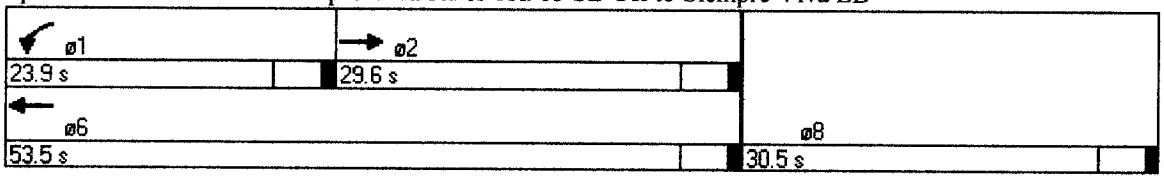
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	0.97	0.91	1.00	0.88
Frt	0.945					0.850
Flt Protected			0.950			
Satd. Flow (prot)	4806	0	3433	5085	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	4806	0	3433	5085	0	2787
Satd. Flow (RTOR)	181					1052
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	369	216	287	530	0	133
Adj. Flow (vph)	377	220	293	541	0	136
Lane Group Flow (vph)	597	0	293	541	0	136
Turn Type			Prot			custom
Protected Phases	2		1	6		
Permitted Phases						8
Total Split (s)	29.6	0.0	23.9	53.5	0.0	30.5
Act Effct Green (s)	56.5		11.5	72.8		6.0
Actuated g/C Ratio	0.67		0.14	0.87		0.07
v/c Ratio	0.18		0.63	0.12		0.12
Control Delay	2.1		38.0	1.7		0.2
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	2.1		38.0	1.7		0.2
LOS	A		D	A		A
Approach Delay	2.1			14.5		
Approach LOS	A			B		

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 26 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 8.5 — Intersection LOS: A
Intersection Capacity Utilization 26.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Siempre Viva Rd & SR905 SB Off to Siempre Viva EB



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	525	424	0	0	209
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	559	451	0	0	222
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		281	733			
pX, platoon unblocked						
vC, conflicting volume	451				637	150
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	451				637	150
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	74
cM capacity (veh/h)	1106				409	869

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	186	186	186	150	150	150	222
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	222
cSH	1700	1700	1700	1700	1700	1700	869
Volume to Capacity	0.11	0.11	0.11	0.09	0.09	0.09	0.26
Queue Length 95th (ft)	0	0	0	0	0	0	25
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	10.6
Lane LOS							B
Approach Delay (s)	0.0			0.0			10.6
Approach LOS							B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	502	661	0	0	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	512	674	0	0	159
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		281	733			
pX, platoon unblocked						
vC, conflicting volume	674				845	225
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	674				845	225
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	80
cM capacity (veh/h)	913				302	778

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	171	171	171	225	225	225	159
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	159
cSH	1700	1700	1700	1700	1700	1700	778
Volume to Capacity	0.10	0.10	0.10	0.13	0.13	0.13	0.20
Queue Length 95th (ft)	0	0	0	0	0	0	19
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	10.8
Lane LOS							B
Approach Delay (s)	0.0			0.0			10.8
Approach LOS							B

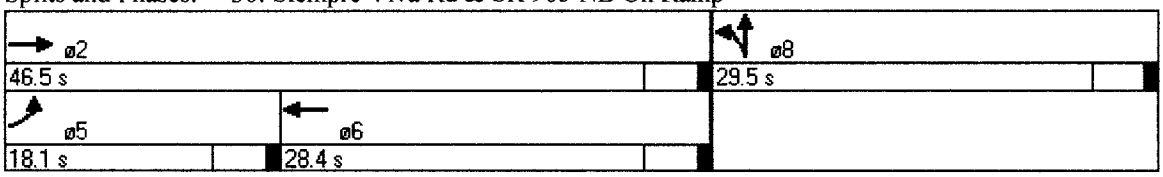
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	1.00	1.00	0.88	1.00	1.00	1.00
Frt					0.948	0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	3433	5085	0	0	4556	1362	0	1775	2787	0	0	0
Flt Permitted	0.950							0.953				
Satd. Flow (perm)	3433	5085	0	0	4556	1362	0	1775	2787	0	0	0
Satd. Flow (RTOR)					142	143			321			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	74	451	0	0	260	274	164	3	308	0	0	0
Adj. Flow (vph)	77	470	0	0	271	285	171	3	321	0	0	0
Lane Group Flow (vph)	77	470	0	0	413	143	0	174	321	0	0	0
Turn Type	Prot					Perm	Split		Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Total Split (s)	18.1	46.5	0.0	0.0	28.4	28.4	29.5	29.5	29.5	0.0	0.0	0.0
Act Effct Green (s)	7.4	55.0			47.8	47.8		13.0	13.0			
Actuated g/C Ratio	0.10	0.72			0.63	0.63		0.17	0.17			
v/c Ratio	0.23	0.13			0.14	0.16		0.57	0.43			
Control Delay	34.4	2.4			3.1	2.1		35.9	5.2			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	34.4	2.4			3.1	2.1		35.9	5.2			
LOS	C	A			A	A		D	A			
Approach Delay		6.9			2.8			15.9				
Approach LOS		A			A			B				

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 53 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 8.3 — Intersection LOS: A
Intersection Capacity Utilization 33.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 30: Siempre Viva Rd & SR 905 NB On Ramp

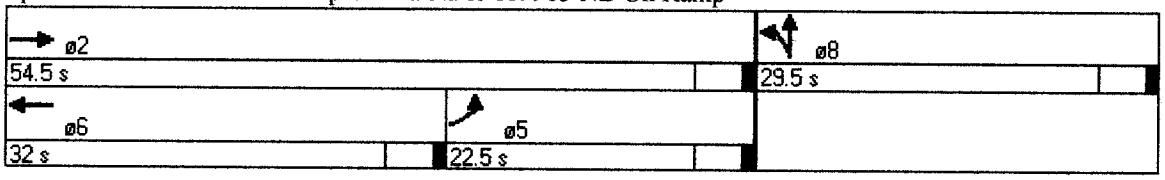


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	1.00	1.00	0.88	1.00	1.00	1.00
Frt					0.975	0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	3433	5085	0	0	4686	1362	0	1775	2787	0	0	0
Flt Permitted	0.950							0.953				
Satd. Flow (perm)	3433	5085	0	0	4686	1362	0	1775	2787	0	0	0
Satd. Flow (RTOR)					49	318			194			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	186	316	0	0	603	421	58	1	182	0	0	0
Adj. Flow (vph)	198	336	0	0	641	448	62	1	194	0	0	0
Lane Group Flow (vph)	198	336	0	0	771	318	0	63	194	0	0	0
Turn Type	Prot					Perm	Split		Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Total Split (s)	22.5	54.5	0.0	0.0	32.0	32.0	29.5	29.5	29.5	0.0	0.0	0.0
Act Effct Green (s)	10.5	67.4			52.9	52.9		8.6	8.6			
Actuated g/C Ratio	0.12	0.80			0.63	0.63		0.10	0.10			
v/c Ratio	0.46	0.08			0.26	0.33		0.35	0.42			
Control Delay	37.8	1.0			2.5	0.9		39.7	8.5			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	37.8	1.0			2.5	0.9		39.7	8.5			
LOS	D	A			A	A		D	A			
Approach Delay		14.6			2.0			16.1				
Approach LOS		B			A			B				

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 40 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 7.5 — Intersection LOS: A
Intersection Capacity Utilization 36.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 30: Siempre Viva Rd & SR 905 NB On Ramp

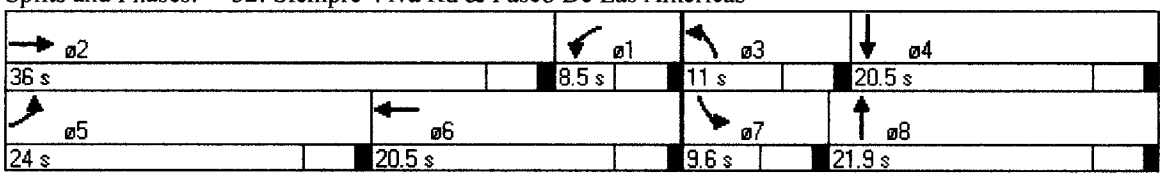


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.994				0.850		0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3518	0	1770	3539	1583	1770	3391	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	3518	0	1770	3539	1583	1770	3391	0
Satd. Flow (RTOR)			121		5				12		68	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	382	217	114	9	164	7	88	31	11	54	192	74
Adj. Flow (vph)	406	231	121	10	174	7	94	33	12	57	204	79
Lane Group Flow (vph)	406	231	121	10	181	0	94	33	12	57	283	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Total Split (s)	24.0	36.0	36.0	8.5	20.5	0.0	11.0	21.9	21.9	9.6	20.5	0.0
Act Effct Green (s)	22.5	47.2	47.2	4.5	22.4		6.9	13.4	13.4	5.6	10.3	
Actuated g/C Ratio	0.30	0.62	0.62	0.06	0.29		0.09	0.18	0.18	0.07	0.14	
v/c Ratio	0.78	0.07	0.12	0.10	0.17		0.59	0.05	0.04	0.44	0.54	
Control Delay	34.0	6.1	1.6	36.0	23.5		49.5	25.8	14.2	45.2	26.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	34.0	6.1	1.6	36.0	23.5		49.5	25.8	14.2	45.2	26.4	
LOS	C	A	A	D	C		D	C	B	D	C	
Approach Delay		20.3			24.1			40.8			29.5	
Approach LOS		C			C			D			C	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 3 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 25.0 — Intersection LOS: C
Intersection Capacity Utilization 51.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 32: Siempre Viva Rd & Paseo De Las Americas

