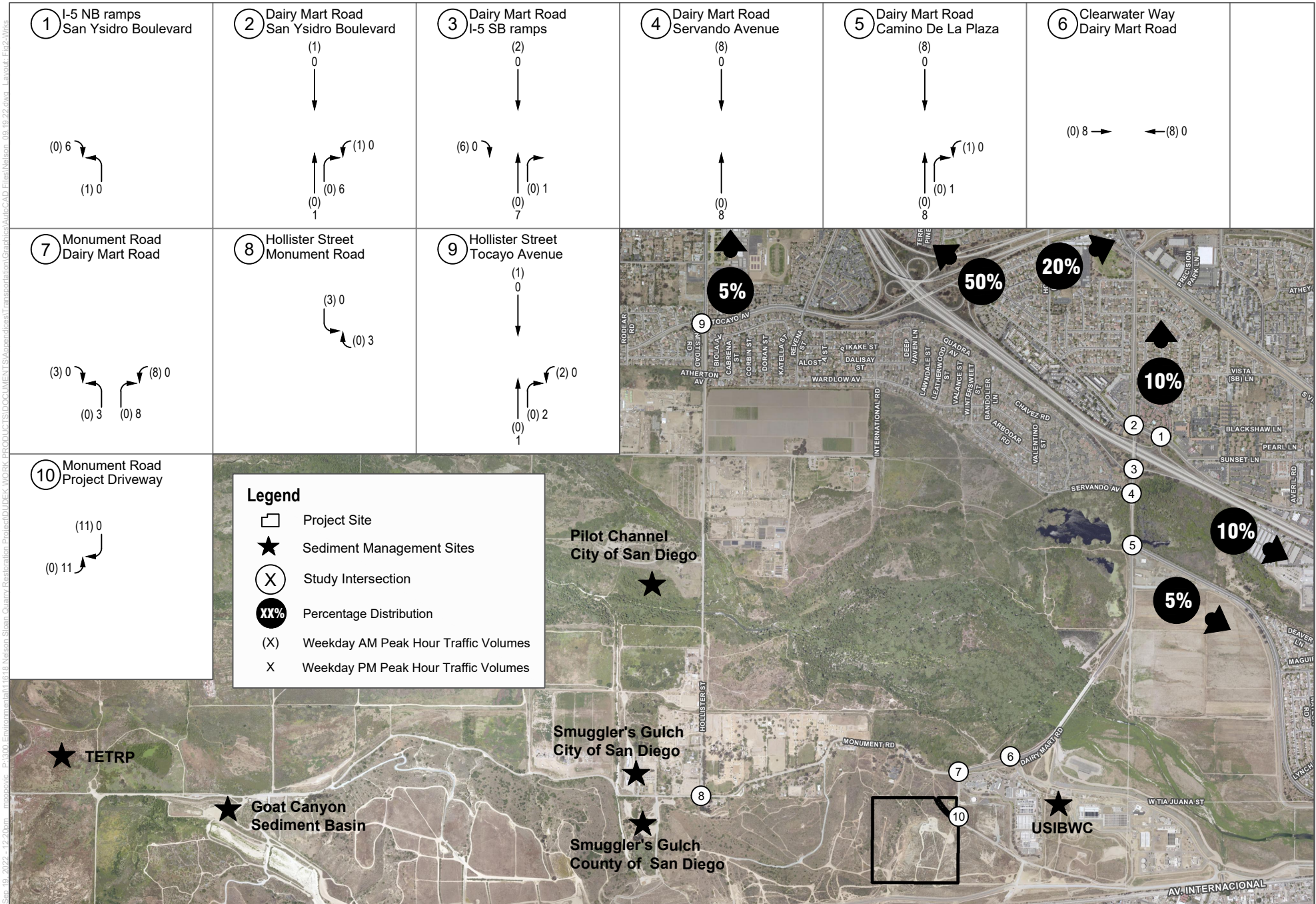
The determination of minimum Project size for VMT analysis is described below in Table 4 for State and City. The level of VMT analysis in Table 4 is recommended based on Project size (expressed in terms of Average Daily Trips generated by the Project). It should be noted that the State and County recommend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

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

Table 4. Vehicle Miles Traveled Screening for Project

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

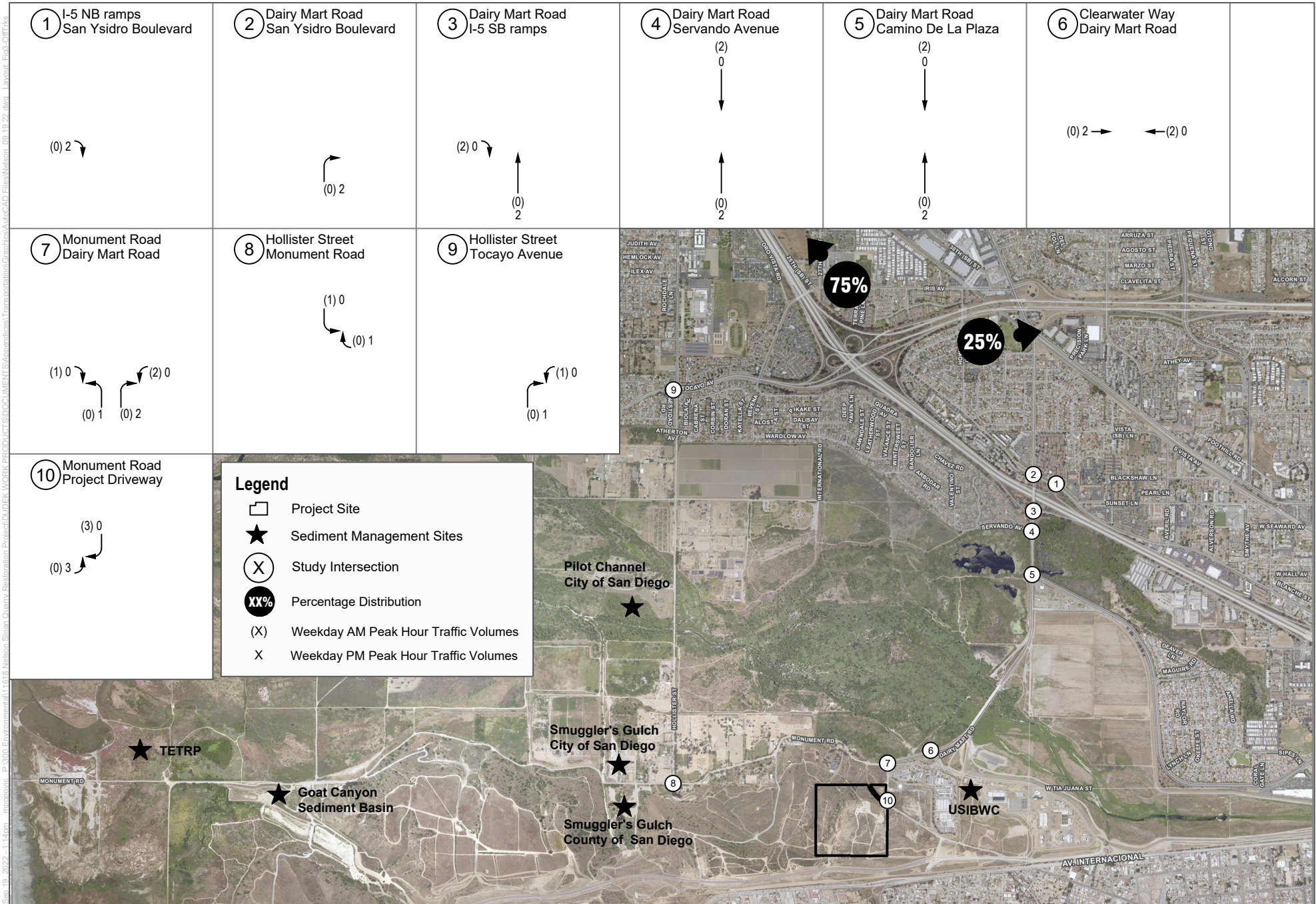
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SOURCE: SANGIS 2017

FIGURE 2
Project Trip Distribution and Assignment - Workers
 Nelson Sloan Quarry Restoration Project

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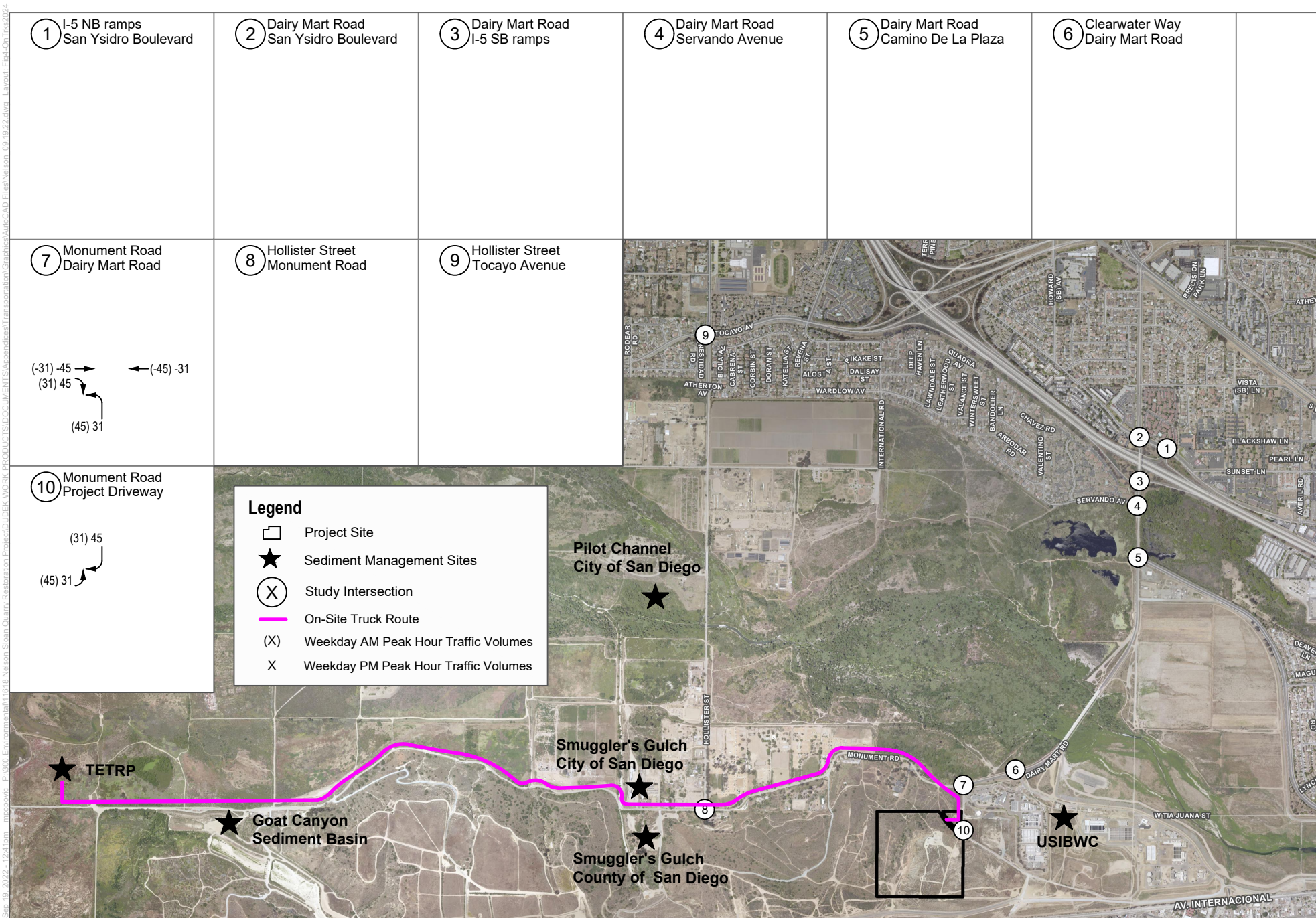
SOURCE: SANGIS 2017

FIGURE 3

Project Trip Distribution and Assignment - Vendor Trucks

Nelson Sloan Quarry Restoration Project

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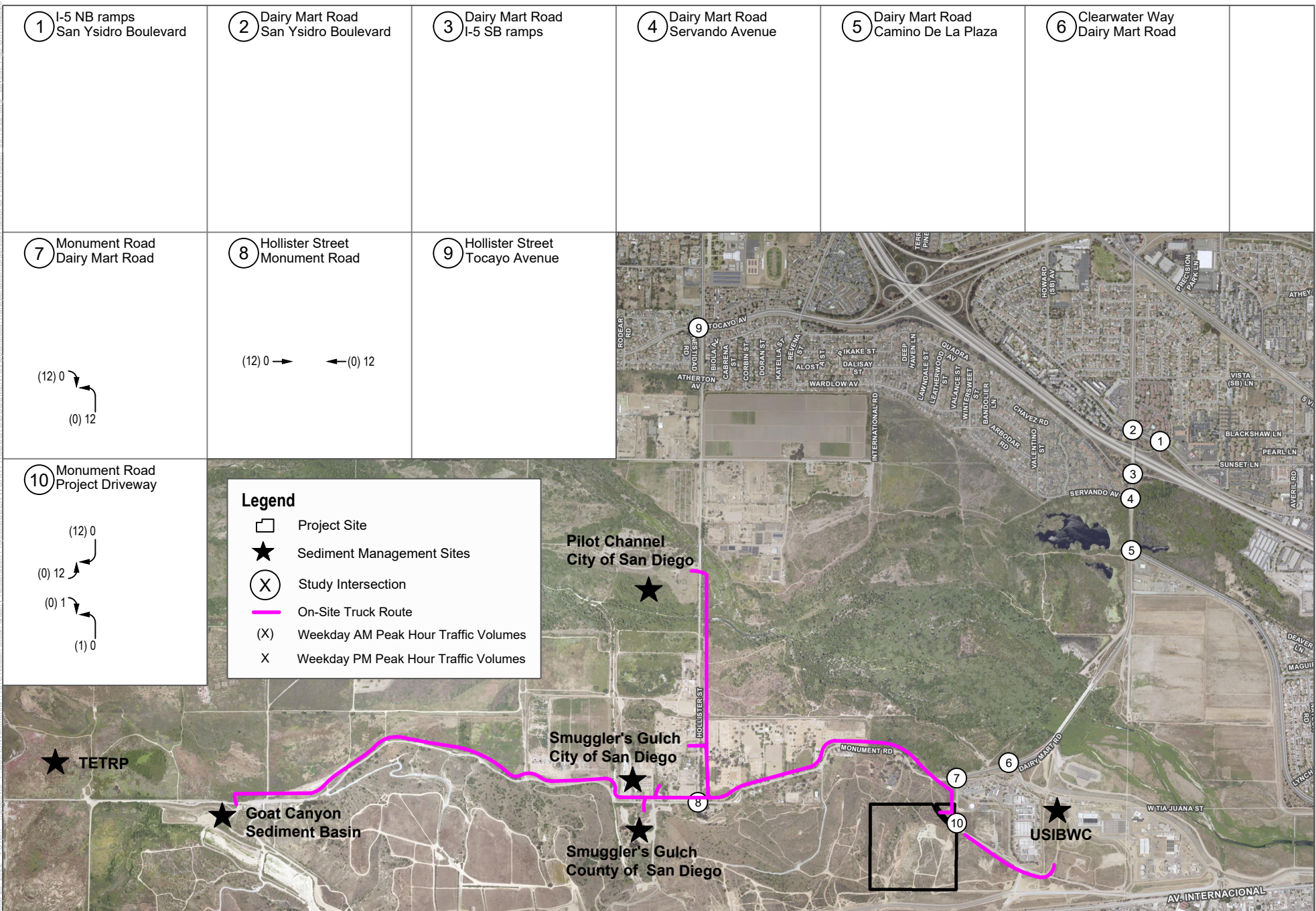


SOURCE: SANGIS 2017

FIGURE 4
Project Trip Distribution and Assignment - On-Site Trucks (With TETRP – Year 2024)
Nelson Sloan Quarry Restoration Project

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San 201, 2022-4-11pm mscovine PA3000 Environmental 1818 Nelson Sloan Quarry Restoration Project/DEUK WORK PRODUCT/DOCUMENT/Appendix/Transportation/Capabilities/Air/CAD Files/Notes 09-19-22.dwg Layout: Ede-Contas2020



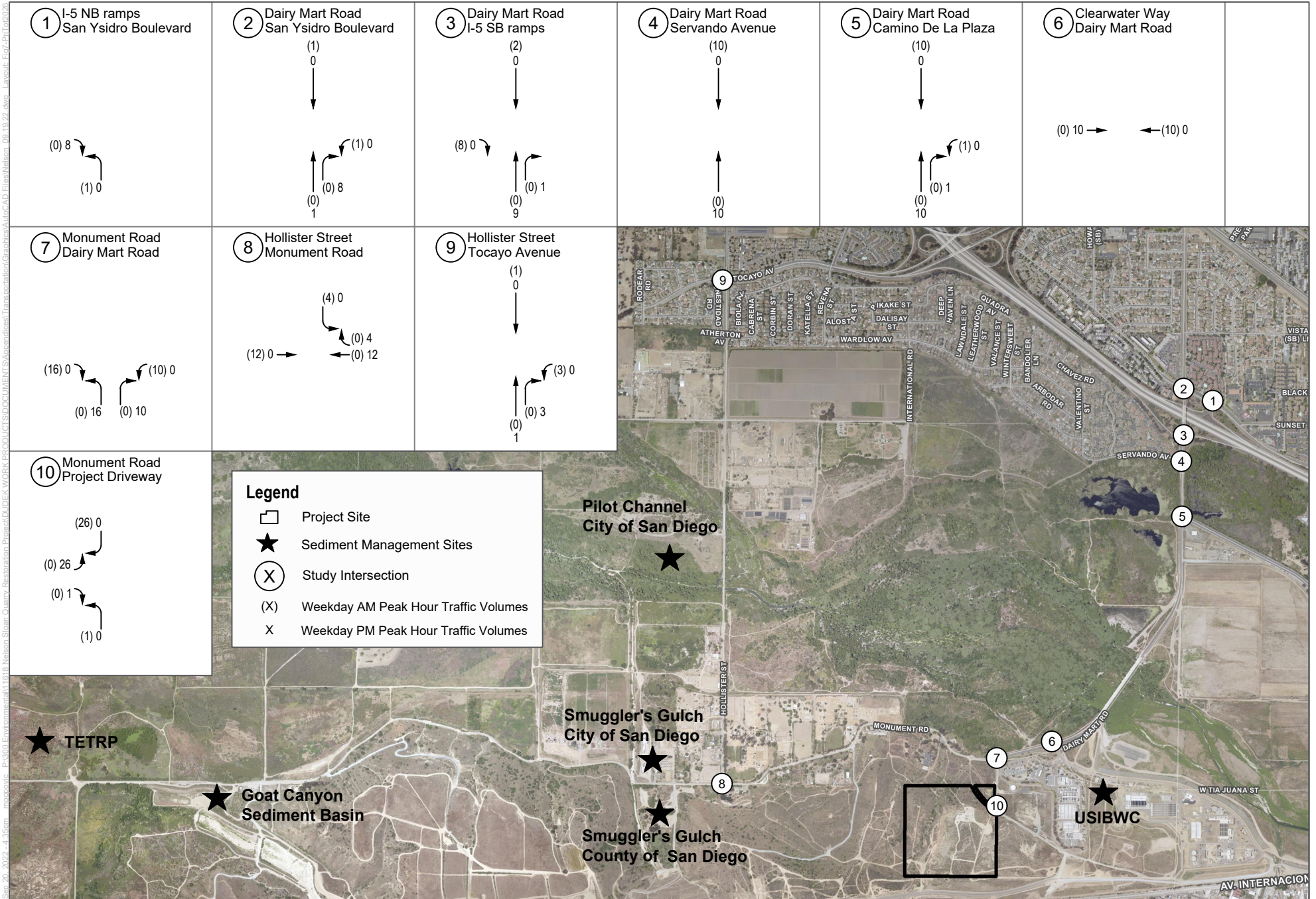
SOURCE: SANGIS 2017

FIGURE 5
 Project Trip Distribution and Assignment - On-Site Trucks (With Other Sites – Year 2026)
 Nelson Sloan Quarry Restoration Project

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Nelson Sloan Quarry Restoration Project

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SOURCE: SANGIS 2017

FIGURE 7

Project Trip Assignment – Total (Year 2026)

Nelson Sloan Quarry Restoration Project

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3 Existing Conditions

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

3.1 Roadway System

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

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

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

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

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

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

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

3.2 Transit, Bicycle, and Pedestrian Facilities

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

3.2.1 Transit Facilities

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

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

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

3.2.2 Pedestrian Facilities

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

3.2.3 Bicycle Facilities

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

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

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

FIGURE 9

Bicycle and Transit Facilities
Nelson Sloan Quarry Restoration Project

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3.3 Existing Traffic Volumes

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

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

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

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

Table 5. Existing Average Daily Traffic

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

Notes: ADT = Average Daily Traffic.

3.4 Intersection Operations

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

Table 6. Existing Weekday Peak Hour Intersection LOS

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

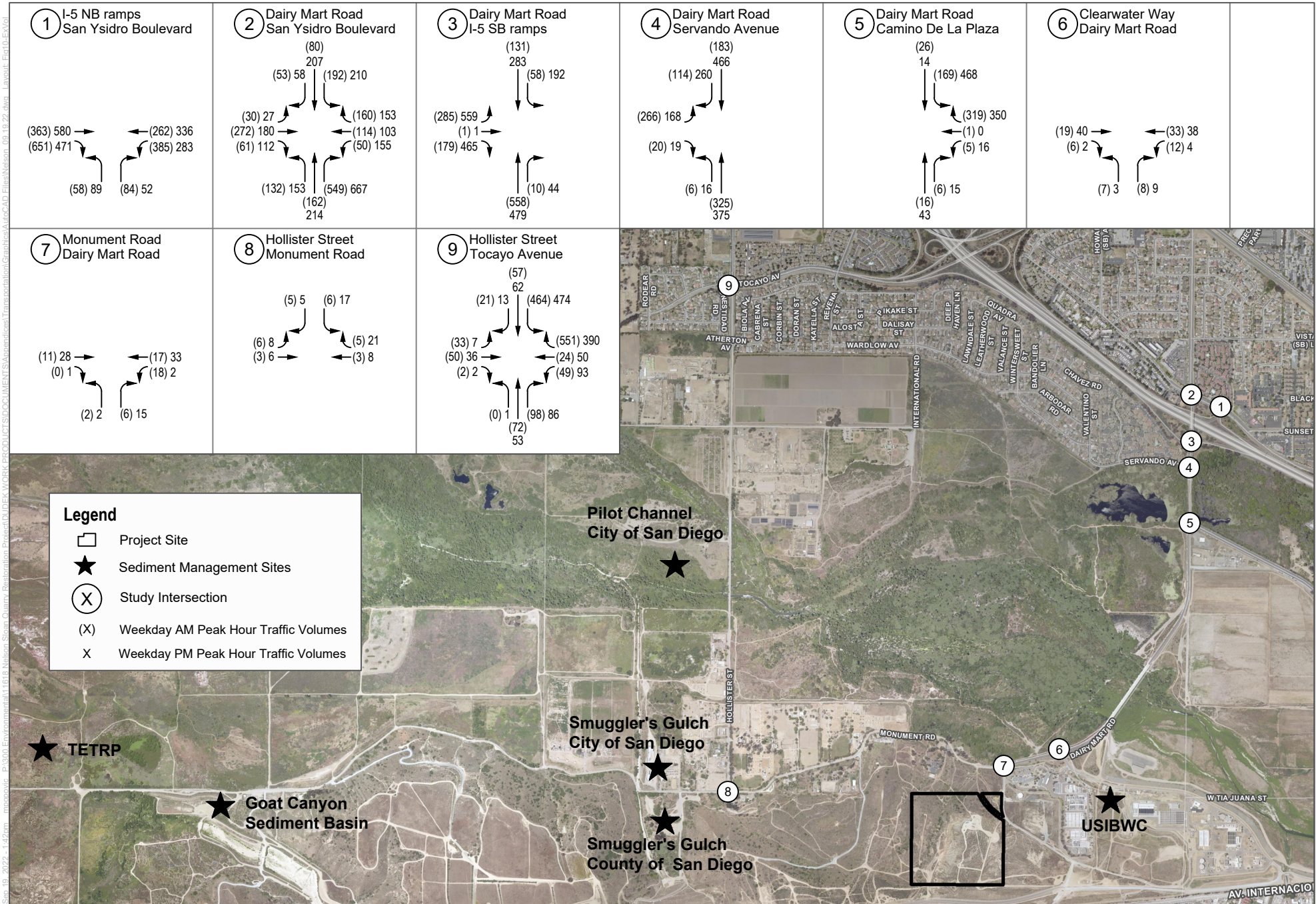
Notes: AWSC = All-way stop control.

¹ Delay is measured in seconds per vehicle.

² Level of Service (LOS).

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

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



SOURCE: SANGIS 2017

FIGURE 10
Existing Peak Hour Traffic Volumes
Nelson Sloan Quarry Restoration Project

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4 Opening Year Conditions

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

4.1 Year 2024 Conditions

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

4.1.1 Cumulative Projects

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

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

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

Table 7. Description of Cumulative Projects

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

Table 7. Description of Cumulative Projects

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

4.1.2 Trip Generation

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

Table 8. Cumulative Projects Trip Generation Summary

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

Notes: DU = dwelling unit.

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

² Trip generation based on trip rates from SANDAG 2002.

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4.1.3 Trip Distribution and Assignment

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

4.1.4 Traffic Volumes

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

4.1.5 Intersection Operations

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

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

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

4.2 Year 2024 plus Project Conditions

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

4.2.1 Traffic Volumes

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

4.2.2 Intersection Operations

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

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

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

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

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

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

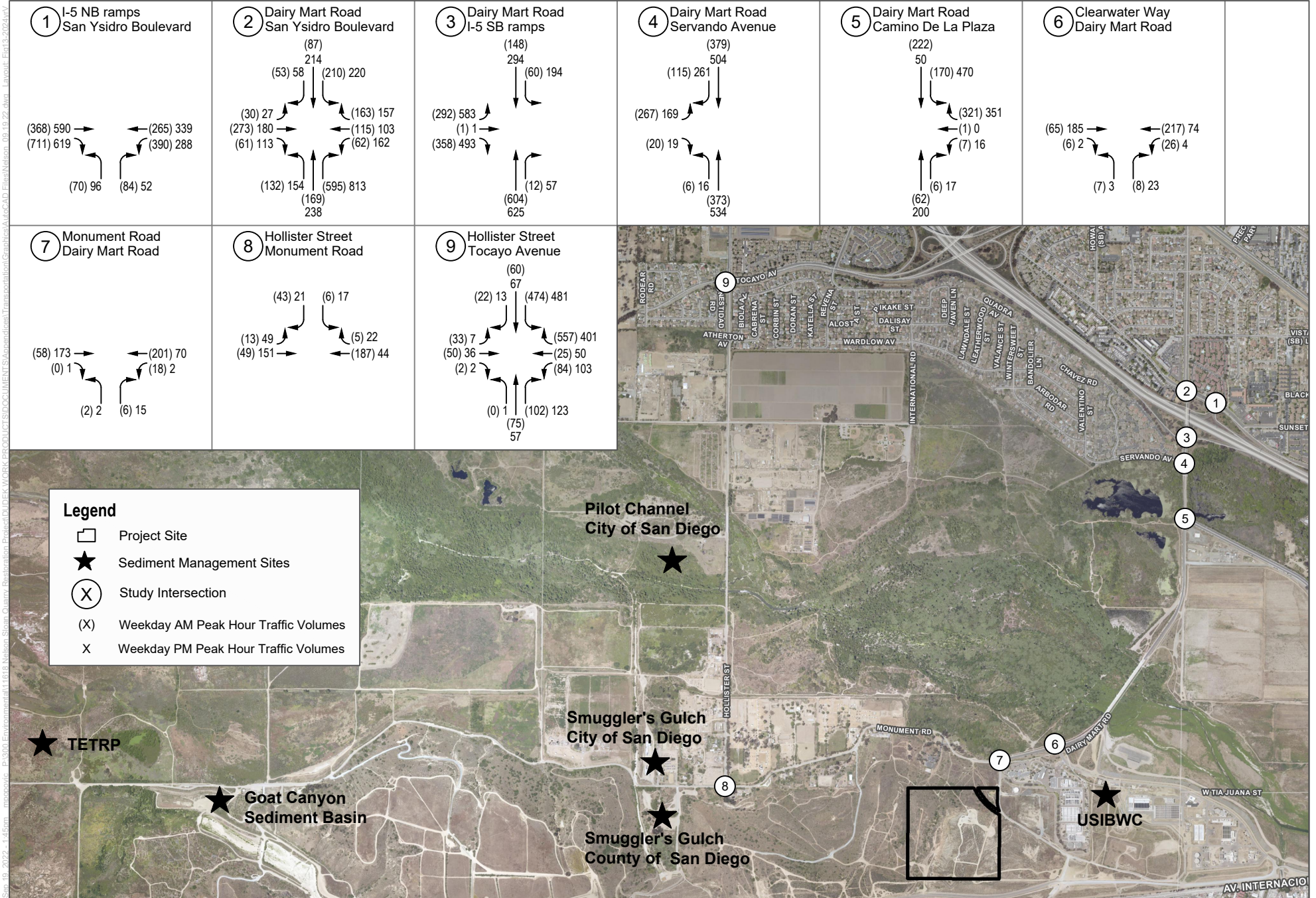
Notes: AWSC = All way stop control.

BOLD value indicates unsatisfactory LOS.

¹ Volume-to-Capacity (V/C) ratio.

² Level of Service (LOS).

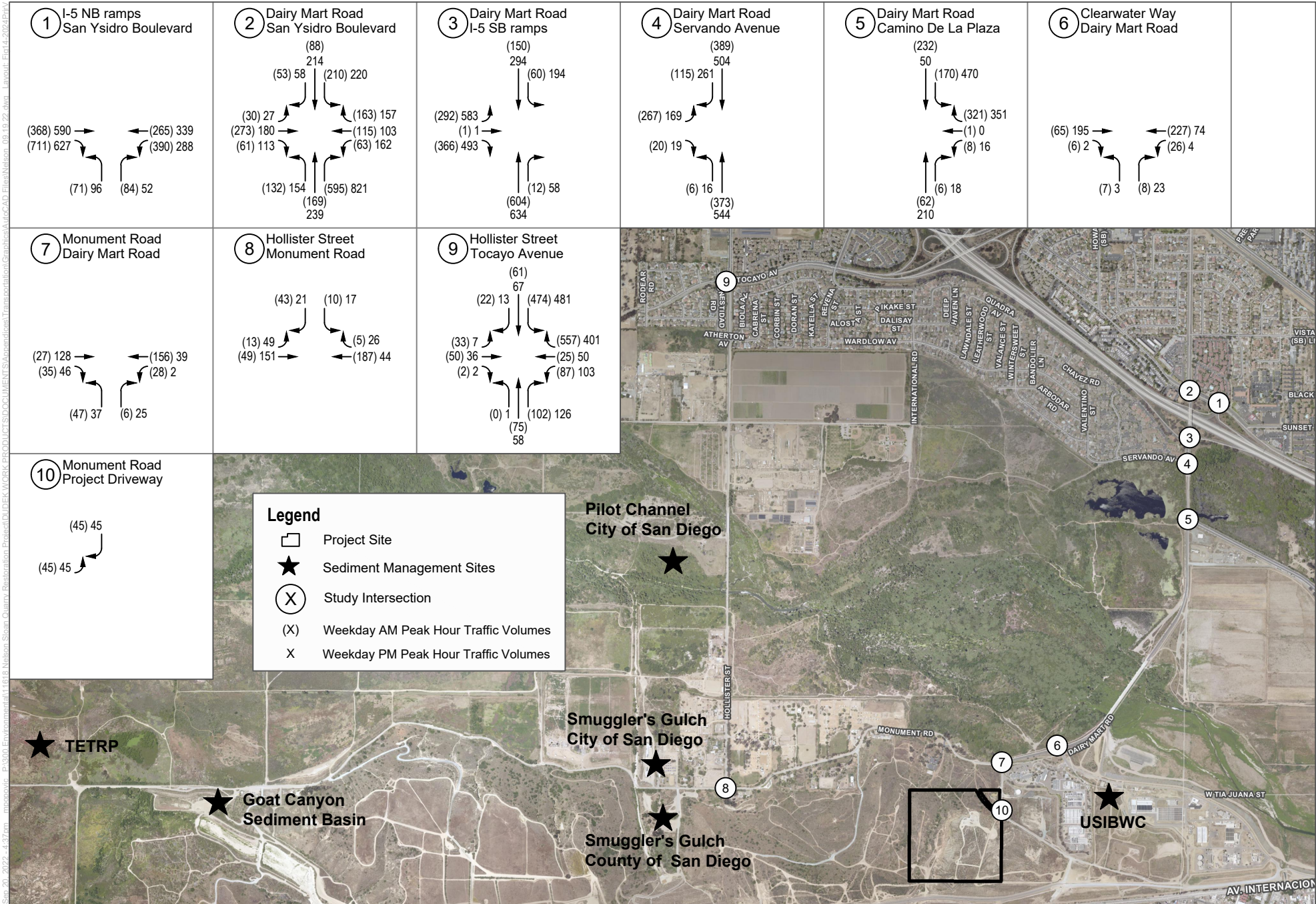
³ Occasionally addition of traffic to a movement reduces the overall average delay (in seconds) of the intersection.



SOURCE: SANGIS 2017

FIGURE 12
Year 2024 Peak Hour Traffic Volumes
Nelson Sloan Quarry Restoration Project

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SOURCE: SANGIS 2017

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Not to Scale

FIGURE 13
Year 2024 plus Project Traffic Volumes
 Nelson Sloan Quarry Restoration Project

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4.3 Year 2026 Conditions

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

4.3.1 Traffic Volumes

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

4.3.2 Intersection Operations

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

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

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

4.4 Year 2026 plus Project Conditions

4.4.1 Traffic Volumes

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

4.4.2 Intersection Operations

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

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

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

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

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

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

Notes: AWSC = All way stop control.

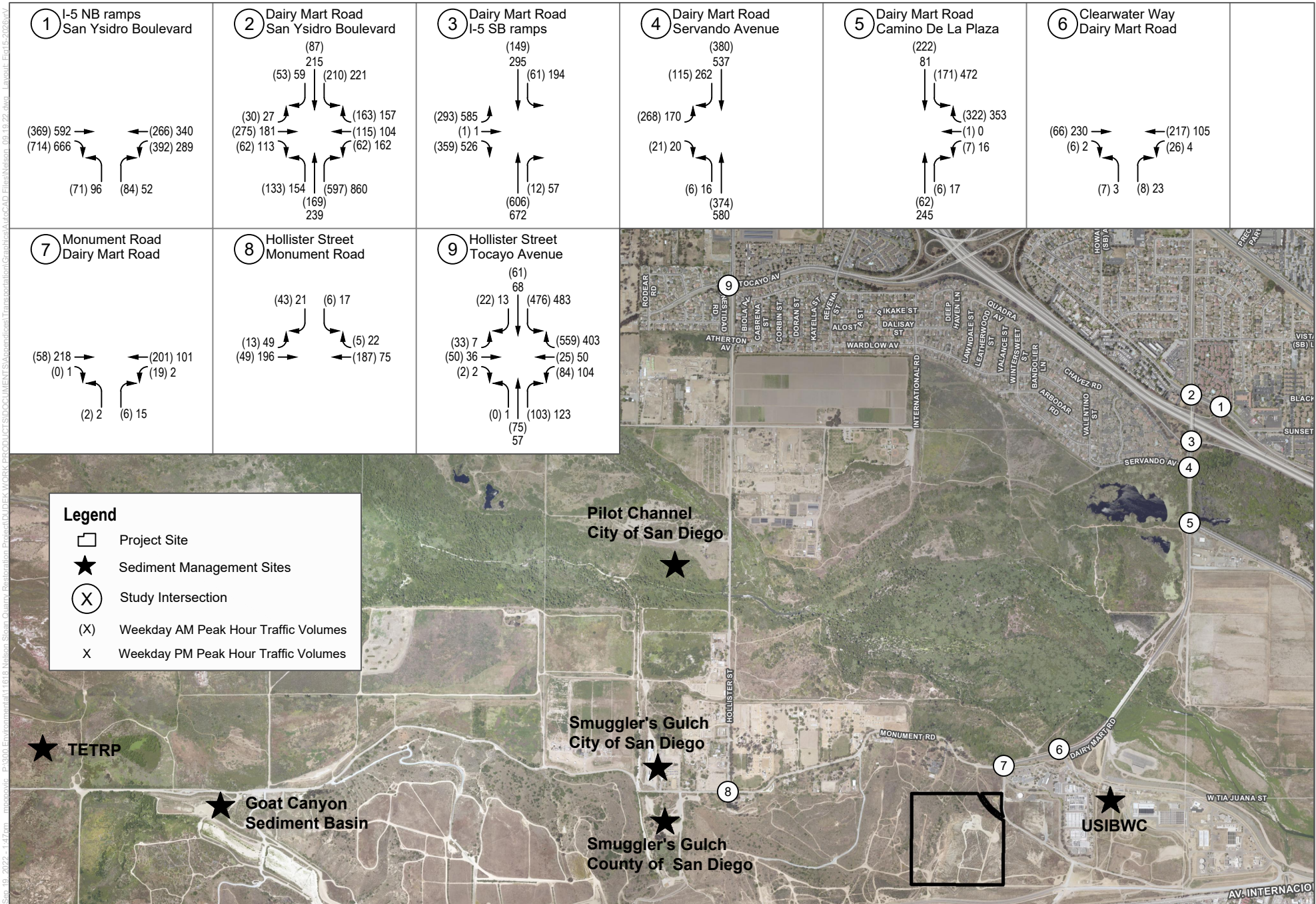
BOLD value indicates unsatisfactory LOS.

¹ Volume-to-Capacity (V/C) ratio.

² Level of Service (LOS).

³ Occasionally addition of traffic to a movement reduces the overall average delay (in seconds) of the intersection.

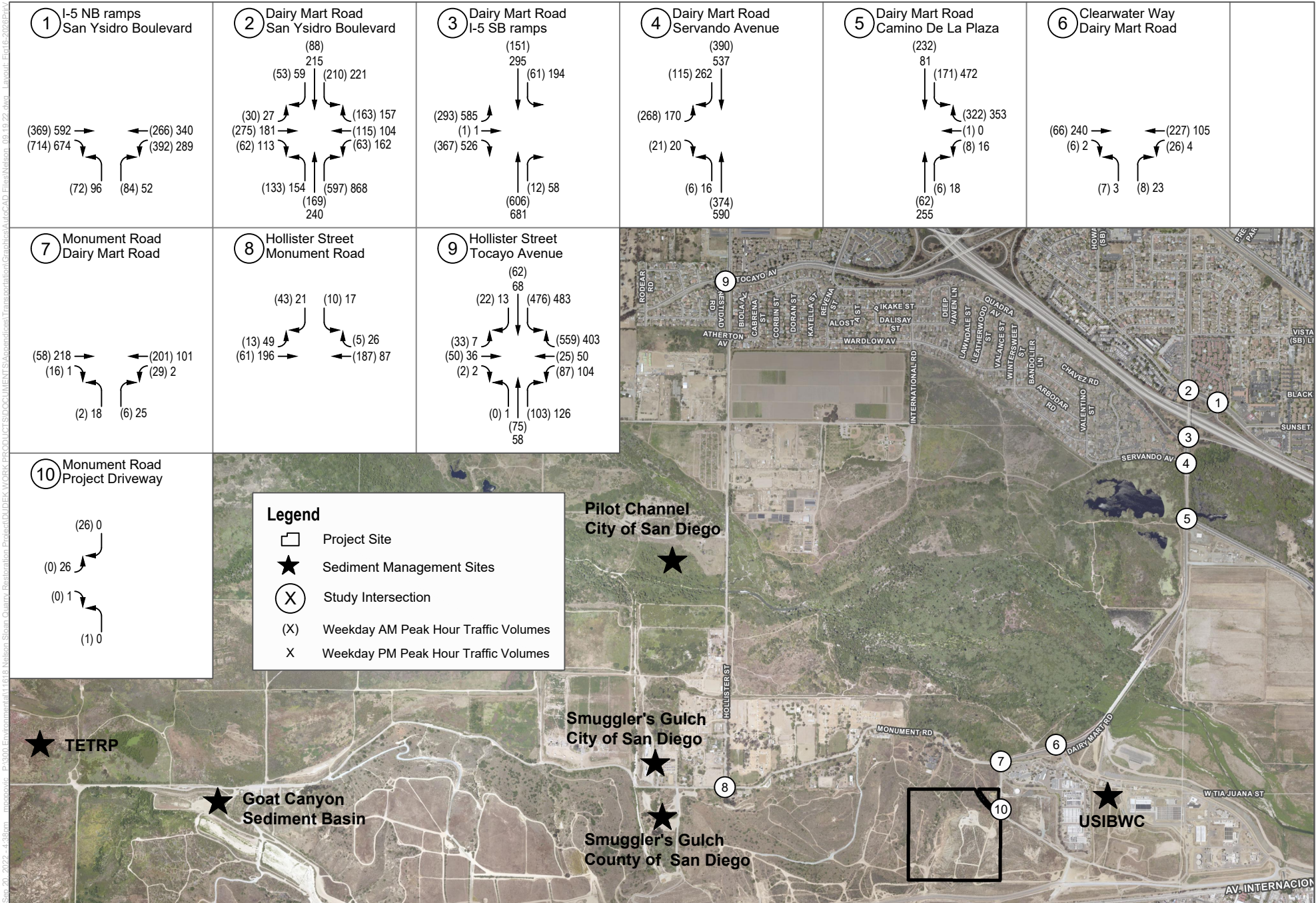
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SOURCE: SANGIS 2017

FIGURE 14
Year 2026 Peak Hour Traffic Volumes
 Nelson Sloan Quarry Restoration Project

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SOURCE: SANGIS 2017

FIGURE 15
Year 2026 plus Project Traffic Volumes
 Nelson Sloan Quarry Restoration Project

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5 Project Access Analysis

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

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

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

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

Table 11. Project Access Peak Hour Intersection LOS

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

Notes:

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

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SOURCE: Google Earth 2018, AutoTurn 10, AASHTO 2011

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6 Traffic Effects and Improvement Measures

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

Year 2024 Conditions

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

Year 2026 Conditions

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

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

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

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

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7 Findings

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

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

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

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8 References

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

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

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

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

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

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Appendix A

Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Jan 28, 20

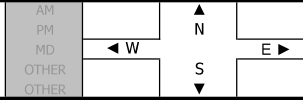
LOCATION:
NORTH & SOUTH:
EAST & WEST:

San Diego
Dairy Mart
San Ysidro

PROJECT #:
LOCATION #:
CONTROL:

SC2496
1
SIGNAL

NOTES:



☒ Add U-Turns to Left Turns

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

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



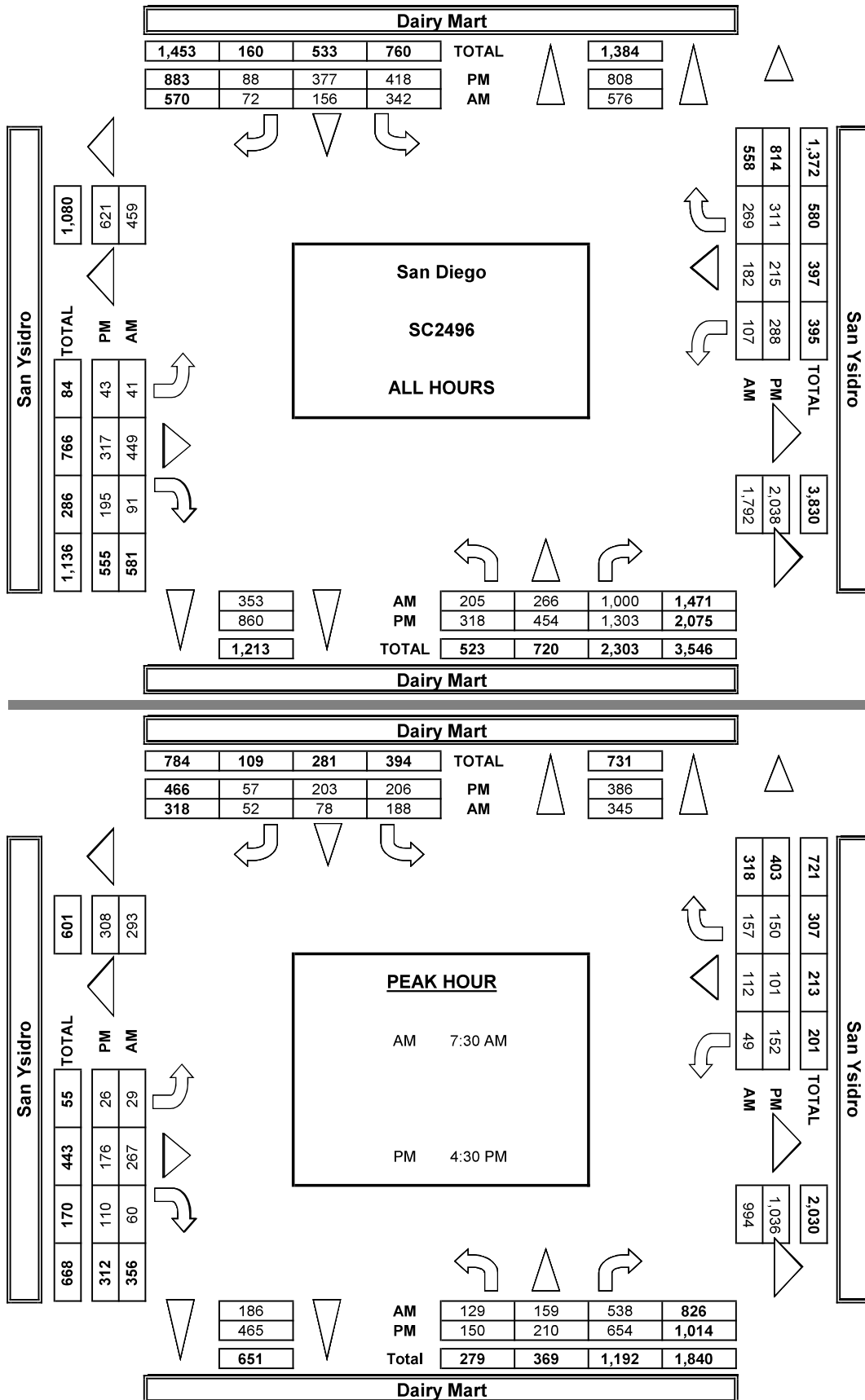
AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	TOTAL
PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	TOTAL

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	0	0	4	6
1	1	1	0	3
4	0	0	2	6
1	0	0	3	4
2	0	0	2	4
2	0	0	2	4
5	0	0	1	6
4	0	1	2	7
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
21	1	2	16	40
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
7	0	0	6	13
10	0	1	1	12
7	0	0	4	11
5	0	1	8	14
6	0	0	3	9
2	0	0	0	2
5	0	0	4	9
2	0	2	0	4
44	0	4	26	74

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	4	5
1	0	0	0	1
3	0	0	2	5
1	0	0	2	3
2	0	0	2	4
2	0	0	2	4
4	0	0	1	5
3	0	0	2	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
17	0	0	15	32
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
7	0	0	5	12
10	0	0	1	11
7	0	0	4	11
5	0	0	8	13
5	0	0	3	8
2	0	0	0	2
5	0	0	3	8
2	0	0	0	2
43	0	0	24	67

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	0	0	1
0	1	1	0	2
1	0	0	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	1	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4	1	2	1	8
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	2	0	2
1	0	4	2	7

AimTD LLC
TURNING MOVEMENT COUNTS



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

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

Diagram illustrating the intersection of San Ysidro and Dairy Mart streets. The intersection is shown from a top-down perspective. San Ysidro runs horizontally, and Dairy Mart runs vertically. The four corners are labeled: North Side (top-left), South Side (top-right), West Side (bottom-left), and East Side (bottom-right).

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 1 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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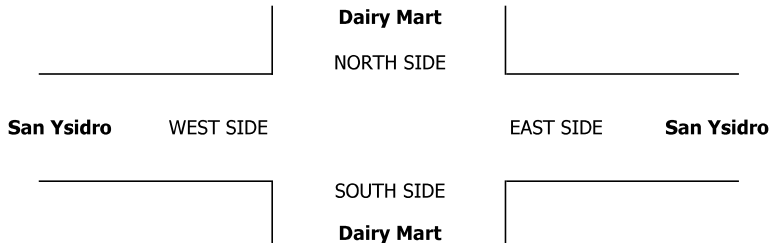
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			San Ysidro			San Ysidro			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

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

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 1 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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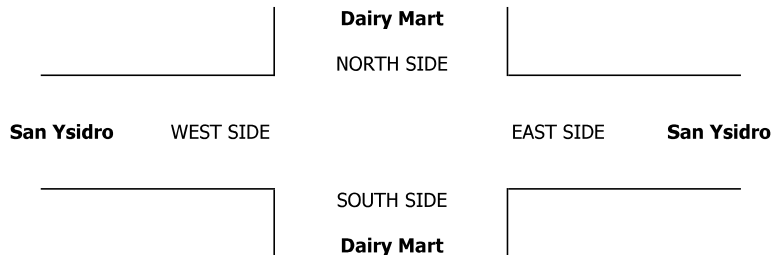
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			San Ysidro			San Ysidro			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	10	2	1	0	0	0	0	0	0	13
	7:15 AM	0	0	9	0	0	0	0	0	0	1	0	11
	7:30 AM	2	0	5	1	0	0	0	1	0	0	0	9
	7:45 AM	2	2	3	3	1	0	0	2	1	0	2	16
	8:00 AM	0	0	4	2	0	0	0	1	1	0	1	11
	8:15 AM	1	0	3	2	1	0	0	1	0	0	0	8
	8:30 AM	3	5	4	1	2	0	0	0	0	1	0	17
	8:45 AM	0	1	6	2	0	1	0	2	1	1	2	17
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	8	44	13	5	1	0	7	3	3	2	102
	APPROACH %	13%	13%	73%	68%	26%	5%	0%	70%	30%	23%	15%	62%
PM	APP/DEPART	60	/	16	19	/	11	10	/	64	13	/	11
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	5	2	15	8	2	0	0	5	2	0	1	44
	APPROACH %	23%	9%	68%	80%	20%	0%	0%	71%	29%	0%	20%	80%
	PEAK HR FACTOR	0.786			0.625			0.583			0.417		
	APP/DEPART	22	/	6	10	/	4	7	/	28	5	/	6
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	1	3	1	0	0	0	1	1	0	0	11
	4:15 PM	2	5	3	4	2	0	0	0	1	0	0	21
	4:30 PM	2	3	8	1	3	0	0	3	1	1	1	24
	4:45 PM	1	3	4	1	1	1	0	0	2	1	0	14
	5:00 PM	1	4	7	2	1	1	1	0	0	1	0	18
	5:15 PM	3	1	5	1	1	0	0	1	1	0	1	14
	5:30 PM	1	2	3	3	0	1	0	0	0	2	2	15
	5:45 PM	0	3	4	2	1	0	0	1	0	0	1	12
	VOLUMES	12	22	37	15	9	3	1	6	6	5	5	129
	APPROACH %	17%	31%	52%	56%	33%	11%	8%	46%	46%	28%	28%	44%
	APP/DEPART	71	/	31	27	/	20	13	/	58	18	/	20
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	7	11	24	5	6	2	1	4	4	3	2	70
	APPROACH %	17%	26%	57%	38%	46%	15%	11%	44%	44%	50%	33%	17%
	PEAK HR FACTOR	0.808			0.813			0.563			0.500		
	APP/DEPART	42	/	13	13	/	13	9	/	33	6	/	11

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 1 SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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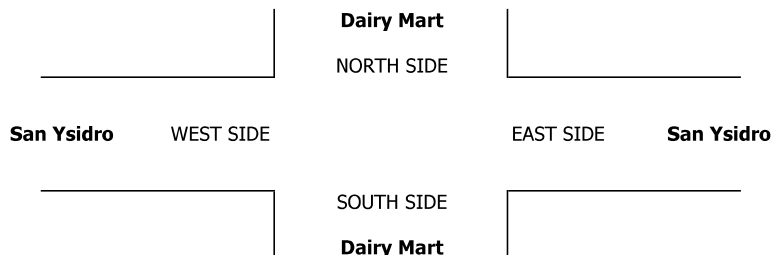
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			San Ysidro			San Ysidro			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	1	2
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:15 AM	0	0	2	0	0	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	5	1	0	0	0	0	0	0	1	8
PM	APPROACH %	0%	17%	83%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	6	/	2	1	/	0	0	/	6	1	/	0
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	1	2	1	0	0	0	0	0	0	0	4
	APPROACH %	0%	33%	67%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.375			0.250			0.000			0.000		
	APP/DEPART	3	/	1	1	/	0	0	/	3	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	2	0	0	0	0	0	0	0	2
	4:15 PM	0	1	0	0	0	0	0	0	0	0	2	3
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	2	0	0	0	0	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	2	2	0	0	0	1	0	0	2	8
	APPROACH %	0%	33%	67%	100%	0%	0%	0%	0%	100%	0%	100%	
	APP/DEPART	3	/	3	2	/	0	1	/	5	2	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	2	0	0	0	0	1	0	0	0	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.250			0.000		
	APP/DEPART	2	/	0	0	/	0	1	/	3	0	/	0

0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 1 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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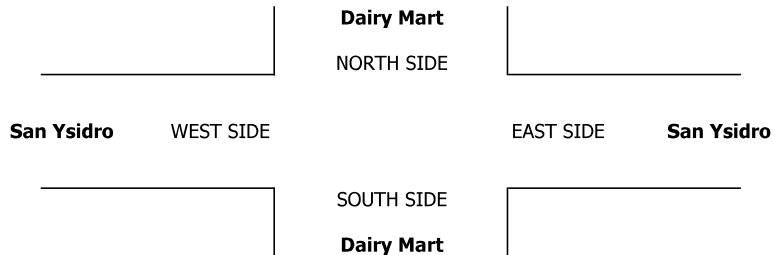
	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND San Ysidro			WESTBOUND San Ysidro			TOTAL
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	1	0	0	0	0	0	0	0	1	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	2	0	0	0	0	0	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	2	2	0	0	0	0	0	0	1	6
	APPROACH %	0%	33%	67%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	3	/	2	2	/	0	0	/	4	1	/	0
PM	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	2	0	0	0	0	0	0	0	1	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.500			0.000			0.000			0.250		
	APP/DEPART	2	/	1	0	/	0	0	/	2	1	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	3	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	1
	VOLUMES	0	0	5	0	0	0	0	0	0	0	0	5
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	5	/	0	0	/	0	0	/	5	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 1 SIGNAL
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CLASS 5:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
RV			

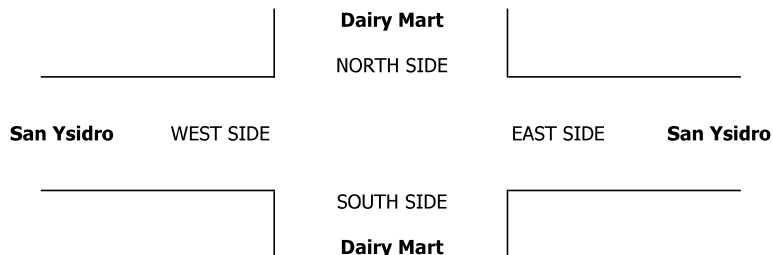
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			San Ysidro			San Ysidro			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 1 SIGNAL
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CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
BUSES			

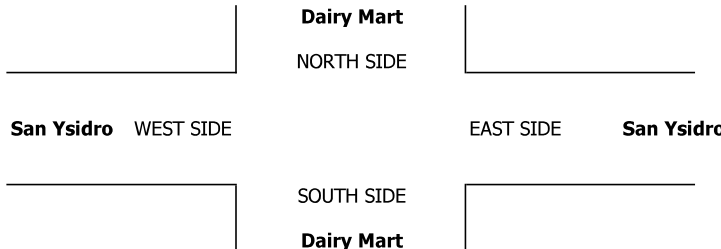
	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND San Ysidro			WESTBOUND San Ysidro			TOTAL
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	4	0	1	0	0	1	0	0	1	0	8
	7:15 AM	0	0	1	0	0	1	0	1	1	0	1	1	6
	7:30 AM	1	0	1	0	1	1	0	1	0	0	1	0	6
	7:45 AM	0	0	2	0	0	1	0	1	1	0	1	0	6
	8:00 AM	1	0	1	1	0	0	0	2	0	0	1	0	6
	8:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
	8:30 AM	0	0	0	1	1	1	0	1	0	0	1	1	6
	8:45 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	1	9	2	3	4	1	9	3	0	8	2	44
	APPROACH %	17%	8%	75%	22%	33%	44%	8%	69%	23%	0%	80%	20%	
	APP/DEPART	12	/	4	9	/	6	13	/	20	10	/	14	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	2	0	4	1	1	2	0	5	2	0	4	0	21
	APPROACH %	33%	0%	67%	25%	25%	50%	0%	71%	29%	0%	100%	0%	
	PEAK HR FACTOR	0.750			0.500			0.875			1.000			0.875
	APP/DEPART	6	/	0	4	/	3	7	/	10	4	/	8	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	1	0	0	0	0	1	0	0	1	1	4
	4:15 PM	0	0	0	0	0	0	0	1	0	0	1	1	3
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	4:45 PM	0	0	1	0	1	0	0	1	0	0	1	0	4
	5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
	5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	VOLUMES	0	0	2	0	1	0	0	9	0	0	9	2	23
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	100%	0%	0%	82%	18%	
	APP/DEPART	2	/	2	1	/	1	9	/	11	11	/	9	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	1	0	1	0	0	5	0	0	5	0	12
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.250			0.250			0.625			0.625			0.750
	APP/DEPART	1	/	0	1	/	1	5	/	6	5	/	5	0

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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Jan 28, 20

LOCATION:
NORTH & SOUTH:
EAST & WEST:

San Diego
Dairy Mart
I-5 SB Ramps

PROJECT #:
LOCATION #:
CONTROL:

SC2496
2
SIGNAL

NOTES:

AM	▲	N
PM	◀	W
MD		
OTHER		E ▶
OTHER	▼	S

☒ Add U-Turns to Left Turns

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

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Dairy Mart
NORTH SIDE
I-5 SB Ramps WEST SIDE EAST SIDE I-5 SB Ramps

SOUTH SIDE

Dairy Mart

AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	9:00 AM
	9:15 AM
	9:30 AM
	9:45 AM
	TOTAL
PM	3:00 PM
	3:15 PM
	3:30 PM
	3:45 PM
	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	3	3
0	0	1	1	2
0	0	0	4	4
0	0	0	7	7
0	0	0	5	5
0	0	0	3	3
0	0	0	1	1
0	0	1	2	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	26	28
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	9	9
0	0	1	6	7
0	0	0	7	7
0	0	1	10	11
0	1	0	3	4
0	0	0	5	5
0	0	1	3	4
0	0	2	3	5
0	1	5	46	52

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	3	3
0	0	0	1	1
0	0	0	4	4
0	0	0	7	7
0	0	0	5	5
0	0	0	3	3
0	0	0	1	1
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	26	26
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	8	8
0	0	0	5	5
0	0	0	6	6
0	0	0	9	9
0	1	0	3	4
0	0	0	4	4
0	0	1	2	3
0	0	0	3	3
0	1	1	40	42

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	0	1	1
0	0	0	1	1
0	0	2	0	2
0	0	4	6	10

The diagram illustrates the traffic flow and volume data for the I-5 SB Ramps area, specifically focusing on the Dairy Mart and San Diego SC2496 locations. The diagram is divided into two main sections: the top section for Dairy Mart and the bottom section for San Diego SC2496.

Dairy Mart Section:

- Top Table (Dairy Mart):**

1,212	0	749	463	TOTAL	3,555
863	0	506	357	PM	2,079
349	0	243	106	AM	1,476
- San Diego SC2496:** A central rectangular area labeled "San Diego SC2496 ALL HOURS".
- Bottom Table (Dairy Mart):**

583	0	966	26	992
1,377	0	961	86	1,047
1,960	0	1,927	112	2,039

San Diego SC2496 Section:

- Top Table (San Diego SC2496):**

650	0	405	245	TOTAL	1,844
465	0	277	188	PM	1,018
185	0	128	57	AM	826
- PEAK HOUR:** A central rectangular area labeled "PEAK HOUR" with time slots: AM 7:30 AM and PM 4:30 PM.
- Bottom Table (San Diego SC2496):**

303	0	547	10	557
733	0	470	43	513
1,036	0	1,017	53	1,070

The diagram also includes various flow indicators (arrows) and additional volume data points (e.g., 0, 8, 1,628, 2,847, 1,993, 854, 583, 447, 136, 300, 232, 68) representing traffic volume at different points along the ramps.