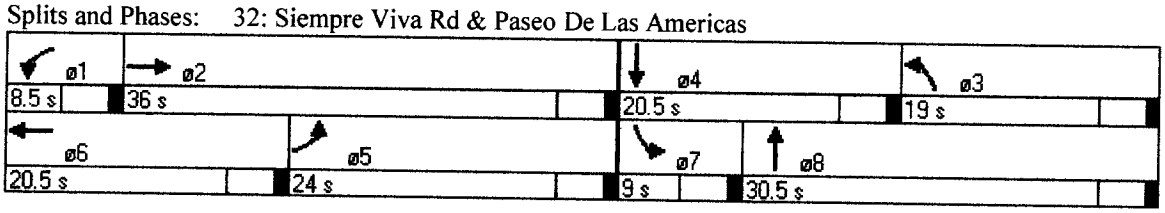


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.996				0.850		0.919	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3525	0	1770	3539	1583	1770	3253	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	3525	0	1770	3539	1583	1770	3253	0
Satd. Flow (RTOR)			98		3				7		98	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	358	87	96	24	382	12	266	134	7	5	82	96
Adj. Flow (vph)	365	89	98	24	390	12	271	137	7	5	84	98
Lane Group Flow (vph)	365	89	98	24	402	0	271	137	7	5	182	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Total Split (s)	24.0	36.0	36.0	8.5	20.5	0.0	19.0	30.5	30.5	9.0	20.5	0.0
Act Effct Green (s)	20.0	41.4	41.4	5.7	20.8		19.1	29.4	29.4	5.0	8.1	
Actuated g/C Ratio	0.24	0.49	0.49	0.07	0.25		0.23	0.35	0.35	0.06	0.10	
v/c Ratio	0.87	0.04	0.12	0.20	0.46		0.67	0.11	0.01	0.05	0.45	
Control Delay	52.5	13.5	3.9	48.2	42.6		38.1	18.4	10.9	36.4	19.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	52.5	13.5	3.9	48.2	42.6		38.1	18.4	10.9	36.4	19.1	
LOS	D	B	A	D	D		D	B	B	D	B	
Approach Delay		37.6			42.9			31.1			19.5	
Approach LOS		D			D			C			B	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 37 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 35.2 — Intersection LOS: D
Intersection Capacity Utilization 64.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 32: Siempre Viva Rd & Paseo De Las Americas



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	16	162	11	12	141	10	29	10	0	10	5	18
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	20	205	14	15	178	13	37	13	0	13	6	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		1204			1284							
pX, platoon unblocked												
vC, conflicting volume	191			219			398	474	109	365	475	96
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	191			219			398	474	109	365	475	96
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			93	97	100	98	99	98
cM capacity (veh/h)	1380			1348			508	475	923	544	475	942

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2
Volume Total	20	137	82	15	119	72	49	19	23
Volume Left	20	0	0	15	0	0	37	13	0
Volume Right	0	0	14	0	0	13	0	0	23
cSH	1380	1700	1700	1348	1700	1700	499	519	942
Volume to Capacity	0.01	0.08	0.05	0.01	0.07	0.04	0.10	0.04	0.02
Queue Length 95th (ft)	1	0	0	1	0	0	8	3	2
Control Delay (s)	7.6	0.0	0.0	7.7	0.0	0.0	13.0	12.2	8.9
Lane LOS	A			A			B	B	A
Approach Delay (s)	0.6			0.6			13.0	10.4	
Approach LOS							B	B	

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	27.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	40	71	28	9	362	8	55	9	3	3	10	46
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
Hourly flow rate (vph)	47	83	33	10	421	9	64	10	3	3	12	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		1204			1284							
pX, platoon unblocked												
vC, conflicting volume	430			115			483	643	58	590	655	215
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	430			115			483	643	58	590	655	215
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			84	97	100	99	97	93
cM capacity (veh/h)	1126			1472			409	371	996	368	366	790

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2
Volume Total	47	55	60	10	281	150	78	15	53
Volume Left	47	0	0	10	0	0	64	3	0
Volume Right	0	0	33	0	0	9	3	0	53
cSH	1126	1700	1700	1472	1700	1700	414	366	790
Volume to Capacity	0.04	0.03	0.04	0.01	0.17	0.09	0.19	0.04	0.07
Queue Length 95th (ft)	3	0	0	1	0	0	17	3	5
Control Delay (s)	8.3	0.0	0.0	7.5	0.0	0.0	15.7	15.3	9.9
Lane LOS	A			A			C	C	A
Approach Delay (s)	2.4			0.2			15.7	11.1	
Approach LOS							C	B	

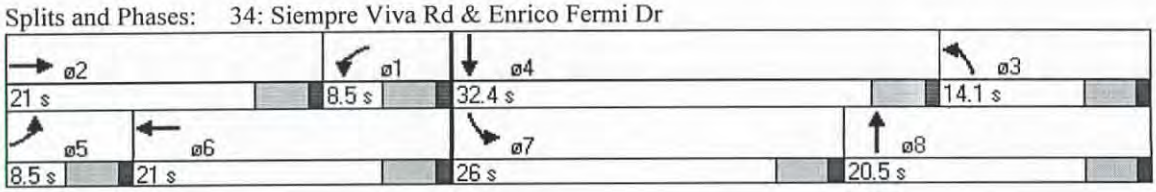
Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.988			0.899			0.959			0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1840	0	1770	3182	0	1770	3394	0	1770	3320	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1840	0	1770	3182	0	1770	3394	0	1770	3320	0
Satd. Flow (RTOR)		5			123			40			17	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	47	116	10	10	49	102	89	88	33	240	20	14
Adj. Flow (vph)	57	140	12	12	59	123	107	106	40	289	24	17
Lane Group Flow (vph)	57	152	0	12	182	0	107	146	0	289	41	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Total Split (s)	8.5	21.0	0.0	8.5	21.0	0.0	14.1	20.5	0.0	26.0	32.4	0.0
Act Effct Green (s)	7.3	35.9		4.5	30.5		19.1	8.2		18.2	9.4	
Actuated g/C Ratio	0.10	0.47		0.06	0.40		0.25	0.11		0.24	0.12	
v/c Ratio	0.17	0.17		0.11	0.13		0.24	0.36		0.68	0.10	
Control Delay	44.3	10.9		37.1	8.3		22.2	24.9		42.9	36.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.3	10.9		37.1	8.3		22.2	24.9		42.9	36.0	
LOS	D	B		D	A		C	C		D	D	
Approach Delay		20.0			10.1			23.8			42.0	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 36 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 26.4 — Intersection LOS: C
Intersection Capacity Utilization 40.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Enrico Fermi Dr

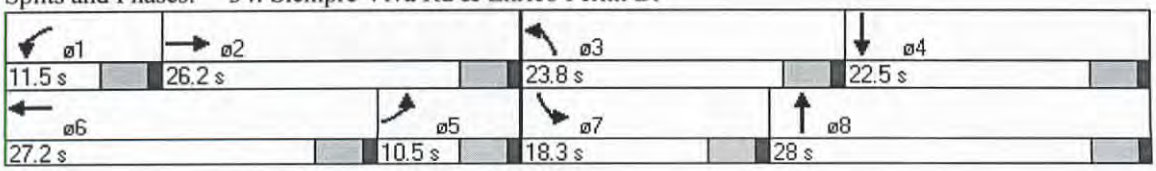


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.982			0.897			0.990			0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1829	0	1770	3175	0	1770	3504	0	1770	3210	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1829	0	1770	3175	0	1770	3504	0	1770	3210	0
Satd. Flow (RTOR)		4			419			8			41	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	29	27	4	24	176	381	186	118	8	63	23	37
Adj. Flow (vph)	32	30	4	26	193	419	204	130	9	69	25	41
Lane Group Flow (vph)	32	34	0	26	612	0	204	139	0	69	66	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Total Split (s)	10.5	26.2	0.0	11.5	27.2	0.0	23.8	28.0	0.0	18.3	22.5	0.0
Act Effct Green (s)	6.4	45.1		7.3	43.9		14.9	14.6		9.2	7.0	
Actuated g/C Ratio	0.08	0.54		0.09	0.52		0.18	0.17		0.11	0.08	
v/c Ratio	0.12	0.03		0.17	0.33		0.65	0.23		0.36	0.22	
Control Delay	42.3	14.8		37.0	6.0		41.5	29.5		36.4	36.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.3	14.8		37.0	6.0		41.5	29.5		36.4	36.1	
LOS	D	B		D	A		D	C		D	D	
Approach Delay		28.1			7.2			36.7			36.2	
Approach LOS		C			A			D			D	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 46 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 20.3 — Intersection LOS: C
Intersection Capacity Utilization 40.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Enrico Fermi Dr

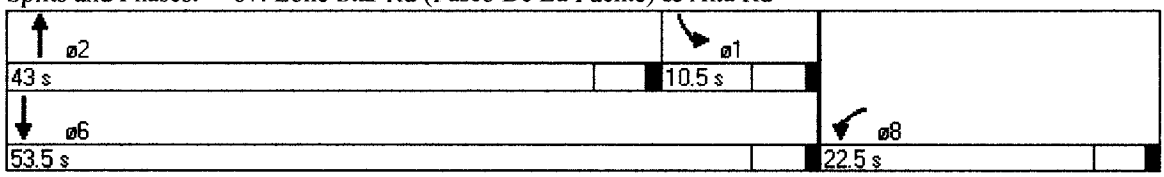


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.997			
Flt Protected	0.950					
Satd. Flow (prot)	1770	1583	1857	0	1863	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1583	1857	0	1863	1863
Satd. Flow (RTOR)		2	2			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	9	2	475	10	0	101
Adj. Flow (vph)	10	2	516	11	0	110
Lane Group Flow (vph)	10	2	527	0	0	110
Turn Type		Perm			Prot	
Protected Phases	8		2		1	6
Permitted Phases		8				
Total Split (s)	22.5	22.5	43.0	0.0	10.5	53.5
Act Effct Green (s)	6.7	6.7	108.2			108.2
Actuated g/C Ratio	0.06	0.06	0.96			0.96
v/c Ratio	0.10	0.02	0.29			0.06
Control Delay	17.9	12.5	1.0			0.6
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	17.9	12.5	1.0			0.6
LOS	B	B	A			A
Approach Delay	17.0		1.0			0.6
Approach LOS	B		A			A

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 112.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 1.2 — Intersection LOS: A
Intersection Capacity Utilization 35.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 67: Lone Star Rd (Paseo De La Fuente) & Alta Rd