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart I-5 SB Ramps	PROJECT #: SC2496 LOCATION #: 2 CONTROL: SIGNAL
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PCE Adjusted	NOTES:								AM		▲	
	Class	1	2	3	4	5	6		PM			
	Factor	1	1.5	2	3	2	2		MD	◀	W	▶
									OTHER		S	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			I-5 SB Ramps			I-5 SB Ramps			
LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart I-5 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC2496 2 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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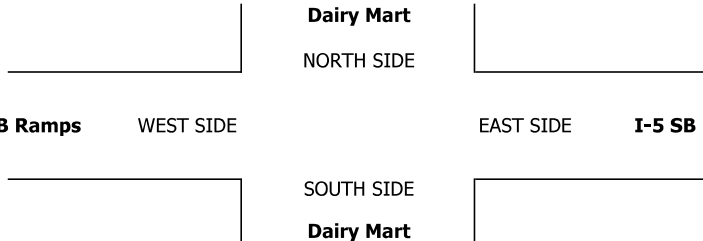
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			I-5 SB Ramps			I-5 SB Ramps			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	1	1	1	X	0.5	0.5	1	X	X	X	

U-TURNS				
NB	SB	EB	WB	TTL

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

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
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart I-5 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC2496 2 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps			
LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	6	0	1	0	0	4	0	2	0	0	0	13
	7:15 AM	0	7	0	0	1	0	2	0	1	0	0	0	11
	7:30 AM	0	2	0	0	0	0	5	0	1	0	0	0	8
	7:45 AM	0	2	0	1	1	0	5	0	1	0	0	0	10
	8:00 AM	0	3	0	1	0	0	1	0	1	0	0	0	6
	8:15 AM	0	3	0	0	1	0	1	0	3	0	0	0	8
	8:30 AM	0	5	0	2	1	0	7	1	6	0	0	0	22
	8:45 AM	0	4	0	0	2	0	3	0	6	0	0	0	15
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	32	0	5	6	0	28	1	21	0	0	0	93
	APPROACH %	0%	100%	0%	45%	55%	0%	56%	2%	42%	0%	0%	0%	
PM	APP/DEPART	32	/	60	11	/	27	50	/	6	0	/	0	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	10	0	2	2	0	12	0	6	0	0	0	32
	APPROACH %	0%	100%	0%	50%	50%	0%	67%	0%	33%	0%	0%	0%	
	PEAK HR FACTOR	0.833			0.500			0.750			0.000			0.800
	APP/DEPART	10	/	22	4	/	8	18	/	2	0	/	0	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	5	0	2	0	0	0	8
	4:15 PM	0	4	0	0	3	0	6	0	3	0	0	0	16
	4:30 PM	0	6	0	1	4	0	4	0	7	0	0	0	22
	4:45 PM	0	3	0	0	4	0	3	0	0	0	0	0	10
	5:00 PM	0	8	0	0	2	0	6	0	2	0	0	0	18
	5:15 PM	0	4	0	0	2	0	5	0	7	0	0	0	18
	5:30 PM	0	2	1	0	2	0	6	0	3	0	0	0	14
	5:45 PM	0	7	0	0	1	0	2	0	2	0	0	0	12
	VOLUMES	0	34	1	2	18	0	37	0	26	0	0	0	118
	APPROACH %	0%	97%	3%	10%	90%	0%	59%	0%	41%	0%	0%	0%	
	APP/DEPART	35	/	71	20	/	44	63	/	3	0	/	0	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	21	0	1	12	0	18	0	16	0	0	0	68
	APPROACH %	0%	100%	0%	8%	92%	0%	53%	0%	47%	0%	0%	0%	
	PEAK HR FACTOR	0.656			0.650			0.708			0.000			0.773
	APP/DEPART	21	/	39	13	/	28	34	/	1	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Dairy Mart

NORTH SIDE

I-5 SB Ramps

WEST SIDE

EAST SIDE

I-5 SB Ramps

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart I-5 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC2496 2 SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps			
LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	2	0	0	0	0	0	0	0	0	0	2	
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	4	0	0	0	0	2	0	1	0	0	0	7
	APPROACH %	0%	100%	0%	0%	0%	0%	67%	0%	33%	0%	0%	0%	
	APP/DEPART	4	/	6	0	/	1	3	/	0	0	/	0	0
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	2	0	0	0	0	1	0	0	0	0	0	3	
APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.000			0.250			0.000			0.375	
APP/DEPART	2	/	3	0	/	0	1	/	0	0	/	0	0	
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	1	0	0	0	0	2	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	3	0	/	0	2	/	0	0	/	0	0
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	0	0	0	2	0	0	0	0	0	2	
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250	
APP/DEPART	0	/	2	0	/	0	2	/	0	0	/	0	0	

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
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Dairy Mart

NORTH SIDE

I-5 SB Ramps

WEST SIDE

EAST SIDE

I-5 SB Ramps

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart I-5 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC2496 2 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			I-5 SB Ramps			I-5 SB Ramps			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	1	1	1	X	0.5	0.5	1	X	X	X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	1	0	1	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	2	0	1	0	0	0
APPROACH %	0%	100%	0%	0%	0%	0%	67%	0%	33%	0%	0%	0%	
APP/DEPART	1	/	3	0	/	1	3	/	0	0	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	1	0	0	0	0	1	0	1	0	0	0	3
APPROACH %	0%	100%	0%	0%	0%	0%	50%	0%	50%	0%	0%	0%	
PEAK HR FACTOR	0.250			0.000			0.250			0.000			0.375
APP/DEPART	1	/	2	0	/	1	2	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	3	0	0	0	0	2	0	1	0	0	0
APPROACH %	0%	100%	0%	0%	0%	0%	67%	0%	33%	0%	0%	0%	
APP/DEPART	3	/	5	0	/	1	3	/	0	0	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Dairy Mart

NORTH SIDE

I-5 SB Ramps

WEST SIDE

EAST SIDE

I-5 SB Ramps

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart I-5 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC2496 2 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps			TOTAL
LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Dairy Mart

NORTH SIDE

I-5 SB Ramps

WEST SIDE

EAST SIDE

I-5 SB Ramps

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart I-5 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC2496 2 SIGNAL
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CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
BUSES			

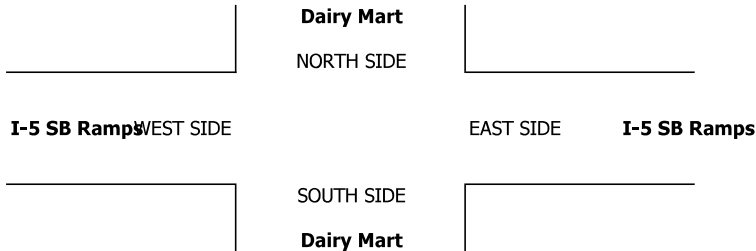
	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps			TOTAL
LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	2	0	0	1	0	3	0	0	0	0	0	6
	7:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
	7:30 AM	0	2	0	0	1	0	0	0	2	0	0	0	5
	7:45 AM	0	2	0	0	1	0	0	0	1	0	0	0	4
	8:00 AM	0	1	0	0	0	0	1	0	1	0	0	0	3
	8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	7	1	0	6	0	5	0	5	0	0	0	24
	APPROACH %	0%	88%	13%	0%	100%	0%	50%	0%	50%	0%	0%	0%	
PM	APP/DEPART	8	/	12	6	/	11	10	/	1	0	/	0	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	5	1	0	3	0	1	0	4	0	0	0	14
	APPROACH %	0%	83%	17%	0%	100%	0%	20%	0%	80%	0%	0%	0%	
	PEAK HR FACTOR	0.750			0.750			0.625			0.000			0.700
	APP/DEPART	6	/	6	3	/	7	5	/	1	0	/	0	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.250			0.000			0.000			0.250
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



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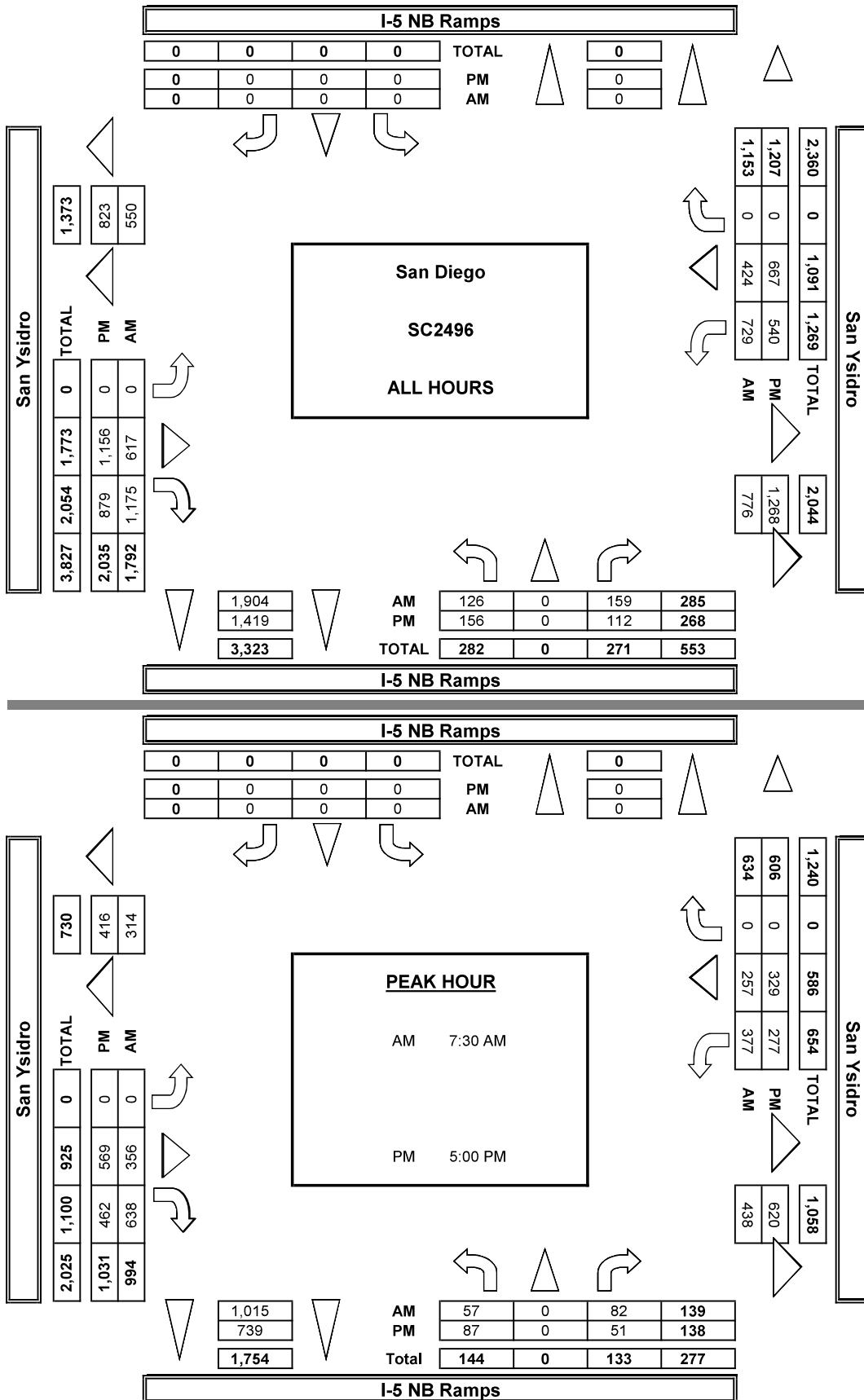
SC2496
3
SIGNAL

☐ Add U-Turns to Left Turns[illegible]

I-5 NB Ramps

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	1	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2

AimTD LLC
TURNING MOVEMENT COUNTS



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

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

I-5 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego I-5 NB Ramps San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 3 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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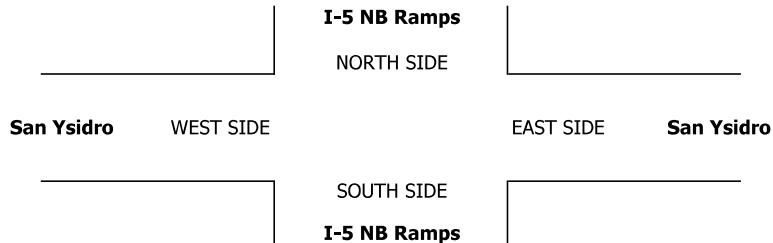
	NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro			TOTAL
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego I-5 NB Ramps San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 3 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-5 NB Ramps			I-5 NB Ramps			San Ysidro			San Ysidro			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	6	6	2	0	0	14
	7:15 AM	1	0	0	0	0	0	5	4	4	1	0	15
	7:30 AM	0	0	0	0	0	0	5	2	0	0	0	7
	7:45 AM	1	0	0	0	0	0	6	2	2	1	0	12
	8:00 AM	0	0	1	0	0	0	5	2	1	3	0	12
	8:15 AM	0	0	1	0	0	0	5	1	3	0	0	10
	8:30 AM	1	0	0	0	0	0	4	1	1	1	0	8
	8:45 AM	1	0	1	0	0	0	6	4	2	3	0	17
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	0	3	0	0	0	42	22	15	9	0	95
	APPROACH %	57%	0%	43%	0%	0%	0%	66%	34%	63%	38%	0%	
	APP/DEPART	7	/	0	0	/	37	64	/	45	24	/	13
PM	BEGIN PEAK HR	7:30 AM											
	VOLUMES	1	0	2	0	0	0	21	7	6	4	0	41
	APPROACH %	33%	0%	67%	0%	0%	0%	75%	25%	60%	40%	0%	
	PEAK HR FACTOR	0.750			0.000			0.875			0.625		
	APP/DEPART	3	/	0	0	/	13	28	/	23	10	/	5
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	0	5	0	1	1	0	8
	4:15 PM	1	0	0	0	0	0	6	1	0	3	0	11
	4:30 PM	0	0	0	0	0	0	7	5	0	3	0	15
	4:45 PM	0	0	0	0	0	0	4	1	1	1	0	7
	5:00 PM	0	0	0	0	0	0	9	0	0	1	0	10
	5:15 PM	0	0	0	0	0	0	4	3	2	1	0	10
	5:30 PM	1	0	0	0	0	0	5	1	3	4	0	14
	5:45 PM	1	0	0	0	0	0	5	2	1	0	0	9
	VOLUMES	4	0	0	0	0	0	45	13	8	14	0	84
	APPROACH %	100%	0%	0%	0%	0%	0%	78%	22%	36%	64%	0%	
	APP/DEPART	4	/	0	0	/	21	58	/	45	22	/	18
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	2	0	0	0	0	0	23	6	6	6	0	43
	APPROACH %	100%	0%	0%	0%	0%	0%	79%	21%	50%	50%	0%	
	PEAK HR FACTOR	0.500			0.000			0.806			0.429		
	APP/DEPART	2	/	0	0	/	12	29	/	23	12	/	8

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

I-5 NB Ramps

NORTH SIDE

San Ysidro

WEST SIDE

EAST SIDE

San Ysidro

SOUTH SIDE

I-5 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego I-5 NB Ramps San Ysidro	PROJECT #: SC2496 LOCATION #: 3 CONTROL: SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-5 NB Ramps			I-5 NB Ramps			San Ysidro			San Ysidro			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	1	3	1	0	5
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	2	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	5	5	1	0	12
PM	APPROACH %	0%	0%	0%	0%	0%	0%	17%	83%	83%	17%	0%	
	APP/DEPART	0	/	0	0	/	10	6	/	1	6	/	0
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	3	1	0	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.375			0.250		
	APP/DEPART	0	/	0	0	/	4	3	/	0	1	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	2	0	1	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	2	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	4	1	3	2	0	10
	APPROACH %	0%	0%	0%	0%	0%	0%	80%	20%	60%	40%	0%	
	APP/DEPART	0	/	0	0	/	4	5	/	4	5	/	0
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	0	0	0	0	0	2	1	1	0	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	67%	33%	100%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.375			0.250		
	APP/DEPART	0	/	0	0	/	2	3	/	2	1	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

I-5 NB Ramps

NORTH SIDE

San Ysidro

WEST SIDE

EAST SIDE

San Ysidro

SOUTH SIDE

I-5 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego I-5 NB Ramps San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 3 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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	NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	2
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1
	8:45 AM	0	0	0	0	0	0	2	0	1	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	3	1	4	1	0	9
	APPROACH %	0%	0%	0%	0%	0%	0%	75%	25%	80%	20%	0%	
	APP/DEPART	0	/	0	0	/	5	4	/	3	5	/	1
PM	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	1	1	1	1	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	50%	50%	0%	
	PEAK HR FACTOR	0.000			0.000			0.500			0.500		
	APP/DEPART	0	/	0	0	/	2	2	/	1	2	/	1
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	2	1	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	0	4	1	0	0	0	5
	APPROACH %	0%	0%	0%	0%	0%	0%	80%	20%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	1	5	/	4	0	/	0
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	0	0	0	0	0	2	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.500			0.000		
	APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

I-5 NB Ramps

NORTH SIDE

San Ysidro

WEST SIDE

EAST SIDE

San Ysidro

SOUTH SIDE

I-5 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego I-5 NB Ramps San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 3 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-5 NB Ramps			I-5 NB Ramps			San Ysidro			San Ysidro			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

I-5 NB Ramps

NORTH SIDE

San Ysidro

WEST SIDE

EAST SIDE

San Ysidro

SOUTH SIDE

I-5 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego I-5 NB Ramps San Ysidro	PROJECT #: LOCATION #: CONTROL:	SC2496 3 SIGNAL
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CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
BUSES			

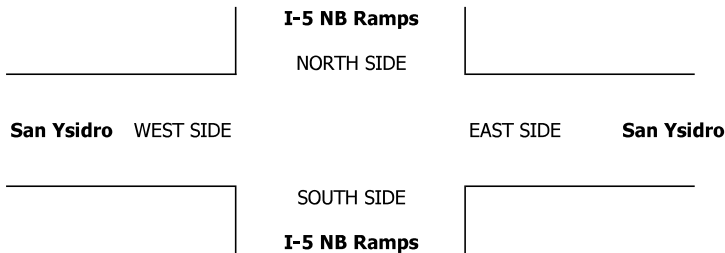
	NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	4	1	0	1	0	6
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	4
	7:30 AM	0	0	0	0	0	0	2	0	0	1	0	3
	7:45 AM	0	0	0	0	0	0	3	0	0	1	0	4
	8:00 AM	0	0	0	0	0	0	3	1	0	1	0	5
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	2
	8:30 AM	0	0	0	0	0	0	1	1	1	2	0	5
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	17	3	1	10	0	31
	APPROACH %	0%	0%	0%	0%	0%	0%	85%	15%	9%	91%	0%	
	APP/DEPART	0	/	0	0	/	4	20	/	17	11	/	10
PM	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	9	1	0	4	0	14
	APPROACH %	0%	0%	0%	0%	0%	0%	90%	10%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.625			1.000		
	APP/DEPART	0	/	0	0	/	1	10	/	9	4	/	4
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	1	1	1	2	0	5
	4:15 PM	0	0	0	0	0	0	1	0	0	2	0	3
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	2
	4:45 PM	0	0	0	0	0	0	1	1	0	1	0	3
	5:00 PM	0	0	0	0	0	0	1	1	0	2	0	4
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	2
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	2
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	2
	VOLUMES	0	0	0	0	0	0	8	3	1	11	0	23
	APPROACH %	0%	0%	0%	0%	0%	0%	73%	27%	8%	92%	0%	
	APP/DEPART	0	/	0	0	/	4	11	/	8	12	/	11
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	0	0	0	0	0	4	1	0	5	0	10
	APPROACH %	0%	0%	0%	0%	0%	0%	80%	20%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.625			0.625		
	APP/DEPART	0	/	0	0	/	1	5	/	4	5	/	5

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



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

SC2496
4
STOP ALL

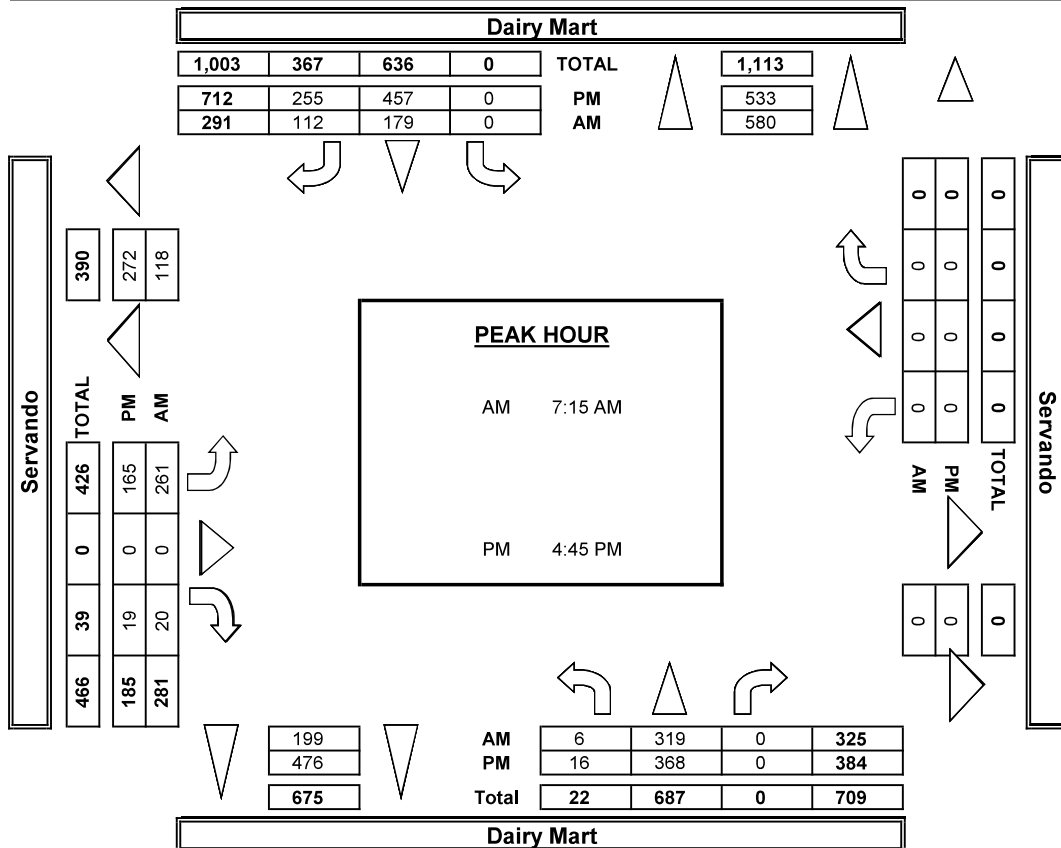
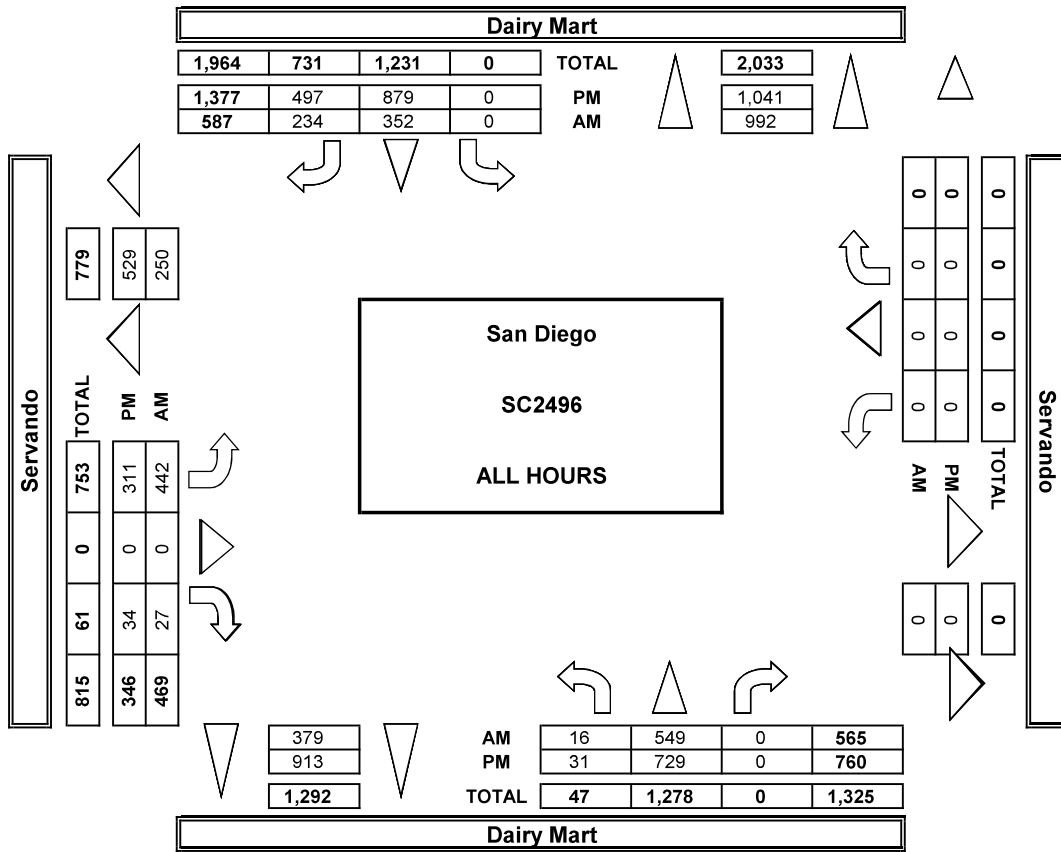
☐ Add U-Turns to Left Turns

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2

Dairy Mart

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
21	0	21	0	42	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	0	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
21	0	22	0	43	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	1	1	
0	0	1	0	1	
1	0	1	0	2	
0	1	2	0	3	
0	0	0	0	0	
0	0	0	1	1	
1	0	1	0	2	
0	0	0	0	0	
2	1	5	2	10	

AimTD LLC
TURNING MOVEMENT COUNTS



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

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0
0	0	0	0	0	0

The diagram shows a rectangular site divided into four equal quadrants by a horizontal and a vertical line. The quadrants are labeled as follows:

- Top-Left Quadrant:** Labeled "NORTH SIDE" in the center. The "Dairy Mart" logo is in the top-right corner.
- Top-Right Quadrant:** Labeled "WEST SIDE" in the center. The "Servando" logo is in the top-right corner.
- Bottom-Left Quadrant:** Labeled "EAST SIDE" in the center. The "Servando" logo is in the top-right corner.
- Bottom-Right Quadrant:** Labeled "SOUTH SIDE" in the center. The "Dairy Mart" logo is in the top-right corner.

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Servando	PROJECT #: LOCATION #: CONTROL:	SC2496 4 STOP ALL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando			TOTAL
LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
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0	0	0	0	0
0	0	0	0	0
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0	1	0	0	1
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
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0	0	1	0	1
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2

Dairy Mart

NORTH SIDE

Servando

WEST SIDE

EAST SIDE

Servando

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Servando	PROJECT #: LOCATION #: CONTROL:	SC2496 4 STOP ALL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando			
LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	6	0	0	1	1	0	0	0	0	0	8
	7:15 AM	0	7	0	0	2	0	0	0	0	0	0	9
	7:30 AM	0	2	0	0	1	0	0	0	0	0	0	3
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	4
	8:00 AM	0	3	0	0	1	0	0	0	0	0	0	4
	8:15 AM	0	3	0	0	3	1	0	0	0	0	0	7
	8:30 AM	0	4	0	0	7	0	1	0	0	0	0	12
	8:45 AM	0	4	0	0	7	1	0	0	0	0	0	12
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	31	0	0	24	3	1	0	0	0	0	59
	APPROACH %	0%	100%	0%	0%	89%	11%	100%	0%	0%	0%	0%	
	APP/DEPART	31	/	32	27	/	24	1	/	0	0	/	3
PM	BEGIN PEAK HR	7:15 AM			0	6	0	0	0	0	0	0	20
	VOLUMES	0	14	0	0	6	0	0	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.750			0.000			0.000		
	APP/DEPART	14	/	14	6	/	6	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	1	1	0	0	0	0	3
	4:15 PM	0	2	0	0	6	0	1	0	0	0	0	9
	4:30 PM	0	5	0	0	9	2	1	0	0	0	0	17
	4:45 PM	0	1	0	0	4	0	2	0	0	0	0	7
	5:00 PM	0	5	0	0	4	0	3	0	0	0	0	12
	5:15 PM	0	2	0	0	7	2	2	0	0	0	0	13
	5:30 PM	0	2	0	0	3	2	1	0	0	0	0	8
	5:45 PM	0	6	0	0	2	1	1	0	0	0	0	10
	VOLUMES	0	23	0	0	36	8	12	0	0	0	0	79
	APPROACH %	0%	100%	0%	0%	82%	18%	100%	0%	0%	0%	0%	
	APP/DEPART	23	/	35	44	/	36	12	/	0	0	/	8
	BEGIN PEAK HR	4:45 PM			0	18	4	8	0	0	0	0	40
	VOLUMES	0	10	0	0	18	4	8	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	82%	18%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.611			0.667			0.000		
	APP/DEPART	10	/	18	22	/	18	8	/	0	0	/	4

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0	0	0	0	0

Dairy Mart

NORTH SIDE

Servando

WEST SIDE

EAST SIDE

Servando

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Servando	PROJECT #: LOCATION #: CONTROL:	SC2496 4 STOP ALL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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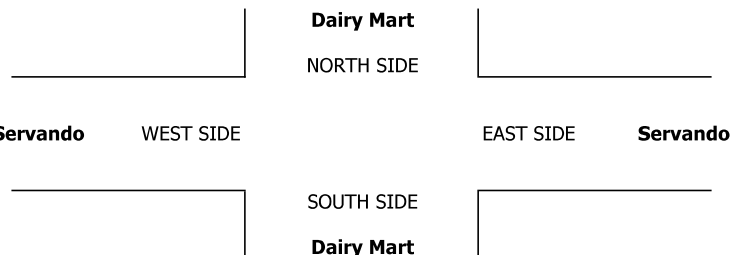
	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando			
LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	2	0	0	0	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	0	1	0	0	0	0	0	0	5
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	4	/	4	1	/	1	0	/	0	0	/	0
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Servando	PROJECT #: LOCATION #: CONTROL:	SC2496 4 STOP ALL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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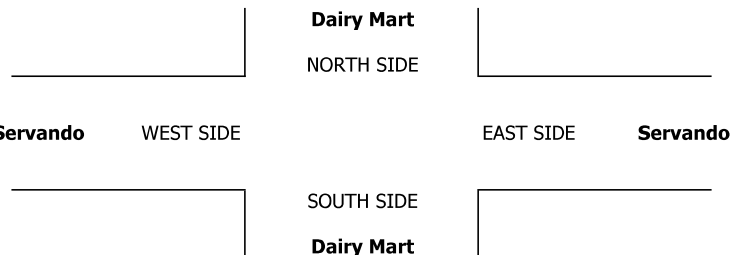
	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando			
LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0
PM	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	1	0	0	0	0	0	0	4
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	3	1	/	1	0	/	0	0	/	0
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Servando	PROJECT #: LOCATION #: CONTROL:	SC2496 4 STOP ALL
CLASS 5: RV	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S E ▶ ▼

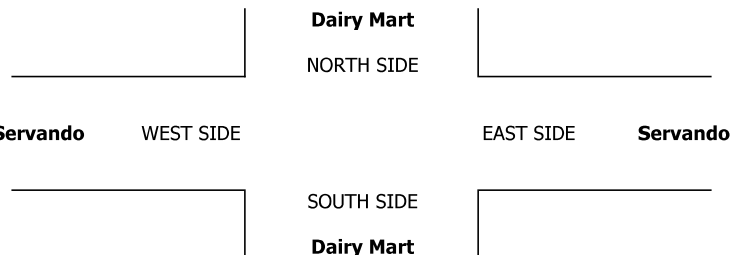
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			Servando			Servando			
LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Servando	PROJECT #: LOCATION #: CONTROL:	SC2496 4 STOP ALL
CLASS 6:	NOTES:	AM PM MD OTHER OTHER ▲ N ◀ W S ▶ E		
BUSES				

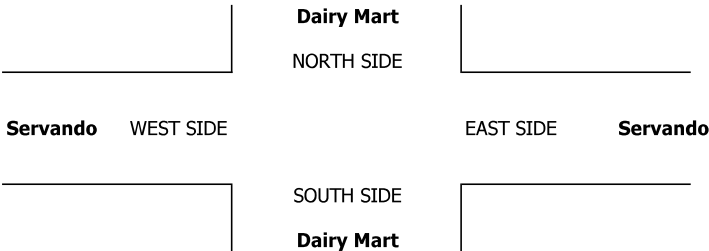
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			Servando			Servando			
LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	1	0	0	1	0	1	0	0	0	0	5
	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	1
	7:30 AM	0	1	0	0	2	1	1	0	0	0	0	5
	7:45 AM	2	1	0	0	0	2	1	0	0	0	0	6
	8:00 AM	0	0	0	0	0	1	1	0	0	0	0	2
	8:15 AM	0	0	0	0	0	1	1	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	1	0	0	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	3	0	0	4	7	5	0	1	0	0	23
	APPROACH %	50%	50%	0%	0%	36%	64%	83%	0%	17%	0%	0%	0%
PM	APP/DEPART	6	/	8	11	/	5	6	/	0	0	/	10
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	2	2	0	0	2	5	3	0	0	0	0	14
	APPROACH %	50%	50%	0%	0%	29%	71%	100%	0%	0%	0%	0%	0%
	PEAK HR FACTOR	0.333			0.583			0.750			0.000		
	APP/DEPART	4	/	5	7	/	2	3	/	0	0	/	7
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	1	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	0	0	1	0	0	0	0	0	0	4
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%
	APP/DEPART	3	/	2	1	/	1	0	/	0	0	/	1
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%
	PEAK HR FACTOR	0.250			0.250			0.000			0.000		
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



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

LOCATION:
NORTH & SOUTH:
EAST & WEST:

San Diego
Dairy Mart
Camino De La Plaza

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

AM
PM
MD
OTHER
OTHER

▲
N
S
▼

☐ Add U-Turns to Left Turns

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1

NORTH SIDE

WEST SIDE

EAST SIDE

Camino De La Plaza

SOUTH SIDE

Dairy Mart

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	15	0	15	30
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	16	0	16	32
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	2	1	4	9
1	1	0	1	3
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
3	3	2	6	14

Scenario 1: SC2496 (All Hours)

Approach 1 (Top):

1,280	4	101	1,175	TOTAL	1,334
908	0	32	876	PM	761
372	4	69	299	AM	573

Approach 2 (Right):

1,261	1,221	3	37	TOTAL	1,214
707	681	1	25	PM	903
554	540	2	12	AM	311

Approach 3 (Bottom):

80	0	33	11	44
56	0	80	26	106
136	0	113	37	150

Scenario 2: PEAK HOUR

Approach 1 (Top):

667	3	39	625	TOTAL	714
473	0	14	459	PM	385
194	3	25	166	AM	329

Approach 2 (Right):

678	656	1	21	TOTAL	648
359	343	0	16	PM	475
319	313	1	5	AM	173

Approach 3 (Bottom):

29	0	16	6	22
29	0	42	15	57
58	0	58	21	79

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					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Camino De La Plaza	PROJECT #: LOCATION #: CONTROL:	SC2496 5 STOP ALL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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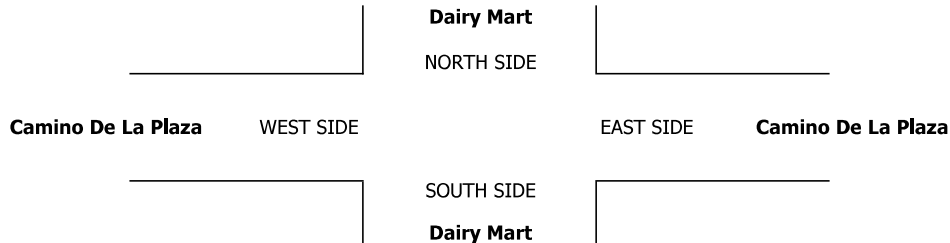
	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza			TOTAL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

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

0	0	0	0	0
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0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Camino De La Plaza	PROJECT #: LOCATION #: CONTROL:	SC2496 5 STOP ALL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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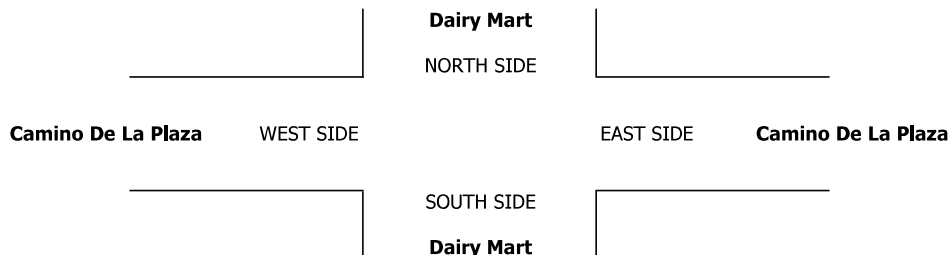
	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	2	1	0	0	0	0	0	6	9
	7:15 AM	0	3	0	0	1	0	0	0	0	0	4	8
	7:30 AM	0	0	1	1	0	0	0	0	0	0	2	4
	7:45 AM	0	1	0	1	0	0	0	0	0	0	1	3
	8:00 AM	0	0	0	1	0	0	0	0	0	0	3	4
	8:15 AM	0	0	0	2	1	0	0	0	0	0	3	6
	8:30 AM	0	0	0	4	3	0	0	0	0	0	4	11
	8:45 AM	0	0	0	5	2	0	0	0	0	0	4	11
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	1	16	8	0	0	0	0	0	27	56
	APPROACH %	0%	80%	20%	67%	33%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	5	/	31	24	/	8	0	/	17	27	/	0
PM	BEGIN PEAK HR	7:15 AM			3	1	0	0	0	0	0	10	19
	VOLUMES	0	4	1	75%	25%	0%	0%	0%	0%	0%	100%	
	APPROACH %	0%	80%	20%	75%	25%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.417			1.000			0.000			0.625		
	APP/DEPART	5	/	14	4	/	1	0	/	4	10	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	5	1	0	0	0	0	0	2	8
	4:30 PM	0	1	0	6	3	0	0	0	0	0	4	14
	4:45 PM	0	0	0	5	0	0	0	0	0	0	1	6
	5:00 PM	0	0	0	3	1	0	0	0	0	0	5	9
	5:15 PM	0	0	0	4	2	0	0	0	0	0	2	8
	5:30 PM	0	0	0	2	1	0	0	0	0	0	2	5
	5:45 PM	0	0	1	2	0	0	0	0	0	0	6	9
	VOLUMES	0	1	1	28	8	0	0	0	0	0	22	60
	APPROACH %	0%	50%	50%	78%	22%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	2	/	23	36	/	8	0	/	29	22	/	0
	BEGIN PEAK HR	4:45 PM			14	4	0	0	0	0	0	10	28
	VOLUMES	0	0	0	78%	22%	0%	0%	0%	0%	0%	100%	
	APPROACH %	0%	0%	0%	78%	22%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.750			0.000			0.500		
	APP/DEPART	0	/	10	18	/	4	0	/	14	10	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Camino De La Plaza	PROJECT #: SC2496 LOCATION #: 5 CONTROL: STOP ALL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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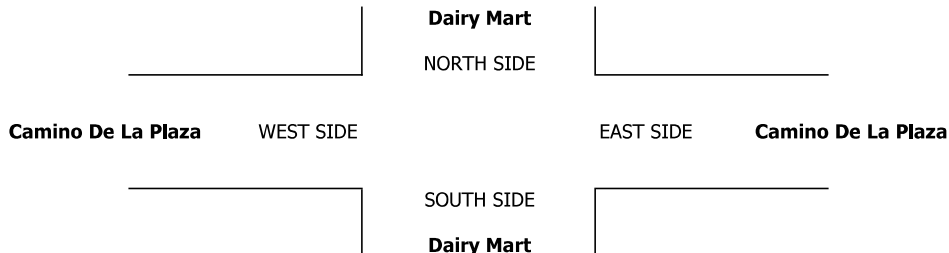
	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
	7:15 AM	0	1	0	0	0	0	0	0	1	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	1	2
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	1	0	2	6
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	33%	0%	67%	
	APP/DEPART	2	/	4	1	/	2	0	/	0	3	/	0
PM	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	1	0	0	0	0	0	0	1	0	0	2
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.250		
	APP/DEPART	1	/	1	0	/	1	0	/	0	1	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	1	0	1	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	50%	
	APP/DEPART	0	/	1	0	/	1	0	/	0	2	/	0
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Camino De La Plaza	PROJECT #: LOCATION #: CONTROL:	SC2496 5 STOP ALL
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ ▼ ◀ ▶ W E N S

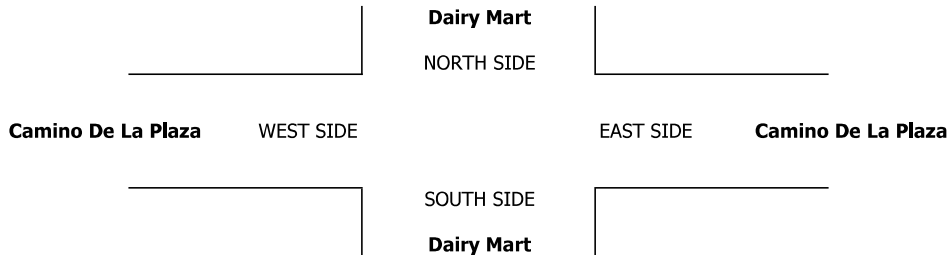
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			Camino De La Plaza			Camino De La Plaza			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	1	/	1	0	/	0	/	0	0
PM	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	1	0	/	0	0	/	0	/	0	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	3	3	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	3	3	4
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	100%	
	APP/DEPART	0	/	3	1	/	1	0	/	0	3	/	0
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	0	1	/	1	0	/	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Camino De La Plaza	PROJECT #: LOCATION #: CONTROL:	SC2496 5 STOP ALL
CLASS 5: RV	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S E ▶ ▼

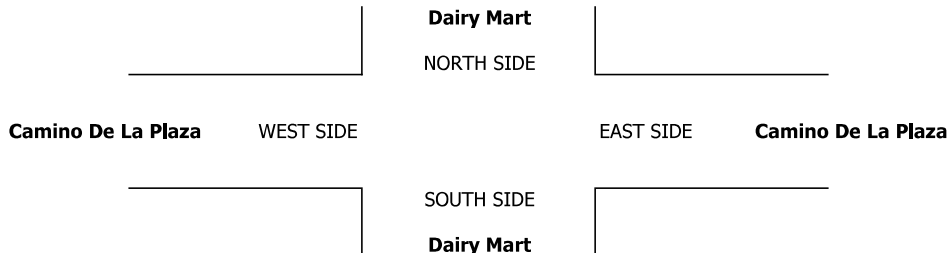
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			Camino De La Plaza			Camino De La Plaza			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	1	0	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
PM	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	/	0	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	/	0	0
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Dairy Mart Camino De La Plaza	PROJECT #: LOCATION #: CONTROL:	SC2496 5 STOP ALL
CLASS 6:	NOTES:	AM PM MD OTHER OTHER ▲ ◀ W S ▶ E ▼		
BUSES				

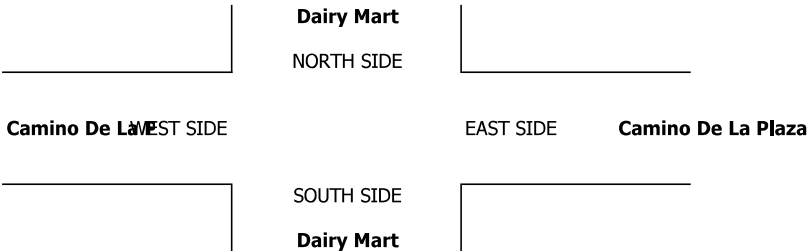
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dairy Mart			Dairy Mart			Camino De La Plaza			Camino De La Plaza			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	2	0	0	0	0	0	0	2	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM	0	0	0	2	0	0	0	0	0	0	1	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	2	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	5	0	0	0	0	0	0	6	11
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	0	/	6	5	/	0	0	/	5	6	/	0
PM	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	0	0	2	0	0	0	0	0	0	4	6
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.500		
	APP/DEPART	0	/	4	2	/	0	0	/	2	4	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	2	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	1	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	3	4
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	0	/	3	1	/	0	0	/	1	3	/	0
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	1	0	0	0	0	0	0	1	2
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.250		
	APP/DEPART	0	/	1	1	/	0	0	/	1	1	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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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



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

SC2496
6
STOP N

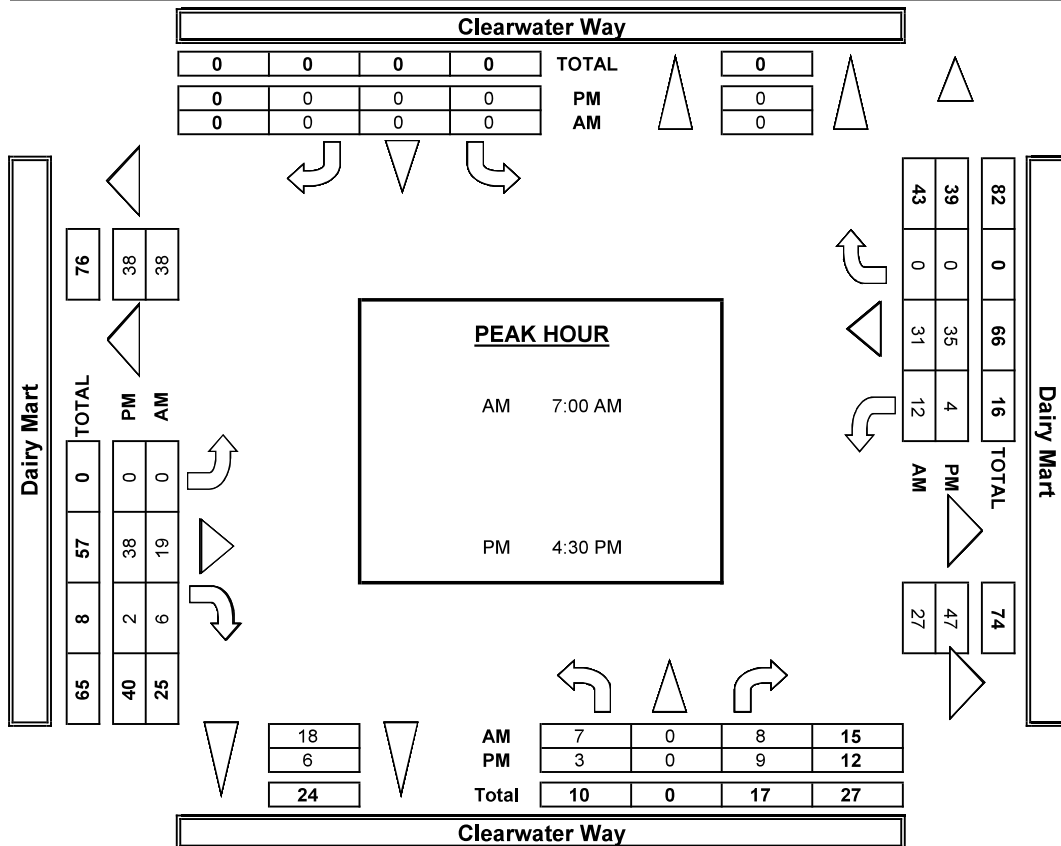
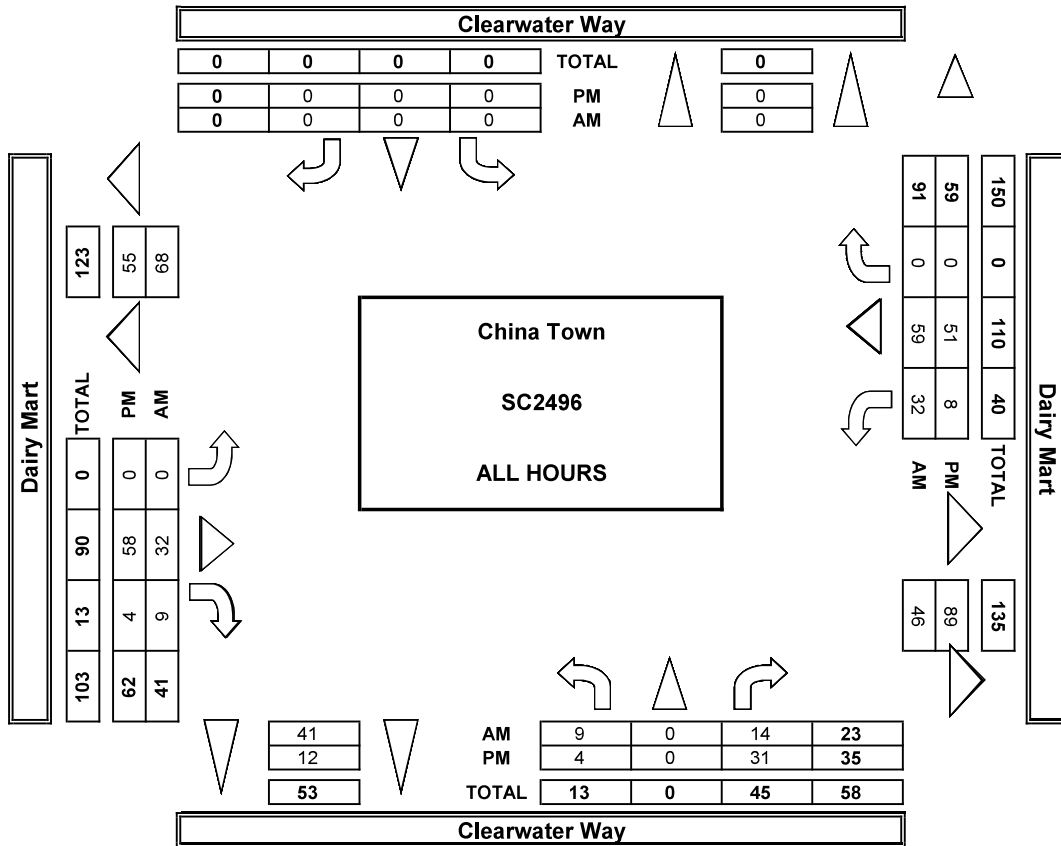
▲ N	
S ▼	E ►

☐ Add U-Turns to Left Turns[illegible]

Clearwater Way

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	0
0	0	0	0	0
0	4	0	3	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	5	0	3	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	2	0
1	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	0
0	0	0	0	0
0	0	0	0	0
1	1	0	3	5

AimTD LLC
TURNING MOVEMENT COUNTS



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

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Clearwater Way Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 6 STOP N
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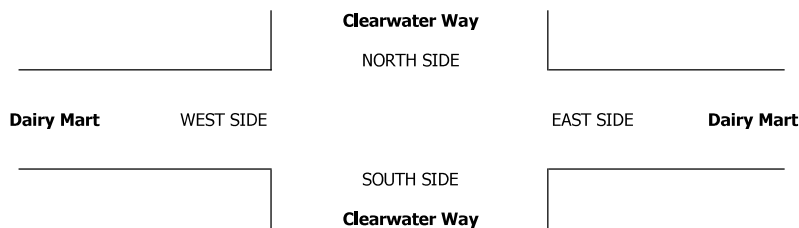
PCE Adjusted	NOTES:							AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
	Class	1	2	3	4	5	6				
	Factor	1	1.5	2	3	2	2				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Clearwater Way			Clearwater Way			Dairy Mart			Dairy Mart			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	7	0	2	0	0	0	0	5	0	2	11	0	26
	7:15 AM	0	0	4	0	0	0	0	6	3	1	14	0	27
	7:30 AM	0	0	3	0	0	0	0	6	2	4	3	0	18
	7:45 AM	1	0	1	0	0	0	0	4	1	6	5	0	18
	8:00 AM	1	0	3	0	0	0	0	1	0	1	3	0	9
	8:15 AM	0	0	1	0	0	0	0	3	1	4	6	0	15
	8:30 AM	1	0	2	0	0	0	0	5	0	8	8	0	24
	8:45 AM	0	0	0	0	0	0	0	4	2	7	12	0	25
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	10	0	15	0	0	0	0	33	9	33	61	0	160
	APPROACH %	39%	0%	61%	0%	0%	0%	0%	79%	21%	35%	65%	0%	
APP/DEPART	25	/	0	0	/	42	42	/	48	94	/	71	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	8	0	9	0	0	0	0	20	6	13	33	0	88	
APPROACH %	45%	0%	55%	0%	0%	0%	0%	77%	23%	28%	72%	0%		
PEAK HR FACTOR	0.485													0.825
APP/DEPART	17	/	0	0	/	19	26	/	29	45	/	40	0	
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	9	0	0	0	0	5	1	0	5	0	21
	4:15 PM	0	0	2	0	0	0	0	8	1	2	4	0	17
	4:30 PM	2	0	5	0	0	0	0	6	0	2	9	0	24
	4:45 PM	0	0	3	0	0	0	0	14	1	1	9	0	28
	5:00 PM	1	0	1	0	0	0	0	10	0	0	9	0	21
	5:15 PM	0	0	1	0	0	0	0	8	1	1	9	0	20
	5:30 PM	0	0	6	0	0	0	0	3	0	0	4	0	13
	5:45 PM	0	0	5	0	0	0	0	5	0	2	4	0	16
	VOLUMES	4	0	32	0	0	0	0	59	4	8	52	0	158
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	94%	6%	13%	87%	0%	
APP/DEPART	36	/	0	0	/	12	63	/	90	60	/	56	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	3	0	10	0	0	0	0	38	2	4	36	0	92	
APPROACH %	24%	0%	76%	0%	0%	0%	0%	95%	5%	10%	90%	0%		
PEAK HR FACTOR	0.481													0.821
APP/DEPART	13	/	0	0	/	6	40	/	48	40	/	39	0	

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0		0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0		0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Clearwater Way Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 6 STOP N
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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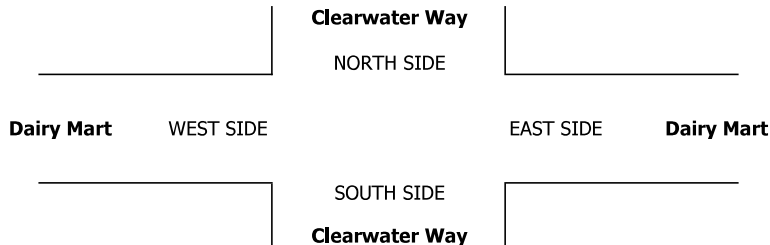
	NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	5	0	2	0	0	0	0	5	0	0	11	0	23
	7:15 AM	0	0	2	0	0	0	0	4	3	1	10	0	20
	7:30 AM	0	0	1	0	0	0	0	6	2	4	3	0	16
	7:45 AM	1	0	1	0	0	0	0	2	1	6	5	0	16
	8:00 AM	1	0	3	0	0	0	0	1	0	1	1	0	7
	8:15 AM	0	0	1	0	0	0	0	3	1	4	6	0	15
	8:30 AM	1	0	2	0	0	0	0	5	0	8	8	0	24
	8:45 AM	0	0	0	0	0	0	0	4	2	7	12	0	25
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	0	12	0	0	0	0	30	9	31	56	0	146
	APPROACH %	40%	0%	60%	0%	0%	0%	0%	77%	23%	36%	64%	0%	
	APP/DEPART	20	/	0	0	/	40	39	/	42	87	/	64	0
PM	BEGIN PEAK HR	7:00 AM												
	VOLUMES	6	0	6	0	0	0	0	17	6	11	29	0	75
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	74%	26%	28%	73%	0%	
	PEAK HR FACTOR	0.429			0.000			0.719			0.909			0.815
	APP/DEPART	12	/	0	0	/	17	23	/	23	40	/	35	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	9	0	0	0	0	5	1	0	5	0	21
	4:15 PM	0	0	2	0	0	0	0	8	1	2	4	0	17
	4:30 PM	2	0	3	0	0	0	0	6	0	2	9	0	22
	4:45 PM	0	0	3	0	0	0	0	14	1	1	9	0	28
	5:00 PM	1	0	1	0	0	0	0	10	0	0	9	0	21
	5:15 PM	0	0	1	0	0	0	0	8	1	1	7	0	18
	5:30 PM	0	0	6	0	0	0	0	3	0	0	2	0	11
	5:45 PM	0	0	5	0	0	0	0	3	0	2	4	0	14
	VOLUMES	4	0	30	0	0	0	0	57	4	8	49	0	152
	APPROACH %	12%	0%	88%	0%	0%	0%	0%	93%	7%	14%	86%	0%	
	APP/DEPART	34	/	0	0	/	12	61	/	87	57	/	53	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	3	0	8	0	0	0	0	38	2	4	34	0	89
	APPROACH %	27%	0%	73%	0%	0%	0%	0%	95%	5%	11%	89%	0%	
	PEAK HR FACTOR	0.550			0.000			0.667			0.864			0.795
	APP/DEPART	11	/	0	0	/	6	40	/	46	38	/	37	0

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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Clearwater Way Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 6 STOP N
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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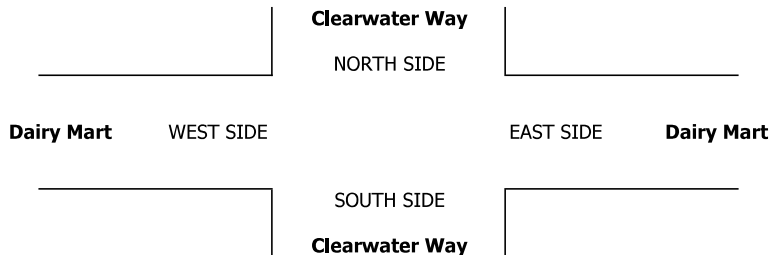
	NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	0	0	0	0	0	0	0	1	0	0	2
	7:15 AM	0	0	1	0	0	0	1	0	0	1	0	3
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	2	0	0	0	2	0	1	2	0	8
	APPROACH %	33%	0%	67%	0%	0%	0%	100%	0%	33%	67%	0%	
	APP/DEPART	3	/	0	0	/	1	2	/	4	3	/	0
PM	BEGIN PEAK HR	7:00 AM											
	VOLUMES	1	0	2	0	0	0	2	0	1	1	0	7
	APPROACH %	33%	0%	67%	0%	0%	0%	100%	0%	50%	50%	0%	
	PEAK HR FACTOR	0.750			0.000			0.500			0.500		
	APP/DEPART	3	/	0	0	/	1	2	/	4	2	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	1	0	0	0	1	0	0	2	0	4
	APPROACH %	0%	0%	100%	0%	0%	0%	100%	0%	0%	67%	0%	
	APP/DEPART	1	/	0	0	/	1	1	/	2	3	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	1	0	1	2	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	33%	67%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.375		
	APP/DEPART	0	/	0	0	/	1	1	/	1	3	/	0

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0	0	0	0	0
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0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Clearwater Way Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 6 STOP N
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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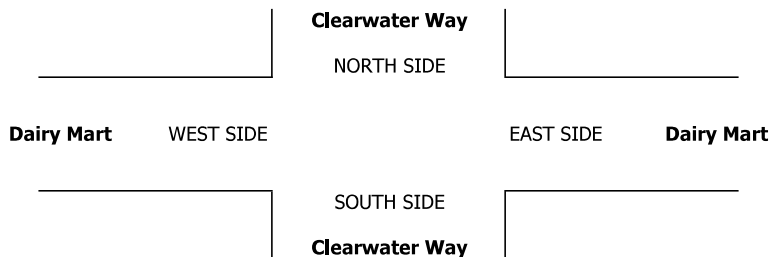
	NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	1	/	1	0
PM	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	3:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Clearwater Way Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 6 STOP N
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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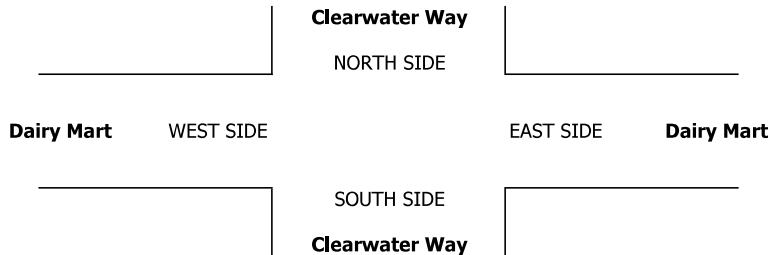
	NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	0
PM	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	0

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0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Clearwater Way Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 6 STOP N
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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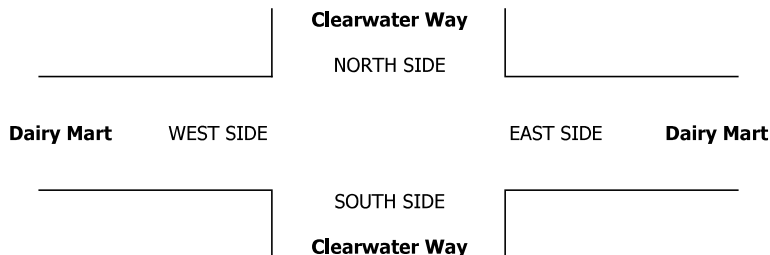
	NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Clearwater Way Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 6 STOP N
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CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
BUSES			

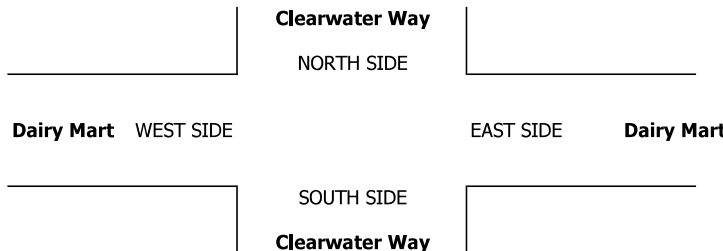
	NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart			TOTAL
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0



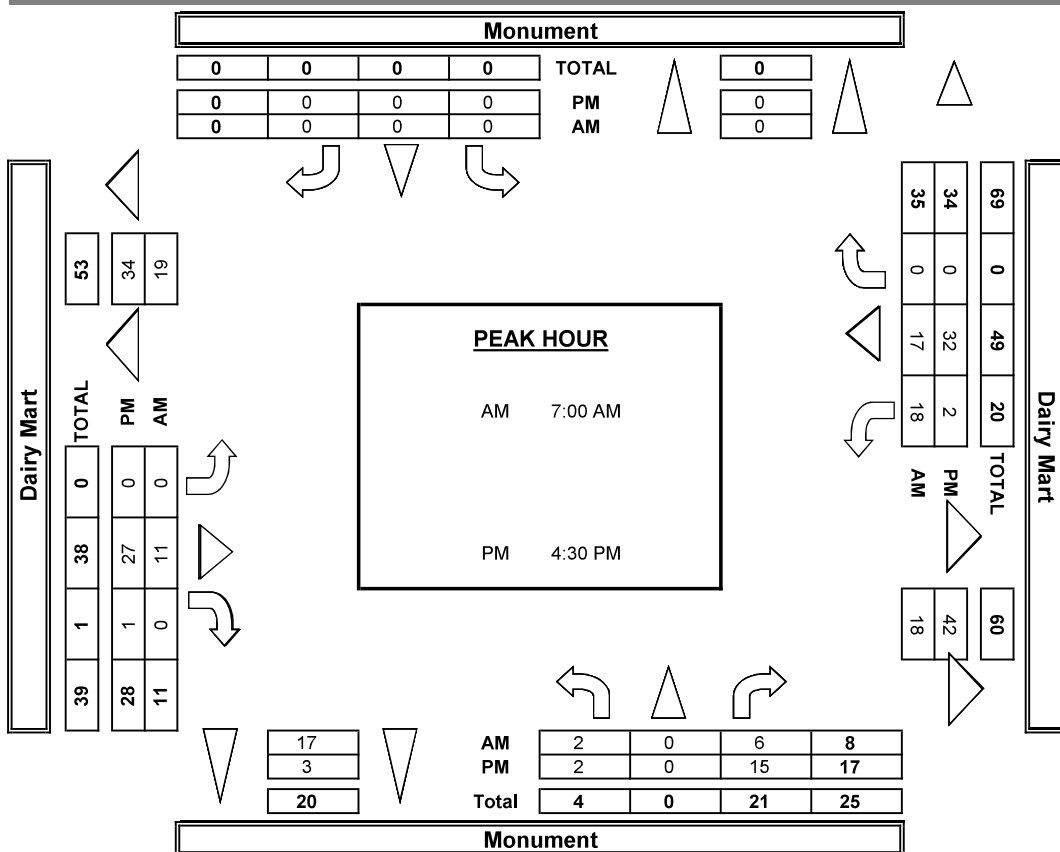
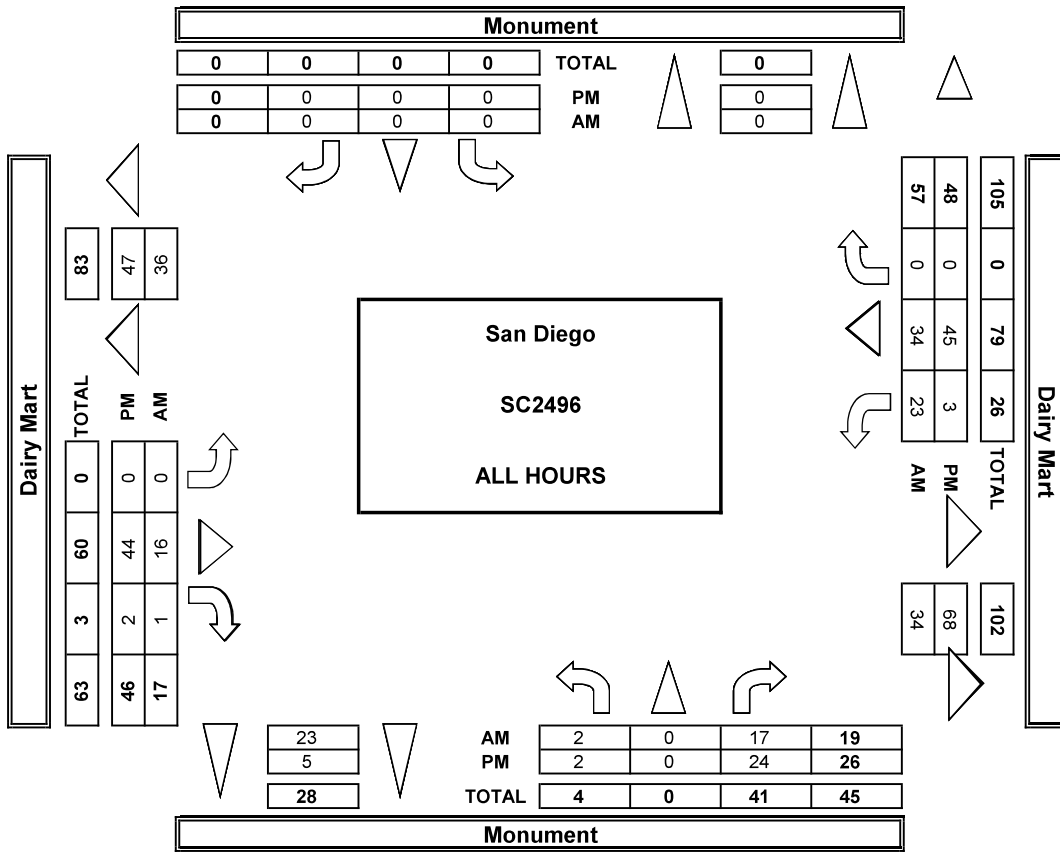
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

SC2496
7
STOP N

☐ Add U-Turns to Left Turns[illegible]

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	3	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	2	0	0	3