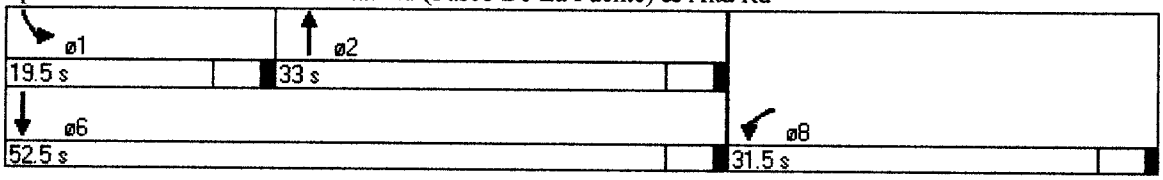


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.980			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1825	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1825	0	1770	1863
Satd. Flow (RTOR)		1	11			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	10	1	74	13	2	340
Adj. Flow (vph)	11	1	80	14	2	370
Lane Group Flow (vph)	11	1	94	0	2	370
Turn Type		Perm			Prot	
Protected Phases	8		2		1	6
Permitted Phases		8				
Total Split (s)	31.5	31.5	33.0	0.0	19.5	52.5
Act Effct Green (s)	6.4	6.4	78.8		6.1	80.9
Actuated g/C Ratio	0.08	0.08	0.94		0.07	0.96
v/c Ratio	0.08	0.01	0.05		0.02	0.21
Control Delay	37.0	28.0	1.6		36.5	0.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	37.0	28.0	1.6		36.5	0.8
LOS	D	C	A		D	A
Approach Delay	36.3		1.6			1.0
Approach LOS	D		A			A

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 2.0 — Intersection LOS: A
Intersection Capacity Utilization 27.9% — ICU Level of Service A
Analysis Period (min) 15

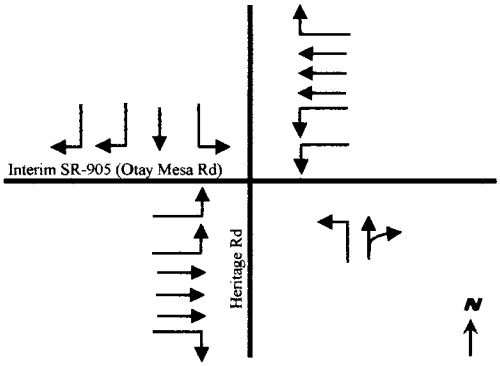
Splits and Phases: 67: Lone Star Rd (Paseo De La Fuente) & Alta Rd



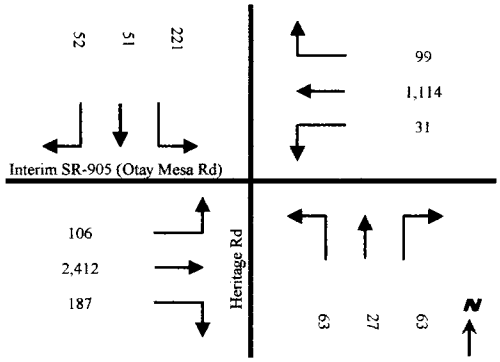
Existing + Project Phase 1 - ILV Analysis

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Heritage Rd
Analyst:	VSH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phase 1		

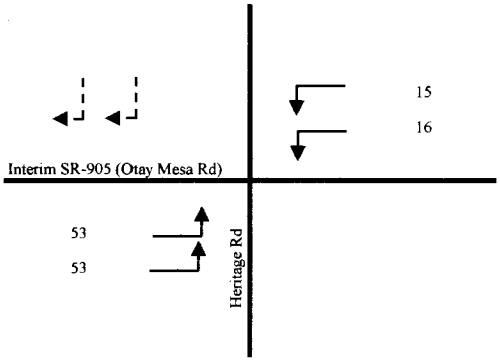
LANE GEOMETRY



TRAFFIC VOLUMES

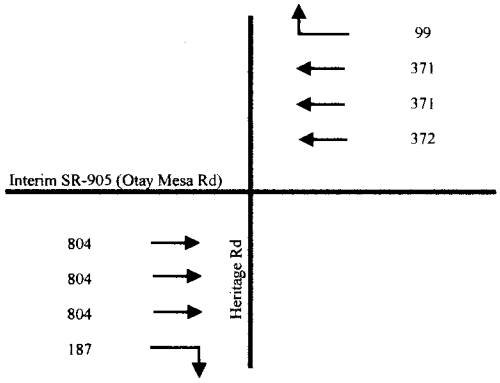


PHASE 1



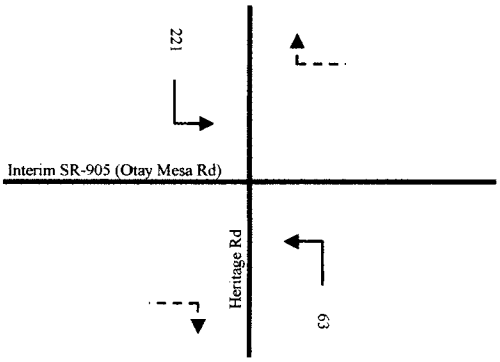
Phase 1 Critical ILV: 53

PHASE 2



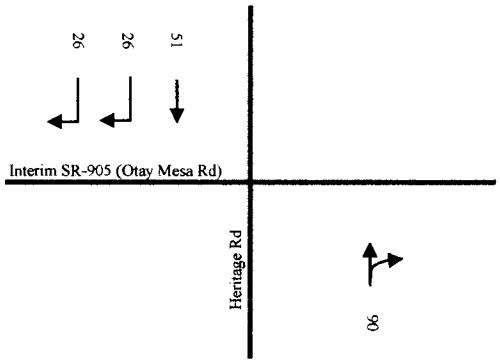
Phase 2 Critical ILV: 804

PHASE 3



Phase 3 Critical ILV: 221

PHASE 4



Phase 4 Critical ILV: 90

GRAND TOTAL ILV: **1,168**

OPERATING CONDITION **STABLE**

LEGEND

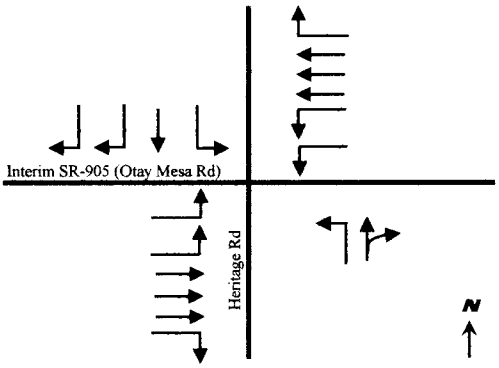
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

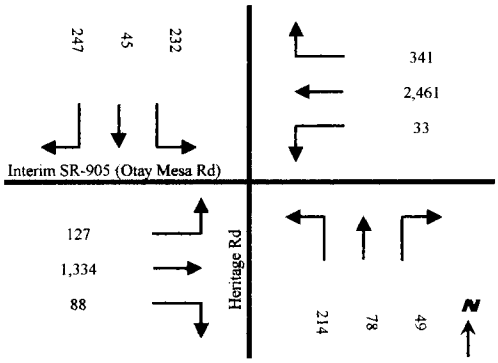
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Heritage Rd
Analyst:	DJH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phase 1		

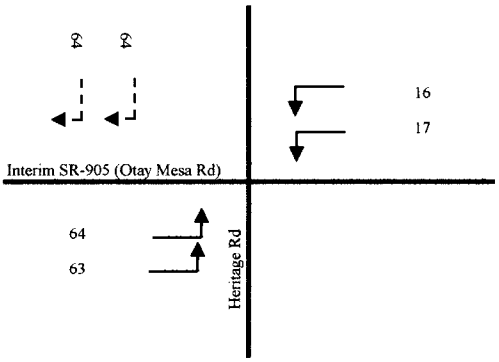
LANE GEOMETRY



TRAFFIC VOLUMES

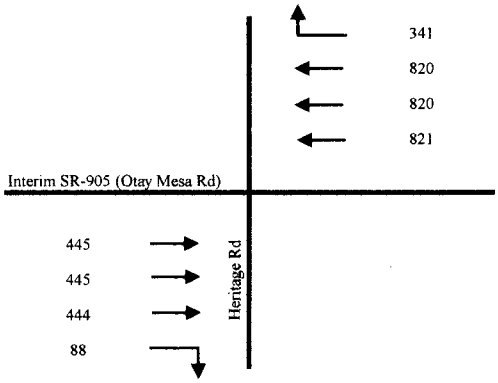


PHASE 1



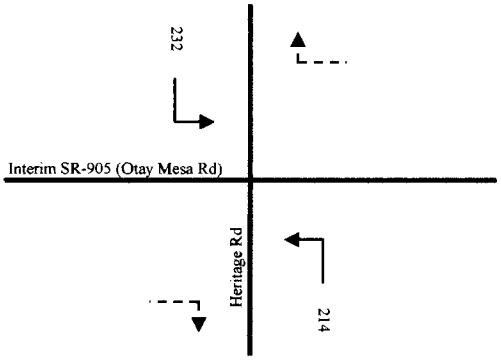
Phase 1 Critical ILV: 64

PHASE 2



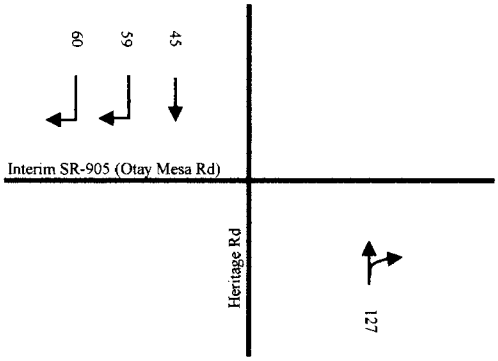
Phase 2 Critical ILV: 821

PHASE 3



Phase 3 Critical ILV: 232

PHASE 4



Phase 4 Critical ILV: 127

GRAND TOTAL ILV: **1,244**

OPERATING CONDITION **UNSTABLE**

LEGEND

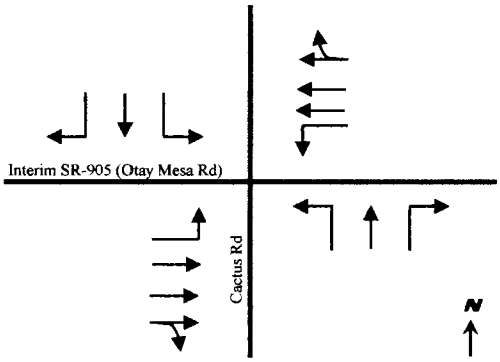
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

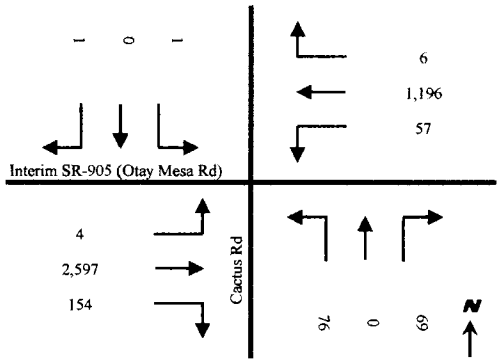
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Cactus Rd
Analyst:	USJC	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phase 1		

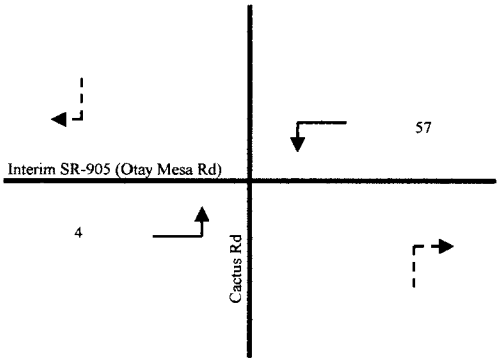
LANE GEOMETRY



TRAFFIC VOLUMES

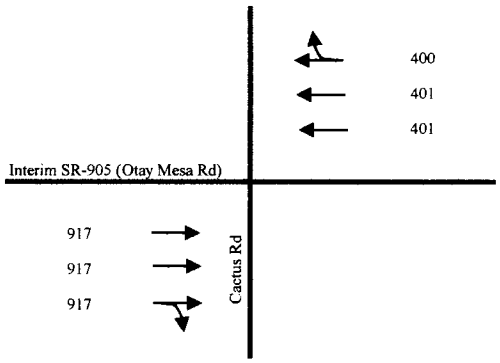


PHASE 1



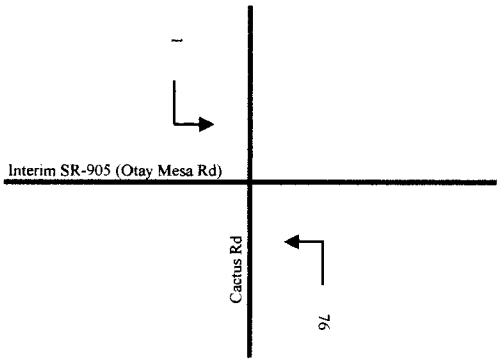
Phase 1 Critical ILV: 57

PHASE 2



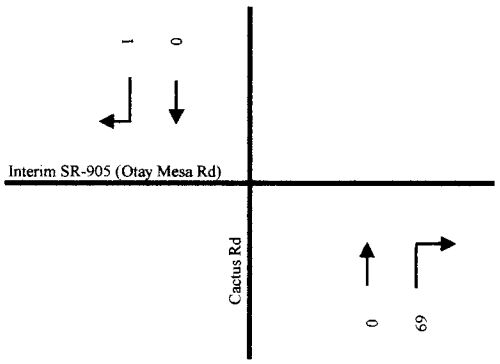
Phase 2 Critical ILV: 917

PHASE 3



Phase 3 Critical ILV: 76

PHASE 4



Phase 4 Critical ILV: 69

GRAND TOTAL ILV: 1,119

OPERATING CONDITION STABLE

LEGEND

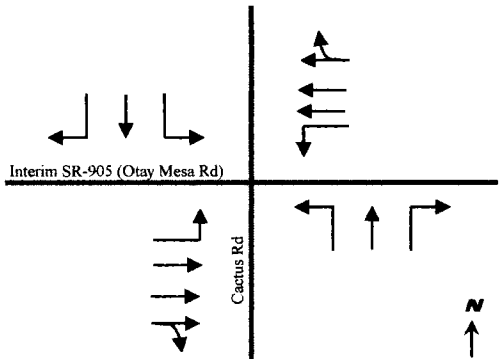
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

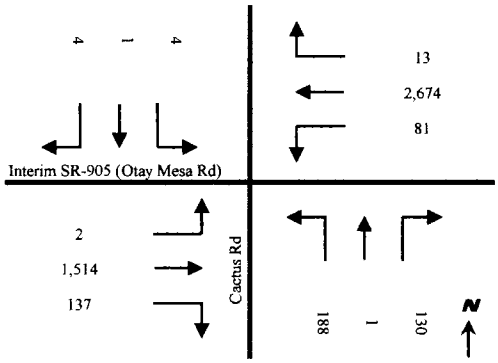
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Cactus Rd
Analyst:	USJ	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phase 1		

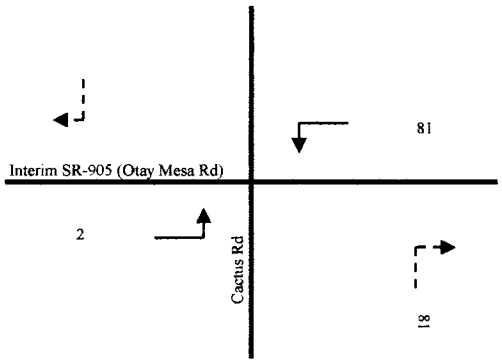
LANE GEOMETRY



TRAFFIC VOLUMES

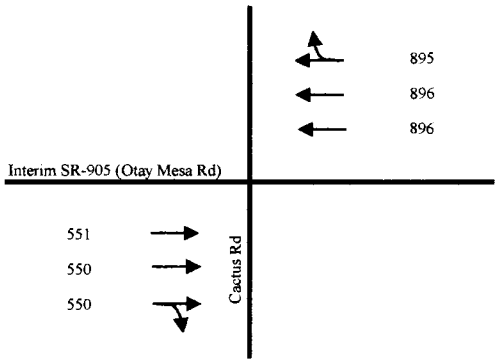


PHASE 1



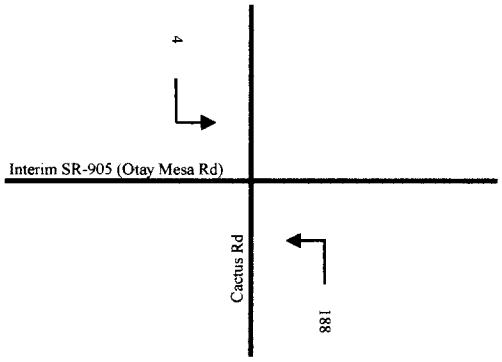
Phase 1 Critical ILV: 81

PHASE 2



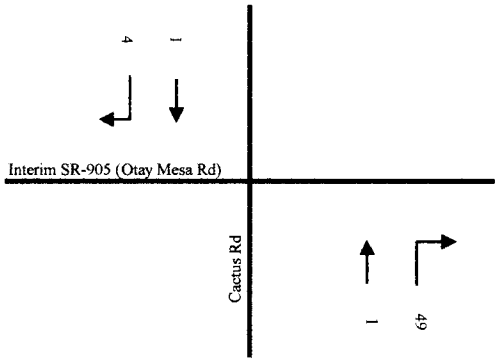
Phase 2 Critical ILV: 896

PHASE 3



Phase 3 Critical ILV: 188

PHASE 4



Phase 4 Critical ILV: 49

GRAND TOTAL ILV: 1,214

OPERATING CONDITION UNSTABLE

LEGEND

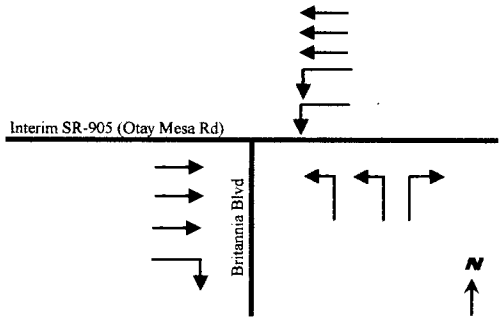
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

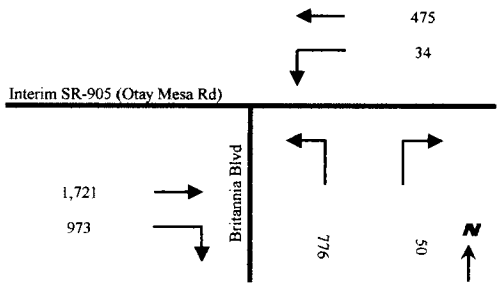
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Britannia Blvd
Analyst:	DJH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phase 1		

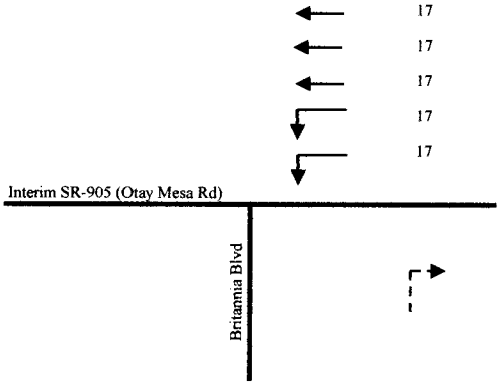
LANE GEOMETRY



TRAFFIC VOLUMES

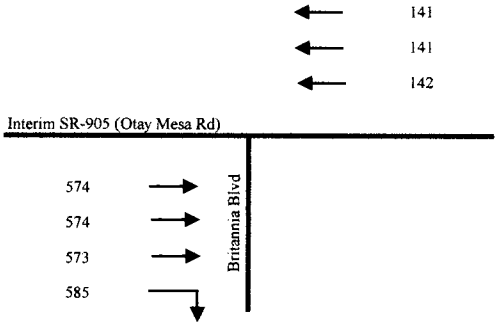


PHASE 1



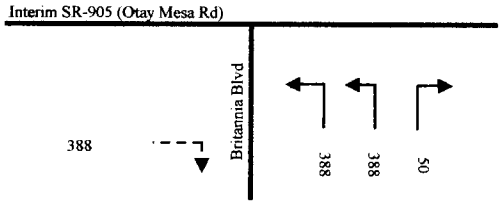
Phase 1 Critical ILV: 17

PHASE 2



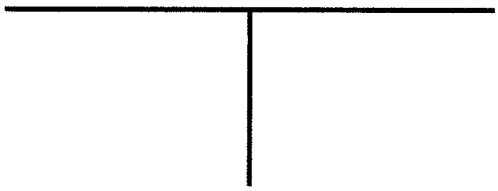
Phase 2 Critical ILV: 585

PHASE 3



Phase 3 Critical ILV: 388

PHASE 4



Phase 4 Critical ILV:

GRAND TOTAL ILV: 990

OPERATING CONDITION STABLE

LEGEND

<1200 ILV = STABLE FLOW

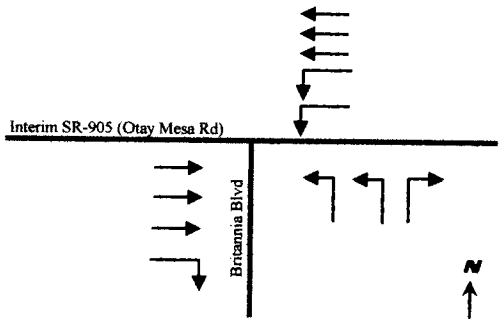
1200 - 1500 ILV/HR = UNSTABLE FLOW

> 1500 ILV/HR = OVER CAPACITY

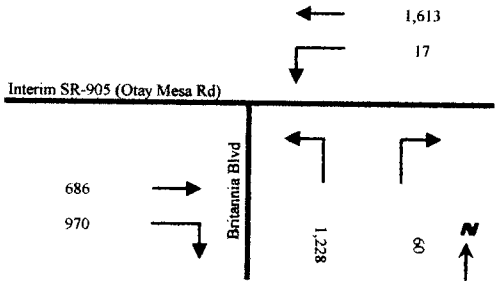
Date of Analysis:	March 19, 2011
Analyst:	VFH
Condition Analyzed:	Existing + Phase 1

Intersection:	Otay Mesa Rd @ Britannia Blvd
Peak Hour Analyzed:	PM Peak Hour

LANE GEOMETRY



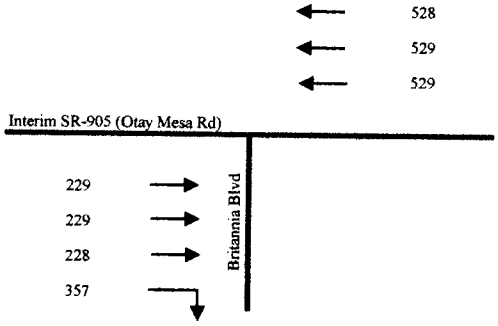
TRAFFIC VOLUMES



PHASE 1

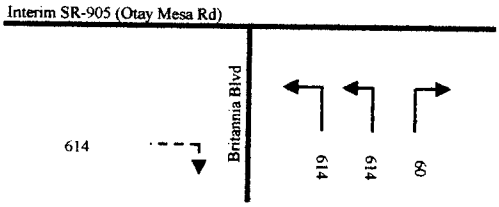
Phase 1 Critical ILV: 9

PHASE 2



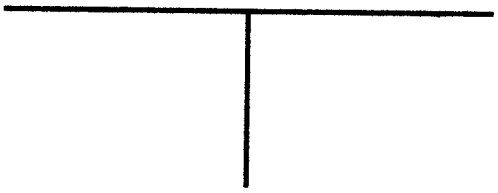
Phase 2 Critical ILV: 529

PHASE 3



Phase 3 Critical ILV: 614

PHASE 4



Phase 4 Critical ILV:

GRAND TOTAL ILV: 1,152

OPERATING CONDITION STABLE

LEGEND

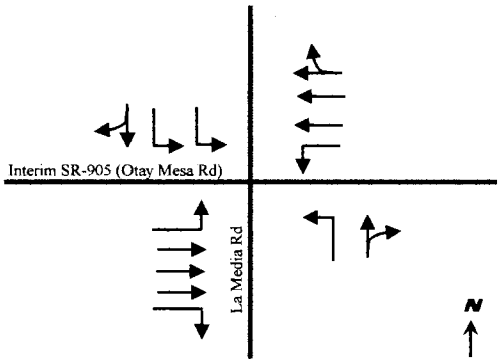
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

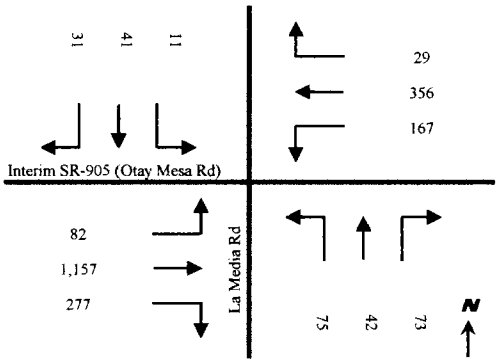
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ La Media Rd
Analyst:	VJH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phase 1		

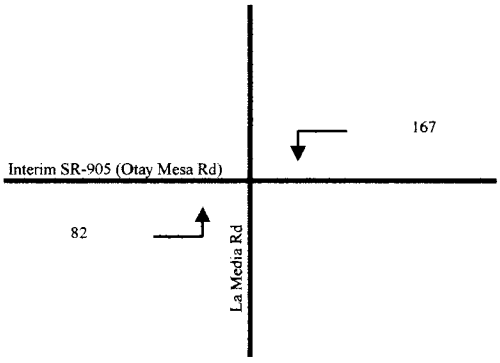
LANE GEOMETRY



TRAFFIC VOLUMES

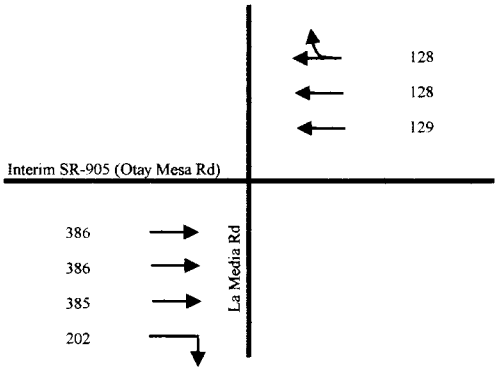


PHASE 1



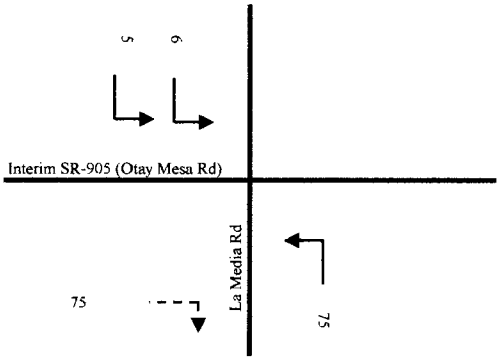
Phase 1 Critical ILV: 167

PHASE 2



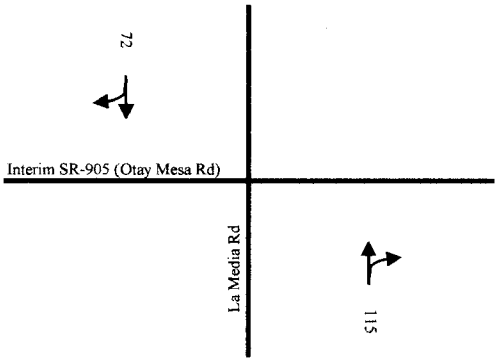
Phase 2 Critical ILV: 386

PHASE 3



Phase 3 Critical ILV: 75

PHASE 4



Phase 4 Critical ILV: 115

GRAND TOTAL ILV:	**743**
OPERATING CONDITION	**STABLE**

LEGEND

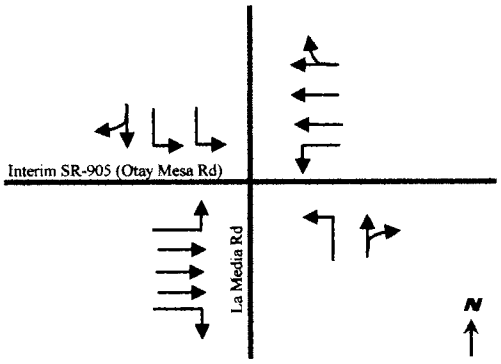
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

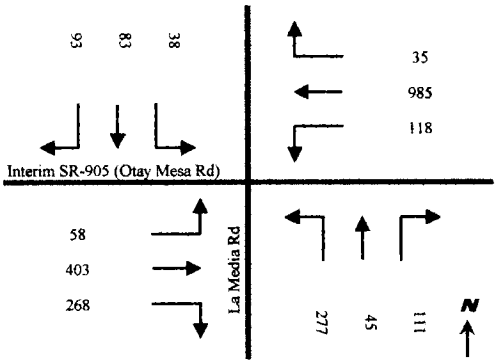
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ La Media Rd
Analyst:	VJH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phase 1		