AimTD LLC
TURNING MOVEMENT COUNTS



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

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

Monument

NORTH SIDE

Dairy Mart WEST SIDE

EAST SIDE Dairy Mart

SOUTH SIDE

Monument

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Monument Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 7 STOP N
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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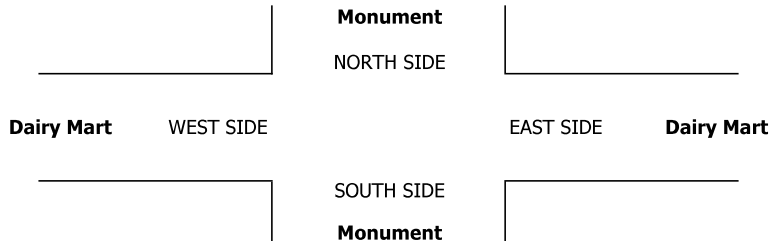
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Monument			Monument			Dairy Mart			Dairy Mart			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	5	0	6	8	0	19
	7:15 AM	0	0	1	0	0	0	1	0	2	5	0	9
	7:30 AM	0	0	2	0	0	0	2	0	4	0	0	8
	7:45 AM	1	0	0	0	0	0	1	0	4	2	0	8
	8:00 AM	0	0	0	0	0	0	1	0	1	0	0	2
	8:15 AM	0	0	0	0	0	0	3	0	0	1	0	4
	8:30 AM	0	0	5	0	0	0	0	1	0	4	0	10
	8:45 AM	0	0	5	0	0	0	1	0	1	10	0	17
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	13	0	0	0	14	1	18	30	0	77
PM	APPROACH %	7%	0%	93%	0%	0%	0%	93%	7%	38%	63%	0%	
	APP/DEPART	14	/	0	0	/	18	15	/	28	48	/	31
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	1	0	3	0	0	0	9	0	15	15	0	44
	APPROACH %	25%	0%	75%	0%	0%	0%	100%	0%	48%	48%	0%	
	PEAK HR FACTOR	0.500			0.000			0.450			0.554		
	APP/DEPART	4	/	0	0	/	15	9	/	13	31	/	16
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	3	0	0	0	5	1	0	6	0	15
	4:15 PM	0	0	5	0	0	0	6	0	1	3	0	15
	4:30 PM	0	0	2	0	0	0	3	0	0	8	0	13
	4:45 PM	0	0	8	0	0	0	7	0	0	9	0	24
	5:00 PM	1	0	2	0	0	0	8	1	0	9	0	21
	5:15 PM	1	0	2	0	0	0	9	0	1	4	0	17
	5:30 PM	0	0	0	0	0	0	3	0	0	1	0	4
	5:45 PM	0	0	1	0	0	0	2	0	0	2	0	5
	VOLUMES	2	0	23	0	0	0	43	2	2	42	0	114
	APPROACH %	8%	0%	92%	0%	0%	0%	96%	4%	5%	95%	0%	
	APP/DEPART	25	/	0	0	/	4	45	/	66	44	/	44
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	2	0	14	0	0	0	27	1	1	30	0	75
	APPROACH %	13%	0%	88%	0%	0%	0%	96%	4%	3%	97%	0%	
	PEAK HR FACTOR	0.500			0.000			0.778			0.861		
	APP/DEPART	16	/	0	0	/	2	28	/	41	31	/	32

0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	1	1

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Monument Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 7 STOP N
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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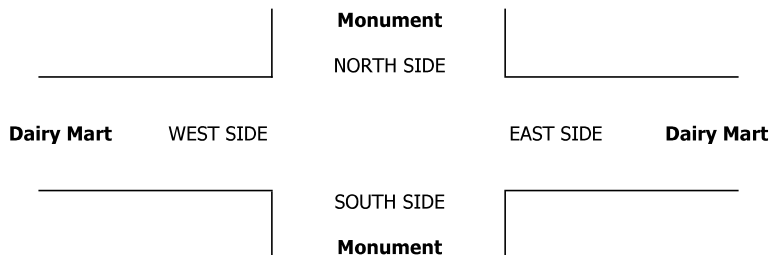
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Monument			Monument			Dairy Mart			Dairy Mart			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	0	0	0	0	0	0	0	1	0	0	2
	7:15 AM	0	0	1	0	0	0	0	1	0	1	0	3
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	2	0	0	0	2	0	3	2	0	10
	APPROACH %	33%	0%	67%	0%	0%	0%	100%	0%	60%	40%	0%	
PM	APP/DEPART	3	/	0	0	/	3	2	/	4	5	/	3
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	1	0	2	0	0	0	2	0	1	1	0	7
	APPROACH %	33%	0%	67%	0%	0%	0%	100%	0%	50%	50%	0%	
	PEAK HR FACTOR	0.750			0.000			0.500			0.500		
	APP/DEPART	3	/	0	0	/	1	2	/	4	2	/	2
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	1	1	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	1	0	0	0	1	0	1	2	0	5
	APPROACH %	0%	0%	100%	0%	0%	0%	100%	0%	33%	67%	0%	
	APP/DEPART	1	/	0	0	/	1	1	/	2	3	/	2
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	1	0	0	0	0	0	1	1	0	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	50%	50%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.250		
	APP/DEPART	1	/	0	0	/	1	0	/	1	2	/	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0

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0	0	0	0	0
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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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Monument Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 7 STOP N
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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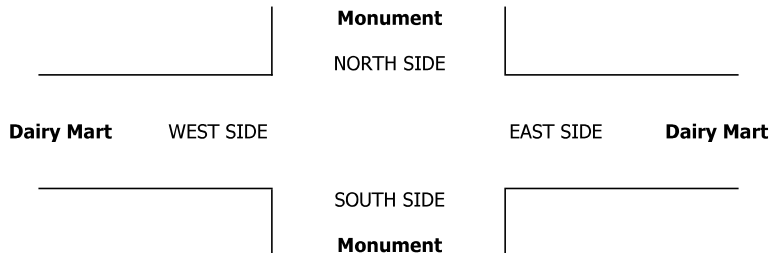
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Monument			Monument			Dairy Mart			Dairy Mart			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	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	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	0	0	0	0	0	2	1	0	5
PM	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	67%	33%	0%	
	APP/DEPART	2	/	0	0	/	2	0	/	2	3	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	1	0	0	0	0	0	1	1	0	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	50%	50%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.500		
	APP/DEPART	1	/	0	0	/	1	0	/	1	2	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Monument Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 7 STOP N
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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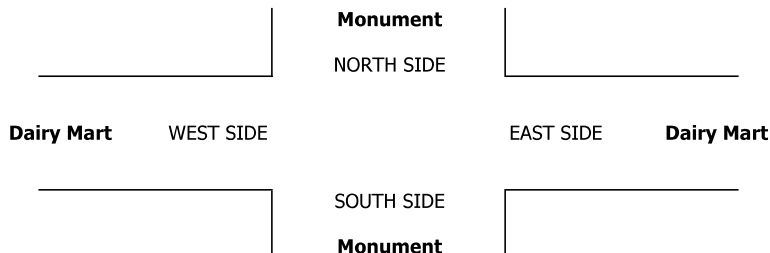
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Monument			Monument			Dairy Mart			Dairy Mart			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	0

0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Monument Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 7 STOP N
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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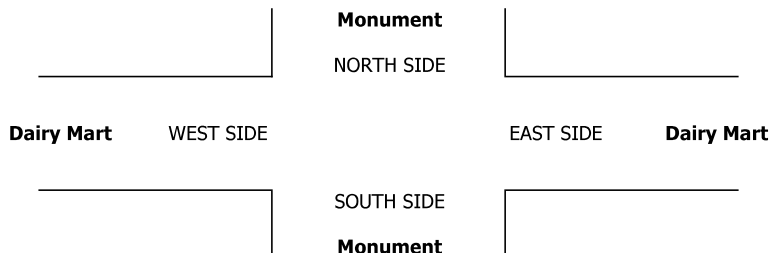
	NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Monument Dairy Mart	PROJECT #: LOCATION #: CONTROL:	SC2496 7 STOP N
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CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
BUSES			

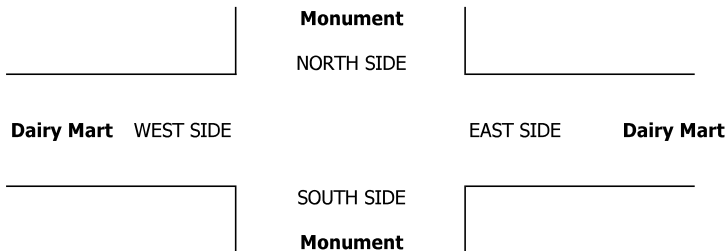
	NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart			TOTAL
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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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



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

SC2496
8
STOP S

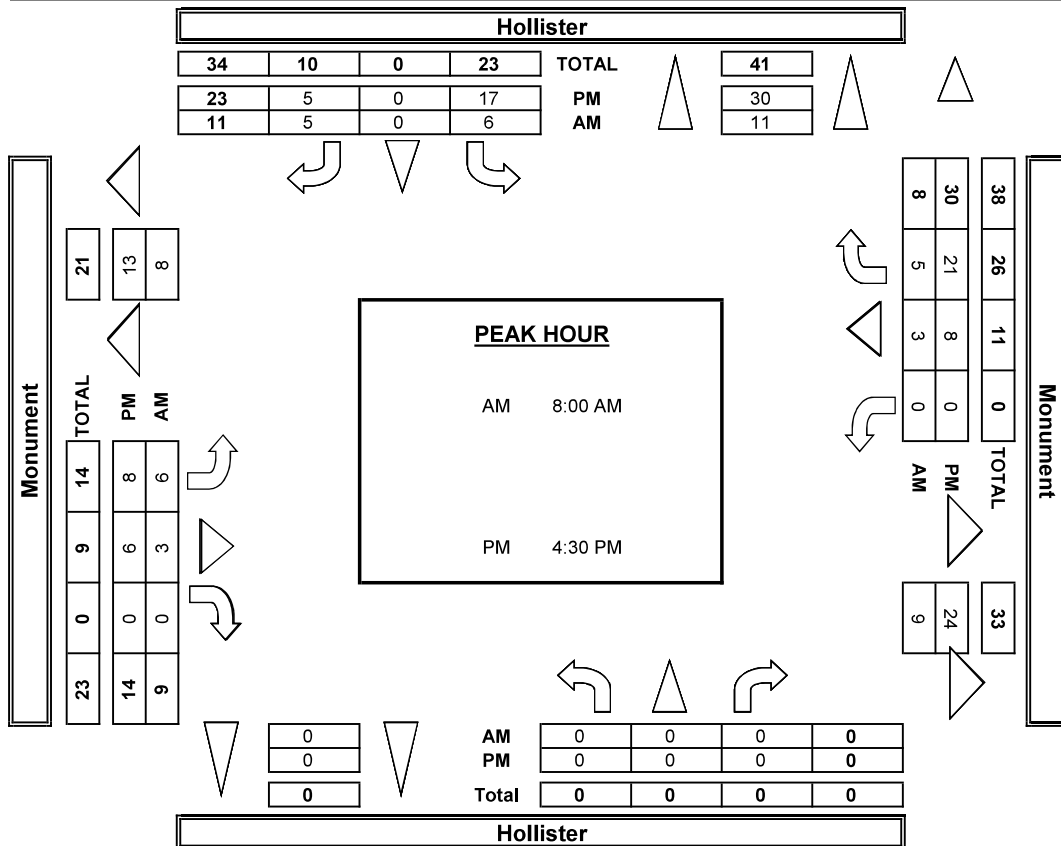
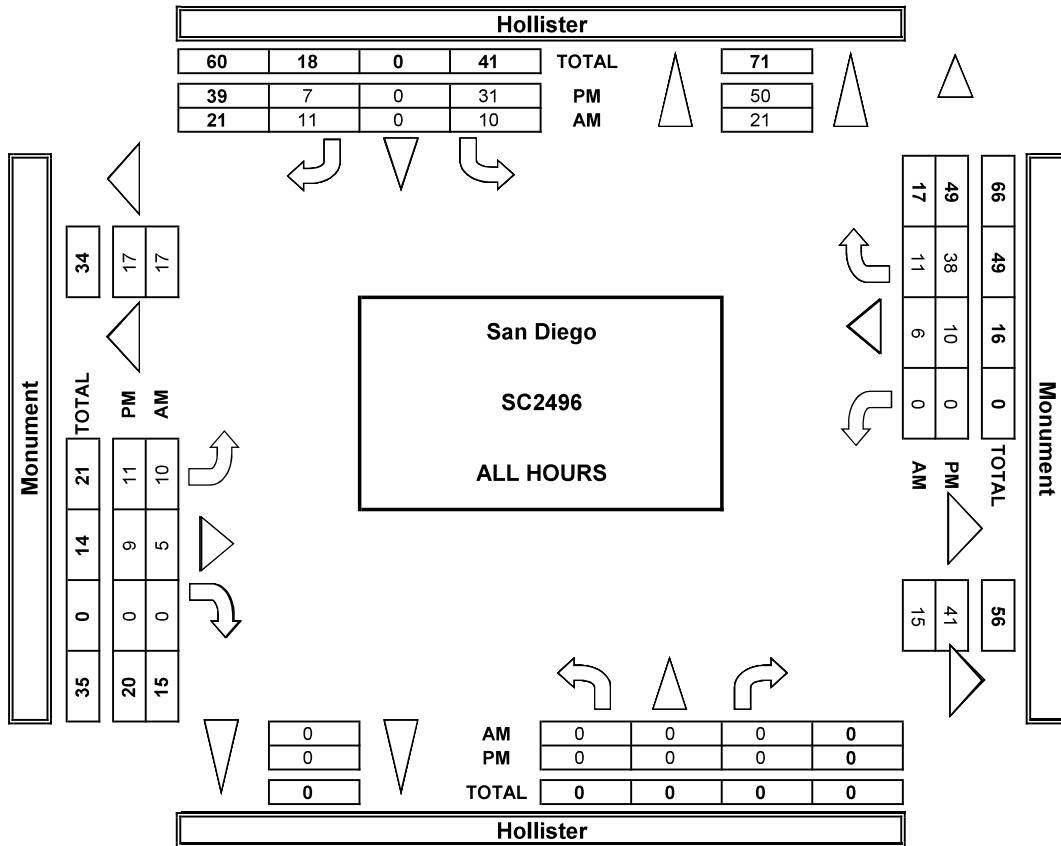
☐ Add U-Turns to Left Turns

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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2

Hollister

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	3	0	3	6	
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0	0	0	0	0	
0	0	0	0	0	
0	3	0	3	6	
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0	0	0	0	0	
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1	0	0	1	2	
1	0	0	0	1	
0	1	0	0	1	
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0	0	0	0	0	
2	1	0	1	4	

AimTD LLC
TURNING MOVEMENT COUNTS

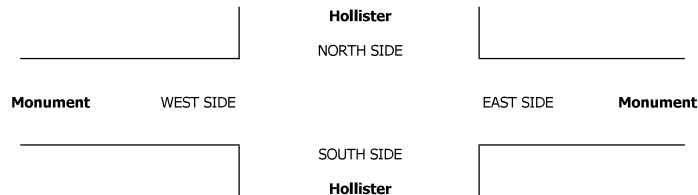


PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

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

U-TURNS				
NB	SB	EB	WB	TTL

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Monument	PROJECT #: LOCATION #: CONTROL:	SC2496 8 STOP S
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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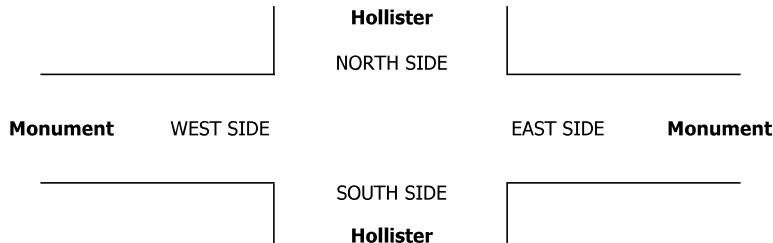
	NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Monument			WESTBOUND Monument			TOTAL
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	2	0	1	1	0	0	0	1	1	6
	7:15 AM	0	0	0	0	0	3	0	0	0	0	1	1	5
	7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	1	0	0	0	0	0	1	0	0	2
	8:00 AM	0	0	0	1	0	0	2	1	0	0	2	0	6
	8:15 AM	0	0	0	1	0	0	0	1	0	0	1	0	3
	8:30 AM	0	0	0	1	0	1	0	0	0	1	1	0	4
	8:45 AM	0	0	0	1	0	2	1	0	0	0	1	0	5
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	8	0	7	4	2	0	0	4	7	32
PM	APPROACH %	0%	0%	0%	53%	0%	47%	67%	33%	0%	0%	36%	64%	
	APP/DEPART	0	/	11	15	/	0	6	/	10	11	/	11	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	0	0	4	0	3	3	2	0	0	1	5	18
	APPROACH %	0%	0%	0%	57%	0%	43%	60%	40%	0%	0%	17%	83%	
	PEAK HR FACTOR	0.000			0.583			0.417			0.750			0.750
	APP/DEPART	0	/	8	7	/	0	5	/	6	6	/	4	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	5	0	2	1	1	0	0	2	6	17
	4:15 PM	0	0	0	4	0	0	1	0	0	0	0	6	11
	4:30 PM	0	0	0	1	0	1	3	1	0	0	2	5	13
	4:45 PM	0	0	0	2	0	1	0	1	0	0	1	3	8
	5:00 PM	0	0	0	7	0	0	2	3	0	0	3	4	19
	5:15 PM	0	0	0	5	0	0	2	1	0	0	0	7	15
	5:30 PM	0	0	0	2	0	0	0	0	0	0	0	3	5
	5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
	VOLUMES	0	0	0	28	0	4	9	7	0	0	8	34	91
	APPROACH %	0%	0%	0%	88%	0%	13%	56%	44%	0%	0%	19%	79%	
	APP/DEPART	0	/	43	32	/	0	16	/	36	43	/	12	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	15	0	2	7	6	0	0	6	19	56
	APPROACH %	0%	0%	0%	88%	0%	12%	54%	46%	0%	0%	23%	73%	
	PEAK HR FACTOR	0.000			0.607			0.650			0.813			0.700
	APP/DEPART	0	/	26	17	/	0	13	/	22	26	/	8	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Monument	PROJECT #: LOCATION #: CONTROL:	SC2496 8 STOP S
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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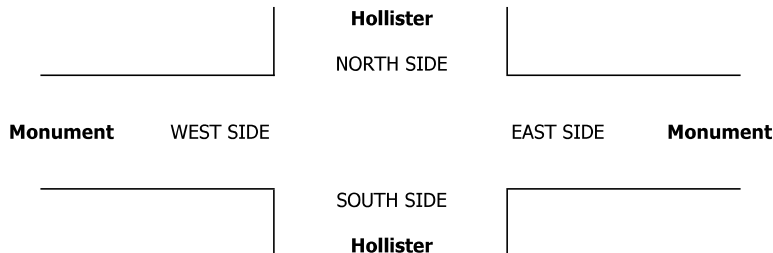
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Hollister			Hollister			Monument			Monument			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	2	3
	8:00 AM	0	0	0	1	0	0	0	0	0	1	0	2
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:30 AM	0	0	0	0	0	1	1	0	0	0	0	2
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	0	1	3	2	0	0	1	3
	APPROACH %	0%	0%	0%	67%	0%	33%	60%	40%	0%	0%	25%	75%
	APP/DEPART	0	/	6	3	/	0	5	/	4	4	/	2
PM	BEGIN PEAK HR	8:00 AM			2	0	1	2	0	0	0	1	0
	VOLUMES	0	0	0	0	0	0	2	0	0	0	1	0
	APPROACH %	0%	0%	0%	67%	0%	33%	100%	0%	0%	0%	100%	0%
	PEAK HR FACTOR	0.000			0.750			0.500			0.250		
	APP/DEPART	0	/	2	3	/	0	2	/	2	1	/	2
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	0	0	0	1	2
	4:15 PM	0	0	0	0	0	0	1	0	0	0	0	1
	4:30 PM	0	0	0	1	0	1	0	0	0	0	1	3
	4:45 PM	0	0	0	0	0	1	1	0	0	0	1	3
	5:00 PM	0	0	0	1	0	0	0	0	0	1	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	2	0	0	1	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	3	0	2	2	2	0	0	2	4
	APPROACH %	0%	0%	0%	60%	0%	40%	50%	50%	0%	0%	33%	67%
	APP/DEPART	0	/	6	5	/	0	4	/	5	6	/	4
	BEGIN PEAK HR	4:30 PM			2	0	2	1	0	0	0	2	2
	VOLUMES	0	0	0	2	0	2	1	0	0	0	2	2
	APPROACH %	0%	0%	0%	50%	0%	50%	100%	0%	0%	0%	50%	50%
	PEAK HR FACTOR	0.000			0.500			0.250			1.000		
	APP/DEPART	0	/	3	4	/	0	1	/	2	4	/	4

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Monument	PROJECT #: LOCATION #: CONTROL:	SC2496 8 STOP S
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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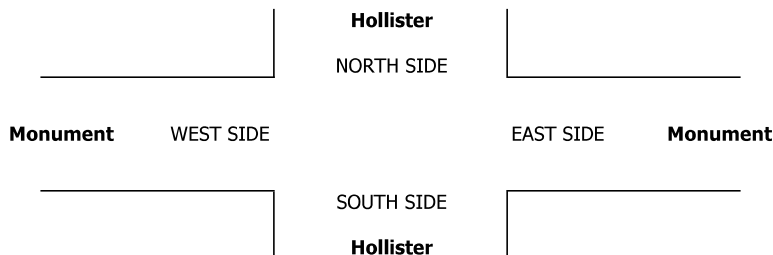
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Hollister			Hollister			Monument			Monument			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	0	/	1	0	/	0	/	0	1	/	0	0
PM	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Monument	PROJECT #: LOCATION #: CONTROL:	SC2496 8 STOP S
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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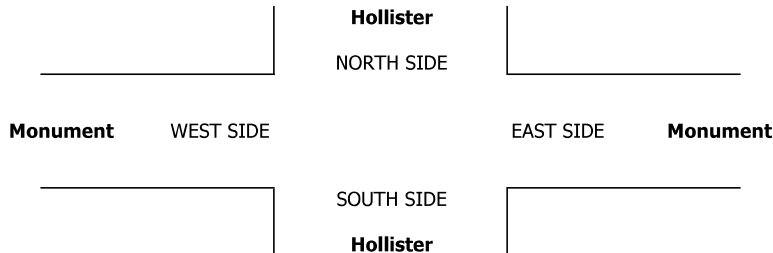
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Hollister			Hollister			Monument			Monument			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	1	1	0	0	0	0	2
	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	1	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	1	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	3	2	1	0	0	1	7
	APPROACH %	0%	0%	0%	0%	0%	100%	67%	33%	0%	0%	100%	0%
	APP/DEPART	0	/	2	3	/	0	3	/	1	1	/	4
PM	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	1	1	1	0	0	1	4
	APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	100%	0%
	PEAK HR FACTOR	0.000			0.250			0.250			0.250		
	APP/DEPART	0	/	1	1	/	0	2	/	1	1	/	2
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%
	APP/DEPART	0	/	1	2	/	0	0	/	0	0	/	1
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	1	2	/	0	0	/	0	0	/	1

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0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Monument	PROJECT #: LOCATION #: CONTROL:	SC2496 8 STOP S
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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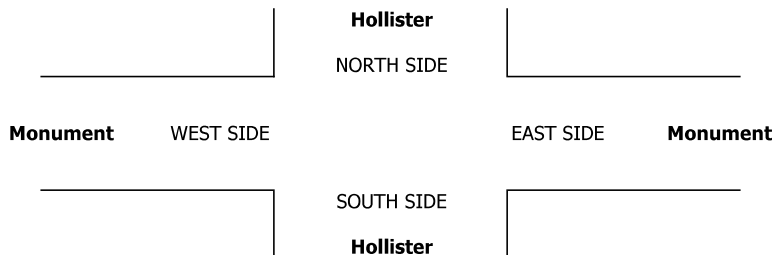
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Hollister			Hollister			Monument			Monument			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	1
PM	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	1	0	/	1	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Monument	PROJECT #: LOCATION #: CONTROL:	SC2496 8 STOP S
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CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
BUSES			

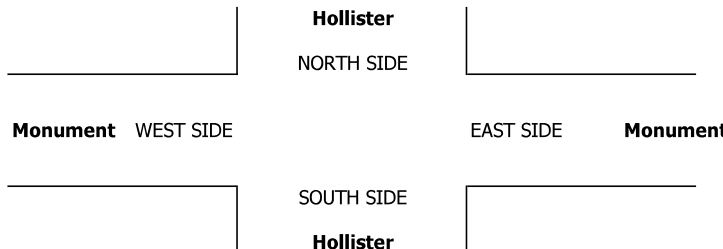
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Hollister			Hollister			Monument			Monument			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Jan 28, 20

LOCATION:
NORTH & SOUTH:
EAST & WEST:

San Diego
Hollister
Tocayo

PROJECT #:
LOCATION #:
CONTROL:

SC2496
8
SIGNAL

NOTES:

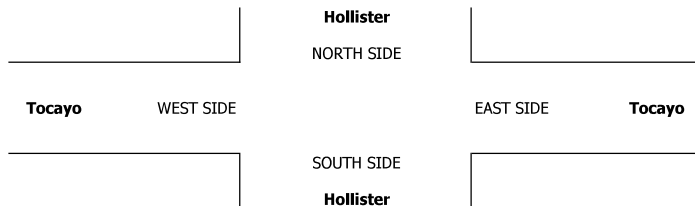
AM	▲	N
PM	◀	W
MD		
OTHER	S	E ▶

☐ Add U-Turns to Left Turns

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

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	6	6

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
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0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	3	3



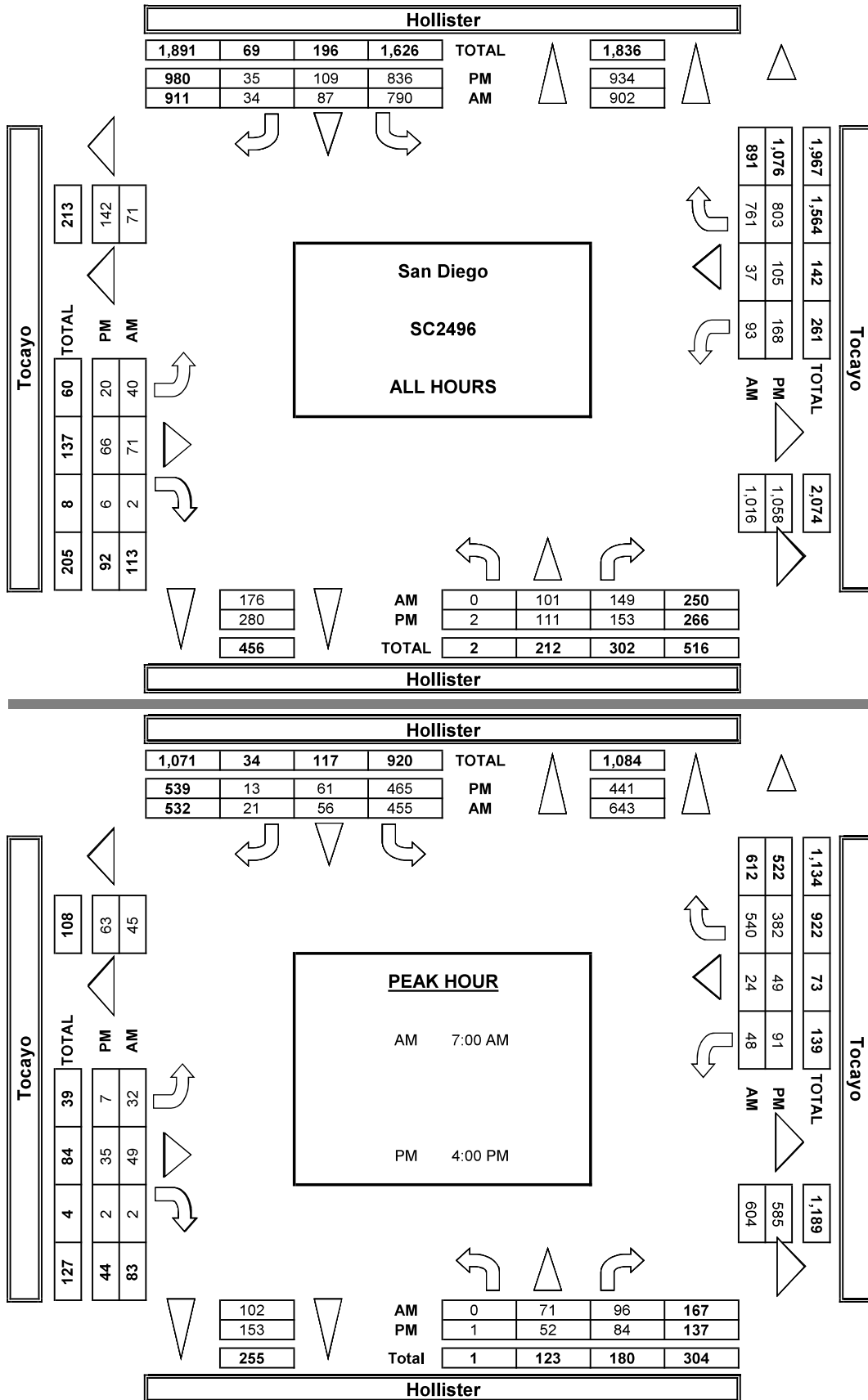
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	TOTAL
AM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	0	9	0	14
0	0	0	0	0
1	0	4	3	8
0	1	2	2	5
0	0	2	1	3
0	0	3	0	3
0	20	1	20	41
0	0	1	5	6
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
6	21	22	31	80
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	2	0	2	5
0	1	0	3	4
1	0	2	0	3
1	0	8	1	10
3	0	2	1	6
2	0	2	0	4
0	1	0	1	2
8	4	17	8	37

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	0	8	0	13
0	0	0	0	0
1	0	4	1	6
0	1	1	0	2
0	0	2	0	2
0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
6	1	18	1	26
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	3	0	3
0	0	0	0	0
0	0	0	0	0
1	0	1	0	2
0	0	7	0	7
3	0	2	0	5
2	0	2	0	4
0	1	0	0	1
6	1	15	0	22

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	0	1
0	0	0	0	0
0	0	0	2	2
0	0	1	2	3
0	0	0	1	1
0	0	2	0	2
0	20	0	20	40
0	0	0	5	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	20	4	30	54
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	2	0	2	5
0	1	0	3	4
0	0	1	0	1
1	0	1	1	3
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
2	3	2	8	15

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

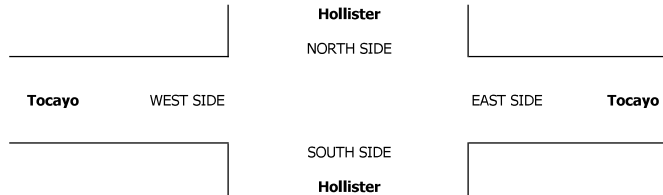
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Tocayo	PROJECT #: LOCATION #: CONTROL:	SC2496 8 SIGNAL
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PCE Adjusted	NOTES:	AM	▲ N ◀ W S ▼	E ▶					
	Class	1			2	3	4	5	6
	Factor	1			1.5	2	3	2	2

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Hollister			Hollister			Tocayo			Tocayo				NB	SB	EB	WB	TTL
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL					

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Tocayo	PROJECT #: LOCATION #: CONTROL:	SC2496 8 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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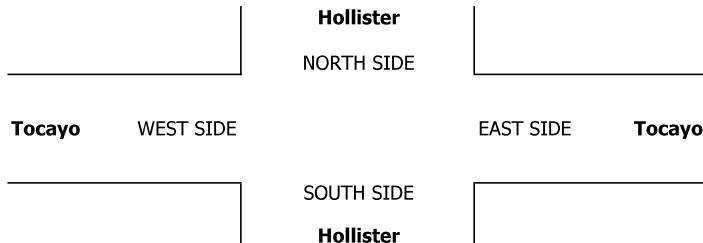
	NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

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

0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
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0	0	0	0	0
0	0	0	5	5

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0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	3	3



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

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

U-TURNS				
NB	SB	EB	WB	TTL

[illegible][illegible]

NORTH SIDE

Tocayo

Hollister

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Tocayo	PROJECT #: LOCATION #: CONTROL:	SC2496 8 SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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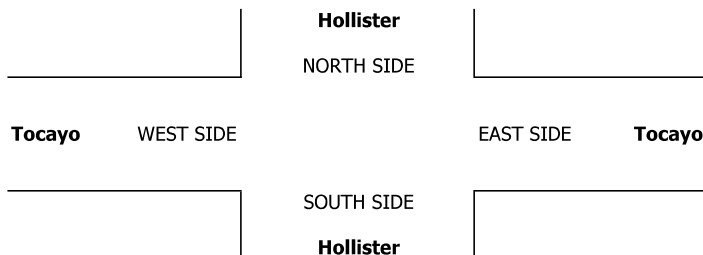
	NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	2	0	0	0	0	0	0	0	0	2
	7:15 AM	0	1	1	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1
	7:45 AM	0	0	1	1	0	0	0	0	1	0	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	1	2	0	0	0	0	0	0	0	3
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	5	4	0	0	0	0	3	0	0	13
	APPROACH %	0%	17%	83%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	6	/	1	4	/	3	0	/	9	3	/	0
PM	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	1	4	1	0	0	0	0	2	0	0	8
	APPROACH %	0%	20%	80%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.625			0.250			0.000			0.500		
	APP/DEPART	5	/	1	1	/	2	0	/	5	2	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	0	2	0	0	0	0	2	0	1	5
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	67%	0%	33%	
	APP/DEPART	0	/	1	2	/	2	0	/	2	3	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	1	0	0	0	0	2	0	1	4
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	67%	0%	33%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.750		
	APP/DEPART	0	/	1	1	/	2	0	/	1	3	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Tocayo	PROJECT #: LOCATION #: CONTROL:	SC2496 8 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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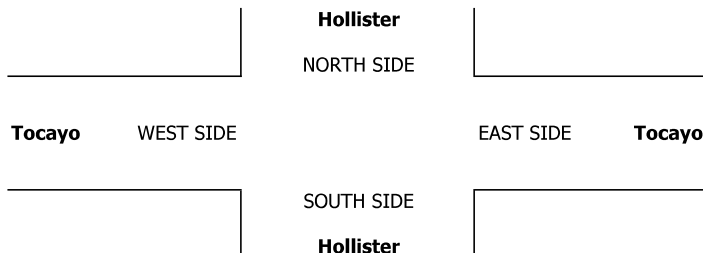
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Hollister			Hollister			Tocayo			Tocayo			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	1	0	2	0	0	0	0	0	0	3
	7:15 AM	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	2	1	2	0	0	0	0	1	0	7
	APPROACH %	0%	33%	67%	33%	67%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	3	/	1	3	/	3	0	/	3	1	/	0
PM	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	2	1	2	0	0	0	0	0	0	5
	APPROACH %	0%	0%	100%	33%	67%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.375			0.000			0.000		
	APP/DEPART	2	/	0	3	/	2	0	/	3	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	0	0	1	0	0	0	0	1	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	1	2	0	0	0	0	3	0	7
	APPROACH %	0%	100%	0%	33%	67%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	1	/	1	3	/	5	0	/	1	3	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	1	1	0	0	0	0	2	0	4
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.000			0.500			0.000			0.500		
	APP/DEPART	0	/	0	2	/	3	0	/	1	2	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Tocayo	PROJECT #: LOCATION #: CONTROL:	SC2496 8 SIGNAL
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CLASS 5:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
RV			

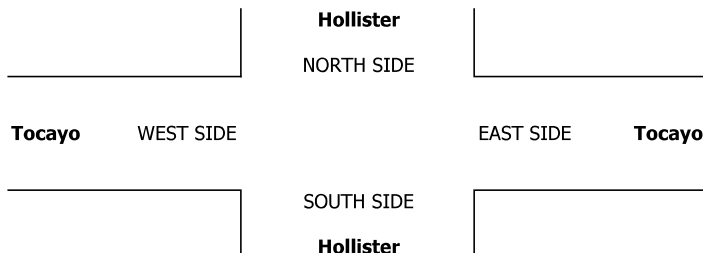
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Hollister			Hollister			Tocayo			Tocayo			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0
PM	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/28/20 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	San Diego Hollister Tocayo	PROJECT #: LOCATION #: CONTROL:	SC2496 9 SIGNAL
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CLASS 6:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
BUSES			

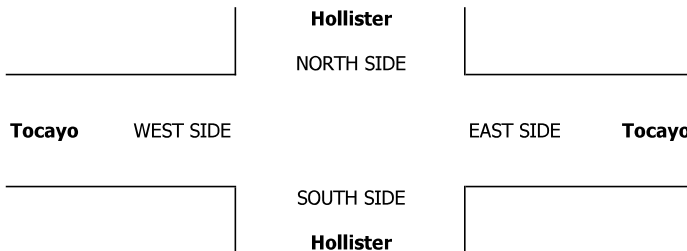
	NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	1	8	0	1	1	0	0	0	0	2	13
	7:15 AM	0	0	1	1	0	1	0	0	0	1	0	3	7
	7:30 AM	0	0	0	2	0	0	0	0	0	0	0	3	5
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
	8:00 AM	0	0	0	2	0	0	0	0	0	0	0	3	5
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	4	5
	8:30 AM	0	0	0	2	0	0	0	0	0	0	0	1	3
	8:45 AM	0	0	0	3	0	0	0	0	0	0	0	5	8
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	20	0	2	1	0	0	1	0	22	48
	APPROACH %	0%	0%	100%	91%	0%	9%	100%	0%	0%	4%	0%	96%	
	APP/DEPART	2	/	23	22	/	1	1	/	22	23	/	2	0
PM	BEGIN PEAK HR	7:00 AM												
	VOLUMES	0	0	2	12	0	2	1	0	0	1	0	9	27
	APPROACH %	0%	0%	100%	86%	0%	14%	100%	0%	0%	10%	0%	90%	
	PEAK HR FACTOR	0.500			0.389			0.250			0.625			0.519
	APP/DEPART	2	/	10	14	/	1	1	/	14	10	/	2	0
	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	2	0	0	0	0	0	0	0	4	6
	4:15 PM	0	0	0	2	0	0	0	0	0	0	0	2	4
	4:30 PM	0	0	0	2	0	0	0	0	0	0	0	2	4
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
	5:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	2	3
	5:45 PM	0	0	0	2	0	0	0	0	0	0	0	1	3
	VOLUMES	0	0	0	12	0	0	0	0	0	0	0	14	26
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	0	/	14	12	/	0	0	/	12	14	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	7	0	0	0	0	0	0	0	9	16
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.875			0.000			0.563			0.667
	APP/DEPART	0	/	9	7	/	0	0	/	7	9	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Tuesday, January 28, 2020
JOB #: SC2496LOCATION# San Diego
CLASS1 Dairy Mart between I-5 and Camino De La Plaza

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	12:00	0	67	5	0	1	0	0	0	0	0	0	0	0	73
0:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:15	0	80	9	1	2	0	0	0	0	0	0	0	0	92
0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:30	0	65	7	0	4	1	0	0	0	0	0	0	0	77
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	0	69	10	0	0	1	0	0	0	0	0	0	0	80
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	1	75	14	0	4	0	0	0	0	0	0	0	0	94
1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13:15	1	67	10	0	3	0	0	0	0	0	0	0	0	81
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	1	80	14	0	3	1	0	1	0	0	0	0	0	100
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:45	0	70	14	0	4	0	0	0	0	0	0	0	0	88
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	1	77	8	0	0	0	0	0	1	0	0	0	0	87
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	91	10	1	3	0	0	0	0	0	0	0	0	105
2:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3	14:30	0	96	13	1	0	1	0	0	0	0	0	0	0	111
2:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14:45	0	83	9	1	1	0	0	0	0	0	0	0	0	94
3:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	15:00	0	87	10	0	7	0	0	0	0	0	0	0	0	104
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	0	80	13	0	0	1	0	0	0	0	0	0	0	94
3:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	15:30	0	69	10	1	0	0	0	0	0	0	0	0	0	80
3:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:45	0	71	13	2	1	0	0	0	0	0	0	0	0	87
4:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13	16:00	1	79	13	1	0	0	0	0	1	0	0	0	0	95
4:15	0	18	2	0	0	0	0	0	0	0	0	0	0	20	16:15	0	75	12	0	0	0	0	0	0	0	0	0	0	87
4:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20	16:30	0	70	11	0	2	0	0	0	0	0	0	0	0	83
4:45	0	18	8	0	0	0	0	0	0	0	0	0	0	26	16:45	0	78	10	0	2	0	0	0	0	0	0	0	0	90
5:00	0	20	11	0	0	0	0	0	0	0	0	0	0	31	17:00	0	81	17	0	0	0	0	0	0	0	0	0	0	98
5:15	0	25	8	0	0	0	0	0	0	0	0	0	0	33	17:15	0	77	19	0	2	0	0	0	0	0	0	0	0	98
5:30	0	34	11	0	1	0	0	0	0	1	0	0	0	47	17:30	0	87	18	0	0	0	0	0	0	0	0	0	0	105
5:45	1	28	11	0	1	0	0	0	0	0	0	0	0	41	17:45	0	90	14	0	1	0	0	0	0	0	0	0	0	105
6:00	0	33	16	0	2	0	0	0	0	0	0	0	0	51	18:00	0	77	10	0	0	0	0	0	0	0	0	0	0	87
6:15	0	29	5	0	0	1	0	0	0	1	0	0	0	36	18:15	0	53	6	0	0	0	0	0	0	0	0	0	0	59
6:30	1	45	14	0	1	0	0	0	0	0	0	0	0	61	18:30	0	75	10	0	0	0	0	0	0	0	0	0	0	85
6:45	0	51	15	0	2	0	0	0	0	0	0	0	0	68	18:45	0	55	16	0	0	0	0	0	0	0	0	0	0	71
7:00	0	66	12	1	2	0	0	0	0	0	0	0	0	81	19:00	0	50	9	0	0	0	0	0	0	0	0	0	0	59
7:15	0	71	14	1	2	1	0	0	0	0	0	0	0	89	19:15	0	59	11	0	0	0	0	0	0	0	0	0	0	70
7:30	0	75	10	1	0	0	0	0	0	0	0	0	0	86	19:30	0	51	3	0	0	0	0	0	0	0	0	0	0	54
7:45	0	66	7	2	1	0	0	0	0	0	0	0	0	76	19:45	0	45	5	0	0	0	0	0	0	0	0	0	0	50
8:00	0	63	13	0	0	1	0	0	1	0	0	0	0	78	20:00	0	72	12	0	1	0	0	0	0	0	0	0	0	85
8:15	0	52	12	0	0	0	0	0	0	0	0	0	0	64	20:15	0	34	3	0	0	0	0	0	0	0	0	0	0	37
8:30	0	41	10	0	0	0	0	0	0	0	0	0	0	51	20:30	0	39	1	0	0	0	0	0	0	0	0	0	0	40
8:45	1	39	8	0	0	0	0	0	0	0	0	0	0	48	20:45	0	27	2	0	0	0	0	0	0	0	0	0	0	29
9:00	0	45	9	0	3	0	0	0	0	0	0	0	0	57	21:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
9:15	0	26	7	0	7	0	0	0	0	0	0	0	0	40	21:15	0	44	2	0	0	0	0	0	0	0	0	0	0	46
9:30	0	33	14	0	1	0	0	0	0	0	0	0	0	48	21:30	0	28	0	0	0	0	0	0	0	0	0	0	0	28
9:45	0	28	7	0	1	0	0	0	1	0	0	0	0	37	21:45	0	37	7	0	0	0	0	0	0	0	0	0	0	44
10:00	0	33	7	0	2	0	0	0	1	0	0	0	0	43	22:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
10:15	0	48	10	0	2	1	0	0	0	0	0	0	0	61	22:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
10:30	0	39	5	0	0	0	0	0	0	0	0	0	0	44	22:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
10:45	0	46	7	0	1	1	0	0	0	0	0	0	0	55	22:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
11:00	0	44	10	0	2	0	0	0	0	0	0	0	0	56	23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:15	0	58	8	0	2	1	0	0	0	0	0	0	0	69	23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:30	0	48	8	0	2	0	0	0	0	0	0	0	0	58	23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:45	1	54	9	1	4	0	0	0	0	0	0	0	0	69	23:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4
TOTAL	4	1,356	301	6	39	6	0	0	5	0	0	0	0	1,717	TOTAL	5	2,725	397	8	41	6	0	1	2	0	0	0	0	3,185
AM PEAK HOUR														7:00 AM	PM PEAK HOUR														2:15 PM
AM PEAK VOLUME														332	PM PEAK VOLUME														414

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

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

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

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

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

AM	SOUTHBOUND														PM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	12:00	1	60	12	0	3	0	0	0	0	0	0	0	0	76
0:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	12:15	0	65	7	0	1	0	0	0	0	0	0	0	0	73
0:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	12:30	0	72	6	0	3	0	0	0	0	0	0	0	0	81
0:45	0	7	1	0	0	0	0	0	0	1	0	0	0	9	12:45	1	74	10	0	0	1	0	0	0	0	0	0	0	86
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	1	65	9	0	2	0	0	1	0	0	0	0	0	78
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:15	0	92	9	0	1	0	0	0	0	0	0	0	0	102
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	0	78	15	0	1	0	0	0	0	0	0	0	0	94
1:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:45	0	73	12	0	3	0	0	0	0	0	0	0	0	88
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:00	1	60	11	0	1	1	0	0	0	0	0	0	0	74
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	61	13	0	1	0	0	0	0	0	0	0	0	75
2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:30	0	75	12	0	0	1	0	0	0	0	0	0	0	88
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	0	88	12	0	1	0	0	0	0	0	0	0	0	101
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	0	105	19	1	1	0	0	0	0	0	0	0	0	126
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	0	98	17	0	1	0	0	0	0	0	0	0	0	116
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	84	13	0	0	0	0	0	0	0	0	0	0	97
3:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15:45	1	87	21	1	1	0	0	0	0	0	0	0	0	111
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	0	83	19	0	0	0	0	0	0	0	0	0	0	102
4:15	0	5	0	1	0	0	0	0	0	0	0	0	0	6	16:15	0	94	15	0	1	0	0	0	0	0	0	0	0	110
4:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	16:30	0	106	28	0	1	0	0	0	0	0	0	0	0	135
4:45	0	6	1	0	0	0	0	0	0	1	0	0	0	8	16:45	0	98	15	0	2	0	0	0	0	0	0	0	0	115
5:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6	17:00	0	105	19	0	2	0	0	0	0	0	0	0	0	126
5:15	0	8	8	0	0	0	0	0	0	0	0	0	0	16	17:15	0	94	18	0	1	0	0	0	0	0	0	0	0	113
5:30	0	8	7	0	0	0	0	0	0	0	0	0	0	15	17:30	0	103	15	0	1	0	0	0	0	0	0	0	0	119
5:45	0	26	9	0	0	1	0	0	0	0	0	0	0	36	17:45	0	81	6	0	1	0	0	0	0	0	0	0	0	88
6:00	0	8	4	0	1	1	0	0	0	0	0	0	0	14	18:00	1	98	9	0	1	0	0	0	0	0	0	0	0	109
6:15	0	14	6	0	1	0	0	0	0	0	0	0	0	21	18:15	0	117	15	0	1	0	0	0	0	0	0	0	0	133
6:30	0	18	3	0	1	0	0	0	0	0	0	0	0	22	18:30	0	89	8	0	0	0	0	0	0	0	0	0	0	97
6:45	0	21	6	0	1	1	0	0	0	0	0	0	0	29	18:45	0	66	7	0	0	0	0	0	0	0	0	0	0	73
7:00	0	22	8	2	0	0	0	0	0	0	0	0	0	32	19:00	0	75	11	0	1	0	0	0	0	0	0	0	0	87
7:15	0	31	8	0	1	0	0	0	0	0	0	0	0	40	19:15	0	72	10	0	0	0	0	0	0	0	0	0	0	82
7:30	0	27	8	2	0	0	0	0	0	0	0	0	0	37	19:30	0	64	7	0	0	0	0	0	0	0	0	0	0	71
7:45	0	56	9	0	1	0	0	0	0	0	0	0	0	66	19:45	0	62	5	0	0	0	0	0	0	0	0	0	0	67
8:00	0	45	6	0	0	0	0	0	0	0	0	0	0	51	20:00	0	54	5	0	0	0	0	0	0	0	0	0	0	59
8:15	0	32	6	0	1	1	0	0	0	0	0	0	0	40	20:15	0	46	2	0	0	0	0	0	0	0	0	0	0	48
8:30	0	28	7	0	3	1	0	0	0	0	0	0	0	39	20:30	0	43	3	0	0	0	0	0	0	0	0	0	0	46
8:45	0	52	11	0	4	0	0	0	0	0	0	0	0	67	20:45	0	37	4	0	0	0	0	0	0	0	0	0	0	41
9:00	0	33	12	0	3	0	0	0	0	0	0	0	0	48	21:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
9:15	0	34	10	0	3	0	0	0	0	0	0	0	0	47	21:15	0	31	4	0	0	0	0	0	0	0	0	0	0	35
9:30	0	34	4	0	2	0	0	0	0	0	0	0	0	40	21:30	1	23	4	0	0	0	0	0	0	0	0	0	0	28
9:45	0	54	5	0	4	0	0	0	0	0	0	0	0	63	21:45	0	22	2	0	0	0	0	0	0	0	0	0	0	24
10:00	0	57	8	0	2	1	0	0	0	0	0	0	0	68	22:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
10:15	1	45	4	0	1	0	0	0	0	0	0	0	0	51	22:15	0	25	5	0	0	0	0	0	0	0	0	0	0	30
10:30	0	59	6	0	2	0	0	0	0	0	0	0	0	67	22:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19
10:45	2	53	11	0	1	1	0	0	0	0	0	0	0	68	22:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:00	1	62	6	0	3	1	0	0	0	0	0	0	0	73	23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
11:15	0	43	7	0	1	0	0	0	0	0	0	0	0	51	23:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17
11:30	1	52	8	0	2	0	0	0	0	0	0	0	0	63	23:30	0	11	2	0	0	1	0	0	0	0	0	0	0	14
11:45	1	66	9	1	3	0	0	0	0	0	0	0	0	80	23:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15
TOTAL	7	1,071	206	6	41	8	0	0	2	0	0	0	0	1,341	TOTAL	7	3,060	444	2	32	4	0	1	0	0	0	0	0	3,550
AM PEAK HOUR										11:00 AM					PM PEAK HOUR										4:30 PM				
AM PEAK VOLUME										267					PM PEAK VOLUME										489				

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

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

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

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Tuesday, January 28, 2020
JOB #: SC2496LOCATION# San Diego
CLASS2 Dairy Mart between Camino De La Plaza and Clearwater

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	6	3	0	2	1	0	0	0	0	0	0	0	12
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	0	8	8	0	1	0	0	0	0	0	0	0	0	17
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	1	4	5	0	1	0	0	0	0	0	0	0	0	11
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	7	2	0	1	1	0	0	0	0	0	0	0	11
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	4	4	0	2	0	0	0	0	0	0	0	0	10
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	8	2	0	0	1	0	0	0	0	0	0	0	11
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	12	3	0	1	0	0	0	0	0	0	0	0	16
2:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:30	0	8	4	0	0	1	0	0	0	0	0	0	0	13
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	0	5	5	0	0	1	0	0	0	0	0	0	0	11
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	5	3	0	1	0	0	0	0	0	0	0	0	9
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	1	13	5	0	0	0	0	0	0	0	0	0	0	19
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	6	6	0	0	0	0	0	0	0	0	0	0	12
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	6	2	0	1	0	0	0	0	0	0	0	0	9
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	12	6	0	0	0	0	0	0	0	0	0	0	18
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	1	9	7	0	0	0	0	0	0	0	0	0	0	17
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	8	5	0	0	0	0	0	0	0	0	0	0	13
5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17:30	0	4	5	0	0	0	0	0	0	0	0	0	0	9
5:45	0	1	2	0	1	0	0	0	0	0	0	0	0	4	17:45	0	5	4	0	0	0	0	0	0	0	0	0	0	9
6:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	18:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
6:15	0	2	1	0	0	1	0	0	0	0	0	0	0	4	18:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8	18:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:45	0	0	2	0	1	0	0	0	0	0	0	0	0	3	18:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
7:15	0	1	3	0	2	1	0	0	0	0	0	0	0	7	19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30	0	2	5	0	1	0	0	0	0	0	0	0	0	8	19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3	19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	1	1	0	0	1	0	0	1	0	0	0	0	4	20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
8:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7	20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5	20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00	0	8	3	0	3	0	0	0	0	0	0	0	0	14	21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:15	0	3	3	0	3	0	0	0	0	0	0	0	0	9	21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	5	3	0	2	0	0	0	0	0	0	0	0	10	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	2	4	0	1	0	0	0	0	0	0	0	0	7	21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	1	3	0	2	0	0	0	0	0	0	0	0	6	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	4	1	0	1	1	0	0	0	0	0	0	0	7	22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	7	3	0	0	1	0	0	0	0	0	0	0	11	22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	1	4	3	0	2	0	0	0	0	0	0	0	0	10	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	5	3	0	0	1	0	0	0	0	0	0	0	9	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	3	2	0	1	0	0	0	0	0	0	0	0	6	23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	10	1	0	3	0	0	0	0	0	0	0	0	14	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	90	57	0	26	6	0	0	1	0	0	0	0	181	TOTAL	3	199	94	0	13	5	0	0	0	0	0	0	0	314

AM PEAK HOUR 9:00 AM
AM PEAK VOLUME 40PM PEAK HOUR 4:00 PM
PM PEAK VOLUME 58

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

TOTAL: AM+PM	4	289	151	0	39	11	0	0	1	0	0	0	0	495
% OF TOTAL	0.8%	58.4%	30.5%	0.0%	7.9%	2.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	8	588	310	1	77	26	0	0	1	0	0	0	0	1,011
% OF TOTAL	1.6%	118.8%	62.6%	0.2%	15.6%	5.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

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

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

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	4	6	0	0	0	0	0	0	0	0	0	0	10
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:45	0	7	2	1	0	3	0	0	0	0	0	0	0	13
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	1	3	3	0	2	0	0	0	0	0	0	0	0	9
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	8	5	0	0	0	0	0	0	0	0	0	0	13
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	3	3	0	1	0	0	0	0	0	0	0	0	7
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	7	4	0	1	1	0	0	0	0	0	0	0	13
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	6	0	0	1	0	0	0	0	0	0	0	0	7
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	0	5	4	0	1	0	0	0	0	0	0	0	0	10
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	5	6	0	1	0	0	0	0	0	0	0	0	12
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4	17:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10
5:15	0	6	8	0	0	0	0	0	0	0	0	0	0	14	17:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
5:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8	17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:45	0	14	7	0	0	1	0	0	0	0	0	0	0	22	17:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00	0	1	4	0	1	1	0	0	0	0	0	0	0	7	18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8	18:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7	18:30	1	4	0	0	0	0	0	0	0	0	0	0	0	5
6:45	0	9	4	0	1	1	0	0	0	0	0	0	0	15	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11	19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
7:15	0	6	2	0	1	1	0	0	0	0	0	0	0	10	19:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7	19:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:45	0	4	7	0	0	0	0	0	0	0	0	0	0	11	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15	0	4	1	0	0	1	0	0	0	0	0	0	0	6	20:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
8:30	0	6	5	0	3	1	0	0	0	0	0	0	0	15	20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45	0	12	4	0	3	0	0	0	0	0	0	0	0	19	20:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9	21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15	0	5	2	0	3	0	0	0	0	0	0	0	0	10	21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30	0	5	0	0	1	0	0	0	0	0	0	0	0	6	21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:45	0	9	1	0	2	0	0	0	0	0	0	0	0	12	21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9	22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8	22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45	1	4	3	0	1	1	0	0	0	0	0	0	0	10	22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	7	0	0	3	1	0	0	0	0	0	0	0	11	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	4	2	0	1	0	0	0	0	0	0	0	0	7	23:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:45	0	4	4	0	2	0	0	0	0	0	0	0	0	10	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	152	88	0	26	9	0	0	0	0	0	0	0	277	TOTAL	2	147	71	1	12	6	0	0	0	0	0	0	0	239
AM PEAK HOUR 8:30 AM															PM PEAK HOUR 1:30 PM														
AM PEAK VOLUME 53															PM PEAK VOLUME 41														

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

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

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

LOCATION# San Diego
CLASS3 Dairy Mart between Clearwater and Monument

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

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

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

LOCATION# San Diego
CLASS3 Dairy Mart between Clearwater and Monument

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	3	3	0	1	0	0	0	0	0	0	0	0	7
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	4	2	0	1	1	0	0	0	0	0	0	0	8
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	9	3	0	0	1	0	0	0	0	0	0	0	13
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	6	0	0	0	1	0	0	0	0	0	0	0	7
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	1	3	0	0	1	0	0	0	0	0	0	0	0	5
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	4	5	0	0	0	0	0	0	0	0	0	0	9
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
5:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	17:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
5:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00	0	1	1	0	2	0	0	0	0	0	0	0	0	4	18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:15	0	4	2	0	0	1	0	0	0	0	0	0	0	7	18:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:45	0	5	2	0	1	0	0	0	0	0	0	0	0	8	18:45	1	0	1	0	0	0	0	0	0	0	0	0	0	2
7:00	0	10	4	0	0	1	0	0	0	0	0	0	0	15	19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
7:15	0	5	2	0	1	1	0	0	0	0	0	0	0	9	19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6	19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2	20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30	0	4	1	0	0	1	0	0	0	0	0	0	0	6	20:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:45	0	9	2	0	1	0	0	0	0	0	0	0	0	12	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7	21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45	0	5	4	0	2	0	0	0	0	0	0	0	0	11	21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7	22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6	22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	22:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
10:45	1	7	1	0	0	0	0	0	0	0	0	0	0	9	22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	2	2	0	0	1	0	0	0	0	0	0	0	5	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6	23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	1	119	41	0	13	6	0	0	0	0	0	0	0	180	TOTAL	2	132	58	0	6	4	0	0	0	0	0	0	0	202
AM PEAK HOUR														8:30 AM	PM PEAK HOUR														1:30 PM
AM PEAK VOLUME														37	PM PEAK VOLUME														38

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

TOTAL: AM+PM	3	251	99	0	19	10	0	0	0	0	0	0	0	0	382
% OF TOTAL	0.8%	65.7%	25.9%	0.0%	5.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

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

LOCATION# San Diego
CLASS4 Monument between Hollister and Dairy Mart

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	2	3	0	0	1	0	0	0	0	0	0	0	6
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	1	7	2	0	0	1	0	0	0	0	0	0	0	11
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16:00	0	2	6	0	1	0	0	0	0	0	0	0	0	9
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
5:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3	18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:15	0	2	0	0	1	1	0	0	0	0	0	0	0	4	19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	2	0	1	0	0	0	0	0	0	0	0	3	19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15	0	0	1	0	0	1	0	0	0	0	0	0	0	2	20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
8:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	2	0	0	2	1	0	0	0	0	0	0	0	5	21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21:30	1	1	0	0	0	0	0	0	0	0	0	0	0	2
9:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4	21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	4	0	0	0	0	0	0	0	0	0	0	4	22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:45	1	4	3	0	0	0	0	0	0	0	0	0	0	8	22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	2	2	0	0	1	0	0	0	0	0	0	0	5	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	54	27	0	7	4	0	0	0	0	0	0	0	93	TOTAL	2	132	54	0	2	2	0	0	0	0	0	0	0	192

AM PEAK HOUR 10:30 AM
AM PEAK VOLUME 24

PM PEAK HOUR 2:00 PM
PM PEAK VOLUME 36

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

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

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

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

DATE: Tuesday, January 28, 2020
JOB #: SC2496LOCATION# San Diego
CLASS5 Hollister between Tocayo and Sunset

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:00	0	22	6	0	0	1	0	0	0	0	0	0	0	29
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	19	1	0	2	0	0	0	0	0	0	0	0	22
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	18	4	0	1	0	0	0	0	0	0	0	0	23
0:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	12:45	0	13	2	0	1	1	0	0	0	0	0	0	0	17
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
1:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13:15	0	20	7	2	0	1	0	0	0	0	0	0	0	30
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:30	0	20	3	0	1	0	0	0	0	0	0	0	0	24
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	20	4	0	1	1	0	0	0	0	0	0	0	26
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	20	14	0	1	0	0	0	0	0	0	0	0	35
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	33	13	2	0	0	0	0	0	0	0	0	0	48
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	1	24	10	0	0	1	0	0	0	0	0	0	0	36
2:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	14:45	1	28	9	0	0	0	0	0	0	0	0	0	0	38
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	21	15	0	0	0	0	0	0	0	0	0	0	36
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	0	31	7	0	1	0	0	0	0	0	0	0	0	39
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	26	4	0	0	1	0	0	0	0	0	0	0	31
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	1	16	18	0	0	0	0	0	0	0	0	0	0	35
4:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	16:00	0	20	16	0	1	0	0	0	0	0	0	0	0	37
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:15	2	15	7	0	0	0	0	0	0	0	0	0	0	24
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:30	0	24	13	0	0	0	0	0	0	0	0	0	0	37
4:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:45	0	20	17	0	2	0	0	0	0	0	0	0	0	39
5:00	1	7	2	0	1	0	0	0	0	0	0	0	0	11	17:00	0	17	5	1	0	0	0	0	0	0	0	0	0	23
5:15	0	10	8	0	1	0	0	0	0	0	0	0	0	19	17:15	1	26	12	0	0	0	0	0	0	0	0	0	0	39
5:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13	17:30	0	17	12	0	0	0	0	0	0	0	0	0	0	29
5:45	0	8	5	0	1	1	0	0	3	0	0	0	0	18	17:45	0	26	12	0	0	0	0	0	0	0	0	0	0	38
6:00	0	10	5	0	1	1	0	0	0	0	0	0	0	17	18:00	0	26	12	0	2	0	0	0	0	0	0	0	0	40
6:15	0	9	4	0	0	2	0	0	2	0	0	0	0	17	18:15	0	22	11	0	0	2	0	0	0	0	0	0	0	35
6:30	1	24	9	0	0	1	0	0	0	0	0	0	0	35	18:30	2	11	4	0	0	0	0	0	0	0	0	0	0	17
6:45	2	36	8	1	4	1	0	0	0	0	0	0	0	52	18:45	0	19	6	0	0	0	0	0	0	0	0	0	0	25
7:00	1	46	5	1	6	1	0	0	0	0	0	0	0	60	19:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
7:15	0	24	7	0	4	1	0	0	0	0	0	0	0	36	19:15	0	11	4	0	0	0	0	0	0	0	0	0	0	15
7:30	1	17	9	0	0	0	0	0	0	0	0	0	0	27	19:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12
7:45	2	34	7	0	0	1	0	0	0	0	0	0	0	44	19:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
8:00	0	16	9	0	0	0	0	0	0	0	0	0	0	25	20:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
8:15	0	17	5	0	0	1	0	0	0	0	0	0	0	23	20:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
8:30	0	12	5	0	1	0	0	0	0	0	0	0	0	18	20:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19
8:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17	20:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
9:00	0	23	5	0	0	0	0	0	1	0	0	0	0	29	21:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
9:15	0	11	4	0	1	0	0	0	0	0	0	0	0	16	21:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
9:30	0	12	4	0	1	0	0	0	0	0	0	0	0	17	21:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
9:45	0	12	3	0	1	0	0	0	0	0	0	0	0	16	21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	16	6	2	1	0	0	0	0	0	0	0	0	25	22:00	2	4	1	0	0	0	0	0	0	0	0	0	0	7
10:15	0	11	4	0	0	0	0	0	0	0	0	0	0	15	22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:30	0	12	2	0	1	2	0	0	0	0	0	0	0	17	22:30	4	9	2	0	1	0	0	0	0	0	0	0	0	16
10:45	0	21	5	0	0	1	0	0	0	0	0	0	0	27	22:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19	23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:15	1	20	7	0	1	1	0	0	0	0	0	0	0	30	23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:30	0	14	4	0	1	1	0	0	0	0	0	0	0	20	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	17	3	0	1	1	0	0	0	0	0	0	0	23	23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL	10	504	155	4	28	16	0	0	6	0	0	0	0	723	TOTAL	14	727	291	5	15	8	0	0	0	0	0	0	0	1,060

AM PEAK HOUR
AM PEAK VOLUME
6:30 AM
183PM PEAK HOUR
PM PEAK VOLUME
2:15 PM
158

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

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

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

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

LOCATION# San Diego
CLASS5 Hollister between Tocayo and Sunset

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:00	0	17	4	0	0	0	0	0	0	0	0	0	21	
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	18	5	1	0	1	0	0	0	0	0	0	25	
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:30	0	12	1	0	0	1	0	0	0	0	0	0	14	
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	26	9	1	2	0	0	0	0	0	0	0	38	
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13:00	1	15	8	0	0	2	0	0	0	0	0	0	26	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	11	8	0	1	0	0	0	0	0	0	0	20	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	19	6	0	3	0	0	0	0	0	0	0	28	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	20	9	0	0	1	0	0	1	0	0	0	31	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	20	6	2	1	0	0	0	0	0	0	0	29	
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	2	20	3	0	4	2	0	0	0	0	0	0	31	
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	2	38	14	0	0	0	0	0	0	0	0	0	54	
2:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4	14:45	1	25	12	1	0	0	0	0	0	0	0	0	39	
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	20	11	0	0	1	0	0	0	0	0	0	32	
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	0	26	10	0	2	0	0	0	1	0	0	0	39	
3:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	15:30	0	28	16	0	3	0	0	0	0	0	0	0	47	
3:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15:45	0	17	18	0	0	1	0	0	0	0	0	0	36	
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:00	1	25	17	0	0	0	0	0	0	0	0	0	43	
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	18	16	0	0	1	0	0	1	0	0	0	36	
4:30	0	1	2	0	1	0	0	0	0	0	0	0	0	4	16:30	1	20	10	0	0	1	0	0	0	0	0	0	32	
4:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3	16:45	0	29	13	0	0	0	0	0	0	0	0	0	42	
5:00	1	4	1	0	1	0	0	0	0	0	0	0	0	7	17:00	1	30	6	0	3	0	0	0	0	0	0	0	40	
5:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6	17:15	2	16	13	0	0	0	0	0	1	0	0	0	32	
5:30	0	9	6	0	0	0	0	0	0	0	0	0	0	15	17:30	0	23	5	0	0	0	0	0	0	0	0	0	28	
5:45	0	13	7	0	0	0	0	0	0	0	0	0	0	20	17:45	0	19	8	0	0	0	0	0	0	0	0	0	27	
6:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13	18:00	1	20	2	0	0	0	0	0	0	0	0	0	23	
6:15	0	12	9	0	1	0	0	0	0	0	0	0	0	22	18:15	0	20	9	0	0	0	0	0	0	0	0	0	29	
6:30	0	15	6	1	0	0	0	0	0	0	0	0	0	22	18:30	0	16	3	0	0	0	0	0	0	0	0	0	19	
6:45	1	16	6	1	0	0	0	0	0	0	0	0	0	24	18:45	2	6	1	0	2	0	0	0	0	0	0	0	11	
7:00	0	34	9	0	0	0	0	0	0	0	0	0	0	43	19:00	0	13	3	0	0	0	0	0	0	0	0	0	16	
7:15	1	9	2	1	0	0	0	0	0	0	0	0	0	13	19:15	0	11	5	0	1	0	0	0	0	0	0	0	17	
7:30	1	9	8	0	0	1	0	0	0	0	0	0	0	19	19:30	1	18	2	0	0	0	0	0	0	0	0	0	21	
7:45	0	24	2	0	0	1	0	0	0	0	0	0	0	27	19:45	0	11	2	0	0	1	0	0	0	0	0	0	14	
8:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21	20:00	0	21	3	0	0	0	0	0	0	0	0	0	24	
8:15	0	13	6	0	0	0	0	0	0	1	0	0	0	20	20:15	0	7	0	0	0	0	0	0	0	0	0	0	7	
8:30	0	13	1	0	0	1	0	0	0	0	0	0	0	15	20:30	0	8	0	0	0	0	0	0	0	0	0	0	8	
8:45	0	11	6	0	1	0	0	0	0	0	0	0	0	18	20:45	0	15	3	0	0	0	0	0	0	0	0	0	18	
9:00	0	16	6	0	1	0	0	0	0	0	0	0	0	23	21:00	0	2	2	0	0	0	0	0	0	0	0	0	4	
9:15	1	12	8	0	1	0	0	0	0	0	0	0	0	22	21:15	0	13	1	0	0	0	0	0	0	0	0	0	14	
9:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18	21:30	0	4	1	0	0	0	0	0	0	0	0	0	5	
9:45	0	17	7	2	1	1	0	0	0	0	0	0	0	28	21:45	0	2	0	0	0	0	0	0	0	0	0	0	2	
10:00	0	13	5	0	0	1	0	0	0	0	0	0	0	19	22:00	0	8	2	0	0	0	0	0	0	0	0	0	10	
10:15	0	8	5	0	1	1	0	0	0	0	0	0	0	15	22:15	0	11	2	0	0	0	0	0	0	0	0	0	13	
10:30	1	18	5	0	0	1	0	0	0	0	0	0	0	25	22:30	1	10	0	0	0	0	0	0	0	0	0	0	11	
10:45	0	12	9	0	1	0	0	0	0	0	0	0	0	22	22:45	0	6	0	0	0	0	0	0	0	0	0	0	6	
11:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23	23:00	0	9	2	0	0	0	0	0	0	0	0	0	11	
11:15	0	13	5	0	0	0	0	0	0	0	0	0	0	18	23:15	0	3	0	0	0	0	0	0	0	0	0	0	3	
11:30	0	13	1	0	0	2	0	0	0	0	0	0	0	16	23:30	0	4	0	0	0	0	0	0	0	0	0	0	4	
11:45	0	14	4	0	0	1	0	0	1	0	0	0	0	20	23:45	0	3	1	0	0	0	0	0	0	0	0	0	4	
TOTAL	6	404	148	5	10	11	0	0	2	0	0	0	0	586	TOTAL	16	753	272	5	22	12	0	0	4	0	0	0	0	1,084
AM PEAK HOUR										6:15 AM				PM PEAK HOUR										3:15 PM					
AM PEAK VOLUME										111				PM PEAK VOLUME										165					

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

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

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

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

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

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

LOCATION# San Diego
CLASS6 Hollister between Sunset and Monument

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	4	0	0	0	1	0	0	0	0	0	0	0	5
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	6	3	0	1	0	0	0	0	0	0	0	0	10
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	1	1	4	0	0	0	0	0	0	0	0	0	0	6
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	1	10	2	0	0	0	0	0	0	0	0	0	0	13
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:30	4	10	1	0	0	0	0	0	0	0	0	0	0	15
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	0	5	4	0	0	0	0	0	0	0	0	0	0	9
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	5	0	0	0	1	0	0	0	0	0	0	0	6
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	2	2	0	0	1	0	0	0	0	0	0	0	5
4:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	18:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
6:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
6:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45	0	4	1	0	2	0	0	0	0	0	0	0	0	7	18:45	1	4	0	0	0	0	0	0	0	0	0	0	0	5
7:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4	19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3	20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4	20:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
9:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15	0	5	2	0	0	1	0	0	0	0	0	0	0	8	22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	22:30	1	4	0	0	0	0	0	0	0	0	0	0	0	5
10:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4	22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	59	28	0	3	2	0	0	0	0	0	0	0	92	TOTAL	9	122	60	0	1	3	0	0	0	0	0	0	0	195
AM PEAK HOUR 6:30 AM														PM PEAK HOUR 2:00 PM															
AM PEAK VOLUME 23														PM PEAK VOLUME 44															

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

TOTAL: AM+PM	9	181	88	0	4	5	0	0	0	0	0	0	0	0	287
% OF TOTAL	3.1%	63.1%	30.7%	0.0%	1.4%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13		

LOCATION: RTE 5 @ W. SAN YSIDRO BLVD.

CALTRANS C8 Version 3

DATE: 06/01/15

PAGE 1

F PAGE

	INTERVAL	PHASE TIMING								9	PRE-EMPTION		F															
		1	2	3	4	5	6	7	8		E		FLAGS	1	2	3	4	5	6	7	8							
0	WALK	1	1	1	1	1	1	1	1	CLK RST	EV SEL	0	PERMIT		2	4	5	6								0		
1	DONT WALK	1	1	1	1	1	1	1	1		RR1 CLR	5	RED LOCK													1		
2	MIN GREEN	1	5	1	5	5	5	1	1		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	0.0	0.0	0.0	0.0	0.0	0.0	0.0		EVB DLY	0	P RECALL													4		
5	PASSAGE	0.9	6.2	0.9	2.0	2.0	6.2	9.0	0.9		EVB CLR	5	PED PHASES													5		
6	MAX GAP	0.9	8.2	0.9	2.0	2.0	8.2	9.0	0.9		EVC DLY	0	RT OLA													6		
7	MIN GAP	0.9	3.0	0.9	2.0	2.0	3.0	9.0	0.9		EVC CLR	5	RT OLB													7		
8	MAX EXT	9	35	9	25	25	35	9	9		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 RECALL													B		
C	REDUCE BY	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	DOW			RED IN-WALK													C		
D	EVERY	1.0	0.5	1.0	1.0	1.0	0.5	1.0	1.0	HR			MAX 3 PHASES													D		
E	YELLOW	3.0	4.1	3.0	4.1	3.7	4.1	3.0	3.0	MIN			YEL START UP		2			6								E		
F	RED	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.0	SEC			FIRST PHASE				4									F		
	PED XING FT														1	2	3	4	5	6	7	8						

NOTES: MPH = 35

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

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

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

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

C PAGE

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

CO1 MANUAL CP

CO2 MASTER CP

CO3 CURRENT CP

CO4 LAST CP

CO7 TRNSMT CP

COD MANUAL OFFSET

CAO LOCAL CYCLE TIMER

CBO MASTER CYCLE TIMER

CAA LOCAL OFFSET

CBA MASTER OFFSET

FEATURE

	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION

	OFF	ON
1		1
2		
3		
4		
5		
6		
7		
8		

COO = 1

CCB/CDB OFFSET TIMER

CCC/CDC LAG GREEN TIMER

CCD/CDD FORCE OFF TIMER

CCE/CDE LONG GREEN TIMER

CCF/CDF NO GREEN TIMER

D PAGE

E 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

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

	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	

7 PAGE

9 PAGE

C09 = 0 or 1

9 PAGE

CO9 = 2

[illegible]