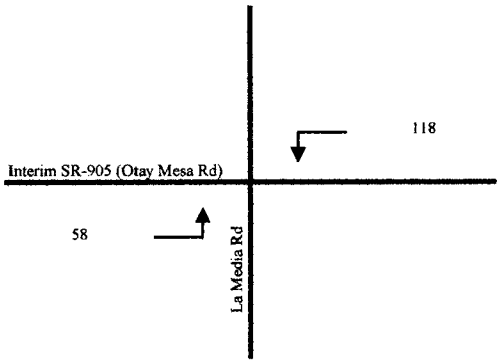
LANE GEOMETRY



TRAFFIC VOLUMES

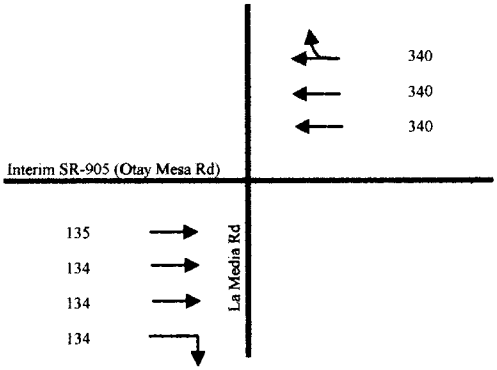


PHASE 1



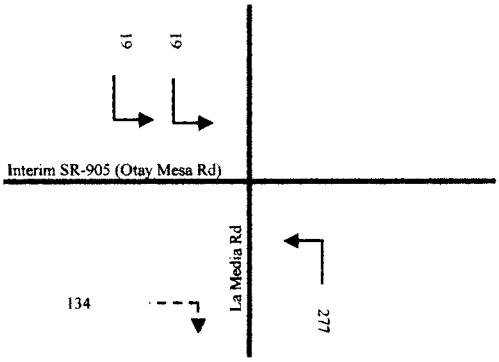
Phase 1 Critical ILV: 118

PHASE 2



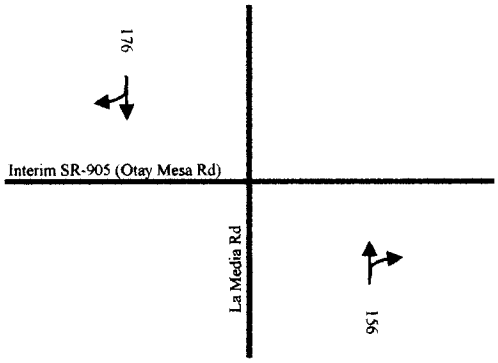
Phase 2 Critical ILV: 340

PHASE 3



Phase 3 Critical ILV: 277

PHASE 4



Phase 4 Critical ILV: 176

GRAND TOTAL ILV:	**911**
OPERATING CONDITION	**STABLE**

LEGEND

<1200 ILV = STABLE FLOW

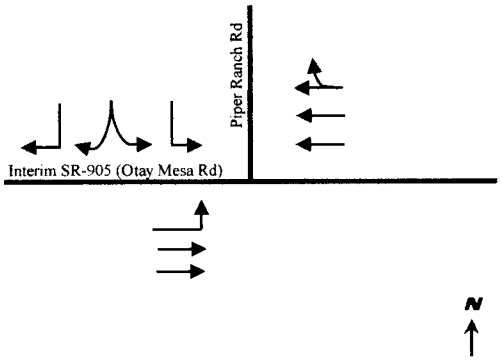
1200 - 1500 ILV/HR = UNSTABLE FLOW

> 1500 ILV/HR = OVER CAPACITY

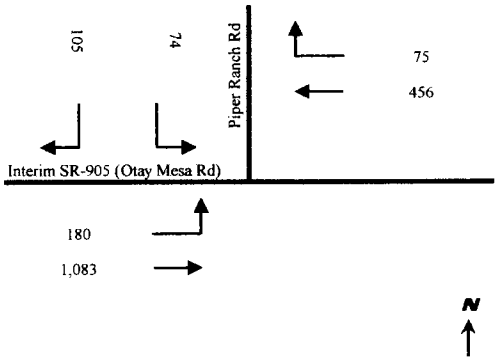
Date of Analysis:	March 19, 2011
Analyst:	DJK
Condition Analyzed:	Existing + Phase 1

Intersection:	Otay Mesa Rd @ Piper Ranch Rd
Peak Hour Analyzed:	AM Peak Hour

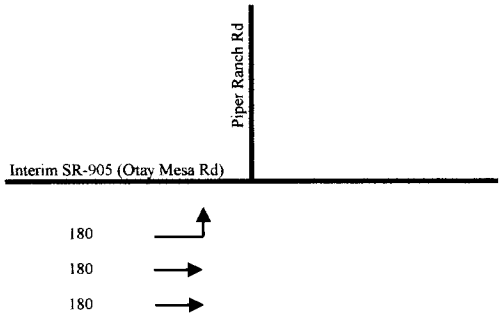
LANE GEOMETRY



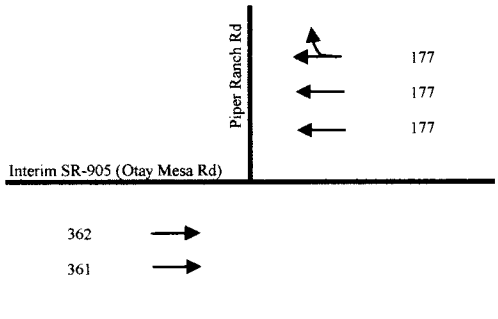
TRAFFIC VOLUMES



PHASE 1



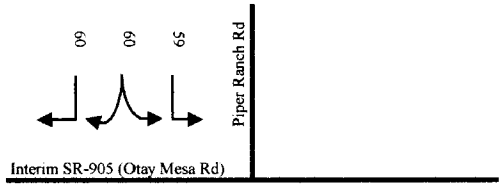
PHASE 2



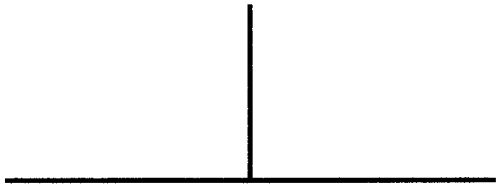
Phase 1 Critical ILV:	180

Phase 2 Critical ILV:	362

PHASE 3



PHASE 4



Phase 3 Critical ILV:	60

Phase 4 Critical ILV:	

GRAND TOTAL ILV:	**602**
OPERATING CONDITION	**STABLE**

LEGEND

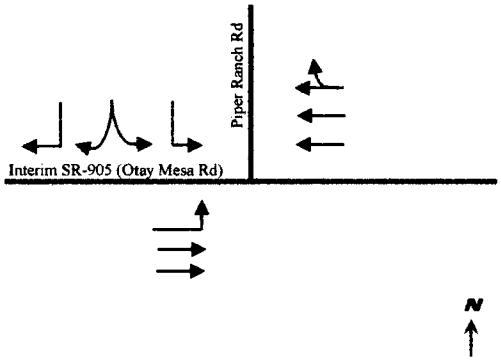
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

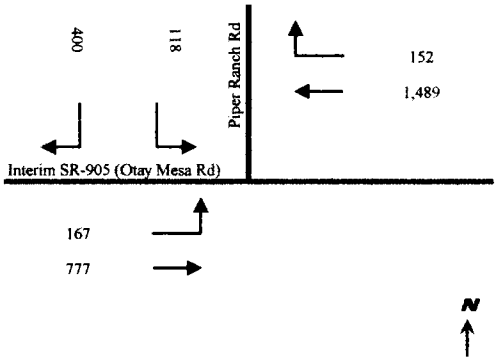
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Piper Ranch Rd
Analyst:	BSH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phase 1		

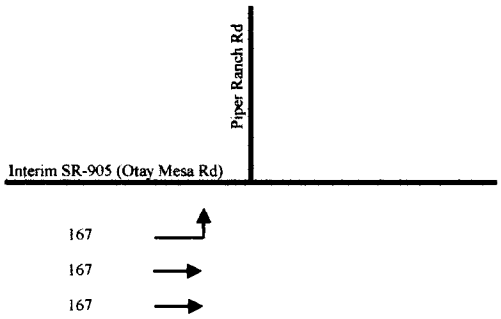
LANE GEOMETRY



TRAFFIC VOLUMES



PHASE 1



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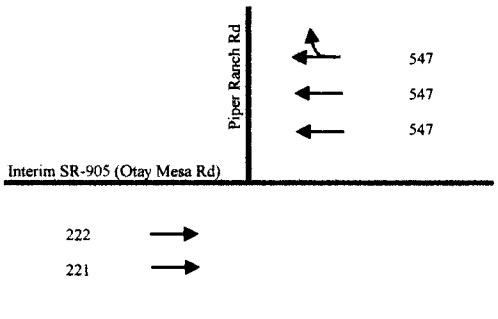
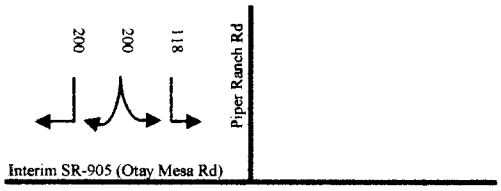
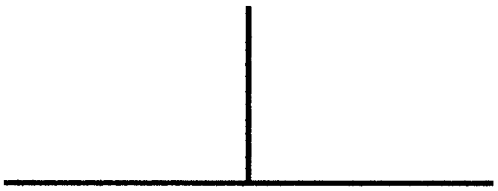


Phase 1 Critical ILV:	167	Phase 2 Critical ILV:	547

PHASE 3



PHASE 4



Phase 3 Critical ILV:	200	Phase 4 Critical ILV:	

GRAND TOTAL ILV:	**914**
OPERATING CONDITION	**STABLE**

LEGEND

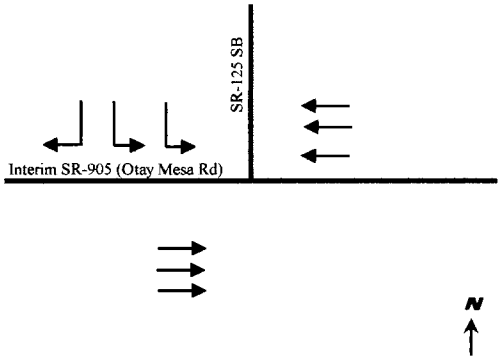
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

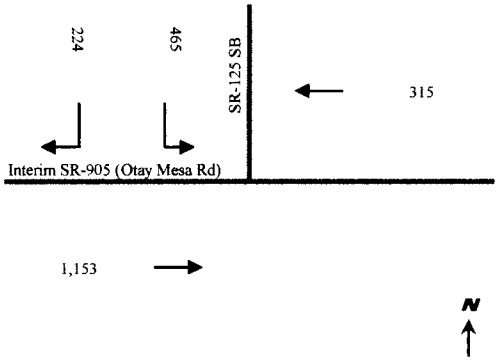
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @SR-125 SB
Analyst:	USJC	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phase 1		