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

```

[illegible]

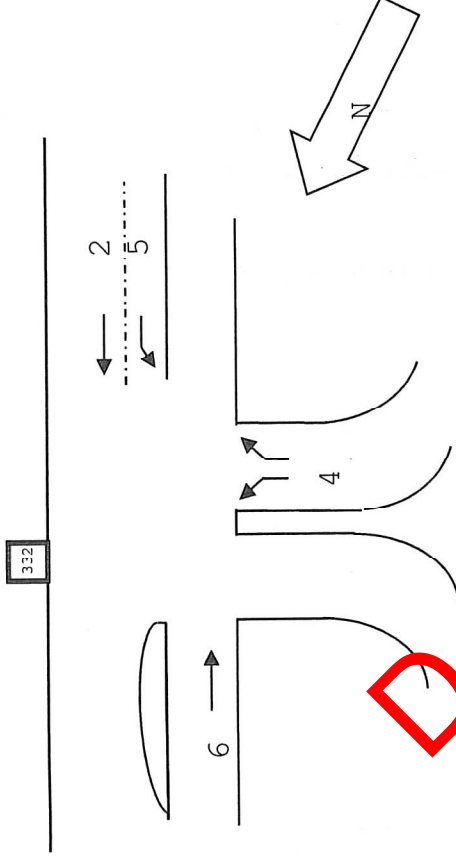
- 9 TIME OF DAY MAX RECALL (1ST SELECT)  
A TRAFFIC ACT. MAX 2 OPERATION  
B TIME OF DAY MAX RECALL (2ND SELECT)  
C YELLOW YIELD COORDINATION  
D YELLOW YIELD COORDINATION  
E TIME OF DAY FREE OPERATION  
F FLASHING OPERATION

[illegible]

DATE: 08/05/14

LOCATION: RTE 5 @ W. SAN YSIDRO BLVD.

CONFLICT MONITOR PROGRAM

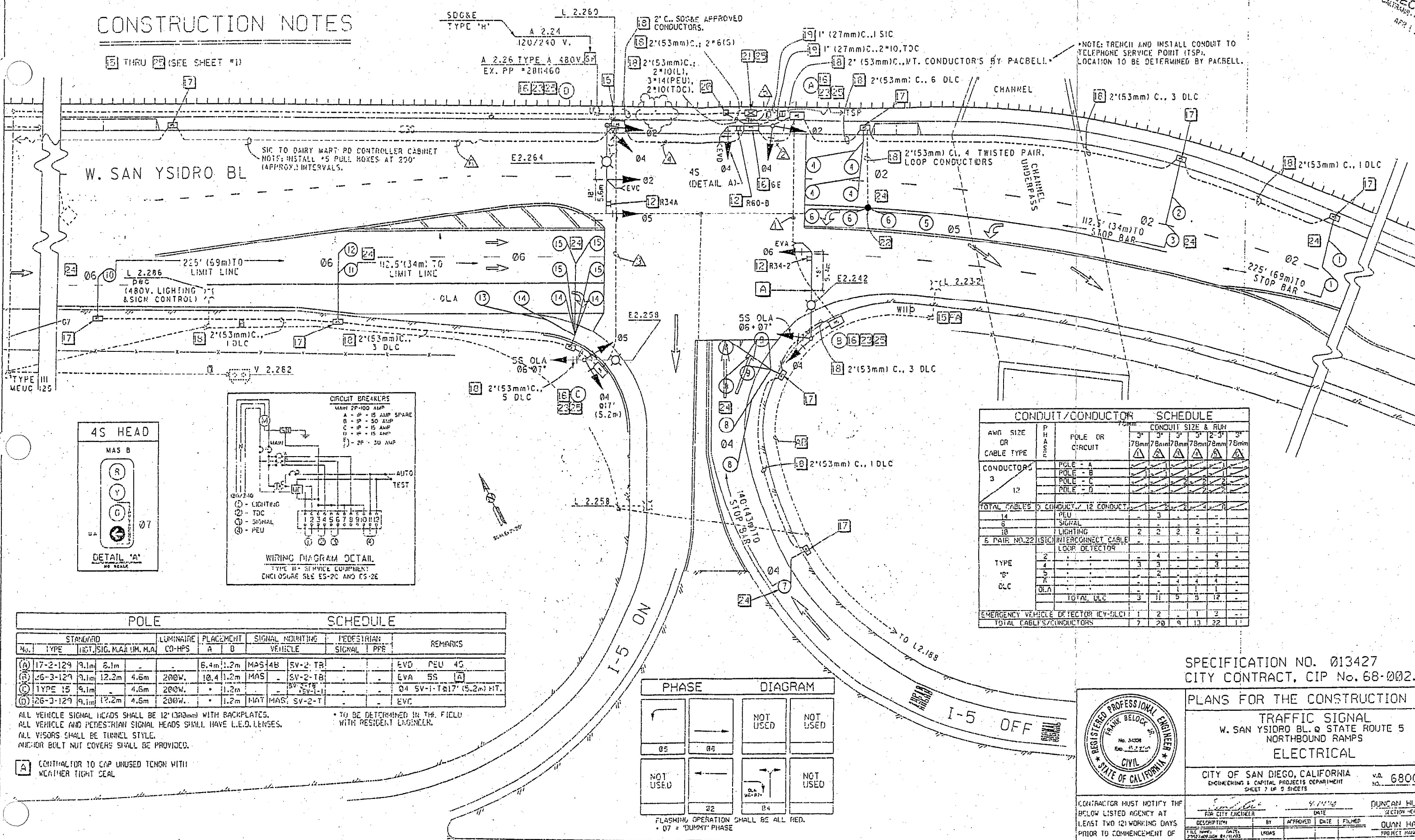


Do not reproduce



# CONSTRUCTION NOTES

RECEIVED  
CITY OF SAN DIEGO  
APR 1 1987



| POLE     |           |      |           |          |        |           |      |           |         | SCHEDULE        |   |            |   |         |                        |  |  |  |  |
|----------|-----------|------|-----------|----------|--------|-----------|------|-----------|---------|-----------------|---|------------|---|---------|------------------------|--|--|--|--|
| STANDARD |           |      |           |          |        | LUMINAIRE |      | PLACEMENT |         | SIGNAL MOUNTING |   | PEDESTRIAN |   | REMARKS |                        |  |  |  |  |
| No.      | TYPE      | HGT. | SIG. M.A. | UM. M.A. | CO-HPS | A         | B    | VEHICLE   |         | SIGNAL          |   | PPE        |   |         |                        |  |  |  |  |
| (A)      | 17-2-129  | 9.1m | 8.1m      | -        | -      | 6.4m      | 1.2m | MAS-14B   | SV-2-TB | -               | - | -          | - | EVD     | PEU 4S                 |  |  |  |  |
| (B)      | 26-3-129  | 9.1m | 12.2m     | 4.6m     | 200W.  | 10.4      | 1.2m | MAS       | SV-2-TB | -               | - | -          | - | EVA     | SS [A]                 |  |  |  |  |
| (C)      | 1 TYPE 15 | 9.1m | -         | 4.6m     | 200W.  | -         | 1.2m | -         | SV-1-TB | -               | - | -          | - | 04      | SV-1-TB 17' (5.2m) HT. |  |  |  |  |
| (D)      | 26-3-129  | 9.1m | 12.2m     | 4.6m     | 200W.  | -         | 1.2m | MAT MAS   | SV-2-T  | -               | - | -          | - | EVC     |                        |  |  |  |  |

ALL VEHICLE SIGNAL HEADS SHALL BE 12" (305mm) WITH BACKPLATES.

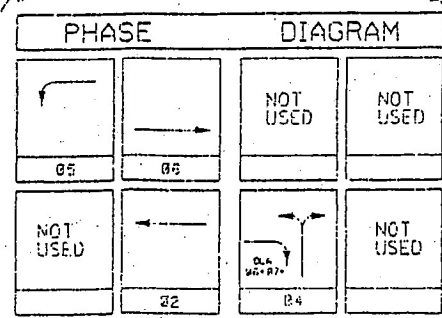
ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL HAVE L.E.D. LENSES.

ALL VISORS SHALL BE TUNNEL STYLE.

ANCHOR BOLT NUT COVERS SHALL BE PROVIDED.

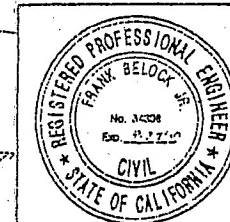
[A] CONTRAILOR TO CAP UNUSED TONG WITH WEATHER TIGHT SEAL

\* TO BE DETERMINED IN THE FIELD WITH RESIDENT ENGINEER.



SPECIFICATION NO. 013427  
CITY CONTRACT, CIP No. 68-002.1

## PLANS FOR THE CONSTRUCTION OF TRAFFIC SIGNAL W. SAN YSIDRO BL. & STATE ROUTE 5 NORTHBOUND RAMPS ELECTRICAL



CITY OF SAN DIEGO, CALIFORNIA  
ENGINEERING & CAPITAL PROJECTS DEPARTMENT  
SHEET 2 OF 3 SHEETS

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

| DESCRIPTION                   | BY          | APPROVED | DATE | FILED |
|-------------------------------|-------------|----------|------|-------|
| FILE NAME: 270710000 04/11/87 | URIAS       |          |      |       |
| PROJECT MANAGER               | QUAN HANG   |          |      |       |
| DESIGN ENGINEER               | BARRY URIAS |          |      |       |
| 143-1750                      |             |          |      |       |
| 1783-4587                     |             |          |      |       |
| CONTRACTOR                    |             |          |      |       |
| INSPECTOR                     |             |          |      |       |
| DATE STARTED                  |             |          |      |       |
| DATE COMPLETED                |             |          |      |       |

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

0 1 2 3

SIGNAL No. P2.250

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

29927-4-1

LOCATION: RTE 5 SB @ DAIRY MART ROAD

CALTRANS C8 Version 3

DATE: 05/06/19

PAGE 1

F PAGE

|      | INTERVAL    | PHASE TIMING |     |     |     |     |     |     |     | 9       | PRE-EMPTION |     | F            |           |   |   |   |   |   |   |   |   |  |  |  |  |  |   |  |   |
|------|-------------|--------------|-----|-----|-----|-----|-----|-----|-----|---------|-------------|-----|--------------|-----------|---|---|---|---|---|---|---|---|--|--|--|--|--|---|--|---|
|      |             | 1            | 2   | 3   | 4   | 5   | 6   | 7   | 8   |         | E           |     | FLAGS        | 1         | 2 | 3 | 4 | 5 | 6 | 7 | 8 |   |  |  |  |  |  |   |  |   |
| 0    | WALK        | 1            | 7   | 1   | 7   | 1   | 7   | 1   | 1   | CLK RST | EV SEL      | 0   | PERMIT       | 1         | 2 |   | 4 |   | 6 |   |   |   |  |  |  |  |  | 0 |  |   |
| 1    | DONT WALK   | 1            | 9   | 1   | 24  | 1   | 14  | 1   | 1   |         | RR1 CLR     | 5   | RED LOCK     |           |   |   |   |   |   |   |   |   |  |  |  |  |  | 1 |  |   |
| 2    | MIN GREEN   | 5            | 5   | 1   | 5   | 1   | 5   | 1   | 1   |         | 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          | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |         | EVB DLY     | 0   | P RECALL     |           |   |   |   |   |   |   |   |   |  |  |  |  |  | 4 |  |   |
| 5    | PASSAGE     | 2.0          | 3.9 | 0.9 | 2.0 | 0.9 | 3.9 | 0.9 | 0.9 |         | EVB CLR     | 5   | PED PHASES   |           | 2 |   | 4 |   | 6 |   |   |   |  |  |  |  |  | 5 |  |   |
| 6    | MAX GAP     | 2.0          | 5.9 | 0.9 | 2.0 | 0.9 | 5.9 | 0.9 | 0.9 |         | EVC DLY     | 0   | RT OLA       |           |   |   |   |   |   |   |   |   |  |  |  |  |  | 6 |  |   |
| 7    | MIN GAP     | 2.0          | 3.0 | 0.9 | 2.0 | 0.9 | 3.0 | 0.9 | 0.9 |         | EVC CLR     | 5   | RT OLB       |           |   |   |   |   |   |   |   |   |  |  |  |  |  | 7 |  |   |
| 8    | MAX EXT     | 25           | 30  | 9   | 25  | 9   | 30  | 9   | 9   |         | EVD DLY     | 0   | DBL ENTRY    |           |   |   |   |   |   |   |   |   |  |  |  |  |  | 8 |  |   |
| 9    | MAX 2       |              | 40  |     | 35  |     | 40  |     |     |         | EVD CLR     | 5   | MAX 2 PHASES |           | 2 |   | 4 |   | 6 |   |   |   |  |  |  |  |  | 9 |  |   |
| A    | MAX 3       |              |     |     |     |     |     |     |     | MO      | MAX EV      | 255 | LAG PHASES   | READ ONLY |   |   |   |   |   |   |   |   |  |  |  |  |  |   |  | A |
| B    |             |              |     |     |     |     |     |     |     | DAY     | RR2 CLR     | 5   | RED RECALL   |           |   |   |   |   |   |   |   |   |  |  |  |  |  | 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          | 0.9 | 1.0 | 1.0 | 1.0 | 0.9 | 1.0 | 1.0 | HR      |             |     | MAX 3 PHASES |           |   |   |   |   |   |   |   |   |  |  |  |  |  | D |  |   |
| E    | YELLOW      | 3.7          | 4.1 | 3.0 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | MIN     |             |     | YEL START UP |           | 2 |   |   |   | 6 |   |   |   |  |  |  |  |  | E |  |   |
| F    | RED         | 1.0          | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | SEC     |             |     | FIRST PHASE  |           |   |   | 4 |   |   |   |   |   |  |  |  |  |  | F |  |   |
| 3.5' | PED XING FT |              | 44' |     | 98' |     | 63' |     |     |         |             |     |              |           | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |  |   |  |   |

NOTES: MPH = 40

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

|                   |   |
|-------------------|---|
| FOC LONG FAILURE  |   |
| FOD SHORT FAILURE |   |
| FOE               | 0 |
| FOF               | 5 |

|     |     |
|-----|-----|
| FCO | 3   |
| FC1 | 3   |
| FC2 | 10  |
| FCA | 0.0 |
| FCB | 0.0 |
| FCC | 0.0 |
| FCD | 0.0 |

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

|                |   |
|----------------|---|
| CO5 FLASH TYPE | 1 |
| CC2 DOWNLOAD   | 1 |

C PAGE

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

CO1 MANUAL CP

CO2 MASTER CP

CO3 CURRENT CP SYSTEM MASTER:

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 |     |    |

LOCATION

|   | OFF | ON |
|---|-----|----|
| 1 |     | 1  |
| 2 |     |    |
| 3 |     |    |
| 4 |     |    |
| 5 |     |    |
| 6 |     |    |
| 7 |     |    |
| 8 |     |    |

COO = 1

CCB/CDB OFFSET TIMER

CCC/CDC LAG GREEN TIMER

CCD/CDD FORCE OFF TIMER

CCE/CDE LONG GREEN TIMER

CCF/CDF NO GREEN TIMER



D PAGE

E PAGE

|   | D          | FLAGS |   |   |   |   |   |   |   | E          | FLAGS |   |   |   |   |   |   |   | F          | FLAGS |   |   |   |   |   |   |   |
|---|------------|-------|---|---|---|---|---|---|---|------------|-------|---|---|---|---|---|---|---|------------|-------|---|---|---|---|---|---|---|
|   | MAX<br>RCL | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | MIN<br>RCL | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | PED<br>RCL | 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 |

## 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)

C8-E = C8 VERSION NUMBER

D-E-F = LITHIUM BATTERY CONDITION

84 = BAD

85 = GOOD

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

[illegible]

## F FLASHING OPERATION

DATE: 11/14/11

LOCATION: RTE 5 SB @ DAIRY MART ROAD

CONFLICT MONITOR PROGRAM



Do not reproduce

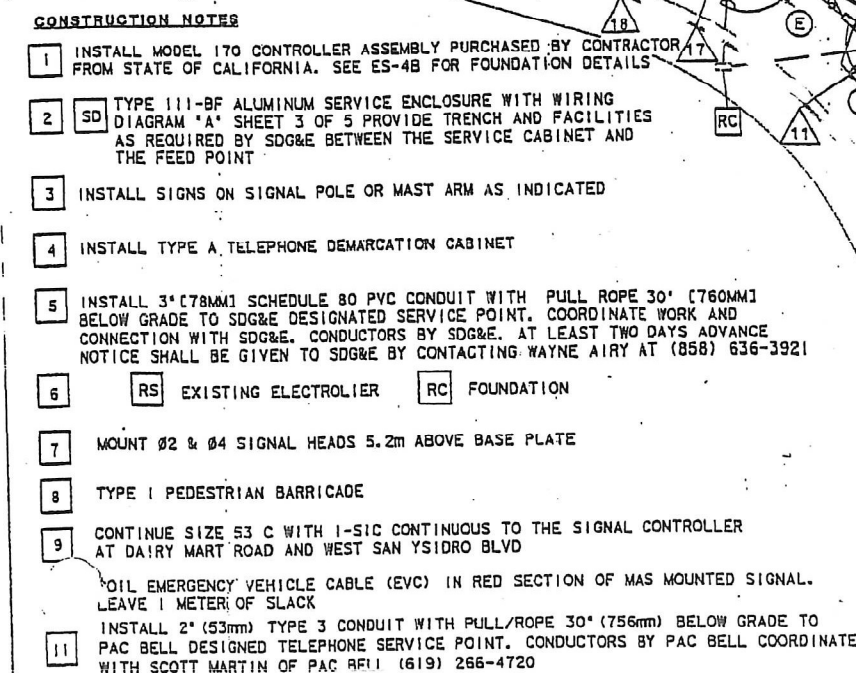


ALL CONDUIT AND CONDUCTORS/CABLES SHALL BE NEW, UNLESS OTHERWISE INDICATED

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

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

2. STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION  
STANDARD PLANS, JULY 1999.



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

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

PARSONS  
TRANSPORTATION  
GROUP  
0 WEST A STREET, SUITE 1050  
SAN DIEGO, CA 92101  
(619) 585-0085

SCALE: 1:200

**Caltrans**  
**Metric**

SIGNAL No. P2.287

PRIVATE CONTRACT

TRAFFIC SIGNAL PLAN FOR:  
DIARY MART ROAD &  
1-5 SOUTHBOUND ON/OFF RAMP

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

TM 10-0338  
W.O. 400916

|                   |    |          |      |          |
|-------------------|----|----------|------|----------|
| FOR CITY ENGINEER |    | DATE     |      |          |
| RECOMMENDED       | BY | APPROVED | DATE | FILE NO. |

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| DESCRIPTION | BT  | APPROVED | DATE | FILE |
|-------------|-----|----------|------|------|
| ORIGINAL    | PTG |          |      |      |

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1784-630

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144-174

|            |  |              |  |  |
|------------|--|--------------|--|--|
| AS-BUILT   |  |              |  |  |
| CONTRACTOR |  | DATE STARTED |  |  |

LAMBERT COORDINATE

31256-2-D



# Signal Length Timing Study

|               |                           |
|---------------|---------------------------|
| City:         | San Diego                 |
| Intersection: | Dairy Mart and San Ysidro |
| Date:         | 1/28/2020                 |
| Day:          | Tuesday                   |

7:30 am - 7:45 am

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

0:01:00

0:01:25

0:01:40

0:01:20

0:01:15

0:01:25

0:01:00

0:01:05

0:01:30

0:00:50

4:30 pm - 4:45 pm

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



|    |       |         |
|----|-------|---------|
| 11 | NL/SL | 0:00:15 |
|    | NT/ST | 0:00:25 |
|    | EL/ET | 0:00:15 |
|    | ET/WT | 0:00:20 |
| 12 | NL/NT | 0:00:15 |
|    | NT/ST | 0:00:10 |
|    | WL/WT | 0:00:15 |
|    | ET/WT | 0:00:15 |
| 13 | NL/NT | 0:00:10 |
|    | NT/ST | 0:00:40 |

0:01:15

0:00:55

0:00:50

avg

0:01:12

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Prepared by AimTD LLC

[cs@aimtd.com](mailto:cs@aimtd.com)

714.253.7888

## Signal Length Timing Study

City:

San Diego

### Intersection:

## Dairy Mart and I-5 SB Ramps

**Date:**

1/28/2020

**Day:**

Tuesday

**7:30 am - 7:45 am**

**4:30 pm - 4:45 pm**

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

0:00:50

0:00:50

0:01:45

0:01:05

0:01:25

0:01:30

0:01:15

0:01:05

0:01:35

0:01:30

0:01:25

0:01:10

avg

0:01:19

[illegible]

# Signal Length Timing Study

|               |                             |
|---------------|-----------------------------|
| City:         | San Diego                   |
| Intersection: | I-5 NB Ramps and San Ysidro |
| Date:         | 1/28/2020                   |
| Day:          | Tuesday                     |

7:30 am - 7:45 am

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

0:01:45

0:01:20

0:01:30

0:01:20

0:01:00

0:01:20

0:01:10

0:01:25

0:01:15

0:01:10

0:01:25

0:00:45

5:00 pm - 5:15 pm

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

|  |  |  |
|--|--|--|
|  |  |  |
|  |  |  |
|  |  |  |

avg  
0:01:17

|    |       |                |
|----|-------|----------------|
| 14 | WT/WL | <i>0:00:25</i> |
|    |       |                |
|    |       |                |

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## Signal Length Timing Study

City:

## San Diego

**Intersection:**

Hollister and Tocayo

**Date:**

1/28/2020

**Day:**

Tuesday

**7:00 am - 7:15 am**

**4:00 pm - 4:15 pm**

[illegible]

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

|  |  |  |
|--|--|--|
|  |  |  |
|  |  |  |
|  |  |  |

|    |       |                |
|----|-------|----------------|
|    | EL/WL | <i>0:00:10</i> |
| 12 | NL/SL | <i>0:00:55</i> |
|    | ST/SL | <i>0:00:20</i> |

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## **Appendix B**

Data from CDPR and TETRP II Project



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

| Date      | Invoice # | Haul Total (cy) | # Truck Trips | Truck Type                      | Project Location | Customer | Truck Volume/load (cy) |
|-----------|-----------|-----------------|---------------|---------------------------------|------------------|----------|------------------------|
| 10/1/2017 | 170       | 41984           | 1388          |                                 |                  |          |                        |
| 8/15/2017 |           | 3434            | 123           | (2 trucks, 60-63 loads per day) | Border Field     |          | 31                     |
| 8/16/2017 |           | 3434            | 136           | (2 trucks, 63-73 loads per day) | Border Field     |          | 31                     |
| 8/17/2017 |           | 4030            | 130           | (2trucks, 65 loads per day)     | Border Field     |          | 31                     |
| 8/18/2017 |           | 4712            | 152           | (2 trucks, 74-78 loads per day) | Border Field     |          | 31                     |
| 8/21/2017 |           | 4526            | 146           | (2 trucks, 73 loads per day)    | Border Field     |          | 31                     |
| 8/25/2017 |           | 3937            | 127           | (2 trucks, 61-66 loads per day) | Border Field     |          | 31                     |
| 8/28/2017 |           | 4185            | 135           | (2 trucks, 66-67 loads per day) | Border Field     |          | 31                     |
| 8/29/2017 |           | 4557            | 147           | (2 trucks, 73-74 loads per day) | Border Field     |          | 31                     |
| 8/30/2017 |           | 4154            | 134           | (2 trucks, 67 loads per day)    | Border Field     |          | 31                     |
| 8/31/2017 |           | 4495            | 145           | (2 trucks, 72-73 loads per day) | Border Field     |          | 31                     |
|           |           | 520             | 13            | 40 CY Roll-Off Containers       |                  |          | 40                     |

**Avg 126**

|                             |     |      |     |                                                                |                              |  |        |
|-----------------------------|-----|------|-----|----------------------------------------------------------------|------------------------------|--|--------|
| 3/8/2018                    | 185 | 4053 | 292 |                                                                |                              |  |        |
| 10/9/17, 10/20/17, 10/23/17 |     | 690  | 138 |                                                                | Trash to Otay Landfill       |  | 5      |
| 10/9/17, 10/20/17, 10/23/17 |     | 200  | 5   |                                                                | Trash to Otay Landfill       |  | 40     |
| 11/29/2017                  |     | 78   | 6   | export, super ten (1 truck, 6 loads per day)                   | Sediment to Southland Paving |  | 13     |
| 12/1/2017                   |     | 26   | 2   | export, super ten (1 truck, 2 loads per day)                   | Sediment to Southland Paving |  | 13     |
| 12/13/2017                  |     | 39   | 3   | export, super ten (1 truck, 3 loads per day)                   | Sediment to Southland Paving |  | 13     |
| 2/20/2018                   |     | 644  | 28  | 40 CY Containers (5 tucks, 2-7 loads per day)                  | Trash to Otay Landfill       |  | 23     |
| 2/21/2018                   |     | 690  | 30  | 40 CY Containers (5 tucks, 1-9 loads per day)                  | Trash to Otay Landfill       |  | 23     |
| 2/22/2018                   |     | 598  | 26  | 40 CY Containers (4 tucks, 5-7 loads per day)                  | Trash to Otay Landfill       |  | 23     |
| 2/23/2018                   |     | 644  | 28  | 40 CY Containers (4 tucks, 5-8 loads per day)                  | Trash to Otay Landfill       |  | 23     |
| 2/26/2018                   |     | 444  | 26  | export, 40 CY & 25 CY Containers (4 trucks, 5-7 loads per day) | Trash to Otay Landfill       |  | 12, 23 |

**Avg 29**

|           |     |      |     |                                                     |              |  |    |
|-----------|-----|------|-----|-----------------------------------------------------|--------------|--|----|
| 3/28/2018 | 188 | 2850 | 190 |                                                     |              |  |    |
| 3/26/2018 |     | 2850 | 190 | export, bottom dumps (39 trucks, 4-5 loads per day) | Lakeside, CA |  | 15 |

|           |     |      |     |                                               |                     |  |    |
|-----------|-----|------|-----|-----------------------------------------------|---------------------|--|----|
| 4/26/2018 | 189 | 3930 | 262 |                                               |                     |  |    |
| 4/20/2018 |     | 1830 | 122 | bottom dumps (10 trucks, 12-13 loads per day) | Terra Bella Nursery |  | 15 |
| 4/21/2018 |     | 2100 | 140 | bottom dumps (12 trucks, 10-12 loads per day) | Terra Bella Nursery |  | 15 |

**Avg 131**

|           |     |       |      |                                                      |                        |  |    |
|-----------|-----|-------|------|------------------------------------------------------|------------------------|--|----|
| 8/3/2018  | 194 | 15561 | 1067 |                                                      |                        |  |    |
| 7/23/2018 |     | 1911  | 147  | export, superten (12 trucks, 9-14 loads per day)     | Border Fence (US ACOE) |  | 13 |
| 7/24/2018 |     | 645   | 43   | export, bottom dumps (5 trucks, 6-10 loads per day)  | Border Fence (US ACOE) |  | 15 |
| 7/24/2018 |     | 208   | 16   | export, superten (2 trucks, 8 loads per day)         | Border Fence (US ACOE) |  | 13 |
| 7/25/2018 |     | 1680  | 112  | export, bottom dumps (4 trucks, 13 loads per day)    | Border Fence (US ACOE) |  | 15 |
| 7/25/2018 |     | 312   | 24   | export, superten (2 trucks, 12 loads per day)        | Border Fence (US ACOE) |  | 13 |
| 7/26/2018 |     | 2010  | 134  | export, bottom dumps (8 trucks, 13-19 loads per day) | Border Fence (US ACOE) |  | 15 |
| 7/26/2018 |     | 455   | 35   | export, superten (2 trucks, 17-18 loads per day)     | Border Fence (US ACOE) |  | 13 |
| 7/27/2018 |     | 2085  | 139  | export, bottom dumps (9 trucks, 15-16 loads per day) | Border Fence (US ACOE) |  | 15 |
| 7/30/2018 |     | 3810  | 254  | bottom dumps (32 trucks, 7-8 loads per day)          | Border Fence (US ACOE) |  | 15 |
| 7/31/2018 |     | 1080  | 72   | bottom dumps (12 trucks, 6 loads per day)            | Border Fence (US ACOE) |  | 15 |
| 8/2/2018  |     | 1365  | 91   | bottom dumps (13 trucks, 7 loads per day)            | Border Fence (US ACOE) |  | 15 |

**Avg 97**

|           |     |      |     |                                                 |                          |  |    |
|-----------|-----|------|-----|-------------------------------------------------|--------------------------|--|----|
| 9/5/2018  | 195 | 4368 | 336 |                                                 |                          |  |    |
| 8/6/2018  |     | 1105 | 85  | export, superten (13 trucks, 7-8 loads per day) | Valley View Construction |  | 13 |
| 8/7/2018  |     | 1144 | 88  | export, superten (9 trucks, 10 loads per day)   | Valley View Construction |  | 13 |
| 8/9/2018  |     | 910  | 70  | export, superten (35 trucks, 2 loads per day)   | Valley View Construction |  | 13 |
| 8/11/2018 |     | 897  | 69  | export, superten (25 trucks, 2-3 loads per day) | Valley View Construction |  | 13 |
| 8/29/2018 |     | 312  | 24  | export, superten (2 trucks, 12 loads per day)   | ACOE                     |  | 13 |

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

Operations occur 6 mo/year (applicable to two-year timeframe of TETRP and remaining Nelson Sloan Project timeline)

During two-year duration of TETRP II, Nelson Sloan would accept 200,000 CY of sediment per year

Once TETRP is complete, Nelson Sloan operations would continue at 6 mo/year frequency until site/project goal of 1 M CY of sediment (assumes annual available CY of sediment is 75,000 CY (similar to Draft EIR)

Total project duration = 10 years

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

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

Total project duration = approximately 7 years

| Year | One-Way    |            |            |            |         | PhaseStart | PhaseEndDate |       |
|------|------------|------------|------------|------------|---------|------------|--------------|-------|
|      | Cubic Yard | Haul Trips | Daily Haul | Daily Vend | Workers |            |              |       |
| 1    | 325000     | 40625      | 78         | 3          | 11      | 1-Jan-23   | 31-Dec-23    | TETRP |
| 2    | 325000     | 40625      | 78         | 3          | 11      | 1-Jan-24   | 31-Dec-24    | TETRP |
| 3    | 75000      | 9375       | 18         | 3          | 11      | 1-Jan-25   | 31-Dec-25    |       |
| 4    | 75000      | 9375       | 18         | 3          | 11      | 1-Jan-26   | 31-Dec-26    |       |
| 5    | 75000      | 9375       | 18         | 3          | 11      | 1-Jan-27   | 31-Dec-27    |       |
| 6    | 75000      | 9375       | 18         | 3          | 11      | 1-Jan-28   | 31-Dec-28    |       |
| 7    | 50000      | 6250       | 12         | 3          | 11      | 1-Jan-29   | 31-Dec-29    |       |

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

Operations occur 6 mo/year (applicable to two-year timeframe of TETRP and remaining Nelson Sloan Project timeline)

During two-year duration of TETRP II, Nelson Sloan would accept **200,000** CY of sediment per year

Once TETRP is complete, Nelson Sloan operations would continue at 6 mo/year frequency until site/project goal of 1 M CY of sediment (assumes annual available CY of sediment is 75,000 CY (similar to Draft EIR)

Total project duration = 10 years

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

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

Operations occur 12 mo/year (applicable to two-year timeframe of TETRP and remaining Nelson Sloan Project timeline)

During two-year duration of TETRP II, Nelson Sloan would accept **400,000** CY of sediment per year

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

Total project duration = 10 years

| Year | One-Way    |            |            |            |         | PhaseStart | PhaseEndDate |       |
|------|------------|------------|------------|------------|---------|------------|--------------|-------|
|      | Cubic Yard | Haul Trips | Daily Haul | Daily Vend | Workers |            |              |       |
| 1    | 400000     | 50000      | 96         | 3          | 10      | 1-Jan-23   | 31-Dec-23    | TETRP |
| 2    | 400000     | 50000      | 96         | 3          | 10      | 1-Jan-24   | 31-Dec-24    | TETRP |
| 3    | 75000      | 9375       | 18         | 3          | 10      | 1-Jan-25   | 31-Dec-25    |       |
| 4    | 75000      | 9375       | 18         | 3          | 10      | 1-Jan-26   | 31-Dec-26    |       |
| 5    | 50000      | 6250       | 12         | 3          | 10      | 1-Jan-27   | 31-Dec-27    |       |







Tijuana Estuary Tidal  
Restoration Program II,  
Phase 1  
Local Mobility Analysis

AUGUST 2021

Prepared for

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## 1.0 Introduction

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

### 1.1 Project Description

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

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

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

### 1.2 Project Trip Generation, Distribution, and Assignment

#### Project Trip Generation

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

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

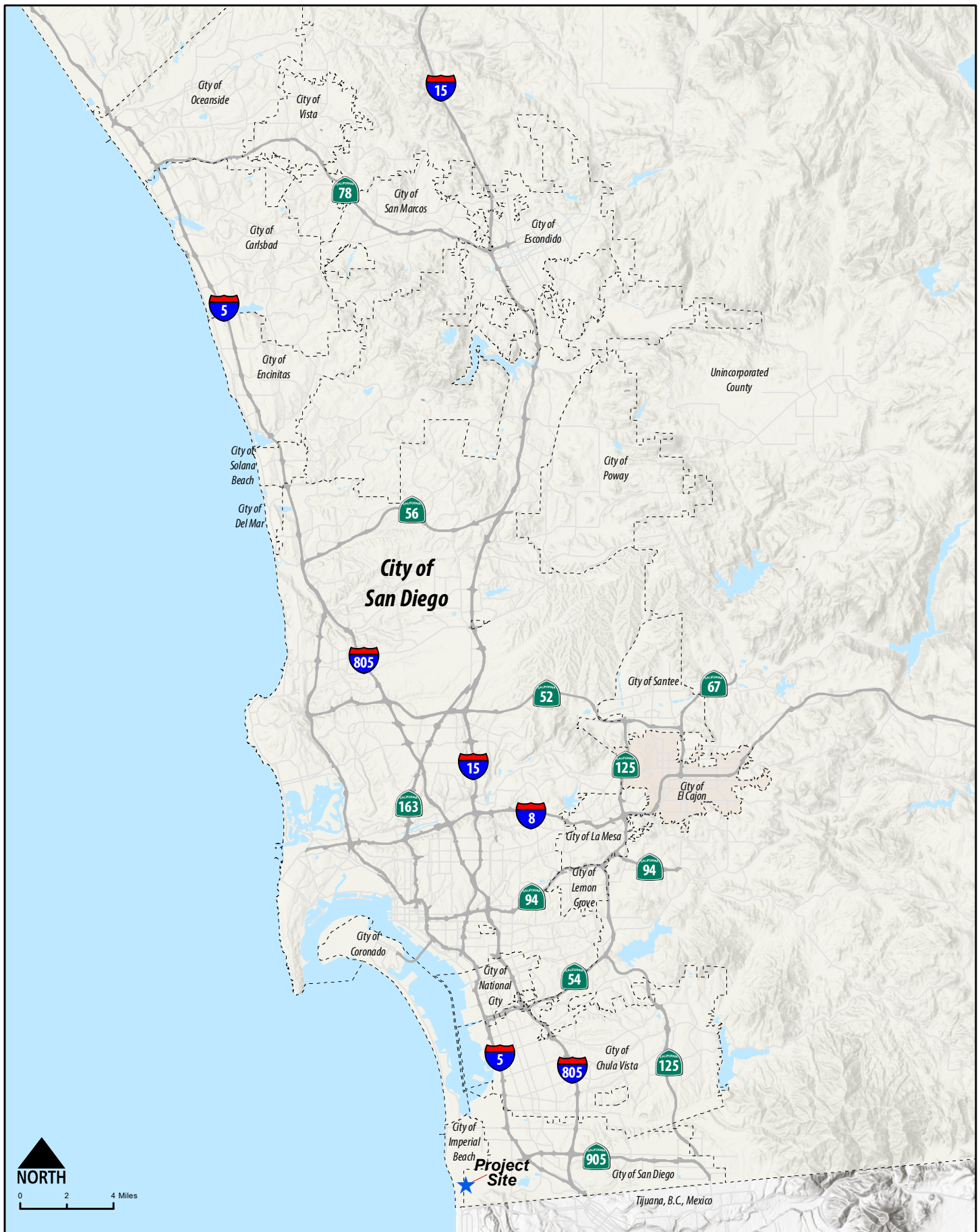
**Table 1.1 - Proposed Project Construction Trip Generation**

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

Note:

PCE = Passenger Car Equivalency.

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













## 1.3 Project Study Area

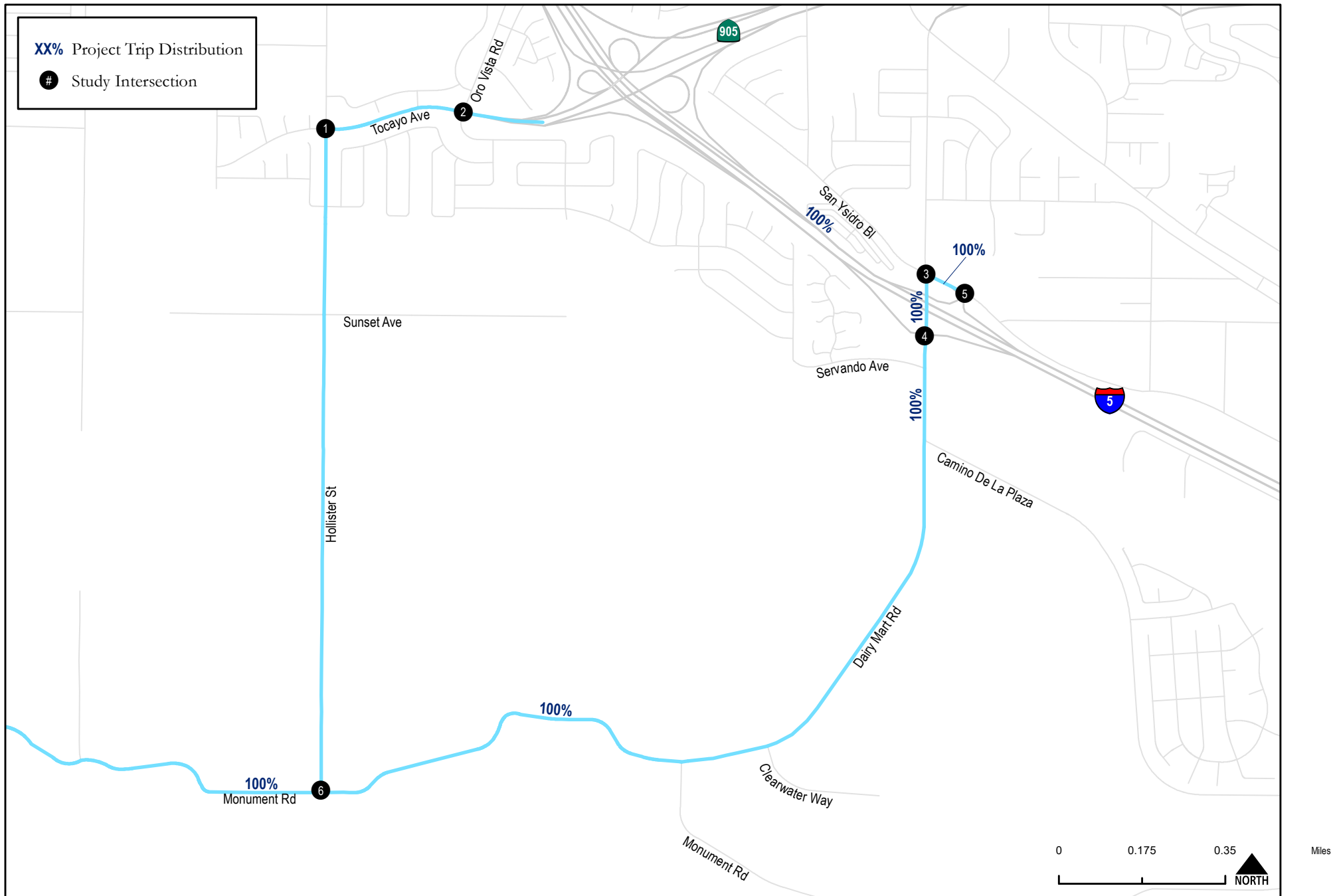
This section describes the LMA analysis requirements, including the Proposed Project trip distribution, assignment, and project study area.

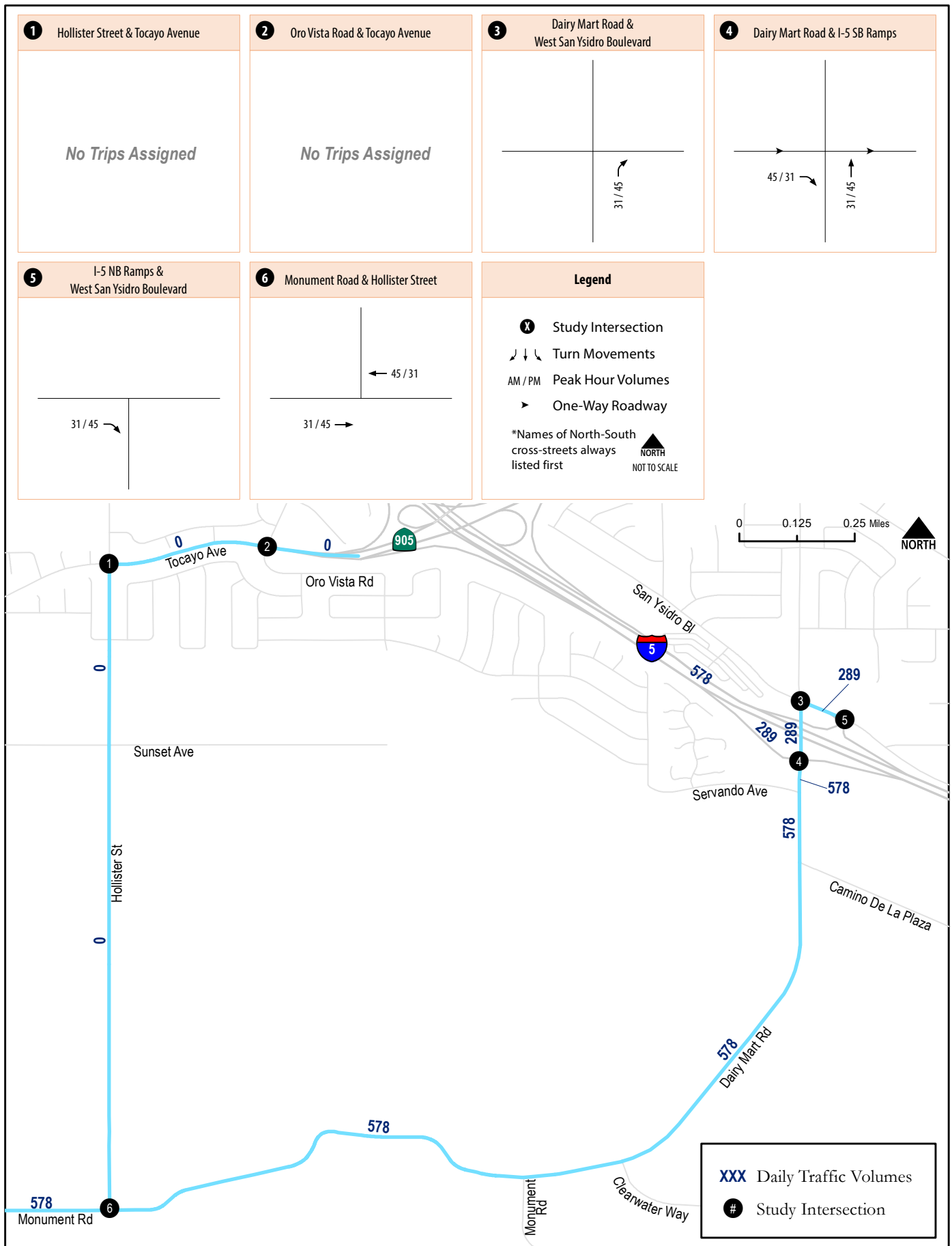
### **Project Trip Distribution**

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

### **Project Trip Assignment**

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







---

# **Appendix C**

## Synchro Worksheets





- Existing Conditions

# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

Existing Conditions  
Timing Plan: AM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 363  | 651  | 385  | 262  | 58    | 84   |
| Future Volume (veh/h)                                                                              | 363  | 651  | 385  | 262  | 58    | 84   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 382  | 685  | 405  | 276  | 61    | 88   |
| Peak Hour Factor                                                                                   | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1785 | 921  | 422  | 2822 | 141   | 125  |
| Arrive On Green                                                                                    | 0.51 | 0.51 | 0.24 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 382  | 685  | 405  | 276  | 61    | 88   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 5.1  | 27.2 | 19.2 | 1.4  | 2.8   | 4.6  |
| Cycle Q Clear(g_c), s                                                                              | 5.1  | 27.2 | 19.2 | 1.4  | 2.8   | 4.6  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1785 | 921  | 422  | 2822 | 141   | 125  |
| V/C Ratio(X)                                                                                       | 0.21 | 0.74 | 0.96 | 0.10 | 0.43  | 0.70 |
| Avail Cap(c_a), veh/h                                                                              | 1785 | 921  | 422  | 2822 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.69 | 0.69 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 11.6 | 12.9 | 31.9 | 1.8  | 37.3  | 38.1 |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 3.8  | 33.4 | 0.1  | 2.1   | 7.0  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 1.9  | 11.6 | 11.8 | 0.3  | 1.3   | 4.2  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 11.8 | 16.7 | 65.4 | 1.9  | 39.4  | 45.2 |
| LnGrp LOS                                                                                          | B    | B    | E    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1067 |      |      | 681  | 149   |      |
| Approach Delay, s/veh                                                                              | 14.9 |      |      | 39.7 | 42.8  |      |
| Approach LOS                                                                                       | B    |      |      | D    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.1 |      | 11.9 | 25.0  | 48.1 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 3.4  |      | 6.6  | 21.2  | 29.2 |
| Green Ext Time (p_c), s                                                                            |      | 1.8  |      | 0.3  | 0.0   | 0.4  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 26.0 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | C    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |

# HCM 6th Signalized Intersection Summary

## 2: Dairy Mart Rd & San Ysidro Blvd

Existing Conditions  
Timing Plan: AM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 30                                                                                | 272                                                                               | 61                                                                                | 50                                                                                | 114                                                                               | 160                                                                               | 132                                                                               | 162                                                                               | 549                                                                               | 192                                                                                 | 80                                                                                  | 53                                                                                  |
| Future Volume (veh/h)        | 30                                                                                | 272                                                                               | 61                                                                                | 50                                                                                | 114                                                                               | 160                                                                               | 132                                                                               | 162                                                                               | 549                                                                               | 192                                                                                 | 80                                                                                  | 53                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.99                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 35                                                                                | 316                                                                               | 71                                                                                | 58                                                                                | 133                                                                               | 186                                                                               | 153                                                                               | 188                                                                               | 638                                                                               | 223                                                                                 | 93                                                                                  | 0                                                                                   |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                                | 0.86                                                                                | 0.86                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 64                                                                                | 412                                                                               | 343                                                                               | 88                                                                                | 438                                                                               | 363                                                                               | 684                                                                               | 630                                                                               | 607                                                                               | 480                                                                                 | 683                                                                                 |                                                                                     |
| Arrive On Green              | 0.04                                                                              | 0.22                                                                              | 0.22                                                                              | 0.05                                                                              | 0.24                                                                              | 0.24                                                                              | 0.08                                                                              | 0.34                                                                              | 0.34                                                                              | 0.11                                                                                | 0.37                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1536                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                                | 1856                                                                                | 1572                                                                                |
| Grp Volume(v), veh/h         | 35                                                                                | 316                                                                               | 71                                                                                | 58                                                                                | 133                                                                               | 186                                                                               | 153                                                                               | 188                                                                               | 638                                                                               | 223                                                                                 | 93                                                                                  | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1536                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                                | 1856                                                                                | 1572                                                                                |
| Q Serve(g_s), s              | 1.3                                                                               | 10.3                                                                              | 2.4                                                                               | 2.1                                                                               | 3.8                                                                               | 6.8                                                                               | 3.5                                                                               | 4.8                                                                               | 22.0                                                                              | 5.1                                                                                 | 2.2                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 1.3                                                                               | 10.3                                                                              | 2.4                                                                               | 2.1                                                                               | 3.8                                                                               | 6.8                                                                               | 3.5                                                                               | 4.8                                                                               | 22.0                                                                              | 5.1                                                                                 | 2.2                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 64                                                                                | 412                                                                               | 343                                                                               | 88                                                                                | 438                                                                               | 363                                                                               | 684                                                                               | 630                                                                               | 607                                                                               | 480                                                                                 | 683                                                                                 |                                                                                     |
| V/C Ratio(X)                 | 0.55                                                                              | 0.77                                                                              | 0.21                                                                              | 0.66                                                                              | 0.30                                                                              | 0.51                                                                              | 0.22                                                                              | 0.30                                                                              | 1.05                                                                              | 0.46                                                                                | 0.14                                                                                |                                                                                     |
| Avail Cap(c_a), veh/h        | 246                                                                               | 630                                                                               | 525                                                                               | 246                                                                               | 630                                                                               | 522                                                                               | 785                                                                               | 630                                                                               | 607                                                                               | 531                                                                                 | 683                                                                                 |                                                                                     |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 30.7                                                                              | 23.6                                                                              | 20.5                                                                              | 30.2                                                                              | 20.4                                                                              | 21.5                                                                              | 11.9                                                                              | 15.7                                                                              | 19.8                                                                              | 11.5                                                                                | 13.6                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 7.2                                                                               | 3.0                                                                               | 0.3                                                                               | 8.0                                                                               | 0.4                                                                               | 1.1                                                                               | 0.2                                                                               | 1.2                                                                               | 50.9                                                                              | 0.7                                                                                 | 0.4                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.6                                                                               | 4.6                                                                               | 0.9                                                                               | 1.0                                                                               | 1.6                                                                               | 2.4                                                                               | 1.3                                                                               | 2.1                                                                               | 16.6                                                                              | 1.9                                                                                 | 0.9                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 37.9                                                                              | 26.7                                                                              | 20.8                                                                              | 38.2                                                                              | 20.7                                                                              | 22.6                                                                              | 12.0                                                                              | 16.9                                                                              | 70.6                                                                              | 12.2                                                                                | 14.0                                                                                | 0.0                                                                                 |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                   | B                                                                                   |                                                                                     |
| Approach Vol, veh/h          | 422                                                                               |                                                                                   |                                                                                   | 377                                                                               |                                                                                   |                                                                                   | 979                                                                               |                                                                                   |                                                                                   | 316                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 26.6                                                                              |                                                                                   |                                                                                   | 24.4                                                                              |                                                                                   |                                                                                   | 51.2                                                                              |                                                                                   |                                                                                   | 12.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 1.6                                                                               | 26.5                                                                              | 7.7                                                                               | 18.9                                                                              | 9.8                                                                               | 28.3                                                                              | 6.8                                                                               | 19.8                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 22.0                                                                              | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 24.0                                                                              | 24.0                                                                              | 4.1                                                                               | 12.3                                                                              | 5.5                                                                               | 4.2                                                                               | 3.3                                                                               | 8.8                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 1.5                                                                               | 0.1                                                                               | 0.4                                                                               | 0.0                                                                               | 1.1                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 6th Ctrl Delay 35.6

HCM 6th LOS D

### Notes

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

# HCM 6th Signalized Intersection Summary

## 3: Dairy Mart Rd & I-5 SB Ramps

Existing Conditions  
Timing Plan: AM Peak Hour



| Movement                      | EBL  | EBT  | EBR  | WBL  | WBT | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations           |      | ↰    | ↱    |      |     |     |      | ↱    | ↰    | ↱    | ↰    | ↱    |
| Traffic Volume (veh/h)        | 285  | 1    | 179  | 0    | 0   | 0   | 0    | 558  | 10   | 58   | 131  | 0    |
| Future Volume (veh/h)         | 285  | 1    | 179  | 0    | 0   | 0   | 0    | 558  | 10   | 58   | 131  | 0    |
| Initial Q (Qb), veh           | 0    | 0    | 0    |      |     |     | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)           | 1.00 |      | 1.00 |      |     |     | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj              | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach         | No   |      |      |      |     |     | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln        | 1856 | 1856 | 1856 |      |     |     | 0    | 1856 | 1856 | 1856 | 1856 | 0    |
| Adj Flow Rate, veh/h          | 320  | 1    | 201  |      |     |     | 0    | 627  | 11   | 65   | 147  | 0    |
| Peak Hour Factor              | 0.89 | 0.89 | 0.89 |      |     |     | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %          | 3    | 3    | 3    |      |     |     | 0    | 3    | 3    | 3    | 3    | 0    |
| Cap, veh/h                    | 380  | 1    | 339  |      |     |     | 0    | 1115 | 945  | 85   | 1283 | 0    |
| Arrive On Green               | 0.22 | 0.22 | 0.22 |      |     |     | 0.00 | 0.60 | 0.60 | 0.05 | 0.69 | 0.00 |
| Sat Flow, veh/h               | 1762 | 6    | 1572 |      |     |     | 0    | 1856 | 1572 | 1767 | 1856 | 0    |
| Grp Volume(v), veh/h          | 321  | 0    | 201  |      |     |     | 0    | 627  | 11   | 65   | 147  | 0    |
| Grp Sat Flow(s), veh/h/ln     | 1767 | 0    | 1572 |      |     |     | 0    | 1856 | 1572 | 1767 | 1856 | 0    |
| Q Serve(g_s), s               | 19.1 | 0.0  | 12.6 |      |     |     | 0.0  | 22.4 | 0.3  | 4.0  | 2.9  | 0.0  |
| Cycle Q Clear(g_c), s         | 19.1 | 0.0  | 12.6 |      |     |     | 0.0  | 22.4 | 0.3  | 4.0  | 2.9  | 0.0  |
| Prop In Lane                  | 1.00 |      | 1.00 |      |     |     | 0.00 |      | 1.00 | 1.00 |      | 0.00 |
| Lane Grp Cap(c), veh/h        | 381  | 0    | 339  |      |     |     | 0    | 1115 | 945  | 85   | 1283 | 0    |
| V/C Ratio(X)                  | 0.84 | 0.00 | 0.59 |      |     |     | 0.00 | 0.56 | 0.01 | 0.77 | 0.11 | 0.00 |
| Avail Cap(c_a), veh/h         | 641  | 0    | 570  |      |     |     | 0    | 1115 | 945  | 326  | 1283 | 0    |
| HCM Platoon Ratio             | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)            | 1.00 | 0.00 | 1.00 |      |     |     | 0.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.00 |
| Uniform Delay (d), s/veh      | 41.4 | 0.0  | 38.8 |      |     |     | 0.0  | 13.2 | 8.8  | 51.8 | 5.7  | 0.0  |
| Incr Delay (d2), s/veh        | 5.1  | 0.0  | 1.7  |      |     |     | 0.0  | 2.1  | 0.0  | 13.4 | 0.2  | 0.0  |
| Initial Q Delay(d3),s/veh     | 0.0  | 0.0  | 0.0  |      |     |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln      | 8.8  | 0.0  | 5.0  |      |     |     | 0.0  | 9.4  | 0.1  | 2.1  | 1.1  | 0.0  |
| Unsig. Movement Delay, s/veh  |      |      |      |      |     |     |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh          | 46.5 | 0.0  | 40.5 |      |     |     | 0.0  | 15.3 | 8.8  | 65.2 | 5.9  | 0.0  |
| LnGrp LOS                     | D    | A    | D    |      |     |     | A    | B    | A    | E    | A    | A    |
| Approach Vol, veh/h           |      | 522  |      |      |     |     |      | 638  |      |      | 212  |      |
| Approach Delay, s/veh         |      | 44.2 |      |      |     |     |      | 15.2 |      |      | 24.0 |      |
| Approach LOS                  |      | D    |      |      |     |     |      | B    |      |      | C    |      |
| Timer - Assigned Phs          | 1    | 2    | 4    | 6    |     |     |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s      | 0.0  | 71.2 | 28.8 | 81.2 |     |     |      |      |      |      |      |      |
| Change Period (Y+Rc), s       | 4.7  | 5.1  | 5.1  | 5.1  |     |     |      |      |      |      |      |      |
| Max Green Setting (Gmax), s   | 20   | 34.9 | 39.9 | 34.9 |     |     |      |      |      |      |      |      |
| Max Q Clear Time (g_c+I10), s | 10.0 | 24.4 | 21.1 | 4.9  |     |     |      |      |      |      |      |      |
| Green Ext Time (p_c), s       | 0.1  | 3.1  | 2.6  | 0.8  |     |     |      |      |      |      |      |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 27.6 |
| HCM 6th LOS        | C    |

### Notes

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

HCM 6th AWSC  
4: Dairy Mart Rd & Servando Ave

Existing Conditions  
Timing Plan: AM Peak Hour

|                                |  |  |  |  |  |  |
|--------------------------------|--|--|--|--|--|--|
| Intersection                   |  |  |  |  |  |  |
| Intersection Delay, s/veh 16.5 |  |  |  |  |  |  |
| Intersection LOS C             |  |  |  |  |  |  |

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

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

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



HCM 6th AWSC  
5: Dairy Mart Rd & Camino De La Plaza

Existing Conditions  
Timing Plan: AM Peak Hour

Intersection

Intersection Delay, s/veh 10.3

Intersection LOS B

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

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

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

HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

Existing Conditions  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.6                                                                               |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBT                                                                               | EBR    | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations      |  |        |  |  |  |  |
| Traffic Vol, veh/h       | 19                                                                                | 6      | 12                                                                                | 33                                                                                | 7                                                                                 | 8                                                                                 |
| Future Vol, veh/h        | 19                                                                                | 6      | 12                                                                                | 33                                                                                | 7                                                                                 | 8                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free   | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None   | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -                                                                                 | -      | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 79                                                                                | 79     | 79                                                                                | 79                                                                                | 79                                                                                | 79                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Mvmt Flow                | 24                                                                                | 8      | 15                                                                                | 42                                                                                | 9                                                                                 | 10                                                                                |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2 |                                                                                   | Minor1                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0      | 32                                                                                | 0                                                                                 | 100                                                                               | 28                                                                                |
| Stage 1                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 28                                                                                | -                                                                                 |
| Stage 2                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 72                                                                                | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -      | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -      | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1574                                                                              | -                                                                                 | 896                                                                               | 1044                                                                              |
| Stage 1                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 992                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 948                                                                               | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -      |                                                                                   | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1574                                                                              | -                                                                                 | 887                                                                               | 1044                                                                              |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -                                                                                 | -                                                                                 | 887                                                                               | -                                                                                 |
| Stage 1                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 992                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 939                                                                               | -                                                                                 |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB     |                                                                                   | NB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 | 1.9    |                                                                                   | 8.8                                                                               |                                                                                   |                                                                                   |
| HCM LOS                  | A                                                                                 |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                   |
| Capacity (veh/h)         | 964                                                                               | -      | -                                                                                 | 1574                                                                              | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.02                                                                              | -      | -                                                                                 | 0.01                                                                              | -                                                                                 |                                                                                   |
| HCM Control Delay (s)    | 8.8                                                                               | -      | -                                                                                 | 7.3                                                                               | -                                                                                 |                                                                                   |
| HCM Lane LOS             | A                                                                                 | -      | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -      | -                                                                                 | 0                                                                                 | -                                                                                 |                                                                                   |

HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

Existing Conditions  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.7                                                                               |      |        |                                                                                   |        |                                                                                   |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL    | NBR                                                                               |
| Lane Configurations      |  |      |        |  |        |  |
| Traffic Vol, veh/h       | 11                                                                                | 0    | 18     | 17                                                                                | 2      | 6                                                                                 |
| Future Vol, veh/h        | 11                                                                                | 0    | 18     | 17                                                                                | 2      | 6                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0      | 0                                                                                 |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop   | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -      | None                                                                              |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0      | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Peak Hour Factor         | 61                                                                                | 61   | 61     | 61                                                                                | 61     | 61                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3      | 3                                                                                 |
| Mvmt Flow                | 18                                                                                | 0    | 30     | 28                                                                                | 3      | 10                                                                                |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1 |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0    | 18     | 0                                                                                 | 106    | 18                                                                                |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 18     | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 88     | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43   | 6.23                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43   | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43   | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527  | 3.327                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1592   | -                                                                                 | 889    | 1058                                                                              |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 1002   | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 933    | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |        |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1592   | -                                                                                 | 872    | 1058                                                                              |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 872    | -                                                                                 |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 1002   | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 915    | -                                                                                 |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB     |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 |      | 3.8    |                                                                                   | 8.6    |                                                                                   |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT    |                                                                                   |
| Capacity (veh/h)         | 1004                                                                              | -    | -      | 1592                                                                              | -      |                                                                                   |
| HCM Lane V/C Ratio       | 0.013                                                                             | -    | -      | 0.019                                                                             | -      |                                                                                   |
| HCM Control Delay (s)    | 8.6                                                                               | -    | -      | 7.3                                                                               | 0      |                                                                                   |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A      |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -    | -      | 0.1                                                                               | -      |                                                                                   |

HCM 6th TWSC  
8: Monument Rd & Hollister St

Existing Conditions  
Timing Plan: AM Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.9    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 6      | 3                                                                                 | 3                                                                                 | 5      | 6                                                                                 | 5     |
| Future Vol, veh/h        | 6      | 3                                                                                 | 3                                                                                 | 5      | 6                                                                                 | 5     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 88     | 88                                                                                | 88                                                                                | 88     | 88                                                                                | 88    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     |
| Mvmt Flow                | 7      | 3                                                                                 | 3                                                                                 | 6      | 7                                                                                 | 6     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 9      | 0                                                                                 | -                                                                                 | 0      | 23                                                                                | 6     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 6                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 17                                                                                | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1604   | -                                                                                 | -                                                                                 | -      | 991                                                                               | 1074  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 1014                                                                              | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 1003                                                                              | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1604   | -                                                                                 | -                                                                                 | -      | 987                                                                               | 1074  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 987                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 1010                                                                              | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 1003                                                                              | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 4.8    | 0                                                                                 |                                                                                   | 8.6    |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1604   | -                                                                                 | -                                                                                 | -      | 1025                                                                              |       |
| HCM Lane V/C Ratio       | 0.004  | -                                                                                 | -                                                                                 | -      | 0.012                                                                             |       |
| HCM Control Delay (s)    | 7.3    | 0                                                                                 | -                                                                                 | -      | 8.6                                                                               |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0                                                                                 |       |

# HCM 6th Signalized Intersection Summary

## 9: Hollister St & Tocayo Ave

Existing Conditions  
Timing Plan: AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 33                                                                                | 50                                                                                | 2                                                                                 | 49                                                                                | 24                                                                                | 551                                                                               | 0                                                                                   | 72                                                                                  | 98                                                                                  | 464                                                                                 | 57                                                                                  | 21                                                                                  |
| Future Volume (veh/h)        | 33                                                                                | 50                                                                                | 2                                                                                 | 49                                                                                | 24                                                                                | 551                                                                               | 0                                                                                   | 72                                                                                  | 98                                                                                  | 464                                                                                 | 57                                                                                  | 21                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                                |                                                                                     | 0.97                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 41                                                                                | 62                                                                                | 2                                                                                 | 60                                                                                | 30                                                                                | 680                                                                               | 0                                                                                   | 89                                                                                  | 121                                                                                 | 573                                                                                 | 70                                                                                  | 26                                                                                  |
| Peak Hour Factor             | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 59                                                                                | 1030                                                                              | 33                                                                                | 78                                                                                | 540                                                                               | 477                                                                               | 2                                                                                   | 215                                                                                 | 292                                                                                 | 321                                                                                 | 681                                                                                 | 253                                                                                 |
| Arrive On Green              | 0.03                                                                              | 0.30                                                                              | 0.30                                                                              | 0.04                                                                              | 0.31                                                                              | 0.31                                                                              | 0.00                                                                                | 0.31                                                                                | 0.31                                                                                | 0.18                                                                                | 0.53                                                                                | 0.53                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3485                                                                              | 112                                                                               | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 701                                                                                 | 953                                                                                 | 1767                                                                                | 1282                                                                                | 476                                                                                 |
| Grp Volume(v), veh/h         | 41                                                                                | 31                                                                                | 33                                                                                | 60                                                                                | 30                                                                                | 680                                                                               | 0                                                                                   | 0                                                                                   | 210                                                                                 | 573                                                                                 | 0                                                                                   | 96                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1834                                                                              | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 0                                                                                   | 1654                                                                                | 1767                                                                                | 0                                                                                   | 1758                                                                                |
| Q Serve(g_s), s              | 2.4                                                                               | 1.3                                                                               | 1.3                                                                               | 3.5                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 10.5                                                                                | 19.0                                                                                | 0.0                                                                                 | 2.8                                                                                 |
| Cycle Q Clear(g_c), s        | 2.4                                                                               | 1.3                                                                               | 1.3                                                                               | 3.5                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 10.5                                                                                | 19.0                                                                                | 0.0                                                                                 | 2.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.58                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h       | 59                                                                                | 521                                                                               | 542                                                                               | 78                                                                                | 540                                                                               | 477                                                                               | 2                                                                                   | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 934                                                                                 |
| V/C Ratio(X)                 | 0.70                                                                              | 0.06                                                                              | 0.06                                                                              | 0.77                                                                              | 0.06                                                                              | 1.43                                                                              | 0.00                                                                                | 0.00                                                                                | 0.41                                                                                | 1.78                                                                                | 0.00                                                                                | 0.10                                                                                |
| Avail Cap(c_a), veh/h        | 321                                                                               | 540                                                                               | 562                                                                               | 321                                                                               | 540                                                                               | 477                                                                               | 321                                                                                 | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 934                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 50.0                                                                              | 26.4                                                                              | 26.4                                                                              | 49.4                                                                              | 25.6                                                                              | 36.2                                                                              | 0.0                                                                                 | 0.0                                                                                 | 28.8                                                                                | 42.7                                                                                | 0.0                                                                                 | 12.1                                                                                |
| Incr Delay (d2), s/veh       | 13.8                                                                              | 0.0                                                                               | 0.0                                                                               | 14.6                                                                              | 0.0                                                                               | 203.5                                                                             | 0.0                                                                                 | 0.0                                                                                 | 2.5                                                                                 | 364.7                                                                               | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 0.6                                                                               | 0.6                                                                               | 1.8                                                                               | 0.5                                                                               | 38.7                                                                              | 0.0                                                                                 | 0.0                                                                                 | 4.5                                                                                 | 40.7                                                                                | 0.0                                                                                 | 1.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.8                                                                              | 26.4                                                                              | 26.5                                                                              | 64.0                                                                              | 25.6                                                                              | 239.8                                                                             | 0.0                                                                                 | 0.0                                                                                 | 31.3                                                                                | 407.4                                                                               | 0.0                                                                                 | 12.4                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | F                                                                                 | A                                                                                   | A                                                                                   | C                                                                                   | F                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 105                                                                               |                                                                                   |                                                                                   | 770                                                                               |                                                                                   |                                                                                   | 210                                                                                 |                                                                                     |                                                                                     | 669                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 41.0                                                                              |                                                                                   |                                                                                   | 217.7                                                                             |                                                                                   |                                                                                   | 31.3                                                                                |                                                                                     |                                                                                     | 350.7                                                                               |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 23.5                                                                              | 36.5                                                                              | 9.1                                                                               | 35.4                                                                              | 0.0                                                                               | 60.0                                                                              | 8.0                                                                                 | 36.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                                | 32.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 21.0                                                                              | 12.5                                                                              | 5.5                                                                               | 3.3                                                                               | 0.0                                                                               | 4.8                                                                               | 4.4                                                                                 | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.2                                                                               | 0.1                                                                               | 0.3                                                                               | 0.0                                                                               | 0.5                                                                               | 0.1                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 235.6                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | F                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

Existing Conditions  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1                                                                                 | 1      | 1     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 1                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 0                                                                                 | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1615                                                                              | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |



# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

Existing Conditions  
Timing Plan: PM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 580  | 471  | 283  | 336  | 89    | 52   |
| Future Volume (veh/h)                                                                              | 580  | 471  | 283  | 336  | 89    | 52   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 604  | 491  | 295  | 350  | 93    | 54   |
| Peak Hour Factor                                                                                   | 0.96 | 0.96 | 0.96 | 0.96 | 0.96  | 0.96 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1969 | 998  | 336  | 2834 | 135   | 120  |
| Arrive On Green                                                                                    | 0.56 | 0.56 | 0.19 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 604  | 491  | 295  | 350  | 93    | 54   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 7.8  | 14.1 | 13.8 | 1.8  | 4.4   | 2.8  |
| Cycle Q Clear(g_c), s                                                                              | 7.8  | 14.1 | 13.8 | 1.8  | 4.4   | 2.8  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1969 | 998  | 336  | 2834 | 135   | 120  |
| V/C Ratio(X)                                                                                       | 0.31 | 0.49 | 0.88 | 0.12 | 0.69  | 0.45 |
| Avail Cap(c_a), veh/h                                                                              | 1969 | 998  | 422  | 2834 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.69 | 0.69 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 10.0 | 8.3  | 33.5 | 1.8  | 38.3  | 37.6 |
| Incr Delay (d2), s/veh                                                                             | 0.3  | 1.2  | 15.8 | 0.1  | 6.2   | 2.6  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 2.8  | 5.7  | 7.2  | 0.4  | 2.1   | 2.5  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 10.3 | 9.4  | 49.3 | 1.9  | 44.5  | 40.2 |
| LnGrp LOS                                                                                          | B    | A    | D    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1095 |      |      | 645  | 147   |      |
| Approach Delay, s/veh                                                                              | 9.9  |      |      | 23.6 | 42.9  |      |
| Approach LOS                                                                                       | A    |      |      | C    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.4 |      | 11.6 | 20.9  | 52.6 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+I1), s                                                                       |      | 3.8  |      | 6.4  | 15.8  | 16.1 |
| Green Ext Time (p_c), s                                                                            |      | 2.4  |      | 0.3  | 0.4   | 5.2  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 17.1 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | B    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |

# HCM 6th Signalized Intersection Summary

## 2: Dairy Mart Rd & San Ysidro Blvd

Existing Conditions  
Timing Plan: PM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 27                                                                                | 180                                                                               | 112                                                                               | 155                                                                               | 103                                                                               | 153                                                                               | 153                                                                               | 214                                                                               | 667                                                                               | 210                                                                               | 207                                                                               | 58                                                                                |
| Future Volume (veh/h)        | 27                                                                                | 180                                                                               | 112                                                                               | 155                                                                               | 103                                                                               | 153                                                                               | 153                                                                               | 214                                                                               | 667                                                                               | 210                                                                               | 207                                                                               | 58                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.94                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                              |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 28                                                                                | 188                                                                               | 117                                                                               | 161                                                                               | 107                                                                               | 159                                                                               | 159                                                                               | 223                                                                               | 695                                                                               | 219                                                                               | 216                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 52                                                                                | 312                                                                               | 249                                                                               | 206                                                                               | 474                                                                               | 388                                                                               | 601                                                                               | 697                                                                               | 750                                                                               | 452                                                                               | 742                                                                               |                                                                                   |
| Arrive On Green              | 0.03                                                                              | 0.17                                                                              | 0.17                                                                              | 0.12                                                                              | 0.26                                                                              | 0.26                                                                              | 0.08                                                                              | 0.38                                                                              | 0.38                                                                              | 0.10                                                                              | 0.40                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1484                                                                              | 1767                                                                              | 1856                                                                              | 1518                                                                              | 1767                                                                              | 1856                                                                              | 1509                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Grp Volume(v), veh/h         | 28                                                                                | 188                                                                               | 117                                                                               | 161                                                                               | 107                                                                               | 159                                                                               | 159                                                                               | 223                                                                               | 695                                                                               | 219                                                                               | 216                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1484                                                                              | 1767                                                                              | 1856                                                                              | 1518                                                                              | 1767                                                                              | 1856                                                                              | 1509                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Q Serve(g_s), s              | 1.2                                                                               | 7.2                                                                               | 5.4                                                                               | 6.8                                                                               | 3.5                                                                               | 6.6                                                                               | 4.1                                                                               | 6.5                                                                               | 28.6                                                                              | 5.6                                                                               | 6.0                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 7.2                                                                               | 5.4                                                                               | 6.8                                                                               | 3.5                                                                               | 6.6                                                                               | 4.1                                                                               | 6.5                                                                               | 28.6                                                                              | 5.6                                                                               | 6.0                                                                               | 0.0                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 52                                                                                | 312                                                                               | 249                                                                               | 206                                                                               | 474                                                                               | 388                                                                               | 601                                                                               | 697                                                                               | 750                                                                               | 452                                                                               | 742                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.54                                                                              | 0.60                                                                              | 0.47                                                                              | 0.78                                                                              | 0.23                                                                              | 0.41                                                                              | 0.26                                                                              | 0.32                                                                              | 0.93                                                                              | 0.48                                                                              | 0.29                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 141                                                                               | 474                                                                               | 379                                                                               | 961                                                                               | 1335                                                                              | 1092                                                                              | 704                                                                               | 697                                                                               | 750                                                                               | 628                                                                               | 742                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 36.5                                                                              | 29.4                                                                              | 28.7                                                                              | 32.7                                                                              | 22.4                                                                              | 23.6                                                                              | 12.6                                                                              | 16.9                                                                              | 18.2                                                                              | 12.2                                                                              | 15.5                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 8.5                                                                               | 1.9                                                                               | 1.4                                                                               | 6.3                                                                               | 0.2                                                                               | 0.7                                                                               | 0.2                                                                               | 1.2                                                                               | 19.2                                                                              | 0.8                                                                               | 1.0                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.6                                                                               | 3.2                                                                               | 2.0                                                                               | 3.2                                                                               | 1.5                                                                               | 2.4                                                                               | 1.5                                                                               | 2.9                                                                               | 14.1                                                                              | 2.1                                                                               | 2.6                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 45.0                                                                              | 31.2                                                                              | 30.0                                                                              | 39.0                                                                              | 22.7                                                                              | 24.3                                                                              | 12.8                                                                              | 18.1                                                                              | 37.4                                                                              | 13.1                                                                              | 16.5                                                                              | 0.0                                                                               |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | D                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 333                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 427                                                                               |                                                                                   | 1077                                                                              |                                                                                   | 435                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 32.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 29.4                                                                              |                                                                                   | 29.8                                                                              |                                                                                   | 14.8                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 2.4                                                                               | 33.1                                                                              | 13.4                                                                              | 17.3                                                                              | 10.5                                                                              | 35.0                                                                              | 6.7                                                                               | 24.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 15.5                                                                              | 25.5                                                                              | 41.5                                                                              | 19.5                                                                              | 10.5                                                                              | 30.5                                                                              | 6.1                                                                               | 54.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1), s | 17.6                                                                              | 30.6                                                                              | 8.8                                                                               | 9.2                                                                               | 6.1                                                                               | 8.0                                                                               | 3.2                                                                               | 8.6                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.4                                                                               | 0.0                                                                               | 0.5                                                                               | 1.0                                                                               | 0.2                                                                               | 1.2                                                                               | 0.0                                                                               | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### Intersection Summary

HCM 6th Ctrl Delay 27.2

HCM 6th LOS C

### Notes

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

# HCM 6th Signalized Intersection Summary

## 3: Dairy Mart Rd & I-5 SB Ramps

Existing Conditions  
Timing Plan: PM Peak Hour



| Movement                      | EBL  | EBT  | EBR  | WBL  | WBT | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations           |      | ↔    | ↔    |      |     |     |      | ↑    | ↔    | ↔    | ↑    |      |
| Traffic Volume (veh/h)        | 559  | 1    | 465  | 0    | 0   | 0   | 0    | 479  | 44   | 192  | 283  | 0    |
| Future Volume (veh/h)         | 559  | 1    | 465  | 0    | 0   | 0   | 0    | 479  | 44   | 192  | 283  | 0    |
| Initial Q (Qb), veh           | 0    | 0    | 0    |      |     |     | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)           | 1.00 |      | 1.00 |      |     |     | 1.00 |      | 0.98 | 1.00 |      | 1.00 |
| Parking Bus, Adj              | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach         | No   |      |      |      |     |     | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln        | 1856 | 1856 | 1856 |      |     |     | 0    | 1856 | 1856 | 1856 | 1856 | 0    |
| Adj Flow Rate, veh/h          | 570  | 1    | 474  |      |     |     | 0    | 489  | 45   | 196  | 289  | 0    |
| Peak Hour Factor              | 0.98 | 0.98 | 0.98 |      |     |     | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, %          | 3    | 3    | 3    |      |     |     | 0    | 3    | 3    | 3    | 3    | 0    |
| Cap, veh/h                    | 613  | 1    | 546  |      |     |     | 0    | 720  | 598  | 228  | 1039 | 0    |
| Arrive On Green               | 0.35 | 0.35 | 0.35 |      |     |     | 0.00 | 0.39 | 0.39 | 0.13 | 0.56 | 0.00 |
| Sat Flow, veh/h               | 1764 | 3    | 1571 |      |     |     | 0    | 1856 | 1540 | 1767 | 1856 | 0    |
| Grp Volume(v), veh/h          | 571  | 0    | 474  |      |     |     | 0    | 489  | 45   | 196  | 289  | 0    |
| Grp Sat Flow(s), veh/h/ln     | 1767 | 0    | 1571 |      |     |     | 0    | 1856 | 1540 | 1767 | 1856 | 0    |
| Q Serve(g_s), s               | 34.3 | 0.0  | 31.0 |      |     |     | 0.0  | 24.1 | 2.0  | 12.0 | 8.9  | 0.0  |
| Cycle Q Clear(g_c), s         | 34.3 | 0.0  | 31.0 |      |     |     | 0.0  | 24.1 | 2.0  | 12.0 | 8.9  | 0.0  |
| Prop In Lane                  | 1.00 |      | 1.00 |      |     |     | 0.00 |      | 1.00 | 1.00 |      | 0.00 |
| Lane Grp Cap(c), veh/h        | 614  | 0    | 546  |      |     |     | 0    | 720  | 598  | 228  | 1039 | 0    |
| V/C Ratio(X)                  | 0.93 | 0.00 | 0.87 |      |     |     | 0.00 | 0.68 | 0.08 | 0.86 | 0.28 | 0.00 |
| Avail Cap(c_a), veh/h         | 641  | 0    | 570  |      |     |     | 0    | 720  | 598  | 326  | 1039 | 0    |
| HCM Platoon Ratio             | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)            | 1.00 | 0.00 | 1.00 |      |     |     | 0.00 | 1.00 | 1.00 | 0.93 | 0.93 | 0.00 |
| Uniform Delay (d), s/veh      | 34.6 | 0.0  | 33.5 |      |     |     | 0.0  | 28.0 | 21.2 | 46.9 | 12.6 | 0.0  |
| Incr Delay (d2), s/veh        | 19.8 | 0.0  | 13.1 |      |     |     | 0.0  | 5.1  | 0.2  | 13.8 | 0.6  | 0.0  |
| Initial Q Delay(d3), s/veh    | 0.0  | 0.0  | 0.0  |      |     |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/h      | 7.8  | 0.0  | 13.6 |      |     |     | 0.0  | 11.5 | 0.8  | 6.1  | 3.8  | 0.0  |
| Unsig. Movement Delay, s/veh  |      |      |      |      |     |     |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh         | 54.4 | 0.0  | 46.7 |      |     |     | 0.0  | 33.1 | 21.5 | 60.7 | 13.2 | 0.0  |
| LnGrp LOS                     | D    | A    | D    |      |     |     | A    | C    | C    | E    | B    | A    |
| Approach Vol, veh/h           |      | 1045 |      |      |     |     |      | 534  |      |      | 485  |      |
| Approach Delay, s/veh         |      | 50.9 |      |      |     |     |      | 32.1 |      |      | 32.4 |      |
| Approach LOS                  |      | D    |      |      |     |     |      | C    |      |      | C    |      |
| Timer - Assigned Phs          | 1    | 2    | 4    | 6    |     |     |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s      | 47.8 |      | 43.3 | 66.7 |     |     |      |      |      |      |      |      |
| Change Period (Y+Rc), s       | 4.7  | 5.1  | 5.1  | 5.1  |     |     |      |      |      |      |      |      |
| Max Green Setting (Gmax), s   | 34.9 |      | 39.9 | 34.9 |     |     |      |      |      |      |      |      |
| Max Q Clear Time (g_c+1/4), s | 26.1 |      | 36.3 | 10.9 |     |     |      |      |      |      |      |      |
| Green Ext Time (p_c), s       | 0.3  | 2.2  | 1.9  | 1.7  |     |     |      |      |      |      |      |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 41.7 |
| HCM 6th LOS        | D    |

### Notes

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

HCM 6th AWSC  
4: Dairy Mart Rd & Servando Ave

Existing Conditions  
Timing Plan: PM Peak Hour

Intersection

Intersection Delay, s/veh 15

Intersection LOS B

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

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

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

HCM 6th AWSC  
5: Dairy Mart Rd & Camino De La Plaza

Existing Conditions  
Timing Plan: PM Peak Hour

Intersection

Intersection Delay, s/veh 17.7

Intersection LOS C

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

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

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

HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

Existing Conditions  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.4                                                                               |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                                |
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 40                                                                                | 2    | 4                                                                                 | 38                                                                                | 3                                                                                 | 9                                                                                  |
| Future Vol, veh/h        | 40                                                                                | 2    | 4                                                                                 | 38                                                                                | 3                                                                                 | 9                                                                                  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                               |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                               |
| Storage Length           | -                                                                                 | -    | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                  |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Peak Hour Factor         | 81                                                                                | 81   | 81                                                                                | 81                                                                                | 81                                                                                | 81                                                                                 |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                  |
| Mvmt Flow                | 49                                                                                | 2    | 5                                                                                 | 47                                                                                | 4                                                                                 | 11                                                                                 |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Major/Minor              | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |                                                                                    |
| Conflicting Flow All     | 0                                                                                 | 0    | 51                                                                                | 0                                                                                 | 107                                                                               | 50                                                                                 |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 50                                                                                | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 57                                                                                | -                                                                                  |
| Critical Hdwy            | -                                                                                 | -    | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                              |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1549                                                                              | -                                                                                 | 888                                                                               | 1015                                                                               |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 970                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 963                                                                               | -                                                                                  |
| Platoon blocked, %       | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |                                                                                    |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1549                                                                              | -                                                                                 | 885                                                                               | 1015                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 885                                                                               | -                                                                                  |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 970                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 960                                                                               | -                                                                                  |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Approach                 | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |                                                                                    |
| HCM Control Delay, s     | 0                                                                                 |      | 0.7                                                                               |                                                                                   | 8.7                                                                               |                                                                                    |
| HCM LOS                  | A                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                    |
| Capacity (veh/h)         | 979                                                                               | -    | -                                                                                 | 1549                                                                              | -                                                                                 |                                                                                    |
| HCM Lane V/C Ratio       | 0.015                                                                             | -    | -                                                                                 | 0.003                                                                             | -                                                                                 |                                                                                    |
| HCM Control Delay (s)    | 8.7                                                                               | -    | -                                                                                 | 7.3                                                                               | -                                                                                 |                                                                                    |
| HCM Lane LOS             | A                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                    |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -                                                                                 |                                                                                    |



HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

Existing Conditions  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2                                                                                 |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 28                                                                                | 1    | 2      | 33                                                                                | 2                                                                                 | 15    |
| Future Vol, veh/h        | 28                                                                                | 1    | 2      | 33                                                                                | 2                                                                                 | 15    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 82                                                                                | 82   | 82     | 82                                                                                | 82                                                                                | 82    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 34                                                                                | 1    | 2      | 40                                                                                | 2                                                                                 | 18    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 35     | 0                                                                                 | 79                                                                                | 35    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 35                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 44                                                                                | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1570   | -                                                                                 | 921                                                                               | 1035  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 985                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 976                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1570   | -                                                                                 | 920                                                                               | 1035  |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 920                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 985                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 975                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 0.4    |                                                                                   | 8.6                                                                               |       |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 1020                                                                              | -    | -      | 1570                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.02                                                                              | -    | -      | 0.002                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 8.6                                                                               | -    | -      | 7.3                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -      | 0                                                                                 | -                                                                                 |       |

HCM 6th TWSC  
8: Monument Rd & Hollister St

Existing Conditions  
Timing Plan: PM Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.9    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 8      | 6                                                                                 | 8                                                                                 | 21     | 17                                                                                | 5     |
| Future Vol, veh/h        | 8      | 6                                                                                 | 8                                                                                 | 21     | 17                                                                                | 5     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 76     | 76                                                                                | 76                                                                                | 76     | 76                                                                                | 76    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     |
| Mvmt Flow                | 11     | 8                                                                                 | 11                                                                                | 28     | 22                                                                                | 7     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 39     | 0                                                                                 | -                                                                                 | 0      | 55                                                                                | 25    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 25                                                                                | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 30                                                                                | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1565   | -                                                                                 | -                                                                                 | -      | 950                                                                               | 1048  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 995                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 990                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1565   | -                                                                                 | -                                                                                 | -      | 943                                                                               | 1048  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 943                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 988                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 990                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 4.2    | 0                                                                                 |                                                                                   | 8.8    |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1565   | -                                                                                 | -                                                                                 | -      | -                                                                                 | 965   |
| HCM Lane V/C Ratio       | 0.007  | -                                                                                 | -                                                                                 | -      | -                                                                                 | 0.03  |
| HCM Control Delay (s)    | 7.3    | 0                                                                                 | -                                                                                 | -      | -                                                                                 | 8.8   |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | -                                                                                 | A     |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | -                                                                                 | 0.1   |

# HCM 6th Signalized Intersection Summary

## 9: Hollister St & Tocayo Ave

Existing Conditions  
Timing Plan: PM Peak Hour

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 36                                                                                | 2                                                                                 | 93                                                                                | 50                                                                                | 390                                                                               | 1                                                                                   | 53                                                                                  | 86                                                                                  | 474                                                                                 | 62                                                                                  | 13                                                                                  |
| Future Volume (veh/h)        | 7                                                                                 | 36                                                                                | 2                                                                                 | 93                                                                                | 50                                                                                | 390                                                                               | 1                                                                                   | 53                                                                                  | 86                                                                                  | 474                                                                                 | 62                                                                                  | 13                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 38                                                                                | 2                                                                                 | 98                                                                                | 53                                                                                | 411                                                                               | 1                                                                                   | 56                                                                                  | 91                                                                                  | 499                                                                                 | 65                                                                                  | 14                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 16                                                                                | 632                                                                               | 33                                                                                | 125                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 150                                                                                 | 243                                                                                 | 543                                                                                 | 803                                                                                 | 173                                                                                 |
| Arrive On Green              | 0.01                                                                              | 0.19                                                                              | 0.19                                                                              | 0.07                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                                | 0.24                                                                                | 0.24                                                                                | 0.31                                                                                | 0.54                                                                                | 0.54                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3403                                                                              | 177                                                                               | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 628                                                                                 | 1021                                                                                | 1767                                                                                | 1475                                                                                | 318                                                                                 |
| Grp Volume(v), veh/h         | 7                                                                                 | 20                                                                                | 20                                                                                | 98                                                                                | 53                                                                                | 411                                                                               | 1                                                                                   | 0                                                                                   | 147                                                                                 | 499                                                                                 | 0                                                                                   | 79                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1817                                                                              | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 0                                                                                   | 1650                                                                                | 1767                                                                                | 0                                                                                   | 1792                                                                                |
| Q Serve(g_s), s              | 0.4                                                                               | 0.8                                                                               | 0.8                                                                               | 5.0                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 6.8                                                                                 | 24.8                                                                                | 0.0                                                                                 | 1.9                                                                                 |
| Cycle Q Clear(g_c), s        | 0.4                                                                               | 0.8                                                                               | 0.8                                                                               | 5.0                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 6.8                                                                                 | 24.8                                                                                | 0.0                                                                                 | 1.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.62                                                                                | 1.00                                                                                |                                                                                     | 0.18                                                                                |
| Lane Grp Cap(c), veh/h       | 16                                                                                | 327                                                                               | 338                                                                               | 125                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 0                                                                                   | 393                                                                                 | 543                                                                                 | 0                                                                                   | 976                                                                                 |
| V/C Ratio(X)                 | 0.44                                                                              | 0.06                                                                              | 0.06                                                                              | 0.79                                                                              | 0.12                                                                              | 1.08                                                                              | 0.41                                                                                | 0.00                                                                                | 0.37                                                                                | 0.92                                                                                | 0.00                                                                                | 0.08                                                                                |
| Avail Cap(c_a), veh/h        | 97                                                                                | 349                                                                               | 360                                                                               | 185                                                                               | 436                                                                               | 380                                                                               | 97                                                                                  | 0                                                                                   | 393                                                                                 | 690                                                                                 | 0                                                                                   | 976                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 44.8                                                                              | 30.5                                                                              | 30.5                                                                              | 41.6                                                                              | 26.5                                                                              | 34.2                                                                              | 45.4                                                                                | 0.0                                                                                 | 29.0                                                                                | 30.4                                                                                | 0.0                                                                                 | 9.9                                                                                 |
| Incr Delay (d2), s/veh       | 18.4                                                                              | 0.1                                                                               | 0.1                                                                               | 12.4                                                                              | 0.1                                                                               | 69.8                                                                              | 85.2                                                                                | 0.0                                                                                 | 2.7                                                                                 | 15.0                                                                                | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.2                                                                               | 0.4                                                                               | 0.4                                                                               | 2.5                                                                               | 0.9                                                                               | 15.4                                                                              | 0.1                                                                                 | 0.0                                                                                 | 2.9                                                                                 | 12.4                                                                                | 0.0                                                                                 | 0.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.2                                                                              | 30.6                                                                              | 30.6                                                                              | 54.0                                                                              | 26.7                                                                              | 104.0                                                                             | 130.6                                                                               | 0.0                                                                                 | 31.7                                                                                | 45.4                                                                                | 0.0                                                                                 | 10.0                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | F                                                                                 | F                                                                                   | A                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 47                                                                                |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                   | 148                                                                                 |                                                                                     |                                                                                     | 578                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 35.4                                                                              |                                                                                   |                                                                                   | 88.0                                                                              |                                                                                   |                                                                                   | 32.3                                                                                |                                                                                     |                                                                                     | 40.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 32.5                                                                              | 26.2                                                                              | 10.9                                                                              | 21.4                                                                              | 4.6                                                                               | 54.0                                                                              | 5.3                                                                                 | 27.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 35.5                                                                              | 19.0                                                                              | 9.5                                                                               | 18.0                                                                              | 5.0                                                                               | 49.5                                                                              | 5.0                                                                                 | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 26.8                                                                              | 8.8                                                                               | 7.0                                                                               | 2.8                                                                               | 2.1                                                                               | 3.9                                                                               | 2.4                                                                                 | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 1.2                                                                               | 0.5                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.4                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 59.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

Existing Conditions  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 96                                                                                | 96     | 96    | 96                                                                                | 96                                                                                | 96   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1                                                                                 | 1      | 1     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 1                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 0                                                                                 | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1615                                                                              | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |

- 2024 Conditions

# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

2024  
Timing Plan: AM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 368  | 711  | 390  | 265  | 70    | 84   |
| Future Volume (veh/h)                                                                              | 368  | 711  | 390  | 265  | 70    | 84   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 387  | 748  | 411  | 279  | 74    | 88   |
| Peak Hour Factor                                                                                   | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1782 | 921  | 422  | 2819 | 142   | 127  |
| Arrive On Green                                                                                    | 0.51 | 0.51 | 0.24 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 387  | 748  | 411  | 279  | 74    | 88   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 5.2  | 31.9 | 19.6 | 1.5  | 3.4   | 4.6  |
| Cycle Q Clear(g_c), s                                                                              | 5.2  | 31.9 | 19.6 | 1.5  | 3.4   | 4.6  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1782 | 921  | 422  | 2819 | 142   | 127  |
| V/C Ratio(X)                                                                                       | 0.22 | 0.81 | 0.97 | 0.10 | 0.52  | 0.70 |
| Avail Cap(c_a), veh/h                                                                              | 1782 | 921  | 422  | 2819 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.63 | 0.63 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 11.7 | 13.9 | 32.1 | 1.9  | 37.5  | 38.1 |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 5.0  | 36.9 | 0.1  | 2.9   | 6.7  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 2.0  | 13.8 | 12.4 | 0.3  | 1.6   | 4.2  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 11.9 | 18.9 | 68.9 | 1.9  | 40.4  | 44.7 |
| LnGrp LOS                                                                                          | B    | B    | E    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1135 |      |      | 690  | 162   |      |
| Approach Delay, s/veh                                                                              | 16.5 |      |      | 41.8 | 42.8  |      |
| Approach LOS                                                                                       | B    |      |      | D    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.1 |      | 11.9 | 25.0  | 48.1 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+I1), s                                                                       |      | 3.5  |      | 6.6  | 21.6  | 33.9 |
| Green Ext Time (p_c), s                                                                            |      | 1.8  |      | 0.4  | 0.0   | 0.0  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 27.4 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | C    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |



# HCM 6th Signalized Intersection Summary

2024

## 2: Dairy Mart Rd & San Ysidro Blvd

Timing Plan: AM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 30                                                                                | 273                                                                               | 61                                                                                | 62                                                                                | 115                                                                               | 163                                                                               | 132                                                                               | 169                                                                               | 595                                                                               | 210                                                                               | 87                                                                                | 53                                                                                |
| Future Volume (veh/h)        | 30                                                                                | 273                                                                               | 61                                                                                | 62                                                                                | 115                                                                               | 163                                                                               | 132                                                                               | 169                                                                               | 595                                                                               | 210                                                                               | 87                                                                                | 53                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.99                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 35                                                                                | 317                                                                               | 71                                                                                | 72                                                                                | 134                                                                               | 190                                                                               | 153                                                                               | 197                                                                               | 692                                                                               | 244                                                                               | 101                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 63                                                                                | 410                                                                               | 341                                                                               | 98                                                                                | 446                                                                               | 370                                                                               | 677                                                                               | 618                                                                               | 604                                                                               | 475                                                                               | 685                                                                               |                                                                                   |
| Arrive On Green              | 0.04                                                                              | 0.22                                                                              | 0.22                                                                              | 0.06                                                                              | 0.24                                                                              | 0.24                                                                              | 0.08                                                                              | 0.33                                                                              | 0.33                                                                              | 0.12                                                                              | 0.37                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1537                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Grp Volume(v), veh/h         | 35                                                                                | 317                                                                               | 71                                                                                | 72                                                                                | 134                                                                               | 190                                                                               | 153                                                                               | 197                                                                               | 692                                                                               | 244                                                                               | 101                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1537                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Q Serve(g_s), s              | 1.3                                                                               | 10.6                                                                              | 2.5                                                                               | 2.7                                                                               | 3.9                                                                               | 7.1                                                                               | 3.7                                                                               | 5.2                                                                               | 22.0                                                                              | 5.8                                                                               | 2.4                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 1.3                                                                               | 10.6                                                                              | 2.5                                                                               | 2.7                                                                               | 3.9                                                                               | 7.1                                                                               | 3.7                                                                               | 5.2                                                                               | 22.0                                                                              | 5.8                                                                               | 2.4                                                                               | 0.0                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 63                                                                                | 410                                                                               | 341                                                                               | 98                                                                                | 446                                                                               | 370                                                                               | 677                                                                               | 618                                                                               | 604                                                                               | 475                                                                               | 685                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.55                                                                              | 0.77                                                                              | 0.21                                                                              | 0.73                                                                              | 0.30                                                                              | 0.51                                                                              | 0.23                                                                              | 0.32                                                                              | 1.14                                                                              | 0.51                                                                              | 0.15                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 241                                                                               | 618                                                                               | 514                                                                               | 241                                                                               | 618                                                                               | 512                                                                               | 772                                                                               | 618                                                                               | 604                                                                               | 507                                                                               | 685                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 31.3                                                                              | 24.2                                                                              | 21.0                                                                              | 30.7                                                                              | 20.5                                                                              | 21.7                                                                              | 12.4                                                                              | 16.4                                                                              | 20.2                                                                              | 11.9                                                                              | 13.9                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 7.3                                                                               | 3.4                                                                               | 0.3                                                                               | 10.1                                                                              | 0.4                                                                               | 1.1                                                                               | 0.2                                                                               | 1.4                                                                               | 83.5                                                                              | 0.9                                                                               | 0.5                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.7                                                                               | 4.7                                                                               | 0.9                                                                               | 1.4                                                                               | 1.6                                                                               | 2.5                                                                               | 1.3                                                                               | 2.3                                                                               | 22.3                                                                              | 2.1                                                                               | 1.0                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 38.6                                                                              | 27.6                                                                              | 21.3                                                                              | 40.8                                                                              | 20.9                                                                              | 22.8                                                                              | 12.5                                                                              | 17.8                                                                              | 103.7                                                                             | 12.8                                                                              | 14.4                                                                              | 0.0                                                                               |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 423                                                                               |                                                                                   |                                                                                   |                                                                                   | 396                                                                               |                                                                                   | 1042                                                                              |                                                                                   |                                                                                   |                                                                                   | 345                                                                               |                                                                                   |
| Approach Delay, s/veh        | 27.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 25.5                                                                              |                                                                                   | 74.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 13.2                                                                              |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), \$2.3 | 26.5                                                                              |                                                                                   | 8.2                                                                               | 19.1                                                                              | 9.9                                                                               | 28.9                                                                              | 6.9                                                                               | 20.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 22.0                                                                              | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1), s | 24.0                                                                              | 24.0                                                                              | 4.7                                                                               | 12.6                                                                              | 5.7                                                                               | 4.4                                                                               | 3.3                                                                               | 9.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 1.4                                                                               | 0.1                                                                               | 0.4                                                                               | 0.0                                                                               | 1.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### Intersection Summary

HCM 6th Ctrl Delay 46.9

HCM 6th LOS D

### Notes

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

# HCM 6th Signalized Intersection Summary

2024

## 3: Dairy Mart Rd & I-5 SB Ramps

Timing Plan: AM Peak Hour



| Movement                       | EBL  | EBT  | EBR  | WBL | WBT  | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------------|------|------|------|-----|------|-----|------|------|------|------|------|------|
| Lane Configurations            |      | ↰    | ↱    |     |      |     |      | ↱    | ↰    | ↱    | ↰    |      |
| Traffic Volume (veh/h)         | 292  | 1    | 358  | 0   | 0    | 0   | 0    | 604  | 12   | 60   | 148  | 0    |
| Future Volume (veh/h)          | 292  | 1    | 358  | 0   | 0    | 0   | 0    | 604  | 12   | 60   | 148  | 0    |
| Initial Q (Qb), veh            | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)            | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj               | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach          | No   |      |      |     |      |     | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln         | 1856 | 1856 | 1856 |     |      |     | 0    | 1856 | 1856 | 1856 | 1856 | 0    |
| Adj Flow Rate, veh/h           | 328  | 1    | 402  |     |      |     | 0    | 679  | 13   | 67   | 166  | 0    |
| Peak Hour Factor               | 0.89 | 0.89 | 0.89 |     |      |     | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %           | 3    | 3    | 3    |     |      |     | 0    | 3    | 3    | 3    | 3    | 0    |
| Cap, veh/h                     | 507  | 2    | 453  |     |      |     | 0    | 978  | 829  | 87   | 1149 | 0    |
| Arrive On Green                | 0.29 | 0.29 | 0.29 |     |      |     | 0.00 | 0.53 | 0.53 | 0.05 | 0.62 | 0.00 |
| Sat Flow, veh/h                | 1762 | 5    | 1572 |     |      |     | 0    | 1856 | 1572 | 1767 | 1856 | 0    |
| Grp Volume(v), veh/h           | 329  | 0    | 402  |     |      |     | 0    | 679  | 13   | 67   | 166  | 0    |
| Grp Sat Flow(s),veh/h/ln       | 1767 | 0    | 1572 |     |      |     | 0    | 1856 | 1572 | 1767 | 1856 | 0    |
| Q Serve(g_s), s                | 17.9 | 0.0  | 26.9 |     |      |     | 0.0  | 30.0 | 0.4  | 4.1  | 4.1  | 0.0  |
| Cycle Q Clear(g_c), s          | 17.9 | 0.0  | 26.9 |     |      |     | 0.0  | 30.0 | 0.4  | 4.1  | 4.1  | 0.0  |
| Prop In Lane                   | 1.00 |      | 1.00 |     |      |     | 0.00 |      | 1.00 | 1.00 |      | 0.00 |
| Lane Grp Cap(c), veh/h         | 509  | 0    | 453  |     |      |     | 0    | 978  | 829  | 87   | 1149 | 0    |
| V/C Ratio(X)                   | 0.65 | 0.00 | 0.89 |     |      |     | 0.00 | 0.69 | 0.02 | 0.77 | 0.14 | 0.00 |
| Avail Cap(c_a), veh/h          | 641  | 0    | 570  |     |      |     | 0    | 978  | 829  | 326  | 1149 | 0    |
| HCM Platoon Ratio              | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)             | 1.00 | 0.00 | 1.00 |     |      |     | 0.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.00 |
| Uniform Delay (d), s/veh       | 34.3 | 0.0  | 37.5 |     |      |     | 0.0  | 19.4 | 12.4 | 51.7 | 8.8  | 0.0  |
| Incr Delay (d2), s/veh         | 1.5  | 0.0  | 13.4 |     |      |     | 0.0  | 4.1  | 0.0  | 13.0 | 0.3  | 0.0  |
| Initial Q Delay(d3),s/veh      | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln       | 7.8  | 0.0  | 11.9 |     |      |     | 0.0  | 13.5 | 0.2  | 2.1  | 1.7  | 0.0  |
| Unsig. Movement Delay, s/veh   |      |      |      |     |      |     |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh           | 35.8 | 0.0  | 50.8 |     |      |     | 0.0  | 23.4 | 12.4 | 64.6 | 9.0  | 0.0  |
| LnGrp LOS                      | D    | A    | D    |     |      |     | A    | C    | B    | E    | A    | A    |
| Approach Vol, veh/h            | 731  |      |      |     |      |     | 692  |      |      | 233  |      |      |
| Approach Delay, s/veh          | 44.0 |      |      |     |      |     | 23.2 |      |      | 25.0 |      |      |
| Approach LOS                   | D    |      |      |     |      |     | C    |      |      | C    |      |      |
| Timer - Assigned Phs           | 1    | 2    | 4    |     | 6    |     |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), \$0.1   | 63.1 |      | 36.8 |     | 73.2 |     |      |      |      |      |      |      |
| Change Period (Y+Rc), \$ 4.7   | 5.1  |      | 5.1  |     | 5.1  |     |      |      |      |      |      |      |
| Max Green Setting (Gmax)\$20   | 34.9 |      | 39.9 |     | 34.9 |     |      |      |      |      |      |      |
| Max Q Clear Time (g_c+I1)\$, s | 32.0 |      | 28.9 |     | 6.1  |     |      |      |      |      |      |      |
| Green Ext Time (p_c), s 0.1    | 1.3  |      | 2.8  |     | 0.9  |     |      |      |      |      |      |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 32.7 |
| HCM 6th LOS        | C    |

### Notes

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

Intersection

Intersection Delay, s/veh 22.4

Intersection LOS C

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

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

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

HCM 6th AWSC  
5: Dairy Mart Rd & Camino De La Plaza

2024  
Timing Plan: AM Peak Hour

Intersection

Intersection Delay, s/veh 14

Intersection LOS B

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

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

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

HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

2024  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.1                                                                               |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                                |
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 65                                                                                | 6    | 26                                                                                | 217                                                                               | 7                                                                                 | 8                                                                                  |
| Future Vol, veh/h        | 65                                                                                | 6    | 26                                                                                | 217                                                                               | 7                                                                                 | 8                                                                                  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                               |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                               |
| Storage Length           | -                                                                                 | -    | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                  |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Peak Hour Factor         | 79                                                                                | 79   | 79                                                                                | 79                                                                                | 79                                                                                | 79                                                                                 |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                  |
| Mvmt Flow                | 82                                                                                | 8    | 33                                                                                | 275                                                                               | 9                                                                                 | 10                                                                                 |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Major/Minor              | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |                                                                                    |
| Conflicting Flow All     | 0                                                                                 | 0    | 90                                                                                | 0                                                                                 | 427                                                                               | 86                                                                                 |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 86                                                                                | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 341                                                                               | -                                                                                  |
| Critical Hdwy            | -                                                                                 | -    | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                              |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1499                                                                              | -                                                                                 | 583                                                                               | 970                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 935                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 718                                                                               | -                                                                                  |
| Platoon blocked, %       | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |                                                                                    |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1499                                                                              | -                                                                                 | 570                                                                               | 970                                                                                |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 570                                                                               | -                                                                                  |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 935                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 702                                                                               | -                                                                                  |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Approach                 | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |                                                                                    |
| HCM Control Delay, s     | 0                                                                                 |      | 0.8                                                                               |                                                                                   | 10.1                                                                              |                                                                                    |
| HCM LOS                  | B                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                    |
| Capacity (veh/h)         | 731                                                                               | -    | -                                                                                 | 1499                                                                              | -                                                                                 |                                                                                    |
| HCM Lane V/C Ratio       | 0.026                                                                             | -    | -                                                                                 | 0.022                                                                             | -                                                                                 |                                                                                    |
| HCM Control Delay (s)    | 10.1                                                                              | -    | -                                                                                 | 7.5                                                                               | -                                                                                 |                                                                                    |
| HCM Lane LOS             | B                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -                                                                                 | 0.1                                                                               | -                                                                                 |                                                                                    |

HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

2024  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.7                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 58                                                                                | 0    | 18     | 201                                                                               | 2                                                                                 | 6     |
| Future Vol, veh/h        | 58                                                                                | 0    | 18     | 201                                                                               | 2                                                                                 | 6     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 61                                                                                | 61   | 61     | 61                                                                                | 61                                                                                | 61    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 95                                                                                | 0    | 30     | 330                                                                               | 3                                                                                 | 10    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 95     | 0                                                                                 | 485                                                                               | 95    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 95                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 390                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1493   | -                                                                                 | 539                                                                               | 959   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 926                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 682                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1493   | -                                                                                 | 526                                                                               | 959   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 526                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 926                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 665                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 0.6    |                                                                                   | 9.6                                                                               |       |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | A                                                                                 |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 795                                                                               | -    | -      | 1493                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.016                                                                             | -    | -      | 0.02                                                                              | -                                                                                 |       |
| HCM Control Delay (s)    | 9.6                                                                               | -    | -      | 7.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -      | 0.1                                                                               | -                                                                                 |       |

| Intersection             |        |                                                                                   |                                                                                   |      |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.9    |                                                                                   |                                                                                   |      |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |      |  |       |
| Traffic Vol, veh/h       | 13     | 49                                                                                | 187                                                                               | 5    | 6                                                                                 | 43    |
| Future Vol, veh/h        | 13     | 49                                                                                | 187                                                                               | 5    | 6                                                                                 | 43    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -     |
| Peak Hour Factor         | 88     | 88                                                                                | 88                                                                                | 88   | 88                                                                                | 88    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3    | 3                                                                                 | 3     |
| Mvmt Flow                | 15     | 56                                                                                | 213                                                                               | 6    | 7                                                                                 | 49    |
| Major/Minor              | Major1 | Major2                                                                            | Minor2                                                                            |      |                                                                                   |       |
| Conflicting Flow All     | 219    | 0                                                                                 | -                                                                                 | 0    | 302                                                                               | 216   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -    | 216                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -    | 86                                                                                | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -    | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -    | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -    | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -    | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1344   | -                                                                                 | -                                                                                 | -    | 688                                                                               | 821   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -    | 818                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -    | 935                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -    |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1344   | -                                                                                 | -                                                                                 | -    | 680                                                                               | 821   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -    | 680                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -    | 808                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -    | 935                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB   |                                                                                   |       |
| HCM Control Delay, s     | 1.6    | 0                                                                                 |                                                                                   | 9.8  |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A    |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR  | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1344   | -                                                                                 | -                                                                                 | -    | 801                                                                               |       |
| HCM Lane V/C Ratio       | 0.011  | -                                                                                 | -                                                                                 | -    | 0.07                                                                              |       |
| HCM Control Delay (s)    | 7.7    | 0                                                                                 | -                                                                                 | -    | 9.8                                                                               |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -    | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -    | 0.2                                                                               |       |



# HCM 6th Signalized Intersection Summary

2024

## 9: Hollister St & Tocayo Ave

Timing Plan: AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 33                                                                                | 50                                                                                | 2                                                                                 | 84                                                                                | 25                                                                                | 557                                                                               | 0                                                                                   | 75                                                                                  | 102                                                                                 | 474                                                                                 | 60                                                                                  | 22                                                                                  |
| Future Volume (veh/h)        | 33                                                                                | 50                                                                                | 2                                                                                 | 84                                                                                | 25                                                                                | 557                                                                               | 0                                                                                   | 75                                                                                  | 102                                                                                 | 474                                                                                 | 60                                                                                  | 22                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                                |                                                                                     | 0.97                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 41                                                                                | 62                                                                                | 2                                                                                 | 104                                                                               | 31                                                                                | 688                                                                               | 0                                                                                   | 93                                                                                  | 126                                                                                 | 585                                                                                 | 74                                                                                  | 27                                                                                  |
| Peak Hour Factor             | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 59                                                                                | 923                                                                               | 30                                                                                | 132                                                                               | 540                                                                               | 477                                                                               | 2                                                                                   | 215                                                                                 | 292                                                                                 | 321                                                                                 | 685                                                                                 | 250                                                                                 |
| Arrive On Green              | 0.03                                                                              | 0.26                                                                              | 0.26                                                                              | 0.07                                                                              | 0.31                                                                              | 0.31                                                                              | 0.00                                                                                | 0.31                                                                                | 0.31                                                                                | 0.18                                                                                | 0.53                                                                                | 0.53                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3485                                                                              | 112                                                                               | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 703                                                                                 | 952                                                                                 | 1767                                                                                | 1289                                                                                | 470                                                                                 |
| Grp Volume(v), veh/h         | 41                                                                                | 31                                                                                | 33                                                                                | 104                                                                               | 31                                                                                | 688                                                                               | 0                                                                                   | 0                                                                                   | 219                                                                                 | 585                                                                                 | 0                                                                                   | 101                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1834                                                                              | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 0                                                                                   | 1654                                                                                | 1767                                                                                | 0                                                                                   | 1759                                                                                |
| Q Serve(g_s), s              | 2.4                                                                               | 1.4                                                                               | 1.4                                                                               | 6.0                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 11.1                                                                                | 19.0                                                                                | 0.0                                                                                 | 3.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.4                                                                               | 1.4                                                                               | 1.4                                                                               | 6.0                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 11.1                                                                                | 19.0                                                                                | 0.0                                                                                 | 3.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.58                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h       | 59                                                                                | 467                                                                               | 486                                                                               | 132                                                                               | 540                                                                               | 477                                                                               | 2                                                                                   | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 934                                                                                 |
| V/C Ratio(X)                 | 0.70                                                                              | 0.07                                                                              | 0.07                                                                              | 0.79                                                                              | 0.06                                                                              | 1.44                                                                              | 0.00                                                                                | 0.00                                                                                | 0.43                                                                                | 1.82                                                                                | 0.00                                                                                | 0.11                                                                                |
| Avail Cap(c_a), veh/h        | 321                                                                               | 540                                                                               | 562                                                                               | 321                                                                               | 540                                                                               | 477                                                                               | 321                                                                                 | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 934                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 50.0                                                                              | 28.7                                                                              | 28.7                                                                              | 47.5                                                                              | 25.6                                                                              | 36.2                                                                              | 0.0                                                                                 | 0.0                                                                                 | 29.0                                                                                | 42.7                                                                                | 0.0                                                                                 | 12.2                                                                                |
| Incr Delay (d2), s/veh       | 13.8                                                                              | 0.1                                                                               | 0.1                                                                               | 9.9                                                                               | 0.0                                                                               | 210.8                                                                             | 0.0                                                                                 | 0.0                                                                                 | 2.7                                                                                 | 381.2                                                                               | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 0.6                                                                               | 0.6                                                                               | 3.0                                                                               | 0.5                                                                               | 39.6                                                                              | 0.0                                                                                 | 0.0                                                                                 | 4.7                                                                                 | 42.2                                                                                | 0.0                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.8                                                                              | 28.8                                                                              | 28.8                                                                              | 57.4                                                                              | 25.6                                                                              | 247.0                                                                             | 0.0                                                                                 | 0.0                                                                                 | 31.7                                                                                | 423.9                                                                               | 0.0                                                                                 | 12.4                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | F                                                                                 | A                                                                                   | A                                                                                   | C                                                                                   | F                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 105                                                                               |                                                                                   |                                                                                   | 823                                                                               |                                                                                   |                                                                                   | 219                                                                                 |                                                                                     |                                                                                     | 686                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 42.5                                                                              |                                                                                   |                                                                                   | 214.7                                                                             |                                                                                   |                                                                                   | 31.7                                                                                |                                                                                     |                                                                                     | 363.3                                                                               |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 23.5                                                                              | 36.5                                                                              | 12.3                                                                              | 32.2                                                                              | 0.0                                                                               | 60.0                                                                              | 8.0                                                                                 | 36.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                                | 32.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 21.0                                                                              | 13.1                                                                              | 8.0                                                                               | 3.4                                                                               | 0.0                                                                               | 5.0                                                                               | 4.4                                                                                 | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.2                                                                               | 0.2                                                                               | 0.3                                                                               | 0.0                                                                               | 0.5                                                                               | 0.1                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 238.6                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | F                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

2024  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1                                                                                 | 1      | 1     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 1                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 0                                                                                 | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1615                                                                              | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |

# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

2024  
Timing Plan: PM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 590  | 619  | 288  | 339  | 96    | 52   |
| Future Volume (veh/h)                                                                              | 590  | 619  | 288  | 339  | 96    | 52   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 615  | 645  | 300  | 353  | 100   | 54   |
| Peak Hour Factor                                                                                   | 0.96 | 0.96 | 0.96 | 0.96 | 0.96  | 0.96 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1944 | 994  | 341  | 2819 | 142   | 126  |
| Arrive On Green                                                                                    | 0.55 | 0.55 | 0.19 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 615  | 645  | 300  | 353  | 100   | 54   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 8.1  | 21.8 | 14.0 | 1.9  | 4.7   | 2.8  |
| Cycle Q Clear(g_c), s                                                                              | 8.1  | 21.8 | 14.0 | 1.9  | 4.7   | 2.8  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1944 | 994  | 341  | 2819 | 142   | 126  |
| V/C Ratio(X)                                                                                       | 0.32 | 0.65 | 0.88 | 0.13 | 0.70  | 0.43 |
| Avail Cap(c_a), veh/h                                                                              | 1944 | 994  | 422  | 2819 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.52 | 0.52 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 10.4 | 9.8  | 33.4 | 1.9  | 38.1  | 37.2 |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 1.7  | 16.3 | 0.1  | 6.2   | 2.3  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 2.9  | 8.9  | 7.4  | 0.4  | 2.3   | 2.5  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 10.6 | 11.5 | 49.7 | 2.0  | 44.3  | 39.5 |
| LnGrp LOS                                                                                          | B    | B    | D    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1260 |      |      | 653  | 154   |      |
| Approach Delay, s/veh                                                                              | 11.0 |      |      | 23.9 | 42.6  |      |
| Approach LOS                                                                                       | B    |      |      | C    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.1 |      | 11.9 | 21.1  | 52.0 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+I1), s                                                                       |      | 3.9  |      | 6.7  | 16.0  | 23.8 |
| Green Ext Time (p_c), s                                                                            |      | 2.4  |      | 0.3  | 0.4   | 3.4  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 17.5 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | B    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |

# HCM 6th Signalized Intersection Summary

2024

## 2: Dairy Mart Rd & San Ysidro Blvd

Timing Plan: PM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 27                                                                                | 180                                                                               | 113                                                                               | 162                                                                               | 103                                                                               | 157                                                                               | 154                                                                               | 238                                                                               | 813                                                                               | 220                                                                               | 214                                                                               | 58                                                                                |
| Future Volume (veh/h)        | 27                                                                                | 180                                                                               | 113                                                                               | 162                                                                               | 103                                                                               | 157                                                                               | 154                                                                               | 238                                                                               | 813                                                                               | 220                                                                               | 214                                                                               | 58                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.94                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                              |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 28                                                                                | 188                                                                               | 118                                                                               | 169                                                                               | 107                                                                               | 164                                                                               | 160                                                                               | 248                                                                               | 847                                                                               | 229                                                                               | 223                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 52                                                                                | 311                                                                               | 248                                                                               | 215                                                                               | 482                                                                               | 395                                                                               | 592                                                                               | 684                                                                               | 747                                                                               | 423                                                                               | 736                                                                               |                                                                                   |
| Arrive On Green              | 0.03                                                                              | 0.17                                                                              | 0.17                                                                              | 0.12                                                                              | 0.26                                                                              | 0.26                                                                              | 0.08                                                                              | 0.37                                                                              | 0.37                                                                              | 0.11                                                                              | 0.40                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1483                                                                              | 1767                                                                              | 1856                                                                              | 1519                                                                              | 1767                                                                              | 1856                                                                              | 1508                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Grp Volume(v), veh/h         | 28                                                                                | 188                                                                               | 118                                                                               | 169                                                                               | 107                                                                               | 164                                                                               | 160                                                                               | 248                                                                               | 847                                                                               | 229                                                                               | 223                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1483                                                                              | 1767                                                                              | 1856                                                                              | 1519                                                                              | 1767                                                                              | 1856                                                                              | 1508                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Q Serve(g_s), s              | 1.2                                                                               | 7.2                                                                               | 5.5                                                                               | 7.1                                                                               | 3.5                                                                               | 6.9                                                                               | 4.2                                                                               | 7.5                                                                               | 28.4                                                                              | 6.0                                                                               | 6.3                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 7.2                                                                               | 5.5                                                                               | 7.1                                                                               | 3.5                                                                               | 6.9                                                                               | 4.2                                                                               | 7.5                                                                               | 28.4                                                                              | 6.0                                                                               | 6.3                                                                               | 0.0                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 52                                                                                | 311                                                                               | 248                                                                               | 215                                                                               | 482                                                                               | 395                                                                               | 592                                                                               | 684                                                                               | 747                                                                               | 423                                                                               | 736                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.54                                                                              | 0.60                                                                              | 0.47                                                                              | 0.79                                                                              | 0.22                                                                              | 0.42                                                                              | 0.27                                                                              | 0.36                                                                              | 1.13                                                                              | 0.54                                                                              | 0.30                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 140                                                                               | 470                                                                               | 376                                                                               | 954                                                                               | 1325                                                                              | 1084                                                                              | 691                                                                               | 684                                                                               | 747                                                                               | 588                                                                               | 736                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 36.8                                                                              | 29.7                                                                              | 29.0                                                                              | 32.8                                                                              | 22.3                                                                              | 23.6                                                                              | 13.0                                                                              | 17.7                                                                              | 19.7                                                                              | 12.8                                                                              | 15.9                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 8.5                                                                               | 1.9                                                                               | 1.4                                                                               | 6.2                                                                               | 0.2                                                                               | 0.7                                                                               | 0.2                                                                               | 1.5                                                                               | 76.1                                                                              | 1.1                                                                               | 1.1                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.6                                                                               | 3.3                                                                               | 2.0                                                                               | 3.3                                                                               | 1.5                                                                               | 2.5                                                                               | 1.6                                                                               | 3.3                                                                               | 27.6                                                                              | 2.3                                                                               | 2.8                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 45.3                                                                              | 31.6                                                                              | 30.4                                                                              | 39.0                                                                              | 22.6                                                                              | 24.3                                                                              | 13.2                                                                              | 19.2                                                                              | 95.9                                                                              | 13.8                                                                              | 17.0                                                                              | 0.0                                                                               |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 334                                                                               |                                                                                   |                                                                                   | 440                                                                               |                                                                                   |                                                                                   | 1255                                                                              |                                                                                   |                                                                                   | 452                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 32.3                                                                              |                                                                                   |                                                                                   | 29.5                                                                              |                                                                                   |                                                                                   | 70.2                                                                              |                                                                                   |                                                                                   | 15.4                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 2.8                                                                               | 32.9                                                                              | 13.9                                                                              | 17.4                                                                              | 10.7                                                                              | 35.0                                                                              | 6.8                                                                               | 24.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 15.5                                                                              | 25.5                                                                              | 41.5                                                                              | 19.5                                                                              | 10.5                                                                              | 30.5                                                                              | 6.1                                                                               | 54.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1), s | 10.0                                                                              | 30.4                                                                              | 9.1                                                                               | 9.2                                                                               | 6.2                                                                               | 8.3                                                                               | 3.2                                                                               | 8.9                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.4                                                                               | 0.0                                                                               | 0.5                                                                               | 1.0                                                                               | 0.2                                                                               | 1.2                                                                               | 0.0                                                                               | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### Intersection Summary

HCM 6th Ctrl Delay 47.9

HCM 6th LOS D

### Notes

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

# HCM 6th Signalized Intersection Summary

2024

## 3: Dairy Mart Rd & I-5 SB Ramps

Timing Plan: PM Peak Hour



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations          |      | ↰    | ↱    |      |     |     |      | ↱    | ↰    | ↱    | ↰    | ↱    |
| Traffic Volume (veh/h)       | 583  | 1    | 493  | 0    | 0   | 0   | 0    | 625  | 57   | 194  | 294  | 0    |
| Future Volume (veh/h)        | 583  | 1    | 493  | 0    | 0   | 0   | 0    | 625  | 57   | 194  | 294  | 0    |
| Initial Q (Qb), veh          | 0    | 0    | 0    |      |     |     | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 |      |     |     | 1.00 |      | 0.98 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      |     |     | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1856 | 1856 | 1856 |      |     |     | 0    | 1856 | 1856 | 1856 | 1856 | 0    |
| Adj Flow Rate, veh/h         | 595  | 1    | 503  |      |     |     | 0    | 638  | 58   | 198  | 300  | 0    |
| Peak Hour Factor             | 0.98 | 0.98 | 0.98 |      |     |     | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, %         | 3    | 3    | 3    |      |     |     | 0    | 3    | 3    | 3    | 3    | 0    |
| Cap, veh/h                   | 628  | 1    | 559  |      |     |     | 0    | 702  | 583  | 230  | 1023 | 0    |
| Arrive On Green              | 0.36 | 0.36 | 0.36 |      |     |     | 0.00 | 0.38 | 0.38 | 0.13 | 0.55 | 0.00 |
| Sat Flow, veh/h              | 1764 | 3    | 1571 |      |     |     | 0    | 1856 | 1540 | 1767 | 1856 | 0    |
| Grp Volume(v), veh/h         | 596  | 0    | 503  |      |     |     | 0    | 638  | 58   | 198  | 300  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1767 | 0    | 1571 |      |     |     | 0    | 1856 | 1540 | 1767 | 1856 | 0    |
| Q Serve(g_s), s              | 36.0 | 0.0  | 33.4 |      |     |     | 0.0  | 35.8 | 2.7  | 12.1 | 9.5  | 0.0  |
| Cycle Q Clear(g_c), s        | 36.0 | 0.0  | 33.4 |      |     |     | 0.0  | 35.8 | 2.7  | 12.1 | 9.5  | 0.0  |
| Prop In Lane                 | 1.00 |      | 1.00 |      |     |     | 0.00 |      | 1.00 | 1.00 |      | 0.00 |
| Lane Grp Cap(c), veh/h       | 629  | 0    | 559  |      |     |     | 0    | 702  | 583  | 230  | 1023 | 0    |
| V/C Ratio(X)                 | 0.95 | 0.00 | 0.90 |      |     |     | 0.00 | 0.91 | 0.10 | 0.86 | 0.29 | 0.00 |
| Avail Cap(c_a), veh/h        | 641  | 0    | 570  |      |     |     | 0    | 702  | 583  | 326  | 1023 | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 |      |     |     | 0.00 | 1.00 | 1.00 | 0.94 | 0.94 | 0.00 |
| Uniform Delay (d), s/veh     | 34.4 | 0.0  | 33.5 |      |     |     | 0.0  | 32.4 | 22.1 | 46.9 | 13.2 | 0.0  |
| Incr Delay (d2), s/veh       | 23.1 | 0.0  | 17.0 |      |     |     | 0.0  | 17.8 | 0.3  | 14.2 | 0.7  | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  |      |     |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 9.1  | 0.0  | 15.1 |      |     |     | 0.0  | 19.1 | 1.0  | 6.2  | 4.1  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |     |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 57.6 | 0.0  | 50.6 |      |     |     | 0.0  | 50.2 | 22.4 | 61.1 | 13.9 | 0.0  |
| LnGrp LOS                    | E    | A    | D    |      |     |     | A    | D    | C    | E    | B    | A    |
| Approach Vol, veh/h          |      | 1099 |      |      |     |     |      | 696  |      |      | 498  |      |
| Approach Delay, s/veh        |      | 54.4 |      |      |     |     |      | 47.9 |      |      | 32.7 |      |
| Approach LOS                 |      | D    |      |      |     |     |      | D    |      |      | C    |      |
| Timer - Assigned Phs         | 1    | 2    | 4    | 6    |     |     |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 49.0 | 46.7 | 44.3 | 65.7 |     |     |      |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.7  | 5.1  | 5.1  | 5.1  |     |     |      |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 20   | 34.9 | 39.9 | 34.9 |     |     |      |      |      |      |      |      |
| Max Q Clear Time (g_c+14), s | 14   | 37.8 | 38.0 | 11.5 |     |     |      |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.3  | 0.0  | 1.1  | 1.8  |     |     |      |      |      |      |      |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 47.7 |
| HCM 6th LOS        | D    |

### Notes

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

HCM 6th AWSC  
4: Dairy Mart Rd & Servando Ave

2024  
Timing Plan: PM Peak Hour

Intersection

Intersection Delay, s/veh 33.3

Intersection LOS D

| Movement            | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR                                                                               |
|---------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |      |      |  |  |  |
| Traffic Vol, veh/h  | 169                                                                               | 19   | 16   | 534                                                                               | 504                                                                               | 261                                                                               |
| Future Vol, veh/h   | 169                                                                               | 19   | 16   | 534                                                                               | 504                                                                               | 261                                                                               |
| Peak Hour Factor    | 0.95                                                                              | 0.95 | 0.95 | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Mvmt Flow           | 178                                                                               | 20   | 17   | 562                                                                               | 531                                                                               | 275                                                                               |
| Number of Lanes     | 1                                                                                 | 0    | 0    | 1                                                                                 | 2                                                                                 | 1                                                                                 |

| Approach                      | EB   | NB   | SB   |
|-------------------------------|------|------|------|
| Opposing Approach             |      | SB   | NB   |
| Opposing Lanes                | 0    | 3    | 1    |
| Conflicting Approach Left SB  |      | EB   |      |
| Conflicting Lanes Left        | 3    | 1    | 0    |
| Conflicting Approach Right NB |      |      | EB   |
| Conflicting Lanes Right       | 1    | 0    | 1    |
| HCM Control Delay             | 16.9 | 68.4 | 12.1 |
| HCM LOS                       | C    | F    | B    |

| Lane                   | NBLn1 | EBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 3%    | 90%   | 0%    | 0%    | 0%    |
| Vol Thru, %            | 97%   | 0%    | 100%  | 100%  | 0%    |
| Vol Right, %           | 0%    | 10%   | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 550   | 188   | 252   | 252   | 261   |
| LT Vol                 | 16    | 169   | 0     | 0     | 0     |
| Through Vol            | 534   | 0     | 252   | 252   | 0     |
| RT Vol                 | 0     | 19    | 0     | 0     | 261   |
| Lane Flow Rate         | 579   | 198   | 265   | 265   | 275   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 1.021 | 0.439 | 0.459 | 0.459 | 0.284 |
| Departure Headway (Hd) | 6.351 | 7.986 | 6.223 | 6.223 | 3.726 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 567   | 449   | 576   | 576   | 951   |
| Service Time           | 4.125 | 5.774 | 3.999 | 3.999 | 1.5   |
| HCM Lane V/C Ratio     | 1.021 | 0.441 | 0.46  | 0.46  | 0.289 |
| HCM Control Delay      | 68.4  | 16.9  | 14.2  | 14.2  | 8     |
| HCM Lane LOS           | F     | C     | B     | B     | A     |
| HCM 95th-tile Q        | 15.4  | 2.2   | 2.4   | 2.4   | 1.2   |

Intersection

Intersection Delay, s/veh 23.3

Intersection LOS C

| Movement            | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|---------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |  |  |      |      |  |
| Traffic Vol, veh/h  | 16                                                                                | 351                                                                               | 200                                                                               | 17   | 470  | 50                                                                                |
| Future Vol, veh/h   | 16                                                                                | 351                                                                               | 200                                                                               | 17   | 470  | 50                                                                                |
| Peak Hour Factor    | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97 | 0.97 | 0.97                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3    | 3    | 3                                                                                 |
| Mvmt Flow           | 16                                                                                | 362                                                                               | 206                                                                               | 18   | 485  | 52                                                                                |
| Number of Lanes     | 1                                                                                 | 1                                                                                 | 1                                                                                 | 0    | 0    | 1                                                                                 |

| Approach                      | WB   | NB   | SB   |
|-------------------------------|------|------|------|
| Opposing Approach             |      | SB   | NB   |
| Opposing Lanes                | 0    | 1    | 1    |
| Conflicting Approach Left NB  |      |      | WB   |
| Conflicting Lanes Left        | 1    | 0    | 2    |
| Conflicting Approach Right SB |      | WB   |      |
| Conflicting Lanes Right       | 1    | 2    | 0    |
| HCM Control Delay             | 16.9 | 12.5 | 32.3 |
| HCM LOS                       | C    | B    | D    |

| Lane                   | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 100%  | 0%    | 90%   |
| Vol Thru, %            | 92%   | 0%    | 0%    | 10%   |
| Vol Right, %           | 8%    | 0%    | 100%  | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 217   | 16    | 351   | 520   |
| LT Vol                 | 0     | 16    | 0     | 470   |
| Through Vol            | 200   | 0     | 0     | 50    |
| RT Vol                 | 17    | 0     | 351   | 0     |
| Lane Flow Rate         | 224   | 16    | 362   | 536   |
| Geometry Grp           | 2     | 7     | 7     | 2     |
| Degree of Util (X)     | 0.37  | 0.033 | 0.597 | 0.846 |
| Departure Headway (Hd) | 5.957 | 7.166 | 5.944 | 5.679 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 600   | 498   | 604   | 638   |
| Service Time           | 4.031 | 4.934 | 3.711 | 3.734 |
| HCM Lane V/C Ratio     | 0.373 | 0.032 | 0.599 | 0.84  |
| HCM Control Delay      | 12.5  | 10.2  | 17.2  | 32.3  |
| HCM Lane LOS           | B     | B     | C     | D     |
| HCM 95th-tile Q        | 1.7   | 0.1   | 3.9   | 9.3   |



HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

2024  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                                |
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 185                                                                               | 2    | 4                                                                                 | 74                                                                                | 3                                                                                 | 23                                                                                 |
| Future Vol, veh/h        | 185                                                                               | 2    | 4                                                                                 | 74                                                                                | 3                                                                                 | 23                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                               |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                               |
| Storage Length           | -                                                                                 | -    | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                  |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Peak Hour Factor         | 81                                                                                | 81   | 81                                                                                | 81                                                                                | 81                                                                                | 81                                                                                 |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                  |
| Mvmt Flow                | 228                                                                               | 2    | 5                                                                                 | 91                                                                                | 4                                                                                 | 28                                                                                 |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Major/Minor              | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |                                                                                    |
| Conflicting Flow All     | 0                                                                                 | 0    | 230                                                                               | 0                                                                                 | 330                                                                               | 229                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 229                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 101                                                                               | -                                                                                  |
| Critical Hdwy            | -                                                                                 | -    | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                              |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1332                                                                              | -                                                                                 | 663                                                                               | 808                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 807                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 921                                                                               | -                                                                                  |
| Platoon blocked, %       | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |                                                                                    |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1332                                                                              | -                                                                                 | 660                                                                               | 808                                                                                |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 660                                                                               | -                                                                                  |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 807                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 917                                                                               | -                                                                                  |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Approach                 | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |                                                                                    |
| HCM Control Delay, s     | 0                                                                                 |      | 0.4                                                                               |                                                                                   | 9.8                                                                               |                                                                                    |
| HCM LOS                  | A                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                    |
| Capacity (veh/h)         | 788                                                                               | -    | -                                                                                 | 1332                                                                              | -                                                                                 |                                                                                    |
| HCM Lane V/C Ratio       | 0.041                                                                             | -    | -                                                                                 | 0.004                                                                             | -                                                                                 |                                                                                    |
| HCM Control Delay (s)    | 9.8                                                                               | -    | -                                                                                 | 7.7                                                                               | -                                                                                 |                                                                                    |
| HCM Lane LOS             | A                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -                                                                                 | 0                                                                                 | -                                                                                 |                                                                                    |

HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

2024  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.7                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 173                                                                               | 1    | 2      | 70                                                                                | 2                                                                                 | 15    |
| Future Vol, veh/h        | 173                                                                               | 1    | 2      | 70                                                                                | 2                                                                                 | 15    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 82                                                                                | 82   | 82     | 82                                                                                | 82                                                                                | 82    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 211                                                                               | 1    | 2      | 85                                                                                | 2                                                                                 | 18    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 212    | 0                                                                                 | 301                                                                               | 212   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 212                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 89                                                                                | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1352   | -                                                                                 | 688                                                                               | 826   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 821                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 932                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1352   | -                                                                                 | 687                                                                               | 826   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 687                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 821                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 930                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 0.2    |                                                                                   | 9.6                                                                               |       |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | A                                                                                 |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 807                                                                               | -    | -      | 1352                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.026                                                                             | -    | -      | 0.002                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 9.6                                                                               | -    | -      | 7.7                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -      | 0                                                                                 | -                                                                                 |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2.5    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 49     | 151                                                                               | 44                                                                                | 22     | 17                                                                                | 21    |
| Future Vol, veh/h        | 49     | 151                                                                               | 44                                                                                | 22     | 17                                                                                | 21    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 76     | 76                                                                                | 76                                                                                | 76     | 76                                                                                | 76    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     |
| Mvmt Flow                | 64     | 199                                                                               | 58                                                                                | 29     | 22                                                                                | 28    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 87     | 0                                                                                 | -                                                                                 | 0      | 400                                                                               | 73    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 73                                                                                | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 327                                                                               | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1503   | -                                                                                 | -                                                                                 | -      | 604                                                                               | 986   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 947                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 728                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1503   | -                                                                                 | -                                                                                 | -      | 575                                                                               | 986   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 575                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 902                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 728                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 1.8    | 0                                                                                 |                                                                                   | 10.2   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1503   | -                                                                                 | -                                                                                 | -      | 747                                                                               |       |
| HCM Lane V/C Ratio       | 0.043  | -                                                                                 | -                                                                                 | -      | 0.067                                                                             |       |
| HCM Control Delay (s)    | 7.5    | 0                                                                                 | -                                                                                 | -      | 10.2                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |       |

# HCM 6th Signalized Intersection Summary

2024

## 9: Hollister St & Tocayo Ave

Timing Plan: PM Peak Hour

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 36                                                                                | 2                                                                                 | 103                                                                               | 50                                                                                | 401                                                                               | 1                                                                                   | 57                                                                                  | 123                                                                                 | 481                                                                                 | 67                                                                                  | 13                                                                                  |
| Future Volume (veh/h)        | 7                                                                                 | 36                                                                                | 2                                                                                 | 103                                                                               | 50                                                                                | 401                                                                               | 1                                                                                   | 57                                                                                  | 123                                                                                 | 481                                                                                 | 67                                                                                  | 13                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 38                                                                                | 2                                                                                 | 108                                                                               | 53                                                                                | 422                                                                               | 1                                                                                   | 60                                                                                  | 129                                                                                 | 506                                                                                 | 71                                                                                  | 14                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 16                                                                                | 610                                                                               | 32                                                                                | 136                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 121                                                                                 | 261                                                                                 | 550                                                                                 | 817                                                                                 | 161                                                                                 |
| Arrive On Green              | 0.01                                                                              | 0.18                                                                              | 0.18                                                                              | 0.08                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                                | 0.23                                                                                | 0.23                                                                                | 0.31                                                                                | 0.54                                                                                | 0.54                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3403                                                                              | 177                                                                               | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 518                                                                                 | 1113                                                                                | 1767                                                                                | 1501                                                                                | 296                                                                                 |
| Grp Volume(v), veh/h         | 7                                                                                 | 20                                                                                | 20                                                                                | 108                                                                               | 53                                                                                | 422                                                                               | 1                                                                                   | 0                                                                                   | 189                                                                                 | 506                                                                                 | 0                                                                                   | 85                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1817                                                                              | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 0                                                                                   | 1631                                                                                | 1767                                                                                | 0                                                                                   | 1797                                                                                |
| Q Serve(g_s), s              | 0.4                                                                               | 0.8                                                                               | 0.9                                                                               | 5.5                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 9.1                                                                                 | 25.1                                                                                | 0.0                                                                                 | 2.1                                                                                 |
| Cycle Q Clear(g_c), s        | 0.4                                                                               | 0.8                                                                               | 0.9                                                                               | 5.5                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 9.1                                                                                 | 25.1                                                                                | 0.0                                                                                 | 2.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.68                                                                                | 1.00                                                                                |                                                                                     | 0.16                                                                                |
| Lane Grp Cap(c), veh/h       | 16                                                                                | 316                                                                               | 326                                                                               | 136                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 0                                                                                   | 383                                                                                 | 550                                                                                 | 0                                                                                   | 978                                                                                 |
| V/C Ratio(X)                 | 0.44                                                                              | 0.06                                                                              | 0.06                                                                              | 0.79                                                                              | 0.12                                                                              | 1.11                                                                              | 0.41                                                                                | 0.00                                                                                | 0.49                                                                                | 0.92                                                                                | 0.00                                                                                | 0.09                                                                                |
| Avail Cap(c_a), veh/h        | 97                                                                                | 349                                                                               | 360                                                                               | 185                                                                               | 436                                                                               | 380                                                                               | 97                                                                                  | 0                                                                                   | 383                                                                                 | 690                                                                                 | 0                                                                                   | 978                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 44.8                                                                              | 31.0                                                                              | 31.0                                                                              | 41.2                                                                              | 26.5                                                                              | 34.2                                                                              | 45.4                                                                                | 0.0                                                                                 | 30.1                                                                                | 30.2                                                                                | 0.0                                                                                 | 9.9                                                                                 |
| Incr Delay (d2), s/veh       | 18.4                                                                              | 0.1                                                                               | 0.1                                                                               | 15.1                                                                              | 0.1                                                                               | 79.6                                                                              | 85.2                                                                                | 0.0                                                                                 | 4.5                                                                                 | 15.4                                                                                | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.2                                                                               | 0.4                                                                               | 0.4                                                                               | 2.9                                                                               | 0.9                                                                               | 16.4                                                                              | 0.1                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 12.6                                                                                | 0.0                                                                                 | 0.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.2                                                                              | 31.1                                                                              | 31.1                                                                              | 56.4                                                                              | 26.7                                                                              | 113.8                                                                             | 130.6                                                                               | 0.0                                                                                 | 34.6                                                                                | 45.6                                                                                | 0.0                                                                                 | 10.1                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | F                                                                                 | F                                                                                   | A                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 47                                                                                |                                                                                   |                                                                                   | 583                                                                               |                                                                                   |                                                                                   | 190                                                                                 |                                                                                     |                                                                                     | 591                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 35.9                                                                              |                                                                                   |                                                                                   | 95.2                                                                              |                                                                                   |                                                                                   | 35.1                                                                                |                                                                                     |                                                                                     | 40.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 32.8                                                                              | 25.8                                                                              | 11.5                                                                              | 20.8                                                                              | 4.6                                                                               | 54.0                                                                              | 5.3                                                                                 | 27.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 35.5                                                                              | 19.0                                                                              | 9.5                                                                               | 18.0                                                                              | 5.0                                                                               | 49.5                                                                              | 5.0                                                                                 | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 27.1                                                                              | 11.1                                                                              | 7.5                                                                               | 2.9                                                                               | 2.1                                                                               | 4.1                                                                               | 2.4                                                                                 | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 1.2                                                                               | 0.6                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 62.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

2024  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 96                                                                                | 96     | 96    | 96                                                                                | 96                                                                                | 96   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1                                                                                 | 1      | 1     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 1                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 0                                                                                 | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1615                                                                              | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |

- 2024 plus Project Conditions

# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

2024+Project  
Timing Plan: AM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 368  | 711  | 390  | 265  | 71    | 84   |
| Future Volume (veh/h)                                                                              | 368  | 711  | 390  | 265  | 71    | 84   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 387  | 748  | 411  | 279  | 75    | 88   |
| Peak Hour Factor                                                                                   | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1781 | 921  | 422  | 2818 | 142   | 127  |
| Arrive On Green                                                                                    | 0.51 | 0.51 | 0.24 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 387  | 748  | 411  | 279  | 75    | 88   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 5.2  | 31.9 | 19.6 | 1.5  | 3.5   | 4.6  |
| Cycle Q Clear(g_c), s                                                                              | 5.2  | 31.9 | 19.6 | 1.5  | 3.5   | 4.6  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1781 | 921  | 422  | 2818 | 142   | 127  |
| V/C Ratio(X)                                                                                       | 0.22 | 0.81 | 0.97 | 0.10 | 0.53  | 0.69 |
| Avail Cap(c_a), veh/h                                                                              | 1781 | 921  | 422  | 2818 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.63 | 0.63 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 11.7 | 13.9 | 32.1 | 1.9  | 37.5  | 38.1 |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 5.0  | 36.9 | 0.1  | 3.0   | 6.7  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 2.0  | 13.8 | 12.4 | 0.3  | 1.6   | 4.2  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 11.9 | 18.9 | 68.9 | 1.9  | 40.5  | 44.7 |
| LnGrp LOS                                                                                          | B    | B    | E    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1135 |      |      | 690  | 163   |      |
| Approach Delay, s/veh                                                                              | 16.5 |      |      | 41.8 | 42.8  |      |
| Approach LOS                                                                                       | B    |      |      | D    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.0 |      | 12.0 | 25.0  | 48.0 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+I1), s                                                                       |      | 3.5  |      | 6.6  | 21.6  | 33.9 |
| Green Ext Time (p_c), s                                                                            |      | 1.8  |      | 0.4  | 0.0   | 0.0  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 27.5 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | C    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |



# HCM 6th Signalized Intersection Summary

## 2: Dairy Mart Rd & San Ysidro Blvd

2024+Project  
Timing Plan: AM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 30                                                                                | 273                                                                               | 61                                                                                | 63                                                                                | 115                                                                               | 163                                                                               | 132                                                                               | 169                                                                               | 595                                                                               | 210                                                                               | 88                                                                                | 53                                                                                |
| Future Volume (veh/h)        | 30                                                                                | 273                                                                               | 61                                                                                | 63                                                                                | 115                                                                               | 163                                                                               | 132                                                                               | 169                                                                               | 595                                                                               | 210                                                                               | 88                                                                                | 53                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.99                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 35                                                                                | 317                                                                               | 71                                                                                | 73                                                                                | 134                                                                               | 190                                                                               | 153                                                                               | 197                                                                               | 692                                                                               | 244                                                                               | 102                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 63                                                                                | 410                                                                               | 341                                                                               | 99                                                                                | 447                                                                               | 370                                                                               | 676                                                                               | 617                                                                               | 605                                                                               | 475                                                                               | 684                                                                               |                                                                                   |
| Arrive On Green              | 0.04                                                                              | 0.22                                                                              | 0.22                                                                              | 0.06                                                                              | 0.24                                                                              | 0.24                                                                              | 0.08                                                                              | 0.33                                                                              | 0.33                                                                              | 0.12                                                                              | 0.37                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1537                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Grp Volume(v), veh/h         | 35                                                                                | 317                                                                               | 71                                                                                | 73                                                                                | 134                                                                               | 190                                                                               | 153                                                                               | 197                                                                               | 692                                                                               | 244                                                                               | 102                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1537                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Q Serve(g_s), s              | 1.3                                                                               | 10.6                                                                              | 2.5                                                                               | 2.7                                                                               | 3.9                                                                               | 7.1                                                                               | 3.7                                                                               | 5.2                                                                               | 22.0                                                                              | 5.8                                                                               | 2.4                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 1.3                                                                               | 10.6                                                                              | 2.5                                                                               | 2.7                                                                               | 3.9                                                                               | 7.1                                                                               | 3.7                                                                               | 5.2                                                                               | 22.0                                                                              | 5.8                                                                               | 2.4                                                                               | 0.0                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 63                                                                                | 410                                                                               | 341                                                                               | 99                                                                                | 447                                                                               | 370                                                                               | 676                                                                               | 617                                                                               | 605                                                                               | 475                                                                               | 684                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.55                                                                              | 0.77                                                                              | 0.21                                                                              | 0.74                                                                              | 0.30                                                                              | 0.51                                                                              | 0.23                                                                              | 0.32                                                                              | 1.14                                                                              | 0.51                                                                              | 0.15                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 241                                                                               | 617                                                                               | 514                                                                               | 241                                                                               | 617                                                                               | 511                                                                               | 771                                                                               | 617                                                                               | 605                                                                               | 506                                                                               | 684                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 31.3                                                                              | 24.2                                                                              | 21.0                                                                              | 30.7                                                                              | 20.5                                                                              | 21.7                                                                              | 12.4                                                                              | 16.5                                                                              | 20.2                                                                              | 11.9                                                                              | 13.9                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 7.3                                                                               | 3.4                                                                               | 0.3                                                                               | 10.3                                                                              | 0.4                                                                               | 1.1                                                                               | 0.2                                                                               | 1.4                                                                               | 83.3                                                                              | 0.9                                                                               | 0.5                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.7                                                                               | 4.8                                                                               | 0.9                                                                               | 1.4                                                                               | 1.6                                                                               | 2.5                                                                               | 1.3                                                                               | 2.3                                                                               | 22.2                                                                              | 2.1                                                                               | 1.0                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 38.7                                                                              | 27.6                                                                              | 21.3                                                                              | 41.0                                                                              | 20.9                                                                              | 22.8                                                                              | 12.6                                                                              | 17.8                                                                              | 103.5                                                                             | 12.8                                                                              | 14.4                                                                              | 0.0                                                                               |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 423                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 397                                                                               |                                                                                   | 1042                                                                              |                                                                                   | 346                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 27.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25.5                                                                              |                                                                                   | 74.0                                                                              |                                                                                   | 13.2                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | E                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), \$2.3 | 26.5                                                                              |                                                                                   | 8.2                                                                               | 19.1                                                                              | 9.9                                                                               | 28.9                                                                              | 6.9                                                                               | 20.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 22.0                                                                              | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1), s | 24.0                                                                              | 24.0                                                                              | 4.7                                                                               | 12.6                                                                              | 5.7                                                                               | 4.4                                                                               | 3.3                                                                               | 9.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 1.4                                                                               | 0.1                                                                               | 0.4                                                                               | 0.0                                                                               | 1.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### Intersection Summary

HCM 6th Ctrl Delay 46.8

HCM 6th LOS D

### Notes

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

# HCM 6th Signalized Intersection Summary

## 3: Dairy Mart Rd & I-5 SB Ramps

2024+Project  
Timing Plan: AM Peak Hour



| Movement                     | EBL  | EBT                                                                               | EBR                                                                               | WBL  | WBT  | WBR | NBL  | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR  |
|------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----|------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations          |      |  |  |      |      |     |      |  |  |  |  |      |
| Traffic Volume (veh/h)       | 292  | 1                                                                                 | 366                                                                               | 0    | 0    | 0   | 0    | 604                                                                               | 12                                                                                  | 60                                                                                  | 150                                                                                 | 0    |
| Future Volume (veh/h)        | 292  | 1                                                                                 | 366                                                                               | 0    | 0    | 0   | 0    | 604                                                                               | 12                                                                                  | 60                                                                                  | 150                                                                                 | 0    |
| Initial Q (Qb), veh          | 0    | 0                                                                                 | 0                                                                                 |      |      |     | 0    | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |                                                                                   | 1.00                                                                              |      |      |     | 1.00 |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00                                                                              | 1.00                                                                              |      |      |     | 1.00 | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Work Zone On Approach        |      | No                                                                                |                                                                                   |      |      |     |      | No                                                                                |                                                                                     |                                                                                     | No                                                                                  |      |
| Adj Sat Flow, veh/h/ln       | 1856 | 1856                                                                              | 1856                                                                              |      |      |     | 0    | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 0    |
| Adj Flow Rate, veh/h         | 328  | 1                                                                                 | 411                                                                               |      |      |     | 0    | 679                                                                               | 13                                                                                  | 67                                                                                  | 169                                                                                 | 0    |
| Peak Hour Factor             | 0.89 | 0.89                                                                              | 0.89                                                                              |      |      |     | 0.89 | 0.89                                                                              | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89 |
| Percent Heavy Veh, %         | 3    | 3                                                                                 | 3                                                                                 |      |      |     | 0    | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 0    |
| Cap, veh/h                   | 516  | 2                                                                                 | 461                                                                               |      |      |     | 0    | 969                                                                               | 821                                                                                 | 87                                                                                  | 1140                                                                                | 0    |
| Arrive On Green              | 0.29 | 0.29                                                                              | 0.29                                                                              |      |      |     | 0.00 | 0.52                                                                              | 0.52                                                                                | 0.05                                                                                | 0.61                                                                                | 0.00 |
| Sat Flow, veh/h              | 1762 | 5                                                                                 | 1572                                                                              |      |      |     | 0    | 1856                                                                              | 1572                                                                                | 1767                                                                                | 1856                                                                                | 0    |
| Grp Volume(v), veh/h         | 329  | 0                                                                                 | 411                                                                               |      |      |     | 0    | 679                                                                               | 13                                                                                  | 67                                                                                  | 169                                                                                 | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1767 | 0                                                                                 | 1572                                                                              |      |      |     | 0    | 1856                                                                              | 1572                                                                                | 1767                                                                                | 1856                                                                                | 0    |
| Q Serve(g_s), s              | 17.8 | 0.0                                                                               | 27.5                                                                              |      |      |     | 0.0  | 30.3                                                                              | 0.4                                                                                 | 4.1                                                                                 | 4.3                                                                                 | 0.0  |
| Cycle Q Clear(g_c), s        | 17.8 | 0.0                                                                               | 27.5                                                                              |      |      |     | 0.0  | 30.3                                                                              | 0.4                                                                                 | 4.1                                                                                 | 4.3                                                                                 | 0.0  |
| Prop In Lane                 | 1.00 |                                                                                   | 1.00                                                                              |      |      |     | 0.00 |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.00 |
| Lane Grp Cap(c), veh/h       | 518  | 0                                                                                 | 461                                                                               |      |      |     | 0    | 969                                                                               | 821                                                                                 | 87                                                                                  | 1140                                                                                | 0    |
| V/C Ratio(X)                 | 0.64 | 0.00                                                                              | 0.89                                                                              |      |      |     | 0.00 | 0.70                                                                              | 0.02                                                                                | 0.77                                                                                | 0.15                                                                                | 0.00 |
| Avail Cap(c_a), veh/h        | 641  | 0                                                                                 | 570                                                                               |      |      |     | 0    | 969                                                                               | 821                                                                                 | 326                                                                                 | 1140                                                                                | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00                                                                              | 1.00                                                                              |      |      |     | 1.00 | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00                                                                              | 1.00                                                                              |      |      |     | 0.00 | 1.00                                                                              | 1.00                                                                                | 0.98                                                                                | 0.98                                                                                | 0.00 |
| Uniform Delay (d), s/veh     | 33.8 | 0.0                                                                               | 37.2                                                                              |      |      |     | 0.0  | 19.8                                                                              | 12.7                                                                                | 51.7                                                                                | 9.0                                                                                 | 0.0  |
| Incr Delay (d2), s/veh       | 1.4  | 0.0                                                                               | 14.0                                                                              |      |      |     | 0.0  | 4.2                                                                               | 0.0                                                                                 | 13.0                                                                                | 0.3                                                                                 | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0                                                                               | 0.0                                                                               |      |      |     | 0.0  | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 7.8  | 0.0                                                                               | 12.2                                                                              |      |      |     | 0.0  | 13.7                                                                              | 0.2                                                                                 | 2.1                                                                                 | 1.7                                                                                 | 0.0  |
| Unsig. Movement Delay, s/veh |      |                                                                                   |                                                                                   |      |      |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| LnGrp Delay(d),s/veh         | 35.2 | 0.0                                                                               | 51.2                                                                              |      |      |     | 0.0  | 24.0                                                                              | 12.7                                                                                | 64.6                                                                                | 9.3                                                                                 | 0.0  |
| LnGrp LOS                    | D    | A                                                                                 | D                                                                                 |      |      |     | A    | C                                                                                 | B                                                                                   | E                                                                                   | A                                                                                   | A    |
| Approach Vol, veh/h          | 740  |                                                                                   |                                                                                   |      |      |     |      | 692                                                                               |                                                                                     | 236                                                                                 |                                                                                     |      |
| Approach Delay, s/veh        | 44.1 |                                                                                   |                                                                                   |      |      |     |      | 23.8                                                                              |                                                                                     | 25.0                                                                                |                                                                                     |      |
| Approach LOS                 | D    |                                                                                   |                                                                                   |      |      |     |      | C                                                                                 |                                                                                     | C                                                                                   |                                                                                     |      |
| Timer - Assigned Phs         | 1    | 2                                                                                 | 4                                                                                 |      | 6    |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Phs Duration (G+Y+Rc), s     | 62.5 | 37.3                                                                              |                                                                                   | 72.7 |      |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Change Period (Y+Rc), s      | 4.7  | 5.1                                                                               | 5.1                                                                               |      | 5.1  |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Max Green Setting (Gmax), s  | 20   | 34.9                                                                              | 39.9                                                                              |      | 34.9 |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Max Q Clear Time (g_c+I1), s | 10   | 32.3                                                                              | 29.5                                                                              |      | 6.3  |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Green Ext Time (p_c), s      | 0.1  | 1.2                                                                               | 2.7                                                                               |      | 0.9  |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 33.0 |
| HCM 6th LOS        | C    |

### Notes

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

Intersection

Intersection Delay, s/veh 22.6

Intersection LOS C

| Movement            | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR                                                                               |
|---------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |      |      |  |  |  |
| Traffic Vol, veh/h  | 267                                                                               | 20   | 6    | 373                                                                               | 389                                                                               | 115                                                                               |
| Future Vol, veh/h   | 267                                                                               | 20   | 6    | 373                                                                               | 389                                                                               | 115                                                                               |
| Peak Hour Factor    | 0.88                                                                              | 0.88 | 0.88 | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Mvmt Flow           | 303                                                                               | 23   | 7    | 424                                                                               | 442                                                                               | 131                                                                               |
| Number of Lanes     | 1                                                                                 | 0    | 0    | 1                                                                                 | 2                                                                                 | 1                                                                                 |

| Approach                      | EB   | NB   | SB   |
|-------------------------------|------|------|------|
| Opposing Approach             |      | SB   | NB   |
| Opposing Lanes                | 0    | 3    | 1    |
| Conflicting Approach Left SB  |      | EB   |      |
| Conflicting Lanes Left        | 3    | 1    | 0    |
| Conflicting Approach Right NB |      |      | EB   |
| Conflicting Lanes Right       | 1    | 0    | 1    |
| HCM Control Delay             | 25.9 | 33.2 | 12.7 |
| HCM LOS                       | D    | D    | B    |

| Lane                   | NBLn1 | EBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 2%    | 93%   | 0%    | 0%    | 0%    |
| Vol Thru, %            | 98%   | 0%    | 100%  | 100%  | 0%    |
| Vol Right, %           | 0%    | 7%    | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 379   | 287   | 195   | 195   | 115   |
| LT Vol                 | 6     | 267   | 0     | 0     | 0     |
| Through Vol            | 373   | 0     | 195   | 195   | 0     |
| RT Vol                 | 0     | 20    | 0     | 0     | 115   |
| Lane Flow Rate         | 431   | 326   | 221   | 221   | 131   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.816 | 0.693 | 0.414 | 0.414 | 0.154 |
| Departure Headway (Hd) | 6.82  | 7.65  | 6.737 | 6.737 | 4.23  |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 530   | 476   | 535   | 535   | 846   |
| Service Time           | 4.561 | 5.35  | 4.478 | 4.478 | 1.97  |
| HCM Lane V/C Ratio     | 0.813 | 0.685 | 0.413 | 0.413 | 0.155 |
| HCM Control Delay      | 33.2  | 25.9  | 14.2  | 14.2  | 7.7   |
| HCM Lane LOS           | D     | D     | B     | B     | A     |
| HCM 95th-tile Q        | 8     | 5.2   | 2     | 2     | 0.5   |

Intersection

Intersection Delay, s/veh 14.3

Intersection LOS B

| Movement            | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|---------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |  |  |      |      |  |
| Traffic Vol, veh/h  | 8                                                                                 | 321                                                                               | 62                                                                                | 6    | 170  | 232                                                                               |
| Future Vol, veh/h   | 8                                                                                 | 321                                                                               | 62                                                                                | 6    | 170  | 232                                                                               |
| Peak Hour Factor    | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91 | 0.91 | 0.91                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3    | 3    | 3                                                                                 |
| Mvmt Flow           | 9                                                                                 | 353                                                                               | 68                                                                                | 7    | 187  | 255                                                                               |
| Number of Lanes     | 1                                                                                 | 1                                                                                 | 1                                                                                 | 0    | 0    | 1                                                                                 |

| Approach                      | WB | NB  | SB   |
|-------------------------------|----|-----|------|
| Opposing Approach             |    | SB  | NB   |
| Opposing Lanes                | 0  | 1   | 1    |
| Conflicting Approach Left NB  |    |     | WB   |
| Conflicting Lanes Left        | 1  | 0   | 2    |
| Conflicting Approach Right SB |    | WB  |      |
| Conflicting Lanes Right       | 1  | 2   | 0    |
| HCM Control Delay             | 13 | 9.3 | 16.2 |
| HCM LOS                       | B  | A   | C    |

| Lane                   | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 100%  | 0%    | 42%   |
| Vol Thru, %            | 91%   | 0%    | 0%    | 58%   |
| Vol Right, %           | 9%    | 0%    | 100%  | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 68    | 8     | 321   | 402   |
| LT Vol                 | 0     | 8     | 0     | 170   |
| Through Vol            | 62    | 0     | 0     | 232   |
| RT Vol                 | 6     | 0     | 321   | 0     |
| Lane Flow Rate         | 75    | 9     | 353   | 442   |
| Geometry Grp           | 2     | 7     | 7     | 2     |
| Degree of Util (X)     | 0.115 | 0.016 | 0.504 | 0.621 |
| Departure Headway (Hd) | 5.556 | 6.355 | 5.142 | 5.061 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 649   | 558   | 691   | 707   |
| Service Time           | 3.556 | 4.153 | 2.939 | 3.156 |
| HCM Lane V/C Ratio     | 0.116 | 0.016 | 0.511 | 0.625 |
| HCM Control Delay      | 9.3   | 9.3   | 13.1  | 16.2  |
| HCM Lane LOS           | A     | A     | B     | C     |
| HCM 95th-tile Q        | 0.4   | 0     | 2.9   | 4.3   |

HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

2024+Project  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 65                                                                                | 6    | 26                                                                                | 227                                                                               | 7                                                                                 | 8                                                                                 |
| Future Vol, veh/h        | 65                                                                                | 6    | 26                                                                                | 227                                                                               | 7                                                                                 | 8                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -                                                                                 | -    | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 79                                                                                | 79   | 79                                                                                | 79                                                                                | 79                                                                                | 79                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Mvmt Flow                | 82                                                                                | 8    | 33                                                                                | 287                                                                               | 9                                                                                 | 10                                                                                |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0    | 90                                                                                | 0                                                                                 | 439                                                                               | 86                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 86                                                                                | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 353                                                                               | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -    | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1499                                                                              | -                                                                                 | 573                                                                               | 970                                                                               |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 935                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 709                                                                               | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1499                                                                              | -                                                                                 | 560                                                                               | 970                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 560                                                                               | -                                                                                 |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 935                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 693                                                                               | -                                                                                 |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 |      | 0.8                                                                               |                                                                                   | 10.1                                                                              |                                                                                   |
| HCM LOS                  | B                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                   |
| Capacity (veh/h)         | 723                                                                               | -    | -                                                                                 | 1499                                                                              | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.026                                                                             | -    | -                                                                                 | 0.022                                                                             | -                                                                                 |                                                                                   |
| HCM Control Delay (s)    | 10.1                                                                              | -    | -                                                                                 | 7.5                                                                               | -                                                                                 |                                                                                   |
| HCM Lane LOS             | B                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -                                                                                 | 0.1                                                                               | -                                                                                 |                                                                                   |

HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

2024+Project  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2.8                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 27                                                                                | 35   | 28     | 156                                                                               | 47                                                                                | 6     |
| Future Vol, veh/h        | 27                                                                                | 35   | 28     | 156                                                                               | 47                                                                                | 6     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 61                                                                                | 61   | 61     | 61                                                                                | 61                                                                                | 61    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 44                                                                                | 57   | 46     | 256                                                                               | 77                                                                                | 10    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 101    | 0                                                                                 | 421                                                                               | 73    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 73                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 348                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1485   | -                                                                                 | 587                                                                               | 986   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 947                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 713                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1485   | -                                                                                 | 566                                                                               | 986   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 566                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 947                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 687                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 1.1    |                                                                                   | 12.1                                                                              |       |
| HCM LOS                  | B                                                                                 |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 595                                                                               | -    | -      | 1485                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.146                                                                             | -    | -      | 0.031                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 12.1                                                                              | -    | -      | 7.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.5                                                                               | -    | -      | 0.1                                                                               | -                                                                                 |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2      |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 13     | 49                                                                                | 187                                                                               | 5      | 10                                                                                | 43    |
| Future Vol, veh/h        | 13     | 49                                                                                | 187                                                                               | 5      | 10                                                                                | 43    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 88     | 88                                                                                | 88                                                                                | 88     | 88                                                                                | 88    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     |
| Mvmt Flow                | 15     | 56                                                                                | 213                                                                               | 6      | 11                                                                                | 49    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 219    | 0                                                                                 | -                                                                                 | 0      | 302                                                                               | 216   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 216                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 86                                                                                | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1344   | -                                                                                 | -                                                                                 | -      | 688                                                                               | 821   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 818                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 935                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1344   | -                                                                                 | -                                                                                 | -      | 680                                                                               | 821   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 680                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 808                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 935                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 1.6    | 0                                                                                 |                                                                                   | 9.9    |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1344   | -                                                                                 | -                                                                                 | -      | 790                                                                               |       |
| HCM Lane V/C Ratio       | 0.011  | -                                                                                 | -                                                                                 | -      | 0.076                                                                             |       |
| HCM Control Delay (s)    | 7.7    | 0                                                                                 | -                                                                                 | -      | 9.9                                                                               |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |       |



# HCM 6th Signalized Intersection Summary

## 9: Hollister St & Tocayo Ave

2024+Project  
Timing Plan: AM Peak Hour

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 33                                                                                | 50                                                                                | 2                                                                                 | 87                                                                                | 25                                                                                | 557                                                                               | 0                                                                                   | 75                                                                                  | 102                                                                                 | 474                                                                                 | 61                                                                                  | 22                                                                                  |
| Future Volume (veh/h)        | 33                                                                                | 50                                                                                | 2                                                                                 | 87                                                                                | 25                                                                                | 557                                                                               | 0                                                                                   | 75                                                                                  | 102                                                                                 | 474                                                                                 | 61                                                                                  | 22                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                                |                                                                                     | 0.97                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 41                                                                                | 62                                                                                | 2                                                                                 | 107                                                                               | 31                                                                                | 688                                                                               | 0                                                                                   | 93                                                                                  | 126                                                                                 | 585                                                                                 | 75                                                                                  | 27                                                                                  |
| Peak Hour Factor             | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 59                                                                                | 916                                                                               | 29                                                                                | 135                                                                               | 540                                                                               | 477                                                                               | 2                                                                                   | 215                                                                                 | 292                                                                                 | 321                                                                                 | 687                                                                                 | 247                                                                                 |
| Arrive On Green              | 0.03                                                                              | 0.26                                                                              | 0.26                                                                              | 0.08                                                                              | 0.31                                                                              | 0.31                                                                              | 0.00                                                                                | 0.31                                                                                | 0.31                                                                                | 0.18                                                                                | 0.53                                                                                | 0.53                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3485                                                                              | 112                                                                               | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 703                                                                                 | 952                                                                                 | 1767                                                                                | 1294                                                                                | 466                                                                                 |
| Grp Volume(v), veh/h         | 41                                                                                | 31                                                                                | 33                                                                                | 107                                                                               | 31                                                                                | 688                                                                               | 0                                                                                   | 0                                                                                   | 219                                                                                 | 585                                                                                 | 0                                                                                   | 102                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1834                                                                              | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 0                                                                                   | 1654                                                                                | 1767                                                                                | 0                                                                                   | 1760                                                                                |
| Q Serve(g_s), s              | 2.4                                                                               | 1.4                                                                               | 1.4                                                                               | 6.2                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 11.1                                                                                | 19.0                                                                                | 0.0                                                                                 | 3.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.4                                                                               | 1.4                                                                               | 1.4                                                                               | 6.2                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 11.1                                                                                | 19.0                                                                                | 0.0                                                                                 | 3.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.58                                                                                | 1.00                                                                                |                                                                                     | 0.26                                                                                |
| Lane Grp Cap(c), veh/h       | 59                                                                                | 464                                                                               | 482                                                                               | 135                                                                               | 540                                                                               | 477                                                                               | 2                                                                                   | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 935                                                                                 |
| V/C Ratio(X)                 | 0.70                                                                              | 0.07                                                                              | 0.07                                                                              | 0.79                                                                              | 0.06                                                                              | 1.44                                                                              | 0.00                                                                                | 0.00                                                                                | 0.43                                                                                | 1.82                                                                                | 0.00                                                                                | 0.11                                                                                |
| Avail Cap(c_a), veh/h        | 321                                                                               | 540                                                                               | 562                                                                               | 321                                                                               | 540                                                                               | 477                                                                               | 321                                                                                 | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 935                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 50.0                                                                              | 28.9                                                                              | 28.9                                                                              | 47.4                                                                              | 25.6                                                                              | 36.2                                                                              | 0.0                                                                                 | 0.0                                                                                 | 29.0                                                                                | 42.7                                                                                | 0.0                                                                                 | 12.2                                                                                |
| Incr Delay (d2), s/veh       | 13.8                                                                              | 0.1                                                                               | 0.1                                                                               | 9.8                                                                               | 0.0                                                                               | 210.8                                                                             | 0.0                                                                                 | 0.0                                                                                 | 2.7                                                                                 | 381.2                                                                               | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 0.6                                                                               | 0.6                                                                               | 3.1                                                                               | 0.5                                                                               | 39.6                                                                              | 0.0                                                                                 | 0.0                                                                                 | 4.7                                                                                 | 42.2                                                                                | 0.0                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.8                                                                              | 29.0                                                                              | 29.0                                                                              | 57.2                                                                              | 25.6                                                                              | 247.0                                                                             | 0.0                                                                                 | 0.0                                                                                 | 31.7                                                                                | 423.9                                                                               | 0.0                                                                                 | 12.4                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | F                                                                                 | A                                                                                   | A                                                                                   | C                                                                                   | F                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 105                                                                               |                                                                                   |                                                                                   | 826                                                                               |                                                                                   |                                                                                   | 219                                                                                 |                                                                                     |                                                                                     | 687                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 42.5                                                                              |                                                                                   |                                                                                   | 214.1                                                                             |                                                                                   |                                                                                   | 31.7                                                                                |                                                                                     |                                                                                     | 362.8                                                                               |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 23.5                                                                              | 36.5                                                                              | 12.5                                                                              | 32.0                                                                              | 0.0                                                                               | 60.0                                                                              | 8.0                                                                                 | 36.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                                | 32.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 21.0                                                                              | 13.1                                                                              | 8.2                                                                               | 3.4                                                                               | 0.0                                                                               | 5.0                                                                               | 4.4                                                                                 | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.2                                                                               | 0.2                                                                               | 0.3                                                                               | 0.0                                                                               | 0.5                                                                               | 0.1                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 238.2                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | F                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

2024+Project  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 4.4                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 45                                                                                | 0      | 0     | 0                                                                                 | 0                                                                                 | 45   |
| Future Vol, veh/h        | 45                                                                                | 0      | 0     | 0                                                                                 | 0                                                                                 | 45   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 49                                                                                | 0      | 0     | 0                                                                                 | 0                                                                                 | 49   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 25                                                                                | 25     | 49    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 25                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 988                                                                               | 1048   | 1551  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 995                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 988                                                                               | 1048   | 1551  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 988                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 995                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.8                                                                               | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1551                                                                              | -      | 988   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | 0.05  | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 8.8   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0.2   | -                                                                                 | -                                                                                 |      |

# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

2024+Project  
Timing Plan: PM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 590  | 627  | 288  | 339  | 96    | 52   |
| Future Volume (veh/h)                                                                              | 590  | 627  | 288  | 339  | 96    | 52   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 615  | 653  | 300  | 353  | 100   | 54   |
| Peak Hour Factor                                                                                   | 0.96 | 0.96 | 0.96 | 0.96 | 0.96  | 0.96 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1944 | 994  | 341  | 2819 | 142   | 126  |
| Arrive On Green                                                                                    | 0.55 | 0.55 | 0.19 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 615  | 653  | 300  | 353  | 100   | 54   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 8.1  | 22.2 | 14.0 | 1.9  | 4.7   | 2.8  |
| Cycle Q Clear(g_c), s                                                                              | 8.1  | 22.2 | 14.0 | 1.9  | 4.7   | 2.8  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1944 | 994  | 341  | 2819 | 142   | 126  |
| V/C Ratio(X)                                                                                       | 0.32 | 0.66 | 0.88 | 0.13 | 0.70  | 0.43 |
| Avail Cap(c_a), veh/h                                                                              | 1944 | 994  | 422  | 2819 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.51 | 0.51 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 10.4 | 9.8  | 33.4 | 1.9  | 38.1  | 37.2 |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 1.8  | 16.3 | 0.1  | 6.2   | 2.3  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 2.9  | 9.1  | 7.4  | 0.4  | 2.3   | 2.5  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 10.6 | 11.6 | 49.7 | 2.0  | 44.3  | 39.5 |
| LnGrp LOS                                                                                          | B    | B    | D    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1268 |      |      | 653  | 154   |      |
| Approach Delay, s/veh                                                                              | 11.1 |      |      | 23.9 | 42.6  |      |
| Approach LOS                                                                                       | B    |      |      | C    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.1 |      | 11.9 | 21.1  | 52.0 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+I1), s                                                                       |      | 3.9  |      | 6.7  | 16.0  | 24.2 |
| Green Ext Time (p_c), s                                                                            |      | 2.4  |      | 0.3  | 0.4   | 3.2  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 17.5 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | B    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |

# HCM 6th Signalized Intersection Summary

## 2: Dairy Mart Rd & San Ysidro Blvd

2024+Project  
Timing Plan: PM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 27                                                                                | 180                                                                               | 113                                                                               | 162                                                                               | 103                                                                               | 157                                                                               | 154                                                                               | 239                                                                               | 821                                                                               | 220                                                                               | 214                                                                               | 58                                                                                |
| Future Volume (veh/h)        | 27                                                                                | 180                                                                               | 113                                                                               | 162                                                                               | 103                                                                               | 157                                                                               | 154                                                                               | 239                                                                               | 821                                                                               | 220                                                                               | 214                                                                               | 58                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.94                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                              |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 28                                                                                | 188                                                                               | 118                                                                               | 169                                                                               | 107                                                                               | 164                                                                               | 160                                                                               | 249                                                                               | 855                                                                               | 229                                                                               | 223                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 52                                                                                | 311                                                                               | 248                                                                               | 215                                                                               | 482                                                                               | 395                                                                               | 592                                                                               | 684                                                                               | 747                                                                               | 421                                                                               | 736                                                                               |                                                                                   |
| Arrive On Green              | 0.03                                                                              | 0.17                                                                              | 0.17                                                                              | 0.12                                                                              | 0.26                                                                              | 0.26                                                                              | 0.08                                                                              | 0.37                                                                              | 0.37                                                                              | 0.11                                                                              | 0.40                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1483                                                                              | 1767                                                                              | 1856                                                                              | 1519                                                                              | 1767                                                                              | 1856                                                                              | 1508                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Grp Volume(v), veh/h         | 28                                                                                | 188                                                                               | 118                                                                               | 169                                                                               | 107                                                                               | 164                                                                               | 160                                                                               | 249                                                                               | 855                                                                               | 229                                                                               | 223                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1483                                                                              | 1767                                                                              | 1856                                                                              | 1519                                                                              | 1767                                                                              | 1856                                                                              | 1508                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Q Serve(g_s), s              | 1.2                                                                               | 7.2                                                                               | 5.5                                                                               | 7.1                                                                               | 3.5                                                                               | 6.9                                                                               | 4.2                                                                               | 7.5                                                                               | 28.4                                                                              | 6.0                                                                               | 6.3                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 7.2                                                                               | 5.5                                                                               | 7.1                                                                               | 3.5                                                                               | 6.9                                                                               | 4.2                                                                               | 7.5                                                                               | 28.4                                                                              | 6.0                                                                               | 6.3                                                                               | 0.0                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 52                                                                                | 311                                                                               | 248                                                                               | 215                                                                               | 482                                                                               | 395                                                                               | 592                                                                               | 684                                                                               | 747                                                                               | 421                                                                               | 736                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.54                                                                              | 0.60                                                                              | 0.47                                                                              | 0.79                                                                              | 0.22                                                                              | 0.42                                                                              | 0.27                                                                              | 0.36                                                                              | 1.14                                                                              | 0.54                                                                              | 0.30                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 140                                                                               | 470                                                                               | 376                                                                               | 954                                                                               | 1325                                                                              | 1084                                                                              | 691                                                                               | 684                                                                               | 747                                                                               | 586                                                                               | 736                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 36.8                                                                              | 29.7                                                                              | 29.0                                                                              | 32.8                                                                              | 22.3                                                                              | 23.6                                                                              | 13.0                                                                              | 17.7                                                                              | 19.7                                                                              | 12.8                                                                              | 15.9                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 8.5                                                                               | 1.9                                                                               | 1.4                                                                               | 6.2                                                                               | 0.2                                                                               | 0.7                                                                               | 0.2                                                                               | 1.5                                                                               | 80.3                                                                              | 1.1                                                                               | 1.1                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.6                                                                               | 3.3                                                                               | 2.0                                                                               | 3.3                                                                               | 1.5                                                                               | 2.5                                                                               | 1.6                                                                               | 3.3                                                                               | 28.5                                                                              | 2.3                                                                               | 2.8                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 45.3                                                                              | 31.6                                                                              | 30.4                                                                              | 39.0                                                                              | 22.6                                                                              | 24.3                                                                              | 13.2                                                                              | 19.2                                                                              | 100.0                                                                             | 13.9                                                                              | 17.0                                                                              | 0.0                                                                               |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 334                                                                               |                                                                                   |                                                                                   | 440                                                                               |                                                                                   |                                                                                   | 1264                                                                              |                                                                                   |                                                                                   | 452                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 32.3                                                                              |                                                                                   |                                                                                   | 29.5                                                                              |                                                                                   |                                                                                   | 73.1                                                                              |                                                                                   |                                                                                   | 15.4                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 2.8                                                                               | 32.9                                                                              | 13.9                                                                              | 17.4                                                                              | 10.7                                                                              | 35.0                                                                              | 6.8                                                                               | 24.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 15.5                                                                              | 25.5                                                                              | 41.5                                                                              | 19.5                                                                              | 10.5                                                                              | 30.5                                                                              | 6.1                                                                               | 54.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1), s | 10.0                                                                              | 30.4                                                                              | 9.1                                                                               | 9.2                                                                               | 6.2                                                                               | 8.3                                                                               | 3.2                                                                               | 8.9                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.4                                                                               | 0.0                                                                               | 0.5                                                                               | 1.0                                                                               | 0.2                                                                               | 1.2                                                                               | 0.0                                                                               | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### Intersection Summary

HCM 6th Ctrl Delay 49.5

HCM 6th LOS D

### Notes

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

# HCM 6th Signalized Intersection Summary

## 3: Dairy Mart Rd & I-5 SB Ramps

2024+Project  
Timing Plan: PM Peak Hour



| Movement                     | EBL  | EBT  | EBR  | WBL | WBT  | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-----|------|-----|------|------|------|------|------|------|
| Lane Configurations          |      | ↰    | ↱    |     |      |     |      | ↱    | ↰    | ↱    | ↰    | ↱    |
| Traffic Volume (veh/h)       | 583  | 1    | 493  | 0   | 0    | 0   | 0    | 634  | 58   | 194  | 294  | 0    |
| Future Volume (veh/h)        | 583  | 1    | 493  | 0   | 0    | 0   | 0    | 634  | 58   | 194  | 294  | 0    |
| Initial Q (Qb), veh          | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 0.98 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |     |      |     |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1856 | 1856 | 1856 |     |      |     | 0    | 1856 | 1856 | 1856 | 1856 | 0    |
| Adj Flow Rate, veh/h         | 595  | 1    | 503  |     |      |     | 0    | 647  | 59   | 198  | 300  | 0    |
| Peak Hour Factor             | 0.98 | 0.98 | 0.98 |     |      |     | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, %         | 3    | 3    | 3    |     |      |     | 0    | 3    | 3    | 3    | 3    | 0    |
| Cap, veh/h                   | 628  | 1    | 559  |     |      |     | 0    | 702  | 583  | 230  | 1023 | 0    |
| Arrive On Green              | 0.36 | 0.36 | 0.36 |     |      |     | 0.00 | 0.38 | 0.38 | 0.13 | 0.55 | 0.00 |
| Sat Flow, veh/h              | 1764 | 3    | 1571 |     |      |     | 0    | 1856 | 1540 | 1767 | 1856 | 0    |
| Grp Volume(v), veh/h         | 596  | 0    | 503  |     |      |     | 0    | 647  | 59   | 198  | 300  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1767 | 0    | 1571 |     |      |     | 0    | 1856 | 1540 | 1767 | 1856 | 0    |
| Q Serve(g_s), s              | 36.0 | 0.0  | 33.4 |     |      |     | 0.0  | 36.6 | 2.7  | 12.1 | 9.5  | 0.0  |
| Cycle Q Clear(g_c), s        | 36.0 | 0.0  | 33.4 |     |      |     | 0.0  | 36.6 | 2.7  | 12.1 | 9.5  | 0.0  |
| Prop In Lane                 | 1.00 |      | 1.00 |     |      |     | 0.00 |      | 1.00 | 1.00 |      | 0.00 |
| Lane Grp Cap(c), veh/h       | 629  | 0    | 559  |     |      |     | 0    | 702  | 583  | 230  | 1023 | 0    |
| V/C Ratio(X)                 | 0.95 | 0.00 | 0.90 |     |      |     | 0.00 | 0.92 | 0.10 | 0.86 | 0.29 | 0.00 |
| Avail Cap(c_a), veh/h        | 641  | 0    | 570  |     |      |     | 0    | 702  | 583  | 326  | 1023 | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 |     |      |     | 0.00 | 1.00 | 1.00 | 0.94 | 0.94 | 0.00 |
| Uniform Delay (d), s/veh     | 34.4 | 0.0  | 33.5 |     |      |     | 0.0  | 32.6 | 22.1 | 46.9 | 13.2 | 0.0  |
| Incr Delay (d2), s/veh       | 23.1 | 0.0  | 17.0 |     |      |     | 0.0  | 19.4 | 0.3  | 14.2 | 0.7  | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 9.1  | 0.0  | 15.1 |     |      |     | 0.0  | 19.8 | 1.0  | 6.2  | 4.1  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |     |      |     |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 57.6 | 0.0  | 50.6 |     |      |     | 0.0  | 52.1 | 22.4 | 61.1 | 13.9 | 0.0  |
| LnGrp LOS                    | E    | A    | D    |     |      |     | A    | D    | C    | E    | B    | A    |
| Approach Vol, veh/h          | 1099 |      |      |     |      |     | 706  |      |      | 498  |      |      |
| Approach Delay, s/veh        | 54.4 |      |      |     |      |     | 49.6 |      |      | 32.7 |      |      |
| Approach LOS                 | D    |      |      |     |      |     | D    |      |      | C    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 4    |     | 6    |     |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 49.0 | 46.7 | 44.3 |     | 65.7 |     |      |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.7  | 5.1  | 5.1  |     | 5.1  |     |      |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 20   | 34.9 | 39.9 |     | 34.9 |     |      |      |      |      |      |      |
| Max Q Clear Time (g_c+M1), s | 14   | 38.6 | 38.0 |     | 11.5 |     |      |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.3  | 0.0  | 1.1  |     | 1.8  |     |      |      |      |      |      |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 48.2 |
| HCM 6th LOS        | D    |

### Notes

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

HCM 6th AWSC  
4: Dairy Mart Rd & Servando Ave

2024+Project  
Timing Plan: PM Peak Hour

Intersection

Intersection Delay, s/veh 35.5

Intersection LOS E

| Movement            | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR                                                                               |
|---------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |      |      |  |  |  |
| Traffic Vol, veh/h  | 169                                                                               | 19   | 16   | 544                                                                               | 504                                                                               | 261                                                                               |
| Future Vol, veh/h   | 169                                                                               | 19   | 16   | 544                                                                               | 504                                                                               | 261                                                                               |
| Peak Hour Factor    | 0.95                                                                              | 0.95 | 0.95 | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Mvmt Flow           | 178                                                                               | 20   | 17   | 573                                                                               | 531                                                                               | 275                                                                               |
| Number of Lanes     | 1                                                                                 | 0    | 0    | 1                                                                                 | 2                                                                                 | 1                                                                                 |

| Approach                      | EB   | NB   | SB |
|-------------------------------|------|------|----|
| Opposing Approach             |      | SB   | NB |
| Opposing Lanes                | 0    | 3    | 1  |
| Conflicting Approach Left SB  |      | EB   |    |
| Conflicting Lanes Left        | 3    | 1    | 0  |
| Conflicting Approach Right NB |      |      | EB |
| Conflicting Lanes Right       | 1    | 0    | 1  |
| HCM Control Delay             | 16.8 | 73.9 | 12 |
| HCM LOS                       | C    | F    | B  |

| Lane                   | NBLn1 | EBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 3%    | 90%   | 0%    | 0%    | 0%    |
| Vol Thru, %            | 97%   | 0%    | 100%  | 100%  | 0%    |
| Vol Right, %           | 0%    | 10%   | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 560   | 188   | 252   | 252   | 261   |
| LT Vol                 | 16    | 169   | 0     | 0     | 0     |
| Through Vol            | 544   | 0     | 252   | 252   | 0     |
| RT Vol                 | 0     | 19    | 0     | 0     | 261   |
| Lane Flow Rate         | 589   | 198   | 265   | 265   | 275   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 1.041 | 0.433 | 0.453 | 0.453 | 0.283 |
| Departure Headway (Hd) | 6.356 | 8.091 | 6.3   | 6.3   | 3.703 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 572   | 447   | 576   | 576   | 951   |
| Service Time           | 4.101 | 5.791 | 4     | 4     | 1.5   |
| HCM Lane V/C Ratio     | 1.03  | 0.443 | 0.46  | 0.46  | 0.289 |
| HCM Control Delay      | 73.9  | 16.8  | 14.1  | 14.1  | 8     |
| HCM Lane LOS           | F     | C     | B     | B     | A     |
| HCM 95th-tile Q        | 16.3  | 2.1   | 2.3   | 2.3   | 1.2   |

Intersection

Intersection Delay, s/veh 23.5

Intersection LOS C

| Movement            | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|---------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |  |  |      |      |  |
| Traffic Vol, veh/h  | 16                                                                                | 351                                                                               | 210                                                                               | 18   | 470  | 50                                                                                |
| Future Vol, veh/h   | 16                                                                                | 351                                                                               | 210                                                                               | 18   | 470  | 50                                                                                |
| Peak Hour Factor    | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97 | 0.97 | 0.97                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3    | 3    | 3                                                                                 |
| Mvmt Flow           | 16                                                                                | 362                                                                               | 216                                                                               | 19   | 485  | 52                                                                                |
| Number of Lanes     | 1                                                                                 | 1                                                                                 | 1                                                                                 | 0    | 0    | 1                                                                                 |

| Approach                      | WB   | NB   | SB   |
|-------------------------------|------|------|------|
| Opposing Approach             |      | SB   | NB   |
| Opposing Lanes                | 0    | 1    | 1    |
| Conflicting Approach Left NB  |      |      | WB   |
| Conflicting Lanes Left        | 1    | 0    | 2    |
| Conflicting Approach Right SB |      | WB   |      |
| Conflicting Lanes Right       | 1    | 2    | 0    |
| HCM Control Delay             | 17.1 | 12.8 | 32.7 |
| HCM LOS                       | C    | B    | D    |

| Lane                   | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 100%  | 0%    | 90%   |
| Vol Thru, %            | 92%   | 0%    | 0%    | 10%   |
| Vol Right, %           | 8%    | 0%    | 100%  | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 228   | 16    | 351   | 520   |
| LT Vol                 | 0     | 16    | 0     | 470   |
| Through Vol            | 210   | 0     | 0     | 50    |
| RT Vol                 | 18    | 0     | 351   | 0     |
| Lane Flow Rate         | 235   | 16    | 362   | 536   |
| Geometry Grp           | 2     | 7     | 7     | 2     |
| Degree of Util (X)     | 0.389 | 0.033 | 0.601 | 0.849 |
| Departure Headway (Hd) | 5.965 | 7.198 | 5.976 | 5.703 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 599   | 496   | 601   | 633   |
| Service Time           | 4.043 | 4.965 | 3.742 | 3.764 |
| HCM Lane V/C Ratio     | 0.392 | 0.032 | 0.602 | 0.847 |
| HCM Control Delay      | 12.8  | 10.2  | 17.4  | 32.7  |
| HCM Lane LOS           | B     | B     | C     | D     |
| HCM 95th-tile Q        | 1.8   | 0.1   | 4     | 9.4   |



HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

2024+Project  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|--------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1                                                                                 |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Movement                 | EBT                                                                               | EBR    | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                                |
| Lane Configurations      |  |        |  |  |  |  |
| Traffic Vol, veh/h       | 195                                                                               | 2      | 4                                                                                 | 74                                                                                | 3                                                                                 | 23                                                                                 |
| Future Vol, veh/h        | 195                                                                               | 2      | 4                                                                                 | 74                                                                                | 3                                                                                 | 23                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Sign Control             | Free                                                                              | Free   | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                               |
| RT Channelized           | -                                                                                 | None   | -                                                                                 | None                                                                              | -                                                                                 | None                                                                               |
| Storage Length           | -                                                                                 | -      | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                  |
| Veh in Median Storage, # | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Grade, %                 | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Peak Hour Factor         | 81                                                                                | 81     | 81                                                                                | 81                                                                                | 81                                                                                | 81                                                                                 |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                  |
| Mvmt Flow                | 241                                                                               | 2      | 5                                                                                 | 91                                                                                | 4                                                                                 | 28                                                                                 |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Major/Minor              | Major1                                                                            | Major2 |                                                                                   | Minor1                                                                            |                                                                                   |                                                                                    |
| Conflicting Flow All     | 0                                                                                 | 0      | 243                                                                               | 0                                                                                 | 343                                                                               | 242                                                                                |
| Stage 1                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 242                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 101                                                                               | -                                                                                  |
| Critical Hdwy            | -                                                                                 | -      | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Follow-up Hdwy           | -                                                                                 | -      | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                              |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1317                                                                              | -                                                                                 | 651                                                                               | 794                                                                                |
| Stage 1                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 796                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 921                                                                               | -                                                                                  |
| Platoon blocked, %       | -                                                                                 | -      |                                                                                   | -                                                                                 |                                                                                   |                                                                                    |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1317                                                                              | -                                                                                 | 648                                                                               | 794                                                                                |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -                                                                                 | -                                                                                 | 648                                                                               | -                                                                                  |
| Stage 1                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 796                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 917                                                                               | -                                                                                  |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Approach                 | EB                                                                                | WB     |                                                                                   | NB                                                                                |                                                                                   |                                                                                    |
| HCM Control Delay, s     | 0                                                                                 | 0.4    |                                                                                   | 9.9                                                                               |                                                                                   |                                                                                    |
| HCM LOS                  | A                                                                                 |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                    |
| Capacity (veh/h)         | 774                                                                               | -      | -                                                                                 | 1317                                                                              | -                                                                                 |                                                                                    |
| HCM Lane V/C Ratio       | 0.041                                                                             | -      | -                                                                                 | 0.004                                                                             | -                                                                                 |                                                                                    |
| HCM Control Delay (s)    | 9.9                                                                               | -      | -                                                                                 | 7.7                                                                               | -                                                                                 |                                                                                    |
| HCM Lane LOS             | A                                                                                 | -      | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -      | -                                                                                 | 0                                                                                 | -                                                                                 |                                                                                    |

HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

2024+Project  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.3                                                                               |      |        |                                                                                   |        |                                                                                   |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL    | NBR                                                                               |
| Lane Configurations      |  |      |        |  |        |  |
| Traffic Vol, veh/h       | 128                                                                               | 46   | 2      | 39                                                                                | 37     | 25                                                                                |
| Future Vol, veh/h        | 128                                                                               | 46   | 2      | 39                                                                                | 37     | 25                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0      | 0                                                                                 |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop   | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -      | None                                                                              |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0      | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0      | -                                                                                 |
| Peak Hour Factor         | 82                                                                                | 82   | 82     | 82                                                                                | 82     | 82                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3      | 3                                                                                 |
| Mvmt Flow                | 156                                                                               | 56   | 2      | 48                                                                                | 45     | 30                                                                                |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1 |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0    | 212    | 0                                                                                 | 236    | 184                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 184    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 52     | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43   | 6.23                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43   | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43   | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527  | 3.327                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1352   | -                                                                                 | 750    | 856                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 845    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 968    | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |        |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1352   | -                                                                                 | 749    | 856                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 749    | -                                                                                 |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 845    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 966    | -                                                                                 |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB     |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 |      | 0.4    |                                                                                   | 10     |                                                                                   |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | B      |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT    |                                                                                   |
| Capacity (veh/h)         | 789                                                                               | -    | -      | 1352                                                                              | -      |                                                                                   |
| HCM Lane V/C Ratio       | 0.096                                                                             | -    | -      | 0.002                                                                             | -      |                                                                                   |
| HCM Control Delay (s)    | 10                                                                                | -    | -      | 7.7                                                                               | 0      |                                                                                   |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A      |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.3                                                                               | -    | -      | 0                                                                                 | -      |                                                                                   |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2.4    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 49     | 151                                                                               | 44                                                                                | 26     | 17                                                                                | 21    |
| Future Vol, veh/h        | 49     | 151                                                                               | 44                                                                                | 26     | 17                                                                                | 21    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 76     | 76                                                                                | 76                                                                                | 76     | 76                                                                                | 76    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     |
| Mvmt Flow                | 64     | 199                                                                               | 58                                                                                | 34     | 22                                                                                | 28    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 92     | 0                                                                                 | -                                                                                 | 0      | 402                                                                               | 75    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 75                                                                                | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 327                                                                               | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1496   | -                                                                                 | -                                                                                 | -      | 602                                                                               | 984   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 945                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 728                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1496   | -                                                                                 | -                                                                                 | -      | 573                                                                               | 984   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 573                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 900                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 728                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 1.8    | 0                                                                                 |                                                                                   | 10.2   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1496   | -                                                                                 | -                                                                                 | -      | 745                                                                               |       |
| HCM Lane V/C Ratio       | 0.043  | -                                                                                 | -                                                                                 | -      | 0.067                                                                             |       |
| HCM Control Delay (s)    | 7.5    | 0                                                                                 | -                                                                                 | -      | 10.2                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |       |

# HCM 6th Signalized Intersection Summary

## 9: Hollister St & Tocayo Ave

2024+Project  
Timing Plan: PM Peak Hour

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 36                                                                                | 2                                                                                 | 103                                                                               | 50                                                                                | 401                                                                               | 1                                                                                   | 58                                                                                  | 126                                                                                 | 481                                                                                 | 67                                                                                  | 13                                                                                  |
| Future Volume (veh/h)        | 7                                                                                 | 36                                                                                | 2                                                                                 | 103                                                                               | 50                                                                                | 401                                                                               | 1                                                                                   | 58                                                                                  | 126                                                                                 | 481                                                                                 | 67                                                                                  | 13                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 38                                                                                | 2                                                                                 | 108                                                                               | 53                                                                                | 422                                                                               | 1                                                                                   | 61                                                                                  | 133                                                                                 | 506                                                                                 | 71                                                                                  | 14                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 16                                                                                | 610                                                                               | 32                                                                                | 136                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 120                                                                                 | 262                                                                                 | 550                                                                                 | 817                                                                                 | 161                                                                                 |
| Arrive On Green              | 0.01                                                                              | 0.18                                                                              | 0.18                                                                              | 0.08                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                                | 0.23                                                                                | 0.23                                                                                | 0.31                                                                                | 0.54                                                                                | 0.54                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3403                                                                              | 177                                                                               | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 513                                                                                 | 1118                                                                                | 1767                                                                                | 1501                                                                                | 296                                                                                 |
| Grp Volume(v), veh/h         | 7                                                                                 | 20                                                                                | 20                                                                                | 108                                                                               | 53                                                                                | 422                                                                               | 1                                                                                   | 0                                                                                   | 194                                                                                 | 506                                                                                 | 0                                                                                   | 85                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1817                                                                              | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 0                                                                                   | 1630                                                                                | 1767                                                                                | 0                                                                                   | 1797                                                                                |
| Q Serve(g_s), s              | 0.4                                                                               | 0.8                                                                               | 0.9                                                                               | 5.5                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 9.4                                                                                 | 25.1                                                                                | 0.0                                                                                 | 2.1                                                                                 |
| Cycle Q Clear(g_c), s        | 0.4                                                                               | 0.8                                                                               | 0.9                                                                               | 5.5                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 9.4                                                                                 | 25.1                                                                                | 0.0                                                                                 | 2.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.69                                                                                | 1.00                                                                                |                                                                                     | 0.16                                                                                |
| Lane Grp Cap(c), veh/h       | 16                                                                                | 316                                                                               | 326                                                                               | 136                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 0                                                                                   | 382                                                                                 | 550                                                                                 | 0                                                                                   | 978                                                                                 |
| V/C Ratio(X)                 | 0.44                                                                              | 0.06                                                                              | 0.06                                                                              | 0.79                                                                              | 0.12                                                                              | 1.11                                                                              | 0.41                                                                                | 0.00                                                                                | 0.51                                                                                | 0.92                                                                                | 0.00                                                                                | 0.09                                                                                |
| Avail Cap(c_a), veh/h        | 97                                                                                | 349                                                                               | 360                                                                               | 185                                                                               | 436                                                                               | 380                                                                               | 97                                                                                  | 0                                                                                   | 382                                                                                 | 690                                                                                 | 0                                                                                   | 978                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 44.8                                                                              | 31.0                                                                              | 31.0                                                                              | 41.2                                                                              | 26.5                                                                              | 34.2                                                                              | 45.4                                                                                | 0.0                                                                                 | 30.2                                                                                | 30.2                                                                                | 0.0                                                                                 | 9.9                                                                                 |
| Incr Delay (d2), s/veh       | 18.4                                                                              | 0.1                                                                               | 0.1                                                                               | 15.1                                                                              | 0.1                                                                               | 79.6                                                                              | 85.2                                                                                | 0.0                                                                                 | 4.7                                                                                 | 15.4                                                                                | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.2                                                                               | 0.4                                                                               | 0.4                                                                               | 2.9                                                                               | 0.9                                                                               | 16.4                                                                              | 0.1                                                                                 | 0.0                                                                                 | 4.1                                                                                 | 12.6                                                                                | 0.0                                                                                 | 0.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.2                                                                              | 31.1                                                                              | 31.1                                                                              | 56.4                                                                              | 26.7                                                                              | 113.8                                                                             | 130.6                                                                               | 0.0                                                                                 | 35.0                                                                                | 45.6                                                                                | 0.0                                                                                 | 10.1                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | F                                                                                 | F                                                                                   | A                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 47                                                                                |                                                                                   |                                                                                   | 583                                                                               |                                                                                   |                                                                                   | 195                                                                                 |                                                                                     |                                                                                     | 591                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 35.9                                                                              |                                                                                   |                                                                                   | 95.2                                                                              |                                                                                   |                                                                                   | 35.5                                                                                |                                                                                     |                                                                                     | 40.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 32.8                                                                              | 25.8                                                                              | 11.5                                                                              | 20.8                                                                              | 4.6                                                                               | 54.0                                                                              | 5.3                                                                                 | 27.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 35.5                                                                              | 19.0                                                                              | 9.5                                                                               | 18.0                                                                              | 5.0                                                                               | 49.5                                                                              | 5.0                                                                                 | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 27.1                                                                              | 11.4                                                                              | 7.5                                                                               | 2.9                                                                               | 2.1                                                                               | 4.1                                                                               | 2.4                                                                                 | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 1.2                                                                               | 0.6                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 62.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

2024+Project  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 4.4                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 45                                                                                | 0      | 0     | 0                                                                                 | 0                                                                                 | 45   |
| Future Vol, veh/h        | 45                                                                                | 0      | 0     | 0                                                                                 | 0                                                                                 | 45   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 96                                                                                | 96     | 96    | 96                                                                                | 96                                                                                | 96   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 47                                                                                | 0      | 0     | 0                                                                                 | 0                                                                                 | 47   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 24                                                                                | 24     | 47    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 24                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 989                                                                               | 1050   | 1554  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 996                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 989                                                                               | 1050   | 1554  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 989                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 996                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.8                                                                               | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1554                                                                              | -      | 989   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | 0.047 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 8.8   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0.1   | -                                                                                 | -                                                                                 |      |

- 2026 Conditions

# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

2026  
Timing Plan: AM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 369  | 714  | 392  | 266  | 71    | 84   |
| Future Volume (veh/h)                                                                              | 369  | 714  | 392  | 266  | 71    | 84   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 388  | 752  | 413  | 280  | 75    | 88   |
| Peak Hour Factor                                                                                   | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1781 | 921  | 422  | 2818 | 142   | 127  |
| Arrive On Green                                                                                    | 0.51 | 0.51 | 0.24 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 388  | 752  | 413  | 280  | 75    | 88   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 5.2  | 32.3 | 19.7 | 1.5  | 3.5   | 4.6  |
| Cycle Q Clear(g_c), s                                                                              | 5.2  | 32.3 | 19.7 | 1.5  | 3.5   | 4.6  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1781 | 921  | 422  | 2818 | 142   | 127  |
| V/C Ratio(X)                                                                                       | 0.22 | 0.82 | 0.98 | 0.10 | 0.53  | 0.69 |
| Avail Cap(c_a), veh/h                                                                              | 1781 | 921  | 422  | 2818 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.63 | 0.63 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 11.7 | 14.0 | 32.1 | 1.9  | 37.5  | 38.1 |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 5.1  | 38.1 | 0.1  | 3.0   | 6.7  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 2.0  | 14.0 | 12.6 | 0.3  | 1.6   | 4.2  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 11.9 | 19.1 | 70.2 | 1.9  | 40.5  | 44.7 |
| LnGrp LOS                                                                                          | B    | B    | E    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1140 |      |      | 693  | 163   |      |
| Approach Delay, s/veh                                                                              | 16.6 |      |      | 42.6 | 42.8  |      |
| Approach LOS                                                                                       | B    |      |      | D    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.0 |      | 12.0 | 25.0  | 48.0 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+I1), s                                                                       |      | 3.5  |      | 6.6  | 21.7  | 34.3 |
| Green Ext Time (p_c), s                                                                            |      | 1.8  |      | 0.4  | 0.0   | 0.0  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 27.8 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | C    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |



# HCM 6th Signalized Intersection Summary

2026

## 2: Dairy Mart Rd & San Ysidro Blvd

Timing Plan: AM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 30                                                                                | 275                                                                               | 62                                                                                | 62                                                                                | 115                                                                               | 163                                                                               | 133                                                                               | 169                                                                               | 597                                                                               | 210                                                                               | 87                                                                                | 53                                                                                |
| Future Volume (veh/h)        | 30                                                                                | 275                                                                               | 62                                                                                | 62                                                                                | 115                                                                               | 163                                                                               | 133                                                                               | 169                                                                               | 597                                                                               | 210                                                                               | 87                                                                                | 53                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.99                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 35                                                                                | 320                                                                               | 72                                                                                | 72                                                                                | 134                                                                               | 190                                                                               | 155                                                                               | 197                                                                               | 694                                                                               | 244                                                                               | 101                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 63                                                                                | 412                                                                               | 343                                                                               | 98                                                                                | 449                                                                               | 372                                                                               | 676                                                                               | 616                                                                               | 603                                                                               | 474                                                                               | 682                                                                               |                                                                                   |
| Arrive On Green              | 0.04                                                                              | 0.22                                                                              | 0.22                                                                              | 0.06                                                                              | 0.24                                                                              | 0.24                                                                              | 0.08                                                                              | 0.33                                                                              | 0.33                                                                              | 0.12                                                                              | 0.37                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1537                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Grp Volume(v), veh/h         | 35                                                                                | 320                                                                               | 72                                                                                | 72                                                                                | 134                                                                               | 190                                                                               | 155                                                                               | 197                                                                               | 694                                                                               | 244                                                                               | 101                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1537                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Q Serve(g_s), s              | 1.3                                                                               | 10.7                                                                              | 2.5                                                                               | 2.7                                                                               | 3.9                                                                               | 7.1                                                                               | 3.7                                                                               | 5.3                                                                               | 22.0                                                                              | 5.8                                                                               | 2.4                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 1.3                                                                               | 10.7                                                                              | 2.5                                                                               | 2.7                                                                               | 3.9                                                                               | 7.1                                                                               | 3.7                                                                               | 5.3                                                                               | 22.0                                                                              | 5.8                                                                               | 2.4                                                                               | 0.0                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 63                                                                                | 412                                                                               | 343                                                                               | 98                                                                                | 449                                                                               | 372                                                                               | 676                                                                               | 616                                                                               | 603                                                                               | 474                                                                               | 682                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.55                                                                              | 0.78                                                                              | 0.21                                                                              | 0.74                                                                              | 0.30                                                                              | 0.51                                                                              | 0.23                                                                              | 0.32                                                                              | 1.15                                                                              | 0.51                                                                              | 0.15                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 240                                                                               | 616                                                                               | 513                                                                               | 240                                                                               | 616                                                                               | 511                                                                               | 769                                                                               | 616                                                                               | 603                                                                               | 505                                                                               | 682                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 31.4                                                                              | 24.2                                                                              | 21.0                                                                              | 30.8                                                                              | 20.5                                                                              | 21.7                                                                              | 12.4                                                                              | 16.5                                                                              | 20.3                                                                              | 11.9                                                                              | 14.0                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 7.3                                                                               | 3.6                                                                               | 0.3                                                                               | 10.2                                                                              | 0.4                                                                               | 1.1                                                                               | 0.2                                                                               | 1.4                                                                               | 85.7                                                                              | 0.9                                                                               | 0.5                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.7                                                                               | 4.8                                                                               | 0.9                                                                               | 1.4                                                                               | 1.6                                                                               | 2.5                                                                               | 1.4                                                                               | 2.3                                                                               | 22.6                                                                              | 2.1                                                                               | 1.0                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 38.7                                                                              | 27.8                                                                              | 21.3                                                                              | 40.9                                                                              | 20.9                                                                              | 22.8                                                                              | 12.6                                                                              | 17.9                                                                              | 106.0                                                                             | 12.8                                                                              | 14.5                                                                              | 0.0                                                                               |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 427                                                                               |                                                                                   |                                                                                   | 396                                                                               |                                                                                   |                                                                                   | 1046                                                                              |                                                                                   |                                                                                   | 345                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 27.6                                                                              |                                                                                   |                                                                                   | 25.5                                                                              |                                                                                   |                                                                                   | 75.5                                                                              |                                                                                   |                                                                                   | 13.3                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), \$2.3 | 26.5                                                                              |                                                                                   | 8.2                                                                               | 19.2                                                                              | 10.0                                                                              | 28.8                                                                              | 6.9                                                                               | 20.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax),s   | 22.0                                                                              | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1),s  | 24.0                                                                              | 24.0                                                                              | 4.7                                                                               | 12.7                                                                              | 5.7                                                                               | 4.4                                                                               | 3.3                                                                               | 9.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 1.5                                                                               | 0.1                                                                               | 0.4                                                                               | 0.0                                                                               | 1.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### Intersection Summary

HCM 6th Ctrl Delay 47.6

HCM 6th LOS D

### Notes

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

# HCM 6th Signalized Intersection Summary

2026

## 3: Dairy Mart Rd & I-5 SB Ramps

Timing Plan: AM Peak Hour



| Movement                     | EBL  | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR  |
|------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations          |      |  |  |     |      |     |      |  |  |  |  |      |
| Traffic Volume (veh/h)       | 293  | 1                                                                                 | 359                                                                               | 0   | 0    | 0   | 0    | 606                                                                               | 12                                                                                  | 61                                                                                  | 149                                                                                 | 0    |
| Future Volume (veh/h)        | 293  | 1                                                                                 | 359                                                                               | 0   | 0    | 0   | 0    | 606                                                                               | 12                                                                                  | 61                                                                                  | 149                                                                                 | 0    |
| Initial Q (Qb), veh          | 0    | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |                                                                                   | 1.00                                                                              |     |      |     | 1.00 |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Work Zone On Approach        |      | No                                                                                |                                                                                   |     |      |     |      | No                                                                                |                                                                                     |                                                                                     | No                                                                                  |      |
| Adj Sat Flow, veh/h/ln       | 1856 | 1856                                                                              | 1856                                                                              |     |      |     | 0    | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 0    |
| Adj Flow Rate, veh/h         | 329  | 1                                                                                 | 403                                                                               |     |      |     | 0    | 681                                                                               | 13                                                                                  | 69                                                                                  | 167                                                                                 | 0    |
| Peak Hour Factor             | 0.89 | 0.89                                                                              | 0.89                                                                              |     |      |     | 0.89 | 0.89                                                                              | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89 |
| Percent Heavy Veh, %         | 3    | 3                                                                                 | 3                                                                                 |     |      |     | 0    | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 0    |
| Cap, veh/h                   | 508  | 2                                                                                 | 454                                                                               |     |      |     | 0    | 975                                                                               | 826                                                                                 | 90                                                                                  | 1148                                                                                | 0    |
| Arrive On Green              | 0.29 | 0.29                                                                              | 0.29                                                                              |     |      |     | 0.00 | 0.53                                                                              | 0.53                                                                                | 0.05                                                                                | 0.62                                                                                | 0.00 |
| Sat Flow, veh/h              | 1762 | 5                                                                                 | 1572                                                                              |     |      |     | 0    | 1856                                                                              | 1572                                                                                | 1767                                                                                | 1856                                                                                | 0    |
| Grp Volume(v), veh/h         | 330  | 0                                                                                 | 403                                                                               |     |      |     | 0    | 681                                                                               | 13                                                                                  | 69                                                                                  | 167                                                                                 | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1767 | 0                                                                                 | 1572                                                                              |     |      |     | 0    | 1856                                                                              | 1572                                                                                | 1767                                                                                | 1856                                                                                | 0    |
| Q Serve(g_s), s              | 18.0 | 0.0                                                                               | 27.0                                                                              |     |      |     | 0.0  | 30.3                                                                              | 0.4                                                                                 | 4.2                                                                                 | 4.1                                                                                 | 0.0  |
| Cycle Q Clear(g_c), s        | 18.0 | 0.0                                                                               | 27.0                                                                              |     |      |     | 0.0  | 30.3                                                                              | 0.4                                                                                 | 4.2                                                                                 | 4.1                                                                                 | 0.0  |
| Prop In Lane                 | 1.00 |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.00 |
| Lane Grp Cap(c), veh/h       | 510  | 0                                                                                 | 454                                                                               |     |      |     | 0    | 975                                                                               | 826                                                                                 | 90                                                                                  | 1148                                                                                | 0    |
| V/C Ratio(X)                 | 0.65 | 0.00                                                                              | 0.89                                                                              |     |      |     | 0.00 | 0.70                                                                              | 0.02                                                                                | 0.77                                                                                | 0.15                                                                                | 0.00 |
| Avail Cap(c_a), veh/h        | 641  | 0                                                                                 | 570                                                                               |     |      |     | 0    | 975                                                                               | 826                                                                                 | 326                                                                                 | 1148                                                                                | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 1.00                                                                              | 1.00                                                                                | 0.98                                                                                | 0.98                                                                                | 0.00 |
| Uniform Delay (d), s/veh     | 34.2 | 0.0                                                                               | 37.4                                                                              |     |      |     | 0.0  | 19.6                                                                              | 12.5                                                                                | 51.6                                                                                | 8.8                                                                                 | 0.0  |
| Incr Delay (d2), s/veh       | 1.5  | 0.0                                                                               | 13.4                                                                              |     |      |     | 0.0  | 4.2                                                                               | 0.0                                                                                 | 12.7                                                                                | 0.3                                                                                 | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 7.9  | 0.0                                                                               | 11.9                                                                              |     |      |     | 0.0  | 13.6                                                                              | 0.2                                                                                 | 2.2                                                                                 | 1.7                                                                                 | 0.0  |
| Unsig. Movement Delay, s/veh |      |                                                                                   |                                                                                   |     |      |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| LnGrp Delay(d),s/veh         | 35.8 | 0.0                                                                               | 50.8                                                                              |     |      |     | 0.0  | 23.7                                                                              | 12.5                                                                                | 64.3                                                                                | 9.0                                                                                 | 0.0  |
| LnGrp LOS                    | D    | A                                                                                 | D                                                                                 |     |      |     | A    | C                                                                                 | B                                                                                   | E                                                                                   | A                                                                                   | A    |
| Approach Vol, veh/h          | 733  |                                                                                   |                                                                                   |     |      |     | 694  |                                                                                   |                                                                                     | 236                                                                                 |                                                                                     |      |
| Approach Delay, s/veh        | 44.1 |                                                                                   |                                                                                   |     |      |     | 23.5 |                                                                                   |                                                                                     | 25.2                                                                                |                                                                                     |      |
| Approach LOS                 | D    |                                                                                   |                                                                                   |     |      |     | C    |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |      |
| Timer - Assigned Phs         | 1    | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Phs Duration (G+Y+Rc), \$0.3 | 62.9 |                                                                                   | 36.8                                                                              |     | 73.2 |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Change Period (Y+Rc), \$ 4.7 | 5.1  |                                                                                   | 5.1                                                                               |     | 5.1  |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Max Green Setting (Gmax),26  | 34.9 |                                                                                   | 39.9                                                                              |     | 34.9 |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Max Q Clear Time (g_c+I10),2 | 16.2 | 32.3                                                                              | 29.0                                                                              |     | 6.1  |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Green Ext Time (p_c), s      | 0.1  | 1.2                                                                               | 2.8                                                                               |     | 0.9  |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 32.8 |
| HCM 6th LOS        | C    |

### Notes

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

HCM 6th AWSC  
4: Dairy Mart Rd & Servando Ave

2026  
Timing Plan: AM Peak Hour

Intersection

Intersection Delay, s/veh 22.7

Intersection LOS C

| Movement            | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR                                                                               |
|---------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |      |      |  |  |  |
| Traffic Vol, veh/h  | 268                                                                               | 21   | 6    | 374                                                                               | 380                                                                               | 115                                                                               |
| Future Vol, veh/h   | 268                                                                               | 21   | 6    | 374                                                                               | 380                                                                               | 115                                                                               |
| Peak Hour Factor    | 0.88                                                                              | 0.88 | 0.88 | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Mvmt Flow           | 305                                                                               | 24   | 7    | 425                                                                               | 432                                                                               | 131                                                                               |
| Number of Lanes     | 1                                                                                 | 0    | 0    | 1                                                                                 | 2                                                                                 | 1                                                                                 |

| Approach                      | EB | NB   | SB   |
|-------------------------------|----|------|------|
| Opposing Approach             |    | SB   | NB   |
| Opposing Lanes                | 0  | 3    | 1    |
| Conflicting Approach Left SB  |    | EB   |      |
| Conflicting Lanes Left        | 3  | 1    | 0    |
| Conflicting Approach Right NB |    |      | EB   |
| Conflicting Lanes Right       | 1  | 0    | 1    |
| HCM Control Delay             | 26 | 33.3 | 12.6 |
| HCM LOS                       | D  | D    | B    |

| Lane                   | NBLn1 | EBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 2%    | 93%   | 0%    | 0%    | 0%    |
| Vol Thru, %            | 98%   | 0%    | 100%  | 100%  | 0%    |
| Vol Right, %           | 0%    | 7%    | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 380   | 289   | 190   | 190   | 115   |
| LT Vol                 | 6     | 268   | 0     | 0     | 0     |
| Through Vol            | 374   | 0     | 190   | 190   | 0     |
| RT Vol                 | 0     | 21    | 0     | 0     | 115   |
| Lane Flow Rate         | 432   | 328   | 216   | 216   | 131   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.817 | 0.696 | 0.405 | 0.405 | 0.154 |
| Departure Headway (Hd) | 6.813 | 7.631 | 6.746 | 6.746 | 4.239 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 531   | 476   | 533   | 533   | 843   |
| Service Time           | 4.553 | 5.331 | 4.487 | 4.487 | 1.978 |
| HCM Lane V/C Ratio     | 0.814 | 0.689 | 0.405 | 0.405 | 0.155 |
| HCM Control Delay      | 33.3  | 26    | 14    | 14    | 7.8   |
| HCM Lane LOS           | D     | D     | B     | B     | A     |
| HCM 95th-tile Q        | 8     | 5.3   | 1.9   | 1.9   | 0.5   |

Intersection

Intersection Delay, s/veh 14.1

Intersection LOS B

| Movement            | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|---------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |  |  |      |      |  |
| Traffic Vol, veh/h  | 7                                                                                 | 322                                                                               | 62                                                                                | 6    | 171  | 222                                                                               |
| Future Vol, veh/h   | 7                                                                                 | 322                                                                               | 62                                                                                | 6    | 171  | 222                                                                               |
| Peak Hour Factor    | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91 | 0.91 | 0.91                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3    | 3    | 3                                                                                 |
| Mvmt Flow           | 8                                                                                 | 354                                                                               | 68                                                                                | 7    | 188  | 244                                                                               |
| Number of Lanes     | 1                                                                                 | 1                                                                                 | 1                                                                                 | 0    | 0    | 1                                                                                 |

| Approach                      | WB | NB  | SB   |
|-------------------------------|----|-----|------|
| Opposing Approach             |    | SB  | NB   |
| Opposing Lanes                | 0  | 1   | 1    |
| Conflicting Approach Left NB  |    |     | WB   |
| Conflicting Lanes Left        | 1  | 0   | 2    |
| Conflicting Approach Right SB |    | WB  |      |
| Conflicting Lanes Right       | 1  | 2   | 0    |
| HCM Control Delay             | 13 | 9.3 | 15.8 |
| HCM LOS                       | B  | A   | C    |

| Lane                   | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 100%  | 0%    | 44%   |
| Vol Thru, %            | 91%   | 0%    | 0%    | 56%   |
| Vol Right, %           | 9%    | 0%    | 100%  | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 68    | 7     | 322   | 393   |
| LT Vol                 | 0     | 7     | 0     | 171   |
| Through Vol            | 62    | 0     | 0     | 222   |
| RT Vol                 | 6     | 0     | 322   | 0     |
| Lane Flow Rate         | 75    | 8     | 354   | 432   |
| Geometry Grp           | 2     | 7     | 7     | 2     |
| Degree of Util (X)     | 0.115 | 0.014 | 0.503 | 0.607 |
| Departure Headway (Hd) | 5.537 | 6.33  | 5.118 | 5.061 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 652   | 560   | 697   | 704   |
| Service Time           | 3.537 | 4.126 | 2.913 | 3.155 |
| HCM Lane V/C Ratio     | 0.115 | 0.014 | 0.508 | 0.614 |
| HCM Control Delay      | 9.3   | 9.2   | 13.1  | 15.8  |
| HCM Lane LOS           | A     | A     | B     | C     |
| HCM 95th-tile Q        | 0.4   | 0     | 2.8   | 4.1   |

HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

2026  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                                |
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 66                                                                                | 6    | 26                                                                                | 217                                                                               | 7                                                                                 | 8                                                                                  |
| Future Vol, veh/h        | 66                                                                                | 6    | 26                                                                                | 217                                                                               | 7                                                                                 | 8                                                                                  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                               |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                               |
| Storage Length           | -                                                                                 | -    | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                  |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Peak Hour Factor         | 79                                                                                | 79   | 79                                                                                | 79                                                                                | 79                                                                                | 79                                                                                 |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                  |
| Mvmt Flow                | 84                                                                                | 8    | 33                                                                                | 275                                                                               | 9                                                                                 | 10                                                                                 |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Major/Minor              | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |                                                                                    |
| Conflicting Flow All     | 0                                                                                 | 0    | 92                                                                                | 0                                                                                 | 429                                                                               | 88                                                                                 |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 88                                                                                | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 341                                                                               | -                                                                                  |
| Critical Hdwy            | -                                                                                 | -    | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                              |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1496                                                                              | -                                                                                 | 581                                                                               | 968                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 933                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 718                                                                               | -                                                                                  |
| Platoon blocked, %       | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |                                                                                    |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1496                                                                              | -                                                                                 | 568                                                                               | 968                                                                                |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 568                                                                               | -                                                                                  |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 933                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 702                                                                               | -                                                                                  |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Approach                 | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |                                                                                    |
| HCM Control Delay, s     | 0                                                                                 |      | 0.8                                                                               |                                                                                   | 10.1                                                                              |                                                                                    |
| HCM LOS                  | B                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                    |
| Capacity (veh/h)         | 729                                                                               | -    | -                                                                                 | 1496                                                                              | -                                                                                 |                                                                                    |
| HCM Lane V/C Ratio       | 0.026                                                                             | -    | -                                                                                 | 0.022                                                                             | -                                                                                 |                                                                                    |
| HCM Control Delay (s)    | 10.1                                                                              | -    | -                                                                                 | 7.5                                                                               | -                                                                                 |                                                                                    |
| HCM Lane LOS             | B                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -                                                                                 | 0.1                                                                               | -                                                                                 |                                                                                    |

HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

2026  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.7                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 58                                                                                | 0    | 19     | 201                                                                               | 2                                                                                 | 6     |
| Future Vol, veh/h        | 58                                                                                | 0    | 19     | 201                                                                               | 2                                                                                 | 6     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 61                                                                                | 61   | 61     | 61                                                                                | 61                                                                                | 61    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 95                                                                                | 0    | 31     | 330                                                                               | 3                                                                                 | 10    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 95     | 0                                                                                 | 487                                                                               | 95    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 95                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 392                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1493   | -                                                                                 | 538                                                                               | 959   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 926                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 681                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1493   | -                                                                                 | 525                                                                               | 959   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 525                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 926                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 664                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 0.6    |                                                                                   | 9.6                                                                               |       |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | A                                                                                 |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 795                                                                               | -    | -      | 1493                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.016                                                                             | -    | -      | 0.021                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 9.6                                                                               | -    | -      | 7.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -      | 0.1                                                                               | -                                                                                 |       |

| Intersection             |        |                                                                                   |                                                                                   |      |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.9    |                                                                                   |                                                                                   |      |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |      |  |       |
| Traffic Vol, veh/h       | 13     | 49                                                                                | 187                                                                               | 5    | 6                                                                                 | 43    |
| Future Vol, veh/h        | 13     | 49                                                                                | 187                                                                               | 5    | 6                                                                                 | 43    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -     |
| Peak Hour Factor         | 88     | 88                                                                                | 88                                                                                | 88   | 88                                                                                | 88    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3    | 3                                                                                 | 3     |
| Mvmt Flow                | 15     | 56                                                                                | 213                                                                               | 6    | 7                                                                                 | 49    |
| Major/Minor              | Major1 | Major2                                                                            | Minor2                                                                            |      |                                                                                   |       |
| Conflicting Flow All     | 219    | 0                                                                                 | -                                                                                 | 0    | 302                                                                               | 216   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -    | 216                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -    | 86                                                                                | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -    | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -    | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -    | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -    | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1344   | -                                                                                 | -                                                                                 | -    | 688                                                                               | 821   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -    | 818                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -    | 935                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -    |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1344   | -                                                                                 | -                                                                                 | -    | 680                                                                               | 821   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -    | 680                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -    | 808                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -    | 935                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB   |                                                                                   |       |
| HCM Control Delay, s     | 1.6    | 0                                                                                 |                                                                                   | 9.8  |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A    |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR  | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1344   | -                                                                                 | -                                                                                 | -    | 801                                                                               |       |
| HCM Lane V/C Ratio       | 0.011  | -                                                                                 | -                                                                                 | -    | 0.07                                                                              |       |
| HCM Control Delay (s)    | 7.7    | 0                                                                                 | -                                                                                 | -    | 9.8                                                                               |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -    | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -    | 0.2                                                                               |       |



# HCM 6th Signalized Intersection Summary

2026

## 9: Hollister St & Tocayo Ave

Timing Plan: AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 33                                                                                | 50                                                                                | 2                                                                                 | 84                                                                                | 25                                                                                | 559                                                                               | 0                                                                                   | 75                                                                                  | 103                                                                                 | 476                                                                                 | 61                                                                                  | 22                                                                                  |
| Future Volume (veh/h)        | 33                                                                                | 50                                                                                | 2                                                                                 | 84                                                                                | 25                                                                                | 559                                                                               | 0                                                                                   | 75                                                                                  | 103                                                                                 | 476                                                                                 | 61                                                                                  | 22                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                                |                                                                                     | 0.97                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 41                                                                                | 62                                                                                | 2                                                                                 | 104                                                                               | 31                                                                                | 690                                                                               | 0                                                                                   | 93                                                                                  | 127                                                                                 | 588                                                                                 | 75                                                                                  | 27                                                                                  |
| Peak Hour Factor             | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 59                                                                                | 923                                                                               | 30                                                                                | 132                                                                               | 540                                                                               | 477                                                                               | 2                                                                                   | 214                                                                                 | 292                                                                                 | 321                                                                                 | 687                                                                                 | 247                                                                                 |
| Arrive On Green              | 0.03                                                                              | 0.26                                                                              | 0.26                                                                              | 0.07                                                                              | 0.31                                                                              | 0.31                                                                              | 0.00                                                                                | 0.31                                                                                | 0.31                                                                                | 0.18                                                                                | 0.53                                                                                | 0.53                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3485                                                                              | 112                                                                               | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 699                                                                                 | 955                                                                                 | 1767                                                                                | 1294                                                                                | 466                                                                                 |
| Grp Volume(v), veh/h         | 41                                                                                | 31                                                                                | 33                                                                                | 104                                                                               | 31                                                                                | 690                                                                               | 0                                                                                   | 0                                                                                   | 220                                                                                 | 588                                                                                 | 0                                                                                   | 102                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1834                                                                              | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 0                                                                                   | 1654                                                                                | 1767                                                                                | 0                                                                                   | 1760                                                                                |
| Q Serve(g_s), s              | 2.4                                                                               | 1.4                                                                               | 1.4                                                                               | 6.0                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 11.1                                                                                | 19.0                                                                                | 0.0                                                                                 | 3.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.4                                                                               | 1.4                                                                               | 1.4                                                                               | 6.0                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 11.1                                                                                | 19.0                                                                                | 0.0                                                                                 | 3.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.58                                                                                | 1.00                                                                                |                                                                                     | 0.26                                                                                |
| Lane Grp Cap(c), veh/h       | 59                                                                                | 467                                                                               | 486                                                                               | 132                                                                               | 540                                                                               | 477                                                                               | 2                                                                                   | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 935                                                                                 |
| V/C Ratio(X)                 | 0.70                                                                              | 0.07                                                                              | 0.07                                                                              | 0.79                                                                              | 0.06                                                                              | 1.45                                                                              | 0.00                                                                                | 0.00                                                                                | 0.43                                                                                | 1.83                                                                                | 0.00                                                                                | 0.11                                                                                |
| Avail Cap(c_a), veh/h        | 321                                                                               | 540                                                                               | 562                                                                               | 321                                                                               | 540                                                                               | 477                                                                               | 321                                                                                 | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 935                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 50.0                                                                              | 28.7                                                                              | 28.7                                                                              | 47.5                                                                              | 25.6                                                                              | 36.2                                                                              | 0.0                                                                                 | 0.0                                                                                 | 29.0                                                                                | 42.7                                                                                | 0.0                                                                                 | 12.2                                                                                |
| Incr Delay (d2), s/veh       | 13.8                                                                              | 0.1                                                                               | 0.1                                                                               | 9.9                                                                               | 0.0                                                                               | 212.6                                                                             | 0.0                                                                                 | 0.0                                                                                 | 2.7                                                                                 | 385.3                                                                               | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 0.6                                                                               | 0.6                                                                               | 3.0                                                                               | 0.5                                                                               | 39.9                                                                              | 0.0                                                                                 | 0.0                                                                                 | 4.8                                                                                 | 42.6                                                                                | 0.0                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.8                                                                              | 28.8                                                                              | 28.8                                                                              | 57.4                                                                              | 25.6                                                                              | 248.9                                                                             | 0.0                                                                                 | 0.0                                                                                 | 31.7                                                                                | 428.1                                                                               | 0.0                                                                                 | 12.4                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | F                                                                                 | A                                                                                   | A                                                                                   | C                                                                                   | F                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 105                                                                               |                                                                                   |                                                                                   | 825                                                                               |                                                                                   |                                                                                   | 220                                                                                 |                                                                                     |                                                                                     | 690                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 42.5                                                                              |                                                                                   |                                                                                   | 216.3                                                                             |                                                                                   |                                                                                   | 31.7                                                                                |                                                                                     |                                                                                     | 366.6                                                                               |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 23.5                                                                              | 36.5                                                                              | 12.3                                                                              | 32.2                                                                              | 0.0                                                                               | 60.0                                                                              | 8.0                                                                                 | 36.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                                | 32.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 21.0                                                                              | 13.1                                                                              | 8.0                                                                               | 3.4                                                                               | 0.0                                                                               | 5.0                                                                               | 4.4                                                                                 | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.2                                                                               | 0.2                                                                               | 0.3                                                                               | 0.0                                                                               | 0.5                                                                               | 0.1                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 240.7                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | F                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

2026  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1                                                                                 | 1      | 1     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 1                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 0                                                                                 | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1615                                                                              | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |

# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

2026  
Timing Plan: PM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 592  | 666  | 289  | 340  | 96    | 52   |
| Future Volume (veh/h)                                                                              | 592  | 666  | 289  | 340  | 96    | 52   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 617  | 694  | 301  | 354  | 100   | 54   |
| Peak Hour Factor                                                                                   | 0.96 | 0.96 | 0.96 | 0.96 | 0.96  | 0.96 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1942 | 993  | 342  | 2819 | 142   | 126  |
| Arrive On Green                                                                                    | 0.55 | 0.55 | 0.19 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 617  | 694  | 301  | 354  | 100   | 54   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 8.1  | 24.8 | 14.1 | 1.9  | 4.7   | 2.8  |
| Cycle Q Clear(g_c), s                                                                              | 8.1  | 24.8 | 14.1 | 1.9  | 4.7   | 2.8  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1942 | 993  | 342  | 2819 | 142   | 126  |
| V/C Ratio(X)                                                                                       | 0.32 | 0.70 | 0.88 | 0.13 | 0.70  | 0.43 |
| Avail Cap(c_a), veh/h                                                                              | 1942 | 993  | 422  | 2819 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.46 | 0.46 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 10.4 | 10.3 | 33.3 | 1.9  | 38.1  | 37.2 |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 1.9  | 16.4 | 0.1  | 6.2   | 2.3  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 2.9  | 10.1 | 7.4  | 0.4  | 2.3   | 2.5  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 10.6 | 12.2 | 49.8 | 2.0  | 44.3  | 39.5 |
| LnGrp LOS                                                                                          | B    | B    | D    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1311 |      |      | 655  | 154   |      |
| Approach Delay, s/veh                                                                              | 11.5 |      |      | 23.9 | 42.6  |      |
| Approach LOS                                                                                       | B    |      |      | C    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.1 |      | 11.9 | 21.1  | 51.9 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+I1), s                                                                       |      | 3.9  |      | 6.7  | 16.1  | 26.8 |
| Green Ext Time (p_c), s                                                                            |      | 2.4  |      | 0.3  | 0.4   | 2.0  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 17.6 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | B    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |

# HCM 6th Signalized Intersection Summary

2026

## 2: Dairy Mart Rd & San Ysidro Blvd

Timing Plan: PM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 27                                                                                | 181                                                                               | 113                                                                               | 162                                                                               | 104                                                                               | 157                                                                               | 154                                                                               | 239                                                                               | 860                                                                               | 221                                                                               | 215                                                                               | 59                                                                                |
| Future Volume (veh/h)        | 27                                                                                | 181                                                                               | 113                                                                               | 162                                                                               | 104                                                                               | 157                                                                               | 154                                                                               | 239                                                                               | 860                                                                               | 221                                                                               | 215                                                                               | 59                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.94                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                              |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 28                                                                                | 189                                                                               | 118                                                                               | 169                                                                               | 108                                                                               | 164                                                                               | 160                                                                               | 249                                                                               | 896                                                                               | 230                                                                               | 224                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 52                                                                                | 311                                                                               | 249                                                                               | 215                                                                               | 483                                                                               | 395                                                                               | 591                                                                               | 683                                                                               | 746                                                                               | 416                                                                               | 735                                                                               |                                                                                   |
| Arrive On Green              | 0.03                                                                              | 0.17                                                                              | 0.17                                                                              | 0.12                                                                              | 0.26                                                                              | 0.26                                                                              | 0.08                                                                              | 0.37                                                                              | 0.37                                                                              | 0.11                                                                              | 0.40                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1483                                                                              | 1767                                                                              | 1856                                                                              | 1519                                                                              | 1767                                                                              | 1856                                                                              | 1508                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Grp Volume(v), veh/h         | 28                                                                                | 189                                                                               | 118                                                                               | 169                                                                               | 108                                                                               | 164                                                                               | 160                                                                               | 249                                                                               | 896                                                                               | 230                                                                               | 224                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1483                                                                              | 1767                                                                              | 1856                                                                              | 1519                                                                              | 1767                                                                              | 1856                                                                              | 1508                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Q Serve(g_s), s              | 1.2                                                                               | 7.3                                                                               | 5.5                                                                               | 7.1                                                                               | 3.5                                                                               | 6.9                                                                               | 4.2                                                                               | 7.5                                                                               | 28.3                                                                              | 6.0                                                                               | 6.4                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 7.3                                                                               | 5.5                                                                               | 7.1                                                                               | 3.5                                                                               | 6.9                                                                               | 4.2                                                                               | 7.5                                                                               | 28.3                                                                              | 6.0                                                                               | 6.4                                                                               | 0.0                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 52                                                                                | 311                                                                               | 249                                                                               | 215                                                                               | 483                                                                               | 395                                                                               | 591                                                                               | 683                                                                               | 746                                                                               | 416                                                                               | 735                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.54                                                                              | 0.61                                                                              | 0.47                                                                              | 0.79                                                                              | 0.22                                                                              | 0.41                                                                              | 0.27                                                                              | 0.36                                                                              | 1.20                                                                              | 0.55                                                                              | 0.30                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 140                                                                               | 470                                                                               | 376                                                                               | 953                                                                               | 1324                                                                              | 1083                                                                              | 690                                                                               | 683                                                                               | 746                                                                               | 581                                                                               | 735                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 36.8                                                                              | 29.7                                                                              | 28.9                                                                              | 32.8                                                                              | 22.4                                                                              | 23.6                                                                              | 13.0                                                                              | 17.8                                                                              | 19.8                                                                              | 12.8                                                                              | 15.9                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 8.5                                                                               | 1.9                                                                               | 1.4                                                                               | 6.2                                                                               | 0.2                                                                               | 0.7                                                                               | 0.2                                                                               | 1.5                                                                               | 102.8                                                                             | 1.1                                                                               | 1.1                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.6                                                                               | 3.3                                                                               | 2.0                                                                               | 3.3                                                                               | 1.5                                                                               | 2.5                                                                               | 1.6                                                                               | 3.3                                                                               | 33.2                                                                              | 2.3                                                                               | 2.8                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 45.4                                                                              | 31.6                                                                              | 30.3                                                                              | 39.0                                                                              | 22.6                                                                              | 24.3                                                                              | 13.3                                                                              | 19.3                                                                              | 122.6                                                                             | 14.0                                                                              | 17.0                                                                              | 0.0                                                                               |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 335                                                                               |                                                                                   |                                                                                   | 441                                                                               |                                                                                   |                                                                                   | 1305                                                                              |                                                                                   |                                                                                   | 454                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 32.3                                                                              |                                                                                   |                                                                                   | 29.5                                                                              |                                                                                   |                                                                                   | 89.5                                                                              |                                                                                   |                                                                                   | 15.5                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), \$2.9 | 32.8                                                                              | 13.9                                                                              | 17.4                                                                              | 10.7                                                                              | 35.0                                                                              | 6.8                                                                               | 24.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 15.5                                                                              | 25.5                                                                              | 41.5                                                                              | 19.5                                                                              | 10.5                                                                              | 30.5                                                                              | 6.1                                                                               | 54.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1), s | 10.0                                                                              | 30.3                                                                              | 9.1                                                                               | 9.3                                                                               | 6.2                                                                               | 8.4                                                                               | 3.2                                                                               | 8.9                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.4                                                                               | 0.0                                                                               | 0.5                                                                               | 1.0                                                                               | 0.2                                                                               | 1.2                                                                               | 0.0                                                                               | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### Intersection Summary

HCM 6th Ctrl Delay 58.2

HCM 6th LOS E

### Notes

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

# HCM 6th Signalized Intersection Summary

2026

## 3: Dairy Mart Rd & I-5 SB Ramps

Timing Plan: PM Peak Hour



| Movement                      | EBL  | EBT  | EBR  | WBL | WBT  | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|-----|------|-----|------|------|------|------|------|------|
| Lane Configurations           |      | ↖    | ↗    |     |      |     |      | ↖    | ↗    | ↖    | ↗    |      |
| Traffic Volume (veh/h)        | 585  | 1    | 526  | 0   | 0    | 0   | 0    | 672  | 57   | 194  | 295  | 0    |
| Future Volume (veh/h)         | 585  | 1    | 526  | 0   | 0    | 0   | 0    | 672  | 57   | 194  | 295  | 0    |
| Initial Q (Qb), veh           | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)           | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 0.98 | 1.00 |      | 1.00 |
| Parking Bus, Adj              | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach         |      | No   |      |     |      |     |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln        | 1856 | 1856 | 1856 |     |      |     | 0    | 1856 | 1856 | 1856 | 1856 | 0    |
| Adj Flow Rate, veh/h          | 597  | 1    | 537  |     |      |     | 0    | 686  | 58   | 198  | 301  | 0    |
| Peak Hour Factor              | 0.98 | 0.98 | 0.98 |     |      |     | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, %          | 3    | 3    | 3    |     |      |     | 0    | 3    | 3    | 3    | 3    | 0    |
| Cap, veh/h                    | 633  | 1    | 563  |     |      |     | 0    | 697  | 579  | 230  | 1018 | 0    |
| Arrive On Green               | 0.36 | 0.36 | 0.36 |     |      |     | 0.00 | 0.38 | 0.38 | 0.13 | 0.55 | 0.00 |
| Sat Flow, veh/h               | 1764 | 3    | 1571 |     |      |     | 0    | 1856 | 1539 | 1767 | 1856 | 0    |
| Grp Volume(v), veh/h          | 598  | 0    | 537  |     |      |     | 0    | 686  | 58   | 198  | 301  | 0    |
| Grp Sat Flow(s),veh/h/ln      | 1767 | 0    | 1571 |     |      |     | 0    | 1856 | 1539 | 1767 | 1856 | 0    |
| Q Serve(g_s), s               | 36.1 | 0.0  | 36.6 |     |      |     | 0.0  | 40.3 | 2.7  | 12.1 | 9.6  | 0.0  |
| Cycle Q Clear(g_c), s         | 36.1 | 0.0  | 36.6 |     |      |     | 0.0  | 40.3 | 2.7  | 12.1 | 9.6  | 0.0  |
| Prop In Lane                  | 1.00 |      | 1.00 |     |      |     | 0.00 |      | 1.00 | 1.00 |      | 0.00 |
| Lane Grp Cap(c), veh/h        | 634  | 0    | 563  |     |      |     | 0    | 697  | 579  | 230  | 1018 | 0    |
| V/C Ratio(X)                  | 0.94 | 0.00 | 0.95 |     |      |     | 0.00 | 0.98 | 0.10 | 0.86 | 0.30 | 0.00 |
| Avail Cap(c_a), veh/h         | 641  | 0    | 570  |     |      |     | 0    | 697  | 579  | 326  | 1018 | 0    |
| HCM Platoon Ratio             | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)            | 1.00 | 0.00 | 1.00 |     |      |     | 0.00 | 1.00 | 1.00 | 0.94 | 0.94 | 0.00 |
| Uniform Delay (d), s/veh      | 34.2 | 0.0  | 34.4 |     |      |     | 0.0  | 34.0 | 22.3 | 46.9 | 13.4 | 0.0  |
| Incr Delay (d2), s/veh        | 22.6 | 0.0  | 26.3 |     |      |     | 0.0  | 30.3 | 0.3  | 14.2 | 0.7  | 0.0  |
| Initial Q Delay(d3),s/veh     | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln      | 9.1  | 0.0  | 17.8 |     |      |     | 0.0  | 23.5 | 1.0  | 6.2  | 4.1  | 0.0  |
| Unsig. Movement Delay, s/veh  |      |      |      |     |      |     |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh          | 56.8 | 0.0  | 60.7 |     |      |     | 0.0  | 64.3 | 22.6 | 61.1 | 14.1 | 0.0  |
| LnGrp LOS                     | E    | A    | E    |     |      |     | A    | E    | C    | E    | B    | A    |
| Approach Vol, veh/h           | 1135 |      |      |     |      |     | 744  |      |      | 499  |      |      |
| Approach Delay, s/veh         | 58.6 |      |      |     |      |     | 61.0 |      |      | 32.7 |      |      |
| Approach LOS                  | E    |      |      |     |      |     | E    |      |      | C    |      |      |
| Timer - Assigned Phs          | 1    | 2    | 4    |     | 6    |     |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s      | 9.0  | 46.4 | 44.5 |     | 65.5 |     |      |      |      |      |      |      |
| Change Period (Y+Rc), s       | 4.7  | 5.1  | 5.1  |     | 5.1  |     |      |      |      |      |      |      |
| Max Green Setting (Gmax),s    | 20   | 34.9 | 39.9 |     | 34.9 |     |      |      |      |      |      |      |
| Max Q Clear Time (g_c+1/4), s | 14   | 42.3 | 38.6 |     | 11.6 |     |      |      |      |      |      |      |
| Green Ext Time (p_c), s       | 0.3  | 0.0  | 0.8  |     | 1.8  |     |      |      |      |      |      |      |

### Intersection Summary

HCM 6th Ctrl Delay 54.0

HCM 6th LOS D

### Notes

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

Intersection

Intersection Delay, s/veh 46.1

Intersection LOS E

| Movement            | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR                                                                               |
|---------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |      |      |  |  |  |
| Traffic Vol, veh/h  | 170                                                                               | 20   | 16   | 580                                                                               | 537                                                                               | 262                                                                               |
| Future Vol, veh/h   | 170                                                                               | 20   | 16   | 580                                                                               | 537                                                                               | 262                                                                               |
| Peak Hour Factor    | 0.95                                                                              | 0.95 | 0.95 | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Mvmt Flow           | 179                                                                               | 21   | 17   | 611                                                                               | 565                                                                               | 276                                                                               |
| Number of Lanes     | 1                                                                                 | 0    | 0    | 1                                                                                 | 2                                                                                 | 1                                                                                 |

| Approach                      | EB   | NB    | SB   |
|-------------------------------|------|-------|------|
| Opposing Approach             |      | SB    | NB   |
| Opposing Lanes                | 0    | 3     | 1    |
| Conflicting Approach Left SB  |      | EB    |      |
| Conflicting Lanes Left        | 3    | 1     | 0    |
| Conflicting Approach Right NB |      |       | EB   |
| Conflicting Lanes Right       | 1    | 0     | 1    |
| HCM Control Delay             | 17.2 | 100.3 | 12.6 |
| HCM LOS                       | C    | F     | B    |

| Lane                   | NBLn1 | EBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 3%    | 89%   | 0%    | 0%    | 0%    |
| Vol Thru, %            | 97%   | 0%    | 100%  | 100%  | 0%    |
| Vol Right, %           | 0%    | 11%   | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 596   | 190   | 269   | 269   | 262   |
| LT Vol                 | 16    | 170   | 0     | 0     | 0     |
| Through Vol            | 580   | 0     | 269   | 269   | 0     |
| RT Vol                 | 0     | 20    | 0     | 0     | 262   |
| Lane Flow Rate         | 627   | 200   | 283   | 283   | 276   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 1.123 | 0.436 | 0.479 | 0.479 | 0.286 |
| Departure Headway (Hd) | 6.442 | 8.238 | 6.378 | 6.378 | 3.876 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 565   | 440   | 568   | 568   | 932   |
| Service Time           | 4.149 | 5.938 | 4.078 | 4.078 | 1.576 |
| HCM Lane V/C Ratio     | 1.11  | 0.455 | 0.498 | 0.498 | 0.296 |
| HCM Control Delay      | 100.3 | 17.2  | 14.8  | 14.8  | 8.1   |
| HCM Lane LOS           | F     | C     | B     | B     | A     |
| HCM 95th-tile Q        | 20.2  | 2.2   | 2.6   | 2.6   | 1.2   |

Intersection

Intersection Delay, s/veh 29.1

Intersection LOS D

| Movement            | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|---------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |  |  |      |      |  |
| Traffic Vol, veh/h  | 16                                                                                | 353                                                                               | 245                                                                               | 17   | 472  | 81                                                                                |
| Future Vol, veh/h   | 16                                                                                | 353                                                                               | 245                                                                               | 17   | 472  | 81                                                                                |
| Peak Hour Factor    | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97 | 0.97 | 0.97                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3    | 3    | 3                                                                                 |
| Mvmt Flow           | 16                                                                                | 364                                                                               | 253                                                                               | 18   | 487  | 84                                                                                |
| Number of Lanes     | 1                                                                                 | 1                                                                                 | 1                                                                                 | 0    | 0    | 1                                                                                 |

| Approach                      | WB   | NB   | SB   |
|-------------------------------|------|------|------|
| Opposing Approach             |      | SB   | NB   |
| Opposing Lanes                | 0    | 1    | 1    |
| Conflicting Approach Left NB  |      |      | WB   |
| Conflicting Lanes Left        | 1    | 0    | 2    |
| Conflicting Approach Right SB |      | WB   |      |
| Conflicting Lanes Right       | 1    | 2    | 0    |
| HCM Control Delay             | 18.4 | 14.3 | 43.2 |
| HCM LOS                       | C    | B    | E    |

| Lane                   | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 100%  | 0%    | 85%   |
| Vol Thru, %            | 94%   | 0%    | 0%    | 15%   |
| Vol Right, %           | 6%    | 0%    | 100%  | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 262   | 16    | 353   | 553   |
| LT Vol                 | 0     | 16    | 0     | 472   |
| Through Vol            | 245   | 0     | 0     | 81    |
| RT Vol                 | 17    | 0     | 353   | 0     |
| Lane Flow Rate         | 270   | 16    | 364   | 570   |
| Geometry Grp           | 2     | 7     | 7     | 2     |
| Degree of Util (X)     | 0.457 | 0.034 | 0.624 | 0.919 |
| Departure Headway (Hd) | 6.09  | 7.392 | 6.168 | 5.805 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 586   | 482   | 582   | 621   |
| Service Time           | 4.183 | 5.176 | 3.95  | 3.878 |
| HCM Lane V/C Ratio     | 0.461 | 0.033 | 0.625 | 0.918 |
| HCM Control Delay      | 14.3  | 10.4  | 18.8  | 43.2  |
| HCM Lane LOS           | B     | B     | C     | E     |
| HCM 95th-tile Q        | 2.4   | 0.1   | 4.3   | 11.8  |



HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

2026  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.8                                                                               |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                                |
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 230                                                                               | 2    | 4                                                                                 | 105                                                                               | 3                                                                                 | 23                                                                                 |
| Future Vol, veh/h        | 230                                                                               | 2    | 4                                                                                 | 105                                                                               | 3                                                                                 | 23                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                               |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                               |
| Storage Length           | -                                                                                 | -    | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                  |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Peak Hour Factor         | 81                                                                                | 81   | 81                                                                                | 81                                                                                | 81                                                                                | 81                                                                                 |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                  |
| Mvmt Flow                | 284                                                                               | 2    | 5                                                                                 | 130                                                                               | 4                                                                                 | 28                                                                                 |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Major/Minor              | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |                                                                                    |
| Conflicting Flow All     | 0                                                                                 | 0    | 286                                                                               | 0                                                                                 | 425                                                                               | 285                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 285                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 140                                                                               | -                                                                                  |
| Critical Hdwy            | -                                                                                 | -    | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                              |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1270                                                                              | -                                                                                 | 584                                                                               | 752                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 761                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 884                                                                               | -                                                                                  |
| Platoon blocked, %       | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |                                                                                    |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1270                                                                              | -                                                                                 | 582                                                                               | 752                                                                                |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 582                                                                               | -                                                                                  |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 761                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 880                                                                               | -                                                                                  |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Approach                 | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |                                                                                    |
| HCM Control Delay, s     | 0                                                                                 |      | 0.3                                                                               |                                                                                   | 10.2                                                                              |                                                                                    |
| HCM LOS                  | B                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                    |
| Capacity (veh/h)         | 727                                                                               | -    | -                                                                                 | 1270                                                                              | -                                                                                 |                                                                                    |
| HCM Lane V/C Ratio       | 0.044                                                                             | -    | -                                                                                 | 0.004                                                                             | -                                                                                 |                                                                                    |
| HCM Control Delay (s)    | 10.2                                                                              | -    | -                                                                                 | 7.8                                                                               | -                                                                                 |                                                                                    |
| HCM Lane LOS             | B                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -                                                                                 | 0                                                                                 | -                                                                                 |                                                                                    |

HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

2026  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.6                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 218                                                                               | 1    | 2      | 101                                                                               | 2                                                                                 | 15    |
| Future Vol, veh/h        | 218                                                                               | 1    | 2      | 101                                                                               | 2                                                                                 | 15    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 82                                                                                | 82   | 82     | 82                                                                                | 82                                                                                | 82    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 266                                                                               | 1    | 2      | 123                                                                               | 2                                                                                 | 18    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 267    | 0                                                                                 | 394                                                                               | 267   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 267                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 127                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1291   | -                                                                                 | 609                                                                               | 769   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 775                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 896                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1291   | -                                                                                 | 608                                                                               | 769   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 608                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 775                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 894                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 0.2    |                                                                                   | 10                                                                                |       |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | B                                                                                 |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 746                                                                               | -    | -      | 1291                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.028                                                                             | -    | -      | 0.002                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 10                                                                                | -    | -      | 7.8                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -      | 0                                                                                 | -                                                                                 |       |

HCM 6th TWSC  
8: Monument Rd & Hollister St

2026  
Timing Plan: PM Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2      |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 49     | 196                                                                               | 75                                                                                | 22     | 17                                                                                | 21    |
| Future Vol, veh/h        | 49     | 196                                                                               | 75                                                                                | 22     | 17                                                                                | 21    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 76     | 76                                                                                | 76                                                                                | 76     | 76                                                                                | 76    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     |
| Mvmt Flow                | 64     | 258                                                                               | 99                                                                                | 29     | 22                                                                                | 28    |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 128    | 0                                                                                 | -                                                                                 | 0      | 500                                                                               | 114   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 114                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 386                                                                               | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1452   | -                                                                                 | -                                                                                 | -      | 529                                                                               | 936   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 908                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 685                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1452   | -                                                                                 | -                                                                                 | -      | 502                                                                               | 936   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 502                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 862                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 685                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 1.5    | 0                                                                                 |                                                                                   | 10.8   |                                                                                   |       |
| HCM LOS                  | B      |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1452   | -                                                                                 | -                                                                                 | -      | 675                                                                               |       |
| HCM Lane V/C Ratio       | 0.044  | -                                                                                 | -                                                                                 | -      | 0.074                                                                             |       |
| HCM Control Delay (s)    | 7.6    | 0                                                                                 | -                                                                                 | -      | 10.8                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |       |

# HCM 6th Signalized Intersection Summary

2026

## 9: Hollister St & Tocayo Ave

Timing Plan: PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 36                                                                                | 2                                                                                 | 104                                                                               | 50                                                                                | 403                                                                               | 1                                                                                   | 57                                                                                  | 123                                                                                 | 483                                                                                 | 68                                                                                  | 13                                                                                  |
| Future Volume (veh/h)        | 7                                                                                 | 36                                                                                | 2                                                                                 | 104                                                                               | 50                                                                                | 403                                                                               | 1                                                                                   | 57                                                                                  | 123                                                                                 | 483                                                                                 | 68                                                                                  | 13                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 38                                                                                | 2                                                                                 | 109                                                                               | 53                                                                                | 424                                                                               | 1                                                                                   | 60                                                                                  | 129                                                                                 | 508                                                                                 | 72                                                                                  | 14                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 16                                                                                | 608                                                                               | 32                                                                                | 137                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 121                                                                                 | 260                                                                                 | 552                                                                                 | 819                                                                                 | 159                                                                                 |
| Arrive On Green              | 0.01                                                                              | 0.18                                                                              | 0.18                                                                              | 0.08                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                                | 0.23                                                                                | 0.23                                                                                | 0.31                                                                                | 0.54                                                                                | 0.54                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3403                                                                              | 177                                                                               | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 518                                                                                 | 1113                                                                                | 1767                                                                                | 1505                                                                                | 293                                                                                 |
| Grp Volume(v), veh/h         | 7                                                                                 | 20                                                                                | 20                                                                                | 109                                                                               | 53                                                                                | 424                                                                               | 1                                                                                   | 0                                                                                   | 189                                                                                 | 508                                                                                 | 0                                                                                   | 86                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1817                                                                              | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 0                                                                                   | 1631                                                                                | 1767                                                                                | 0                                                                                   | 1797                                                                                |
| Q Serve(g_s), s              | 0.4                                                                               | 0.8                                                                               | 0.9                                                                               | 5.5                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 9.1                                                                                 | 25.2                                                                                | 0.0                                                                                 | 2.1                                                                                 |
| Cycle Q Clear(g_c), s        | 0.4                                                                               | 0.8                                                                               | 0.9                                                                               | 5.5                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 9.1                                                                                 | 25.2                                                                                | 0.0                                                                                 | 2.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.68                                                                                | 1.00                                                                                |                                                                                     | 0.16                                                                                |
| Lane Grp Cap(c), veh/h       | 16                                                                                | 315                                                                               | 325                                                                               | 137                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 0                                                                                   | 381                                                                                 | 552                                                                                 | 0                                                                                   | 978                                                                                 |
| V/C Ratio(X)                 | 0.44                                                                              | 0.06                                                                              | 0.06                                                                              | 0.79                                                                              | 0.12                                                                              | 1.12                                                                              | 0.41                                                                                | 0.00                                                                                | 0.50                                                                                | 0.92                                                                                | 0.00                                                                                | 0.09                                                                                |
| Avail Cap(c_a), veh/h        | 97                                                                                | 349                                                                               | 360                                                                               | 185                                                                               | 436                                                                               | 380                                                                               | 97                                                                                  | 0                                                                                   | 381                                                                                 | 690                                                                                 | 0                                                                                   | 978                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 44.8                                                                              | 31.0                                                                              | 31.0                                                                              | 41.2                                                                              | 26.5                                                                              | 34.2                                                                              | 45.4                                                                                | 0.0                                                                                 | 30.2                                                                                | 30.2                                                                                | 0.0                                                                                 | 9.9                                                                                 |
| Incr Delay (d2), s/veh       | 18.4                                                                              | 0.1                                                                               | 0.1                                                                               | 15.4                                                                              | 0.1                                                                               | 81.4                                                                              | 85.2                                                                                | 0.0                                                                                 | 4.6                                                                                 | 15.5                                                                                | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.2                                                                               | 0.4                                                                               | 0.4                                                                               | 2.9                                                                               | 0.9                                                                               | 16.6                                                                              | 0.1                                                                                 | 0.0                                                                                 | 4.0                                                                                 | 12.7                                                                                | 0.0                                                                                 | 0.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.2                                                                              | 31.1                                                                              | 31.1                                                                              | 56.6                                                                              | 26.7                                                                              | 115.6                                                                             | 130.6                                                                               | 0.0                                                                                 | 34.8                                                                                | 45.6                                                                                | 0.0                                                                                 | 10.1                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | F                                                                                 | F                                                                                   | A                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 47                                                                                |                                                                                   |                                                                                   | 586                                                                               |                                                                                   |                                                                                   |                                                                                     | 190                                                                                 |                                                                                     |                                                                                     | 594                                                                                 |                                                                                     |
| Approach Delay, s/veh        | 35.9                                                                              |                                                                                   |                                                                                   | 96.6                                                                              |                                                                                   |                                                                                   |                                                                                     | 35.3                                                                                |                                                                                     |                                                                                     | 40.5                                                                                |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 32.9                                                                              | 25.7                                                                              | 11.6                                                                              | 20.7                                                                              | 4.6                                                                               | 54.0                                                                              | 5.3                                                                                 | 27.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 35.5                                                                              | 19.0                                                                              | 9.5                                                                               | 18.0                                                                              | 5.0                                                                               | 49.5                                                                              | 5.0                                                                                 | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 27.2                                                                              | 11.1                                                                              | 7.5                                                                               | 2.9                                                                               | 2.1                                                                               | 4.1                                                                               | 2.4                                                                                 | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 1.2                                                                               | 0.6                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 62.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

2026  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 96                                                                                | 96     | 96    | 96                                                                                | 96                                                                                | 96   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1                                                                                 | 1      | 1     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 1                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 0                                                                                 | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1615                                                                              | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |

- 2026 plus Project Conditions

# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

2026+Project  
Timing Plan: AM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 369  | 714  | 392  | 266  | 72    | 84   |
| Future Volume (veh/h)                                                                              | 369  | 714  | 392  | 266  | 72    | 84   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 388  | 752  | 413  | 280  | 76    | 88   |
| Peak Hour Factor                                                                                   | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1781 | 921  | 422  | 2818 | 143   | 127  |
| Arrive On Green                                                                                    | 0.51 | 0.51 | 0.24 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 388  | 752  | 413  | 280  | 76    | 88   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 5.2  | 32.3 | 19.7 | 1.5  | 3.5   | 4.6  |
| Cycle Q Clear(g_c), s                                                                              | 5.2  | 32.3 | 19.7 | 1.5  | 3.5   | 4.6  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1781 | 921  | 422  | 2818 | 143   | 127  |
| V/C Ratio(X)                                                                                       | 0.22 | 0.82 | 0.98 | 0.10 | 0.53  | 0.69 |
| Avail Cap(c_a), veh/h                                                                              | 1781 | 921  | 422  | 2818 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.63 | 0.63 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 11.7 | 14.0 | 32.1 | 1.9  | 37.5  | 38.0 |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 5.1  | 38.1 | 0.1  | 3.1   | 6.6  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 2.0  | 14.0 | 12.6 | 0.3  | 1.6   | 4.2  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 11.9 | 19.1 | 70.2 | 1.9  | 40.6  | 44.7 |
| LnGrp LOS                                                                                          | B    | B    | E    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1140 |      |      | 693  | 164   |      |
| Approach Delay, s/veh                                                                              | 16.6 |      |      | 42.6 | 42.8  |      |
| Approach LOS                                                                                       | B    |      |      | D    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.0 |      | 12.0 | 25.0  | 48.0 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 3.5  |      | 6.6  | 21.7  | 34.3 |
| Green Ext Time (p_c), s                                                                            |      | 1.8  |      | 0.4  | 0.0   | 0.0  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 27.8 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | C    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |



# HCM 6th Signalized Intersection Summary

## 2: Dairy Mart Rd & San Ysidro Blvd

2026+Project  
Timing Plan: AM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 30                                                                                | 275                                                                               | 62                                                                                | 63                                                                                | 115                                                                               | 163                                                                               | 133                                                                               | 169                                                                               | 597                                                                               | 210                                                                               | 88                                                                                | 53                                                                                |
| Future Volume (veh/h)        | 30                                                                                | 275                                                                               | 62                                                                                | 63                                                                                | 115                                                                               | 163                                                                               | 133                                                                               | 169                                                                               | 597                                                                               | 210                                                                               | 88                                                                                | 53                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.99                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 35                                                                                | 320                                                                               | 72                                                                                | 73                                                                                | 134                                                                               | 190                                                                               | 155                                                                               | 197                                                                               | 694                                                                               | 244                                                                               | 102                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 63                                                                                | 412                                                                               | 343                                                                               | 99                                                                                | 449                                                                               | 372                                                                               | 675                                                                               | 616                                                                               | 604                                                                               | 474                                                                               | 681                                                                               |                                                                                   |
| Arrive On Green              | 0.04                                                                              | 0.22                                                                              | 0.22                                                                              | 0.06                                                                              | 0.24                                                                              | 0.24                                                                              | 0.08                                                                              | 0.33                                                                              | 0.33                                                                              | 0.12                                                                              | 0.37                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1537                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Grp Volume(v), veh/h         | 35                                                                                | 320                                                                               | 72                                                                                | 73                                                                                | 134                                                                               | 190                                                                               | 155                                                                               | 197                                                                               | 694                                                                               | 244                                                                               | 102                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1544                                                                              | 1767                                                                              | 1856                                                                              | 1537                                                                              | 1767                                                                              | 1856                                                                              | 1554                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Q Serve(g_s), s              | 1.3                                                                               | 10.7                                                                              | 2.5                                                                               | 2.7                                                                               | 3.9                                                                               | 7.1                                                                               | 3.7                                                                               | 5.3                                                                               | 22.0                                                                              | 5.8                                                                               | 2.4                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 1.3                                                                               | 10.7                                                                              | 2.5                                                                               | 2.7                                                                               | 3.9                                                                               | 7.1                                                                               | 3.7                                                                               | 5.3                                                                               | 22.0                                                                              | 5.8                                                                               | 2.4                                                                               | 0.0                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 63                                                                                | 412                                                                               | 343                                                                               | 99                                                                                | 449                                                                               | 372                                                                               | 675                                                                               | 616                                                                               | 604                                                                               | 474                                                                               | 681                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.55                                                                              | 0.78                                                                              | 0.21                                                                              | 0.74                                                                              | 0.30                                                                              | 0.51                                                                              | 0.23                                                                              | 0.32                                                                              | 1.15                                                                              | 0.52                                                                              | 0.15                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 240                                                                               | 616                                                                               | 513                                                                               | 240                                                                               | 616                                                                               | 510                                                                               | 768                                                                               | 616                                                                               | 604                                                                               | 505                                                                               | 681                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 31.4                                                                              | 24.2                                                                              | 21.0                                                                              | 30.8                                                                              | 20.5                                                                              | 21.7                                                                              | 12.4                                                                              | 16.5                                                                              | 20.3                                                                              | 12.0                                                                              | 14.0                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 7.3                                                                               | 3.6                                                                               | 0.3                                                                               | 10.3                                                                              | 0.4                                                                               | 1.1                                                                               | 0.2                                                                               | 1.4                                                                               | 85.5                                                                              | 0.9                                                                               | 0.5                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.7                                                                               | 4.8                                                                               | 0.9                                                                               | 1.4                                                                               | 1.6                                                                               | 2.5                                                                               | 1.4                                                                               | 2.3                                                                               | 22.6                                                                              | 2.2                                                                               | 1.0                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 38.7                                                                              | 27.8                                                                              | 21.3                                                                              | 41.2                                                                              | 20.9                                                                              | 22.8                                                                              | 12.6                                                                              | 17.9                                                                              | 105.7                                                                             | 12.8                                                                              | 14.5                                                                              | 0.0                                                                               |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 427                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 397                                                                               |                                                                                   | 1046                                                                              |                                                                                   | 346                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 27.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 25.5                                                                              |                                                                                   | 75.4                                                                              |                                                                                   | 13.3                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | E                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), \$2.3 | 26.5                                                                              |                                                                                   | 8.2                                                                               | 19.2                                                                              | 10.0                                                                              | 28.8                                                                              | 6.9                                                                               | 20.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax),s   | 22.0                                                                              | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              | 9.0                                                                               | 22.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1),s  | 24.0                                                                              | 24.0                                                                              | 4.7                                                                               | 12.7                                                                              | 5.7                                                                               | 4.4                                                                               | 3.3                                                                               | 9.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               | 1.5                                                                               | 0.1                                                                               | 0.4                                                                               | 0.0                                                                               | 1.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### Intersection Summary

HCM 6th Ctrl Delay 47.6

HCM 6th LOS D

### Notes

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

# HCM 6th Signalized Intersection Summary

## 3: Dairy Mart Rd & I-5 SB Ramps

2026+Project  
Timing Plan: AM Peak Hour



| Movement                     | EBL  | EBT  | EBR  | WBL | WBT  | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|-----|------|-----|------|------|------|------|------|------|
| Lane Configurations          |      | ↕    | ↗    |     |      |     |      | ↕    | ↗    | ↕    | ↕    |      |
| Traffic Volume (veh/h)       | 293  | 1    | 367  | 0   | 0    | 0   | 0    | 606  | 12   | 61   | 151  | 0    |
| Future Volume (veh/h)        | 293  | 1    | 367  | 0   | 0    | 0   | 0    | 606  | 12   | 61   | 151  | 0    |
| Initial Q (Qb), veh          | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |     |      |     |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1856 | 1856 | 1856 |     |      |     | 0    | 1856 | 1856 | 1856 | 1856 | 0    |
| Adj Flow Rate, veh/h         | 329  | 1    | 412  |     |      |     | 0    | 681  | 13   | 69   | 170  | 0    |
| Peak Hour Factor             | 0.89 | 0.89 | 0.89 |     |      |     | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, %         | 3    | 3    | 3    |     |      |     | 0    | 3    | 3    | 3    | 3    | 0    |
| Cap, veh/h                   | 518  | 2    | 462  |     |      |     | 0    | 965  | 818  | 90   | 1139 | 0    |
| Arrive On Green              | 0.29 | 0.29 | 0.29 |     |      |     | 0.00 | 0.52 | 0.52 | 0.05 | 0.61 | 0.00 |
| Sat Flow, veh/h              | 1762 | 5    | 1572 |     |      |     | 0    | 1856 | 1572 | 1767 | 1856 | 0    |
| Grp Volume(v), veh/h         | 330  | 0    | 412  |     |      |     | 0    | 681  | 13   | 69   | 170  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1767 | 0    | 1572 |     |      |     | 0    | 1856 | 1572 | 1767 | 1856 | 0    |
| Q Serve(g_s), s              | 17.8 | 0.0  | 27.6 |     |      |     | 0.0  | 30.6 | 0.4  | 4.2  | 4.3  | 0.0  |
| Cycle Q Clear(g_c), s        | 17.8 | 0.0  | 27.6 |     |      |     | 0.0  | 30.6 | 0.4  | 4.2  | 4.3  | 0.0  |
| Prop In Lane                 | 1.00 |      | 1.00 |     |      |     | 0.00 |      | 1.00 | 1.00 |      | 0.00 |
| Lane Grp Cap(c), veh/h       | 519  | 0    | 462  |     |      |     | 0    | 965  | 818  | 90   | 1139 | 0    |
| V/C Ratio(X)                 | 0.64 | 0.00 | 0.89 |     |      |     | 0.00 | 0.71 | 0.02 | 0.77 | 0.15 | 0.00 |
| Avail Cap(c_a), veh/h        | 641  | 0    | 570  |     |      |     | 0    | 965  | 818  | 326  | 1139 | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 |     |      |     | 0.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.00 |
| Uniform Delay (d), s/veh     | 33.7 | 0.0  | 37.2 |     |      |     | 0.0  | 20.0 | 12.8 | 51.6 | 9.0  | 0.0  |
| Incr Delay (d2), s/veh       | 1.4  | 0.0  | 14.1 |     |      |     | 0.0  | 4.3  | 0.0  | 12.7 | 0.3  | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 7.8  | 0.0  | 12.2 |     |      |     | 0.0  | 13.8 | 0.2  | 2.2  | 1.8  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |     |      |     |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 35.2 | 0.0  | 51.3 |     |      |     | 0.0  | 24.3 | 12.8 | 64.3 | 9.3  | 0.0  |
| LnGrp LOS                    | D    | A    | D    |     |      |     | A    | C    | B    | E    | A    | A    |
| Approach Vol, veh/h          | 742  |      |      |     |      |     |      | 694  |      | 239  |      |      |
| Approach Delay, s/veh        | 44.1 |      |      |     |      |     |      | 24.1 |      | 25.2 |      |      |
| Approach LOS                 | D    |      |      |     |      |     |      | C    |      | C    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 4    |     | 6    |     |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), \$0.3 | 62.3 |      | 37.4 |     | 72.6 |     |      |      |      |      |      |      |
| Change Period (Y+Rc), \$ 4.7 | 5.1  |      | 5.1  |     | 5.1  |     |      |      |      |      |      |      |
| Max Green Setting (Gmax),20  | 34.9 |      | 39.9 |     | 34.9 |     |      |      |      |      |      |      |
| Max Q Clear Time (g_c+I10),2 | 32.6 |      | 29.6 |     | 6.3  |     |      |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 1.1  | 2.7  |     | 1.0  |     |      |      |      |      |      |      |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 33.1 |
| HCM 6th LOS        | C    |

### Notes

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

HCM 6th AWSC  
4: Dairy Mart Rd & Servando Ave

2026+Project  
Timing Plan: AM Peak Hour

Intersection

Intersection Delay, s/veh 22.8

Intersection LOS C

| Movement            | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR                                                                                 |
|---------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations |  |      |      |  |  |  |
| Traffic Vol, veh/h  | 268                                                                               | 21   | 6    | 374                                                                               | 390                                                                               | 115                                                                                 |
| Future Vol, veh/h   | 268                                                                               | 21   | 6    | 374                                                                               | 390                                                                               | 115                                                                                 |
| Peak Hour Factor    | 0.88                                                                              | 0.88 | 0.88 | 0.88                                                                              | 0.88                                                                              | 0.88                                                                                |
| Heavy Vehicles, %   | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                   |
| Mvmt Flow           | 305                                                                               | 24   | 7    | 425                                                                               | 443                                                                               | 131                                                                                 |
| Number of Lanes     | 1                                                                                 | 0    | 0    | 1                                                                                 | 2                                                                                 | 1                                                                                   |

| Approach                      | EB   | NB   | SB   |
|-------------------------------|------|------|------|
| Opposing Approach             |      | SB   | NB   |
| Opposing Lanes                | 0    | 3    | 1    |
| Conflicting Approach Left SB  |      | EB   |      |
| Conflicting Lanes Left        | 3    | 1    | 0    |
| Conflicting Approach Right NB |      |      | EB   |
| Conflicting Lanes Right       | 1    | 0    | 1    |
| HCM Control Delay             | 26.2 | 33.7 | 12.7 |
| HCM LOS                       | D    | D    | B    |

| Lane                   | NBLn1 | EBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 2%    | 93%   | 0%    | 0%    | 0%    |
| Vol Thru, %            | 98%   | 0%    | 100%  | 100%  | 0%    |
| Vol Right, %           | 0%    | 7%    | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 380   | 289   | 195   | 195   | 115   |
| LT Vol                 | 6     | 268   | 0     | 0     | 0     |
| Through Vol            | 374   | 0     | 195   | 195   | 0     |
| RT Vol                 | 0     | 21    | 0     | 0     | 115   |
| Lane Flow Rate         | 432   | 328   | 222   | 222   | 131   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.82  | 0.698 | 0.416 | 0.416 | 0.154 |
| Departure Headway (Hd) | 6.835 | 7.656 | 6.754 | 6.754 | 4.247 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 531   | 476   | 534   | 534   | 842   |
| Service Time           | 4.576 | 5.356 | 4.495 | 4.495 | 1.987 |
| HCM Lane V/C Ratio     | 0.814 | 0.689 | 0.416 | 0.416 | 0.156 |
| HCM Control Delay      | 33.7  | 26.2  | 14.2  | 14.2  | 7.8   |
| HCM Lane LOS           | D     | D     | B     | B     | A     |
| HCM 95th-tile Q        | 8.1   | 5.3   | 2     | 2     | 0.5   |

Intersection

Intersection Delay, s/veh 14.4

Intersection LOS B

| Movement            | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|---------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |  |  |      |      |  |
| Traffic Vol, veh/h  | 8                                                                                 | 322                                                                               | 62                                                                                | 6    | 171  | 232                                                                               |
| Future Vol, veh/h   | 8                                                                                 | 322                                                                               | 62                                                                                | 6    | 171  | 232                                                                               |
| Peak Hour Factor    | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91 | 0.91 | 0.91                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3    | 3    | 3                                                                                 |
| Mvmt Flow           | 9                                                                                 | 354                                                                               | 68                                                                                | 7    | 188  | 255                                                                               |
| Number of Lanes     | 1                                                                                 | 1                                                                                 | 1                                                                                 | 0    | 0    | 1                                                                                 |

| Approach                      | WB   | NB  | SB   |
|-------------------------------|------|-----|------|
| Opposing Approach             |      | SB  | NB   |
| Opposing Lanes                | 0    | 1   | 1    |
| Conflicting Approach Left NB  |      |     | WB   |
| Conflicting Lanes Left        | 1    | 0   | 2    |
| Conflicting Approach Right SB |      | WB  |      |
| Conflicting Lanes Right       | 1    | 2   | 0    |
| HCM Control Delay             | 13.1 | 9.3 | 16.3 |
| HCM LOS                       | B    | A   | C    |

| Lane                   | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 100%  | 0%    | 42%   |
| Vol Thru, %            | 91%   | 0%    | 0%    | 58%   |
| Vol Right, %           | 9%    | 0%    | 100%  | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 68    | 8     | 322   | 403   |
| LT Vol                 | 0     | 8     | 0     | 171   |
| Through Vol            | 62    | 0     | 0     | 232   |
| RT Vol                 | 6     | 0     | 322   | 0     |
| Lane Flow Rate         | 75    | 9     | 354   | 443   |
| Geometry Grp           | 2     | 7     | 7     | 2     |
| Degree of Util (X)     | 0.115 | 0.016 | 0.506 | 0.623 |
| Departure Headway (Hd) | 5.563 | 6.357 | 5.144 | 5.065 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 649   | 558   | 694   | 704   |
| Service Time           | 3.563 | 4.157 | 2.943 | 3.16  |
| HCM Lane V/C Ratio     | 0.116 | 0.016 | 0.51  | 0.629 |
| HCM Control Delay      | 9.3   | 9.3   | 13.2  | 16.3  |
| HCM Lane LOS           | A     | A     | B     | C     |
| HCM 95th-tile Q        | 0.4   | 0     | 2.9   | 4.4   |

HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

2026+Project  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 66                                                                                | 6    | 26                                                                                | 227                                                                               | 7                                                                                 | 8                                                                                 |
| Future Vol, veh/h        | 66                                                                                | 6    | 26                                                                                | 227                                                                               | 7                                                                                 | 8                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | -                                                                                 | -    | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 79                                                                                | 79   | 79                                                                                | 79                                                                                | 79                                                                                | 79                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Mvmt Flow                | 84                                                                                | 8    | 33                                                                                | 287                                                                               | 9                                                                                 | 10                                                                                |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0    | 92                                                                                | 0                                                                                 | 441                                                                               | 88                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 88                                                                                | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 353                                                                               | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -    | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1496                                                                              | -                                                                                 | 572                                                                               | 968                                                                               |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 933                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 709                                                                               | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1496                                                                              | -                                                                                 | 559                                                                               | 968                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 559                                                                               | -                                                                                 |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 933                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 693                                                                               | -                                                                                 |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 |      | 0.8                                                                               |                                                                                   | 10.1                                                                              |                                                                                   |
| HCM LOS                  | B                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                   |
| Capacity (veh/h)         | 722                                                                               | -    | -                                                                                 | 1496                                                                              | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | 0.026                                                                             | -    | -                                                                                 | 0.022                                                                             | -                                                                                 |                                                                                   |
| HCM Control Delay (s)    | 10.1                                                                              | -    | -                                                                                 | 7.5                                                                               | -                                                                                 |                                                                                   |
| HCM Lane LOS             | B                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -                                                                                 | 0.1                                                                               | -                                                                                 |                                                                                   |

HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

2026+Project  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1                                                                                 |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 58                                                                                | 16   | 29     | 201                                                                               | 2                                                                                 | 6     |
| Future Vol, veh/h        | 58                                                                                | 16   | 29     | 201                                                                               | 2                                                                                 | 6     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 61                                                                                | 61   | 61     | 61                                                                                | 61                                                                                | 61    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 95                                                                                | 26   | 48     | 330                                                                               | 3                                                                                 | 10    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 121    | 0                                                                                 | 534                                                                               | 108   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 108                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 426                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1460   | -                                                                                 | 505                                                                               | 943   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 914                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 657                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1460   | -                                                                                 | 485                                                                               | 943   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 485                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 914                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 631                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 1      |                                                                                   | 9.8                                                                               |       |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 763                                                                               | -    | -      | 1460                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.017                                                                             | -    | -      | 0.033                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 9.8                                                                               | -    | -      | 7.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -      | 0.1                                                                               | -                                                                                 |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2      |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 13     | 61                                                                                | 187                                                                               | 5      | 10                                                                                | 43    |
| Future Vol, veh/h        | 13     | 61                                                                                | 187                                                                               | 5      | 10                                                                                | 43    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 88     | 88                                                                                | 88                                                                                | 88     | 88                                                                                | 88    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     |
| Mvmt Flow                | 15     | 69                                                                                | 213                                                                               | 6      | 11                                                                                | 49    |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 219    | 0                                                                                 | -                                                                                 | 0      | 315                                                                               | 216   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 216                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 99                                                                                | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1344   | -                                                                                 | -                                                                                 | -      | 676                                                                               | 821   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 818                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 922                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1344   | -                                                                                 | -                                                                                 | -      | 668                                                                               | 821   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 668                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 808                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 922                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 1.4    | 0                                                                                 |                                                                                   | 10     |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1344   | -                                                                                 | -                                                                                 | -      | 787                                                                               |       |
| HCM Lane V/C Ratio       | 0.011  | -                                                                                 | -                                                                                 | -      | 0.077                                                                             |       |
| HCM Control Delay (s)    | 7.7    | 0                                                                                 | -                                                                                 | -      | 10                                                                                |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |       |



# HCM 6th Signalized Intersection Summary

## 9: Hollister St & Tocayo Ave

2026+Project  
Timing Plan: AM Peak Hour

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 33                                                                                | 50                                                                                | 2                                                                                 | 87                                                                                | 25                                                                                | 559                                                                               | 0                                                                                   | 75                                                                                  | 103                                                                                 | 476                                                                                 | 62                                                                                  | 22                                                                                  |
| Future Volume (veh/h)        | 33                                                                                | 50                                                                                | 2                                                                                 | 87                                                                                | 25                                                                                | 559                                                                               | 0                                                                                   | 75                                                                                  | 103                                                                                 | 476                                                                                 | 62                                                                                  | 22                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                                |                                                                                     | 0.97                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 41                                                                                | 62                                                                                | 2                                                                                 | 107                                                                               | 31                                                                                | 690                                                                               | 0                                                                                   | 93                                                                                  | 127                                                                                 | 588                                                                                 | 77                                                                                  | 27                                                                                  |
| Peak Hour Factor             | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 59                                                                                | 916                                                                               | 29                                                                                | 135                                                                               | 540                                                                               | 477                                                                               | 2                                                                                   | 214                                                                                 | 292                                                                                 | 321                                                                                 | 693                                                                                 | 243                                                                                 |
| Arrive On Green              | 0.03                                                                              | 0.26                                                                              | 0.26                                                                              | 0.08                                                                              | 0.31                                                                              | 0.31                                                                              | 0.00                                                                                | 0.31                                                                                | 0.31                                                                                | 0.18                                                                                | 0.53                                                                                | 0.53                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3485                                                                              | 112                                                                               | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 699                                                                                 | 955                                                                                 | 1767                                                                                | 1304                                                                                | 457                                                                                 |
| Grp Volume(v), veh/h         | 41                                                                                | 31                                                                                | 33                                                                                | 107                                                                               | 31                                                                                | 690                                                                               | 0                                                                                   | 0                                                                                   | 220                                                                                 | 588                                                                                 | 0                                                                                   | 104                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1834                                                                              | 1767                                                                              | 1763                                                                              | 1557                                                                              | 1767                                                                                | 0                                                                                   | 1654                                                                                | 1767                                                                                | 0                                                                                   | 1762                                                                                |
| Q Serve(g_s), s              | 2.4                                                                               | 1.4                                                                               | 1.4                                                                               | 6.2                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 11.1                                                                                | 19.0                                                                                | 0.0                                                                                 | 3.1                                                                                 |
| Cycle Q Clear(g_c), s        | 2.4                                                                               | 1.4                                                                               | 1.4                                                                               | 6.2                                                                               | 1.3                                                                               | 32.0                                                                              | 0.0                                                                                 | 0.0                                                                                 | 11.1                                                                                | 19.0                                                                                | 0.0                                                                                 | 3.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.58                                                                                | 1.00                                                                                |                                                                                     | 0.26                                                                                |
| Lane Grp Cap(c), veh/h       | 59                                                                                | 464                                                                               | 482                                                                               | 135                                                                               | 540                                                                               | 477                                                                               | 2                                                                                   | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 936                                                                                 |
| V/C Ratio(X)                 | 0.70                                                                              | 0.07                                                                              | 0.07                                                                              | 0.79                                                                              | 0.06                                                                              | 1.45                                                                              | 0.00                                                                                | 0.00                                                                                | 0.43                                                                                | 1.83                                                                                | 0.00                                                                                | 0.11                                                                                |
| Avail Cap(c_a), veh/h        | 321                                                                               | 540                                                                               | 562                                                                               | 321                                                                               | 540                                                                               | 477                                                                               | 321                                                                                 | 0                                                                                   | 507                                                                                 | 321                                                                                 | 0                                                                                   | 936                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 50.0                                                                              | 28.9                                                                              | 28.9                                                                              | 47.4                                                                              | 25.6                                                                              | 36.2                                                                              | 0.0                                                                                 | 0.0                                                                                 | 29.0                                                                                | 42.7                                                                                | 0.0                                                                                 | 12.2                                                                                |
| Incr Delay (d2), s/veh       | 13.8                                                                              | 0.1                                                                               | 0.1                                                                               | 9.8                                                                               | 0.0                                                                               | 212.6                                                                             | 0.0                                                                                 | 0.0                                                                                 | 2.7                                                                                 | 385.3                                                                               | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 0.6                                                                               | 0.6                                                                               | 3.1                                                                               | 0.5                                                                               | 39.9                                                                              | 0.0                                                                                 | 0.0                                                                                 | 4.8                                                                                 | 42.6                                                                                | 0.0                                                                                 | 1.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.8                                                                              | 29.0                                                                              | 29.0                                                                              | 57.2                                                                              | 25.6                                                                              | 248.9                                                                             | 0.0                                                                                 | 0.0                                                                                 | 31.7                                                                                | 428.1                                                                               | 0.0                                                                                 | 12.4                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | F                                                                                 | A                                                                                   | A                                                                                   | C                                                                                   | F                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 105                                                                               |                                                                                   |                                                                                   | 828                                                                               |                                                                                   |                                                                                   | 220                                                                                 |                                                                                     |                                                                                     | 692                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 42.5                                                                              |                                                                                   |                                                                                   | 215.7                                                                             |                                                                                   |                                                                                   | 31.7                                                                                |                                                                                     |                                                                                     | 365.6                                                                               |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 23.5                                                                              | 36.5                                                                              | 12.5                                                                              | 32.0                                                                              | 0.0                                                                               | 60.0                                                                              | 8.0                                                                                 | 36.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                              | 32.0                                                                              | 19.0                                                                                | 32.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 21.0                                                                              | 13.1                                                                              | 8.2                                                                               | 3.4                                                                               | 0.0                                                                               | 5.1                                                                               | 4.4                                                                                 | 34.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.2                                                                               | 0.2                                                                               | 0.3                                                                               | 0.0                                                                               | 0.5                                                                               | 0.1                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 240.1                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | F                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

2026+Project  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.3                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 0      | 1     | 0                                                                                 | 0                                                                                 | 26   |
| Future Vol, veh/h        | 0                                                                                 | 0      | 1     | 0                                                                                 | 0                                                                                 | 26   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 0      | 1     | 0                                                                                 | 0                                                                                 | 28   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 16                                                                                | 14     | 28    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 14                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 2                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 1000                                                                              | 1063   | 1579  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1006                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 999                                                                               | 1063   | 1579  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 999                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1005                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 0                                                                                 | 7.3    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1579                                                                              | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.001                                                                             | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 7.3                                                                               | 0      | 0     | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |

# HCM 6th Signalized Intersection Summary

## 1: I-5 NB Ramps & San Ysidro Blvd

2026+Project  
Timing Plan: PM Peak Hour

|                                                                                                    | →    | ↘    | ↙    | ←    | ↖     | ↗    |
|----------------------------------------------------------------------------------------------------|------|------|------|------|-------|------|
| Movement                                                                                           | EBT  | EBR  | WBL  | WBT  | NBL   | NBR  |
| Lane Configurations                                                                                | ↑↑   | ↑    | ↘    | ↑↑   | ↘     | ↑    |
| Traffic Volume (veh/h)                                                                             | 592  | 674  | 289  | 340  | 96    | 52   |
| Future Volume (veh/h)                                                                              | 592  | 674  | 289  | 340  | 96    | 52   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)                                                                                |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach                                                                              | No   |      |      | No   | No    |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1856 | 1856 | 1856 | 1856 | 1856  | 1856 |
| Adj Flow Rate, veh/h                                                                               | 617  | 702  | 301  | 354  | 100   | 54   |
| Peak Hour Factor                                                                                   | 0.96 | 0.96 | 0.96 | 0.96 | 0.96  | 0.96 |
| Percent Heavy Veh, %                                                                               | 3    | 3    | 3    | 3    | 3     | 3    |
| Cap, veh/h                                                                                         | 1942 | 993  | 342  | 2819 | 142   | 126  |
| Arrive On Green                                                                                    | 0.55 | 0.55 | 0.19 | 0.80 | 0.08  | 0.08 |
| Sat Flow, veh/h                                                                                    | 3618 | 1572 | 1767 | 3618 | 1767  | 1572 |
| Grp Volume(v), veh/h                                                                               | 617  | 702  | 301  | 354  | 100   | 54   |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1763 | 1572 | 1767 | 1763 | 1767  | 1572 |
| Q Serve(g_s), s                                                                                    | 8.1  | 25.3 | 14.1 | 1.9  | 4.7   | 2.8  |
| Cycle Q Clear(g_c), s                                                                              | 8.1  | 25.3 | 14.1 | 1.9  | 4.7   | 2.8  |
| Prop In Lane                                                                                       |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 1942 | 993  | 342  | 2819 | 142   | 126  |
| V/C Ratio(X)                                                                                       | 0.32 | 0.71 | 0.88 | 0.13 | 0.70  | 0.43 |
| Avail Cap(c_a), veh/h                                                                              | 1942 | 993  | 422  | 2819 | 414   | 368  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)                                                                                 | 0.45 | 0.45 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 10.4 | 10.4 | 33.3 | 1.9  | 38.1  | 37.2 |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 1.9  | 16.4 | 0.1  | 6.2   | 2.3  |
| Initial Q Delay(d3),s/veh                                                                          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln                                                                           | 2.9  | 10.3 | 7.4  | 0.4  | 2.3   | 2.5  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh                                                                               | 10.6 | 12.4 | 49.8 | 2.0  | 44.3  | 39.5 |
| LnGrp LOS                                                                                          | B    | B    | D    | A    | D     | D    |
| Approach Vol, veh/h                                                                                | 1319 |      |      | 655  | 154   |      |
| Approach Delay, s/veh                                                                              | 11.5 |      |      | 23.9 | 42.6  |      |
| Approach LOS                                                                                       | B    |      |      | C    | D     |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5     | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 73.1 |      | 11.9 | 21.1  | 51.9 |
| Change Period (Y+Rc), s                                                                            |      | 5.1  |      | 5.1  | * 4.7 | 5.1  |
| Max Green Setting (Gmax), s                                                                        |      | 29.9 |      | 19.9 | * 20  | 29.9 |
| Max Q Clear Time (g_c+I1), s                                                                       |      | 3.9  |      | 6.7  | 16.1  | 27.3 |
| Green Ext Time (p_c), s                                                                            |      | 2.4  |      | 0.3  | 0.4   | 1.7  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |       |      |
| HCM 6th Ctrl Delay                                                                                 |      |      | 17.6 |      |       |      |
| HCM 6th LOS                                                                                        |      |      | B    |      |       |      |
| <b>Notes</b>                                                                                       |      |      |      |      |       |      |
| * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |       |      |

# HCM 6th Signalized Intersection Summary

## 2: Dairy Mart Rd & San Ysidro Blvd

2026+Project  
Timing Plan: PM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 27                                                                                | 181                                                                               | 113                                                                               | 162                                                                               | 104                                                                               | 157                                                                               | 154                                                                               | 240                                                                               | 868                                                                               | 221                                                                               | 215                                                                               | 59                                                                                |
| Future Volume (veh/h)        | 27                                                                                | 181                                                                               | 113                                                                               | 162                                                                               | 104                                                                               | 157                                                                               | 154                                                                               | 240                                                                               | 868                                                                               | 221                                                                               | 215                                                                               | 59                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.94                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 0.99                                                                              |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 28                                                                                | 189                                                                               | 118                                                                               | 169                                                                               | 108                                                                               | 164                                                                               | 160                                                                               | 250                                                                               | 904                                                                               | 230                                                                               | 224                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 52                                                                                | 311                                                                               | 249                                                                               | 215                                                                               | 483                                                                               | 395                                                                               | 591                                                                               | 683                                                                               | 746                                                                               | 415                                                                               | 735                                                                               |                                                                                   |
| Arrive On Green              | 0.03                                                                              | 0.17                                                                              | 0.17                                                                              | 0.12                                                                              | 0.26                                                                              | 0.26                                                                              | 0.08                                                                              | 0.37                                                                              | 0.37                                                                              | 0.11                                                                              | 0.40                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1856                                                                              | 1483                                                                              | 1767                                                                              | 1856                                                                              | 1519                                                                              | 1767                                                                              | 1856                                                                              | 1508                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Grp Volume(v), veh/h         | 28                                                                                | 189                                                                               | 118                                                                               | 169                                                                               | 108                                                                               | 164                                                                               | 160                                                                               | 250                                                                               | 904                                                                               | 230                                                                               | 224                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1856                                                                              | 1483                                                                              | 1767                                                                              | 1856                                                                              | 1519                                                                              | 1767                                                                              | 1856                                                                              | 1508                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                              |
| Q Serve(g_s), s              | 1.2                                                                               | 7.3                                                                               | 5.5                                                                               | 7.1                                                                               | 3.5                                                                               | 6.9                                                                               | 4.2                                                                               | 7.6                                                                               | 28.3                                                                              | 6.0                                                                               | 6.4                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 7.3                                                                               | 5.5                                                                               | 7.1                                                                               | 3.5                                                                               | 6.9                                                                               | 4.2                                                                               | 7.6                                                                               | 28.3                                                                              | 6.0                                                                               | 6.4                                                                               | 0.0                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 52                                                                                | 311                                                                               | 249                                                                               | 215                                                                               | 483                                                                               | 395                                                                               | 591                                                                               | 683                                                                               | 746                                                                               | 415                                                                               | 735                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.54                                                                              | 0.61                                                                              | 0.47                                                                              | 0.79                                                                              | 0.22                                                                              | 0.41                                                                              | 0.27                                                                              | 0.37                                                                              | 1.21                                                                              | 0.55                                                                              | 0.30                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 140                                                                               | 470                                                                               | 376                                                                               | 953                                                                               | 1324                                                                              | 1083                                                                              | 690                                                                               | 683                                                                               | 746                                                                               | 579                                                                               | 735                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 36.8                                                                              | 29.7                                                                              | 28.9                                                                              | 32.8                                                                              | 22.4                                                                              | 23.6                                                                              | 13.0                                                                              | 17.8                                                                              | 19.8                                                                              | 12.8                                                                              | 15.9                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 8.5                                                                               | 1.9                                                                               | 1.4                                                                               | 6.2                                                                               | 0.2                                                                               | 0.7                                                                               | 0.2                                                                               | 1.5                                                                               | 107.3                                                                             | 1.2                                                                               | 1.1                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.6                                                                               | 3.3                                                                               | 2.0                                                                               | 3.3                                                                               | 1.5                                                                               | 2.5                                                                               | 1.6                                                                               | 3.4                                                                               | 34.1                                                                              | 2.3                                                                               | 2.8                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 45.4                                                                              | 31.6                                                                              | 30.3                                                                              | 39.0                                                                              | 22.6                                                                              | 24.3                                                                              | 13.3                                                                              | 19.3                                                                              | 127.0                                                                             | 14.0                                                                              | 17.0                                                                              | 0.0                                                                               |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 335                                                                               |                                                                                   |                                                                                   | 441                                                                               |                                                                                   |                                                                                   | 1314                                                                              |                                                                                   |                                                                                   | 454                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 32.3                                                                              |                                                                                   |                                                                                   | 29.5                                                                              |                                                                                   |                                                                                   | 92.7                                                                              |                                                                                   |                                                                                   | 15.5                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), \$2.9 | 32.8                                                                              | 13.9                                                                              | 17.4                                                                              | 10.7                                                                              | 35.0                                                                              | 6.8                                                                               | 24.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 15.5                                                                              | 25.5                                                                              | 41.5                                                                              | 19.5                                                                              | 10.5                                                                              | 30.5                                                                              | 6.1                                                                               | 54.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1), s | 10.0                                                                              | 30.3                                                                              | 9.1                                                                               | 9.3                                                                               | 6.2                                                                               | 8.4                                                                               | 3.2                                                                               | 8.9                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.4                                                                               | 0.0                                                                               | 0.5                                                                               | 1.0                                                                               | 0.2                                                                               | 1.2                                                                               | 0.0                                                                               | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### Intersection Summary

HCM 6th Ctrl Delay 60.0

HCM 6th LOS E

### Notes

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

# HCM 6th Signalized Intersection Summary

## 3: Dairy Mart Rd & I-5 SB Ramps

2026+Project  
Timing Plan: PM Peak Hour



| Movement                       | EBL  | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR  |
|--------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations            |      |  |  |     |      |     |      |  |  |  |  |      |
| Traffic Volume (veh/h)         | 585  | 1                                                                                 | 526                                                                               | 0   | 0    | 0   | 0    | 681                                                                               | 58                                                                                  | 194                                                                                 | 295                                                                                 | 0    |
| Future Volume (veh/h)          | 585  | 1                                                                                 | 526                                                                               | 0   | 0    | 0   | 0    | 681                                                                               | 58                                                                                  | 194                                                                                 | 295                                                                                 | 0    |
| Initial Q (Qb), veh            | 0    | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0    |
| Ped-Bike Adj(A_pbT)            | 1.00 |                                                                                   | 1.00                                                                              |     |      |     | 1.00 |                                                                                   | 0.98                                                                                | 1.00                                                                                |                                                                                     | 1.00 |
| Parking Bus, Adj               | 1.00 | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Work Zone On Approach          |      | No                                                                                |                                                                                   |     |      |     |      | No                                                                                |                                                                                     |                                                                                     | No                                                                                  |      |
| Adj Sat Flow, veh/h/ln         | 1856 | 1856                                                                              | 1856                                                                              |     |      |     | 0    | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 0    |
| Adj Flow Rate, veh/h           | 597  | 1                                                                                 | 537                                                                               |     |      |     | 0    | 695                                                                               | 59                                                                                  | 198                                                                                 | 301                                                                                 | 0    |
| Peak Hour Factor               | 0.98 | 0.98                                                                              | 0.98                                                                              |     |      |     | 0.98 | 0.98                                                                              | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98 |
| Percent Heavy Veh, %           | 3    | 3                                                                                 | 3                                                                                 |     |      |     | 0    | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 0    |
| Cap, veh/h                     | 633  | 1                                                                                 | 563                                                                               |     |      |     | 0    | 697                                                                               | 579                                                                                 | 230                                                                                 | 1018                                                                                | 0    |
| Arrive On Green                | 0.36 | 0.36                                                                              | 0.36                                                                              |     |      |     | 0.00 | 0.38                                                                              | 0.38                                                                                | 0.13                                                                                | 0.55                                                                                | 0.00 |
| Sat Flow, veh/h                | 1764 | 3                                                                                 | 1571                                                                              |     |      |     | 0    | 1856                                                                              | 1539                                                                                | 1767                                                                                | 1856                                                                                | 0    |
| Grp Volume(v), veh/h           | 598  | 0                                                                                 | 537                                                                               |     |      |     | 0    | 695                                                                               | 59                                                                                  | 198                                                                                 | 301                                                                                 | 0    |
| Grp Sat Flow(s),veh/h/ln       | 1767 | 0                                                                                 | 1571                                                                              |     |      |     | 0    | 1856                                                                              | 1539                                                                                | 1767                                                                                | 1856                                                                                | 0    |
| Q Serve(g_s), s                | 36.1 | 0.0                                                                               | 36.6                                                                              |     |      |     | 0.0  | 41.1                                                                              | 2.7                                                                                 | 12.1                                                                                | 9.6                                                                                 | 0.0  |
| Cycle Q Clear(g_c), s          | 36.1 | 0.0                                                                               | 36.6                                                                              |     |      |     | 0.0  | 41.1                                                                              | 2.7                                                                                 | 12.1                                                                                | 9.6                                                                                 | 0.0  |
| Prop In Lane                   | 1.00 |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.00 |
| Lane Grp Cap(c), veh/h         | 634  | 0                                                                                 | 563                                                                               |     |      |     | 0    | 697                                                                               | 579                                                                                 | 230                                                                                 | 1018                                                                                | 0    |
| V/C Ratio(X)                   | 0.94 | 0.00                                                                              | 0.95                                                                              |     |      |     | 0.00 | 1.00                                                                              | 0.10                                                                                | 0.86                                                                                | 0.30                                                                                | 0.00 |
| Avail Cap(c_a), veh/h          | 641  | 0                                                                                 | 570                                                                               |     |      |     | 0    | 697                                                                               | 579                                                                                 | 326                                                                                 | 1018                                                                                | 0    |
| HCM Platoon Ratio              | 1.00 | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Upstream Filter(I)             | 1.00 | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 1.00                                                                              | 1.00                                                                                | 0.94                                                                                | 0.94                                                                                | 0.00 |
| Uniform Delay (d), s/veh       | 34.2 | 0.0                                                                               | 34.4                                                                              |     |      |     | 0.0  | 34.3                                                                              | 22.3                                                                                | 46.9                                                                                | 13.4                                                                                | 0.0  |
| Incr Delay (d2), s/veh         | 22.6 | 0.0                                                                               | 26.3                                                                              |     |      |     | 0.0  | 33.2                                                                              | 0.4                                                                                 | 14.2                                                                                | 0.7                                                                                 | 0.0  |
| Initial Q Delay(d3),s/veh      | 0.0  | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0  |
| %ile BackOfQ(50%),veh/ln       | 9.1  | 0.0                                                                               | 17.8                                                                              |     |      |     | 0.0  | 24.4                                                                              | 1.0                                                                                 | 6.2                                                                                 | 4.1                                                                                 | 0.0  |
| Unsig. Movement Delay, s/veh   |      |                                                                                   |                                                                                   |     |      |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| LnGrp Delay(d),s/veh           | 56.8 | 0.0                                                                               | 60.7                                                                              |     |      |     | 0.0  | 67.5                                                                              | 22.6                                                                                | 61.1                                                                                | 14.1                                                                                | 0.0  |
| LnGrp LOS                      | E    | A                                                                                 | E                                                                                 |     |      |     | A    | E                                                                                 | C                                                                                   | E                                                                                   | B                                                                                   | A    |
| Approach Vol, veh/h            | 1135 |                                                                                   |                                                                                   |     |      |     | 754  |                                                                                   |                                                                                     | 499                                                                                 |                                                                                     |      |
| Approach Delay, s/veh          | 58.6 |                                                                                   |                                                                                   |     |      |     | 64.0 |                                                                                   |                                                                                     | 32.7                                                                                |                                                                                     |      |
| Approach LOS                   | E    |                                                                                   |                                                                                   |     |      |     | E    |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |      |
| Timer - Assigned Phs           | 1    | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Phs Duration (G+Y+Rc), \$9.0   | 46.4 |                                                                                   | 44.5                                                                              |     | 65.5 |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Change Period (Y+Rc), \$ 4.7   | 5.1  |                                                                                   | 5.1                                                                               |     | 5.1  |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Max Green Setting (Gmax), \$28 | 34.9 |                                                                                   | 39.9                                                                              |     | 34.9 |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Max Q Clear Time (g_c+14), s   | 43.1 |                                                                                   | 38.6                                                                              |     | 11.6 |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |
| Green Ext Time (p_c), s        | 0.3  | 0.0                                                                               | 0.8                                                                               |     | 1.8  |     |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |

### Intersection Summary

HCM 6th Ctrl Delay 54.9  
HCM 6th LOS D

### Notes

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

HCM 6th AWSC  
4: Dairy Mart Rd & Servando Ave

2026+Project  
Timing Plan: PM Peak Hour

Intersection

Intersection Delay, s/veh49.1

Intersection LOS E

| Movement            | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR                                                                               |
|---------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |      |      |  |  |  |
| Traffic Vol, veh/h  | 170                                                                               | 20   | 16   | 590                                                                               | 537                                                                               | 262                                                                               |
| Future Vol, veh/h   | 170                                                                               | 20   | 16   | 590                                                                               | 537                                                                               | 262                                                                               |
| Peak Hour Factor    | 0.95                                                                              | 0.95 | 0.95 | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Mvmt Flow           | 179                                                                               | 21   | 17   | 621                                                                               | 565                                                                               | 276                                                                               |
| Number of Lanes     | 1                                                                                 | 0    | 0    | 1                                                                                 | 2                                                                                 | 1                                                                                 |

| Approach                     | EB   | NB  | SB   |
|------------------------------|------|-----|------|
| Opposing Approach            |      | SB  | NB   |
| Opposing Lanes               | 0    | 3   | 1    |
| Conflicting Approach Left SB |      | EB  |      |
| Conflicting Lanes Left       | 3    | 1   | 0    |
| Conflicting Approach RightNB |      |     | EB   |
| Conflicting Lanes Right      | 1    | 0   | 1    |
| HCM Control Delay            | 17.2 | 107 | 12.7 |
| HCM LOS                      | C    | F   | B    |

| Lane                   | NBLn1 | EBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 3%    | 89%   | 0%    | 0%    | 0%    |
| Vol Thru, %            | 97%   | 0%    | 100%  | 100%  | 0%    |
| Vol Right, %           | 0%    | 11%   | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 606   | 190   | 269   | 269   | 262   |
| LT Vol                 | 16    | 170   | 0     | 0     | 0     |
| Through Vol            | 590   | 0     | 269   | 269   | 0     |
| RT Vol                 | 0     | 20    | 0     | 0     | 262   |
| Lane Flow Rate         | 638   | 200   | 283   | 283   | 276   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 1.142 | 0.437 | 0.48  | 0.48  | 0.286 |
| Departure Headway (Hd) | 6.446 | 8.265 | 6.397 | 6.397 | 3.895 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 568   | 438   | 568   | 568   | 929   |
| Service Time           | 4.153 | 5.965 | 4.097 | 4.097 | 1.595 |
| HCM Lane V/C Ratio     | 1.123 | 0.457 | 0.498 | 0.498 | 0.297 |
| HCM Control Delay      | 107   | 17.2  | 14.9  | 14.9  | 8.1   |
| HCM Lane LOS           | F     | C     | B     | B     | A     |
| HCM 95th-tile Q        | 21.2  | 2.2   | 2.6   | 2.6   | 1.2   |

Intersection

Intersection Delay, s/veh 29.6

Intersection LOS D

| Movement            | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|---------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations |  |  |  |      |      |  |
| Traffic Vol, veh/h  | 16                                                                                | 353                                                                               | 255                                                                               | 18   | 472  | 81                                                                                |
| Future Vol, veh/h   | 16                                                                                | 353                                                                               | 255                                                                               | 18   | 472  | 81                                                                                |
| Peak Hour Factor    | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97 | 0.97 | 0.97                                                                              |
| Heavy Vehicles, %   | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3    | 3    | 3                                                                                 |
| Mvmt Flow           | 16                                                                                | 364                                                                               | 263                                                                               | 19   | 487  | 84                                                                                |
| Number of Lanes     | 1                                                                                 | 1                                                                                 | 1                                                                                 | 0    | 0    | 1                                                                                 |

| Approach                      | WB   | NB   | SB   |
|-------------------------------|------|------|------|
| Opposing Approach             |      | SB   | NB   |
| Opposing Lanes                | 0    | 1    | 1    |
| Conflicting Approach Left NB  |      |      | WB   |
| Conflicting Lanes Left        | 1    | 0    | 2    |
| Conflicting Approach Right SB |      | WB   |      |
| Conflicting Lanes Right       | 1    | 2    | 0    |
| HCM Control Delay             | 18.6 | 14.7 | 44.2 |
| HCM LOS                       | C    | B    | E    |

| Lane                   | NBLn1 | WBLn1 | WBLn2 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 100%  | 0%    | 85%   |
| Vol Thru, %            | 93%   | 0%    | 0%    | 15%   |
| Vol Right, %           | 7%    | 0%    | 100%  | 0%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 273   | 16    | 353   | 553   |
| LT Vol                 | 0     | 16    | 0     | 472   |
| Through Vol            | 255   | 0     | 0     | 81    |
| RT Vol                 | 18    | 0     | 353   | 0     |
| Lane Flow Rate         | 281   | 16    | 364   | 570   |
| Geometry Grp           | 2     | 7     | 7     | 2     |
| Degree of Util (X)     | 0.477 | 0.034 | 0.627 | 0.924 |
| Departure Headway (Hd) | 6.1   | 7.425 | 6.2   | 5.832 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 585   | 480   | 579   | 616   |
| Service Time           | 4.195 | 5.211 | 3.985 | 3.907 |
| HCM Lane V/C Ratio     | 0.48  | 0.033 | 0.629 | 0.925 |
| HCM Control Delay      | 14.7  | 10.5  | 19    | 44.2  |
| HCM Lane LOS           | B     | B     | C     | E     |
| HCM 95th-tile Q        | 2.6   | 0.1   | 4.3   | 11.9  |



HCM 6th TWSC  
6: Clearwater Way & Dairy Mart Rd

2026+Project  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.8                                                                               |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                                |
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 240                                                                               | 2    | 4                                                                                 | 105                                                                               | 3                                                                                 | 23                                                                                 |
| Future Vol, veh/h        | 240                                                                               | 2    | 4                                                                                 | 105                                                                               | 3                                                                                 | 23                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop                                                                               |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                               |
| Storage Length           | -                                                                                 | -    | 235                                                                               | -                                                                                 | 0                                                                                 | -                                                                                  |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                  |
| Peak Hour Factor         | 81                                                                                | 81   | 81                                                                                | 81                                                                                | 81                                                                                | 81                                                                                 |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                  |
| Mvmt Flow                | 296                                                                               | 2    | 5                                                                                 | 130                                                                               | 4                                                                                 | 28                                                                                 |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Major/Minor              | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |                                                                                    |
| Conflicting Flow All     | 0                                                                                 | 0    | 298                                                                               | 0                                                                                 | 437                                                                               | 297                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 297                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 140                                                                               | -                                                                                  |
| Critical Hdwy            | -                                                                                 | -    | 4.13                                                                              | -                                                                                 | 6.43                                                                              | 6.23                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.43                                                                              | -                                                                                  |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227                                                                             | -                                                                                 | 3.527                                                                             | 3.327                                                                              |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1258                                                                              | -                                                                                 | 575                                                                               | 740                                                                                |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 752                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 884                                                                               | -                                                                                  |
| Platoon blocked, %       | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |                                                                                    |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1258                                                                              | -                                                                                 | 573                                                                               | 740                                                                                |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 573                                                                               | -                                                                                  |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 752                                                                               | -                                                                                  |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 880                                                                               | -                                                                                  |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Approach                 | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |                                                                                    |
| HCM Control Delay, s     | 0                                                                                 |      | 0.3                                                                               |                                                                                   | 10.3                                                                              |                                                                                    |
| HCM LOS                  | B                                                                                 |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                    |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |                                                                                    |
| Capacity (veh/h)         | 716                                                                               | -    | -                                                                                 | 1258                                                                              | -                                                                                 |                                                                                    |
| HCM Lane V/C Ratio       | 0.045                                                                             | -    | -                                                                                 | 0.004                                                                             | -                                                                                 |                                                                                    |
| HCM Control Delay (s)    | 10.3                                                                              | -    | -                                                                                 | 7.9                                                                               | -                                                                                 |                                                                                    |
| HCM Lane LOS             | B                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |                                                                                    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -                                                                                 | 0                                                                                 | -                                                                                 |                                                                                    |

HCM 6th TWSC  
7: Monument Rd & Dairy Mart Rd

2026+Project  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.3                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 218                                                                               | 1    | 2      | 101                                                                               | 18                                                                                | 25    |
| Future Vol, veh/h        | 218                                                                               | 1    | 2      | 101                                                                               | 18                                                                                | 25    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 82                                                                                | 82   | 82     | 82                                                                                | 82                                                                                | 82    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 266                                                                               | 1    | 2      | 123                                                                               | 22                                                                                | 30    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 267    | 0                                                                                 | 394                                                                               | 267   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 267                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 127                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1291   | -                                                                                 | 609                                                                               | 769   |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 775                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 896                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1291   | -                                                                                 | 608                                                                               | 769   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 608                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 775                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 894                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 0.2    |                                                                                   | 10.6                                                                              |       |
| HCM LOS                  | B                                                                                 |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 692                                                                               | -    | -      | 1291                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.076                                                                             | -    | -      | 0.002                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 10.6                                                                              | -    | -      | 7.8                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | -    | -      | 0                                                                                 | -                                                                                 |       |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2      |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 49     | 196                                                                               | 87                                                                                | 26     | 17                                                                                | 21    |
| Future Vol, veh/h        | 49     | 196                                                                               | 87                                                                                | 26     | 17                                                                                | 21    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 76     | 76                                                                                | 76                                                                                | 76     | 76                                                                                | 76    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     |
| Mvmt Flow                | 64     | 258                                                                               | 114                                                                               | 34     | 22                                                                                | 28    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 148    | 0                                                                                 | -                                                                                 | 0      | 517                                                                               | 131   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 131                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 386                                                                               | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.43                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | 1427   | -                                                                                 | -                                                                                 | -      | 517                                                                               | 916   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 893                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 685                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1427   | -                                                                                 | -                                                                                 | -      | 490                                                                               | 916   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 490                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 847                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 685                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 1.5    | 0                                                                                 |                                                                                   | 10.9   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1427   | -                                                                                 | -                                                                                 | -      | 659                                                                               |       |
| HCM Lane V/C Ratio       | 0.045  | -                                                                                 | -                                                                                 | -      | 0.076                                                                             |       |
| HCM Control Delay (s)    | 7.6    | 0                                                                                 | -                                                                                 | -      | 10.9                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |       |

# HCM 6th Signalized Intersection Summary

## 9: Hollister St & Tocayo Ave

2026+Project  
Timing Plan: PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 36                                                                                | 2                                                                                 | 104                                                                               | 50                                                                                | 403                                                                               | 1                                                                                   | 58                                                                                  | 126                                                                                 | 483                                                                                 | 68                                                                                  | 13                                                                                  |
| Future Volume (veh/h)        | 7                                                                                 | 36                                                                                | 2                                                                                 | 104                                                                               | 50                                                                                | 403                                                                               | 1                                                                                   | 58                                                                                  | 126                                                                                 | 483                                                                                 | 68                                                                                  | 13                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                                |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 7                                                                                 | 38                                                                                | 2                                                                                 | 109                                                                               | 53                                                                                | 424                                                                               | 1                                                                                   | 61                                                                                  | 133                                                                                 | 508                                                                                 | 72                                                                                  | 14                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 16                                                                                | 608                                                                               | 32                                                                                | 137                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 120                                                                                 | 261                                                                                 | 552                                                                                 | 819                                                                                 | 159                                                                                 |
| Arrive On Green              | 0.01                                                                              | 0.18                                                                              | 0.18                                                                              | 0.08                                                                              | 0.25                                                                              | 0.25                                                                              | 0.00                                                                                | 0.23                                                                                | 0.23                                                                                | 0.31                                                                                | 0.54                                                                                | 0.54                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 3403                                                                              | 177                                                                               | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 513                                                                                 | 1118                                                                                | 1767                                                                                | 1505                                                                                | 293                                                                                 |
| Grp Volume(v), veh/h         | 7                                                                                 | 20                                                                                | 20                                                                                | 109                                                                               | 53                                                                                | 424                                                                               | 1                                                                                   | 0                                                                                   | 194                                                                                 | 508                                                                                 | 0                                                                                   | 86                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1763                                                                              | 1817                                                                              | 1767                                                                              | 1763                                                                              | 1536                                                                              | 1767                                                                                | 0                                                                                   | 1630                                                                                | 1767                                                                                | 0                                                                                   | 1797                                                                                |
| Q Serve(g_s), s              | 0.4                                                                               | 0.8                                                                               | 0.9                                                                               | 5.5                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 9.4                                                                                 | 25.2                                                                                | 0.0                                                                                 | 2.1                                                                                 |
| Cycle Q Clear(g_c), s        | 0.4                                                                               | 0.8                                                                               | 0.9                                                                               | 5.5                                                                               | 2.1                                                                               | 22.5                                                                              | 0.1                                                                                 | 0.0                                                                                 | 9.4                                                                                 | 25.2                                                                                | 0.0                                                                                 | 2.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.69                                                                                | 1.00                                                                                |                                                                                     | 0.16                                                                                |
| Lane Grp Cap(c), veh/h       | 16                                                                                | 315                                                                               | 325                                                                               | 137                                                                               | 436                                                                               | 380                                                                               | 2                                                                                   | 0                                                                                   | 381                                                                                 | 552                                                                                 | 0                                                                                   | 978                                                                                 |
| V/C Ratio(X)                 | 0.44                                                                              | 0.06                                                                              | 0.06                                                                              | 0.79                                                                              | 0.12                                                                              | 1.12                                                                              | 0.41                                                                                | 0.00                                                                                | 0.51                                                                                | 0.92                                                                                | 0.00                                                                                | 0.09                                                                                |
| Avail Cap(c_a), veh/h        | 97                                                                                | 349                                                                               | 360                                                                               | 185                                                                               | 436                                                                               | 380                                                                               | 97                                                                                  | 0                                                                                   | 381                                                                                 | 690                                                                                 | 0                                                                                   | 978                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 44.8                                                                              | 31.0                                                                              | 31.0                                                                              | 41.2                                                                              | 26.5                                                                              | 34.2                                                                              | 45.4                                                                                | 0.0                                                                                 | 30.3                                                                                | 30.2                                                                                | 0.0                                                                                 | 9.9                                                                                 |
| Incr Delay (d2), s/veh       | 18.4                                                                              | 0.1                                                                               | 0.1                                                                               | 15.4                                                                              | 0.1                                                                               | 81.4                                                                              | 85.2                                                                                | 0.0                                                                                 | 4.8                                                                                 | 15.5                                                                                | 0.0                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.2                                                                               | 0.4                                                                               | 0.4                                                                               | 2.9                                                                               | 0.9                                                                               | 16.6                                                                              | 0.1                                                                                 | 0.0                                                                                 | 4.1                                                                                 | 12.7                                                                                | 0.0                                                                                 | 0.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 63.2                                                                              | 31.1                                                                              | 31.1                                                                              | 56.6                                                                              | 26.7                                                                              | 115.6                                                                             | 130.6                                                                               | 0.0                                                                                 | 35.1                                                                                | 45.6                                                                                | 0.0                                                                                 | 10.1                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | F                                                                                 | F                                                                                   | A                                                                                   | D                                                                                   | D                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 47                                                                                |                                                                                   |                                                                                   | 586                                                                               |                                                                                   |                                                                                     | 195                                                                                 |                                                                                     |                                                                                     | 594                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 35.9                                                                              |                                                                                   |                                                                                   | 96.6                                                                              |                                                                                   |                                                                                     | 35.6                                                                                |                                                                                     |                                                                                     | 40.5                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 32.9                                                                              | 25.7                                                                              | 11.6                                                                              | 20.7                                                                              | 4.6                                                                               | 54.0                                                                              | 5.3                                                                                 | 27.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 35.5                                                                              | 19.0                                                                              | 9.5                                                                               | 18.0                                                                              | 5.0                                                                               | 49.5                                                                              | 5.0                                                                                 | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 27.2                                                                              | 11.4                                                                              | 7.5                                                                               | 2.9                                                                               | 2.1                                                                               | 4.1                                                                               | 2.4                                                                                 | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 1.2                                                                               | 0.6                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 62.8                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
10: Project Access & Monument Rd

2026+Project  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 8.3                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 26                                                                                | 1      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h        | 26                                                                                | 1      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 96                                                                                | 96     | 96    | 96                                                                                | 96                                                                                | 96   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 27                                                                                | 1      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1                                                                                 | 1      | 1     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 1                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 1019                                                                              | 1081   | 1615  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 1019                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 1020                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.6                                                                               | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1615                                                                              | -      | 1021  | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | 0.028 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 8.6   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0.1   | -                                                                                 | -                                                                                 |      |