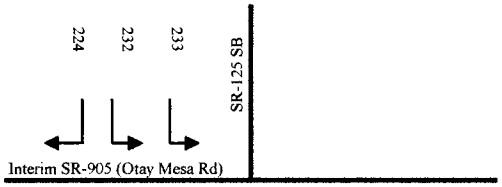
LANE GEOMETRY



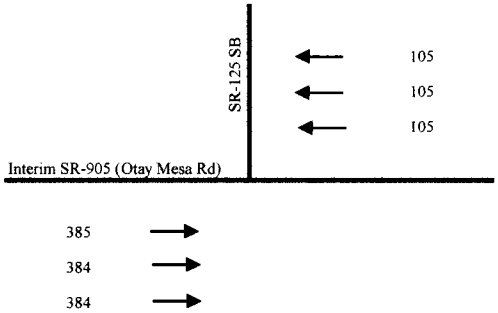
TRAFFIC VOLUMES



PHASE 1



PHASE 2

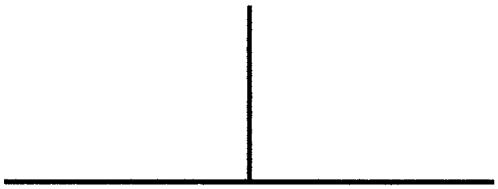


Phase 1 Critical ILV: 233

Phase 2 Critical ILV: 385

PHASE 3

PHASE 4



Phase 3 Critical ILV:

Phase 4 Critical ILV:

GRAND TOTAL ILV: 618

OPERATING CONDITION STABLE

LEGEND

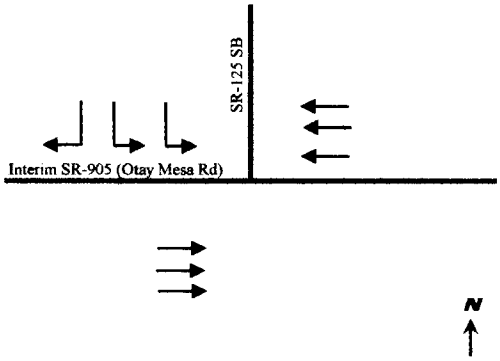
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

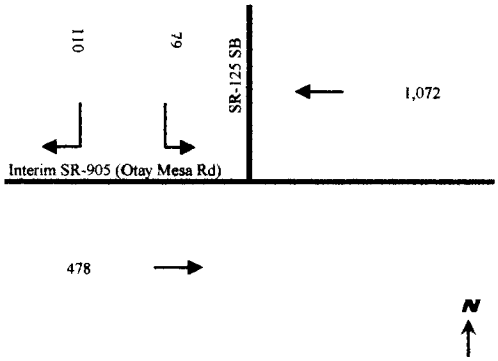
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @SR-125 SB
Analyst:	BSH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phase 1		

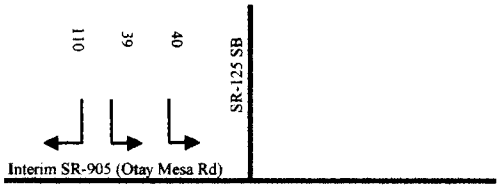
LANE GEOMETRY



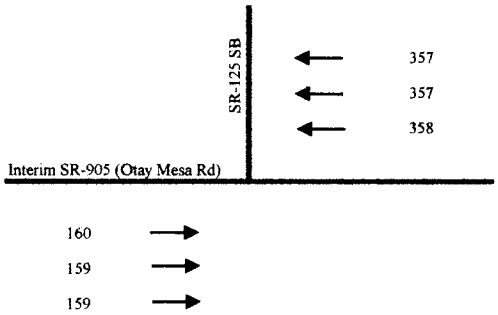
TRAFFIC VOLUMES



PHASE 1



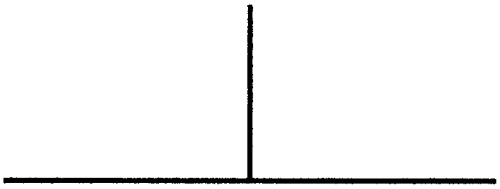
PHASE 2



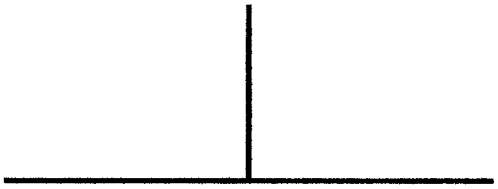
Phase 1 Critical ILV: 110

Phase 2 Critical ILV: 358

PHASE 3



PHASE 4



Phase 3 Critical ILV:

Phase 4 Critical ILV:

GRAND TOTAL ILV: 468

OPERATING CONDITION STABLE

LEGEND

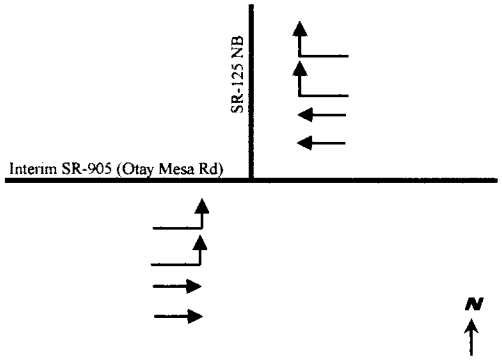
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

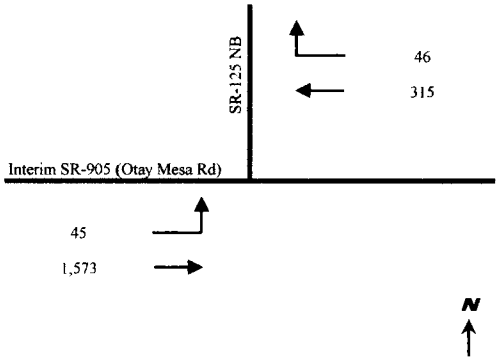
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ SR-125 NB
Analyst:	USH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phase 1		

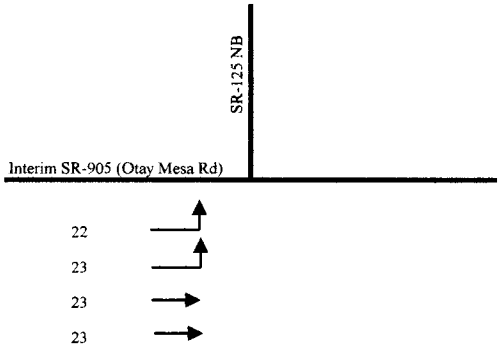
LANE GEOMETRY



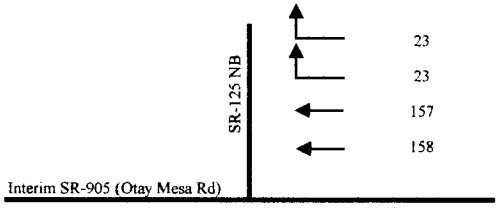
TRAFFIC VOLUMES



PHASE 1



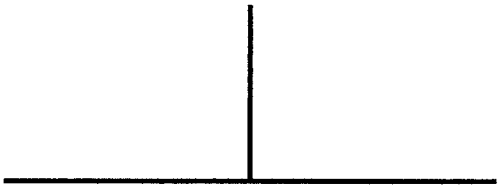
PHASE 2



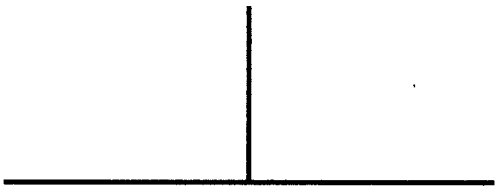
Phase 1 Critical ILV: 23

Phase 2 Critical ILV: 764

PHASE 3



PHASE 4



Phase 3 Critical ILV:

Phase 4 Critical ILV:

GRAND TOTAL ILV: 787

OPERATING CONDITION STABLE

LEGEND

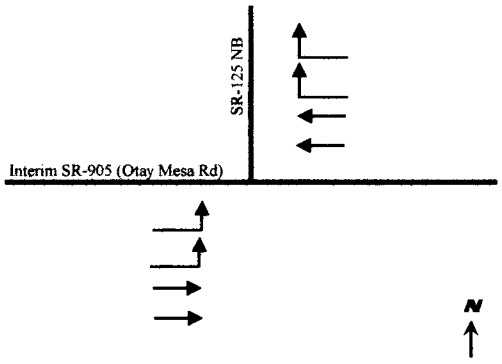
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

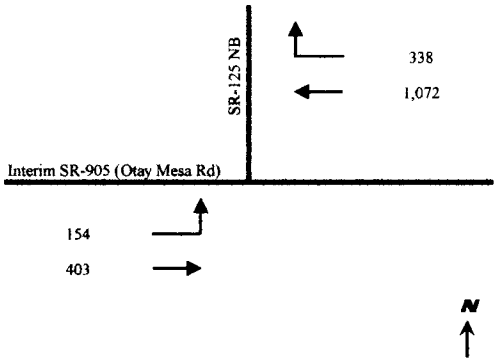
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ SR-125 NB
Analyst:	VSH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phase 1		

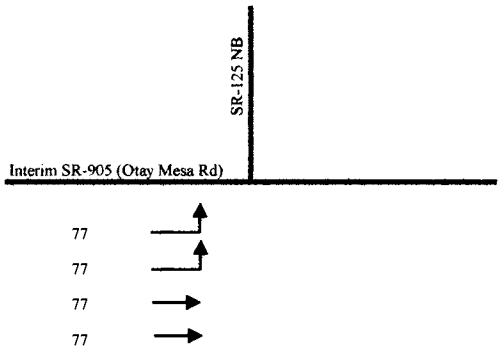
LANE GEOMETRY



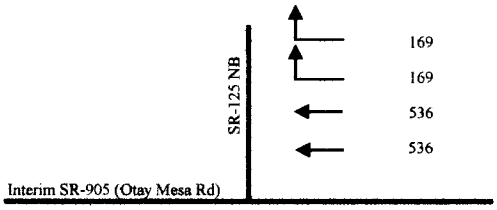
TRAFFIC VOLUMES



PHASE 1



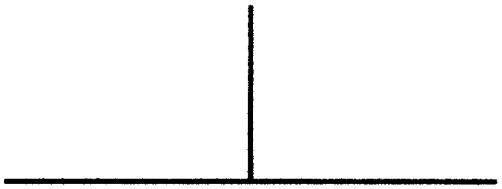
PHASE 2



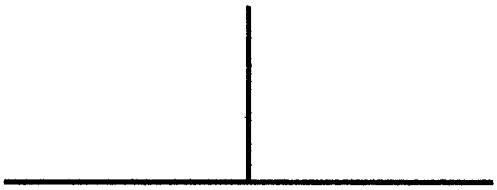
Phase 1 Critical ILV: 77

Phase 2 Critical ILV: 536

PHASE 3



PHASE 4



Phase 3 Critical ILV:

Phase 4 Critical ILV:

GRAND TOTAL ILV: 613

OPERATING CONDITION STABLE

LEGEND

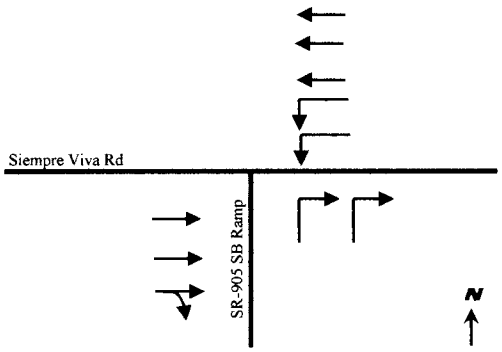
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

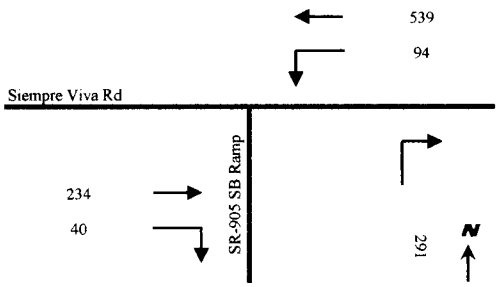
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Siempre Viva Rd @ SR-905 SB Ramp
Analyst:	*VSM*	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phase 1		

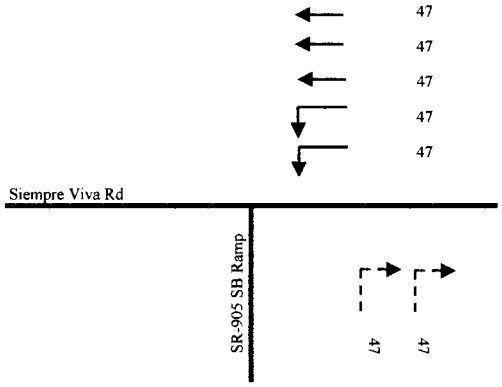
LANE GEOMETRY



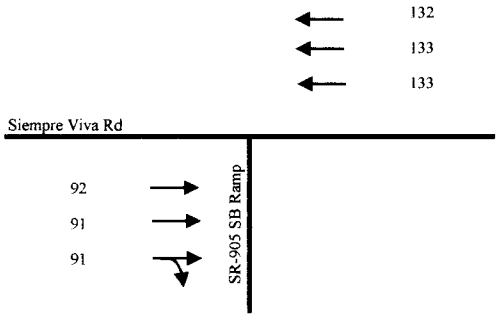
TRAFFIC VOLUMES



PHASE 1



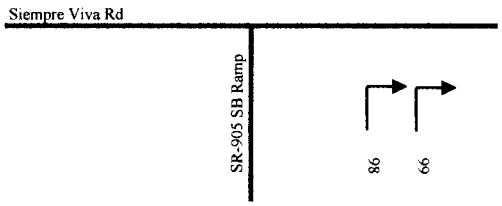
PHASE 2



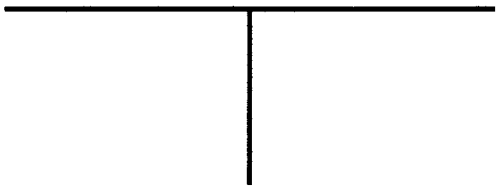
Phase 1 Critical ILV: 47

Phase 2 Critical ILV: 133

PHASE 3



PHASE 4



Phase 3 Critical ILV: 99

Phase 4 Critical ILV:

GRAND TOTAL ILV: 279

OPERATING CONDITION STABLE

LEGEND

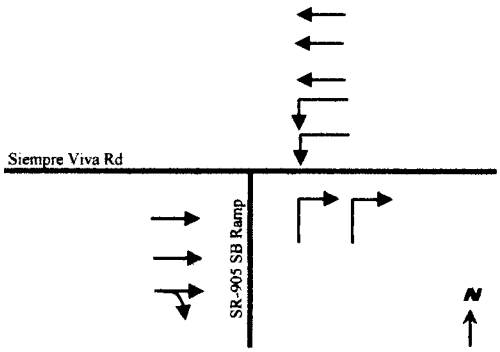
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

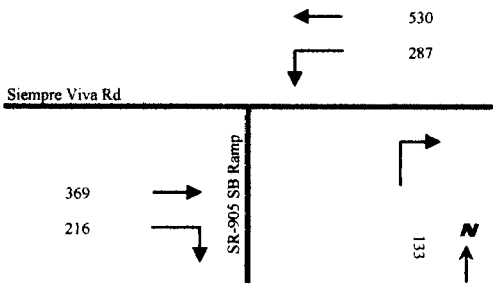
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Siempre Viva Rd @ SR-905 SB Ramp
Analyst:	VSH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phase 1		

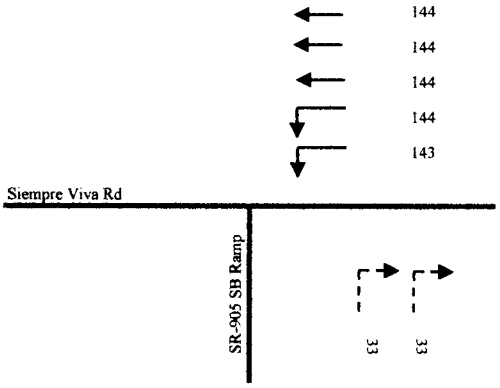
LANE GEOMETRY



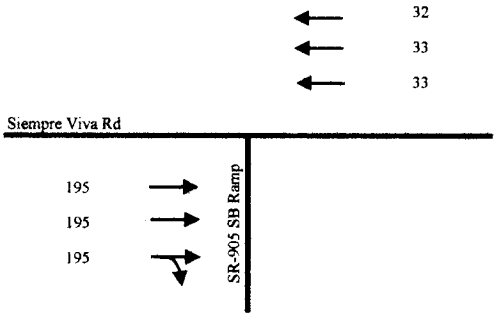
TRAFFIC VOLUMES



PHASE 1



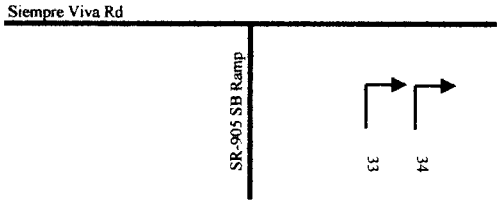
PHASE 2



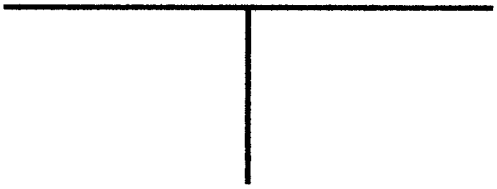
Phase 1 Critical ILV: 144

Phase 2 Critical ILV: 195

PHASE 3



PHASE 4



Phase 3 Critical ILV: 34

Phase 4 Critical ILV:

GRAND TOTAL ILV: **373**

OPERATING CONDITION **STABLE**

LEGEND

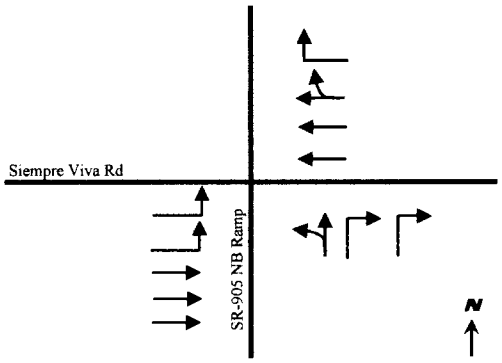
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

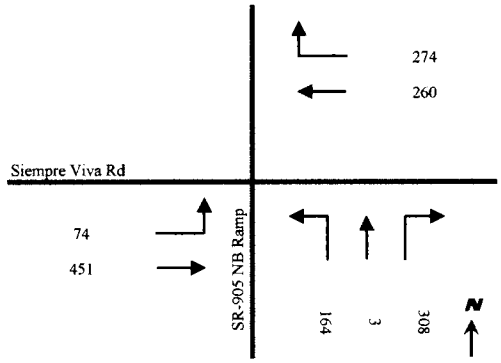
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Siempre Viva Rd & SR-905 NB
Analyst:	TGW	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phase 1		

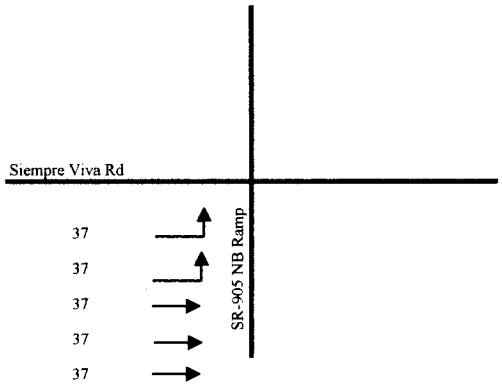
LANE GEOMETRY



TRAFFIC VOLUMES

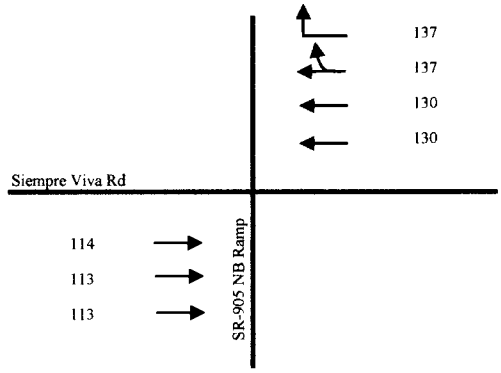


PHASE 1



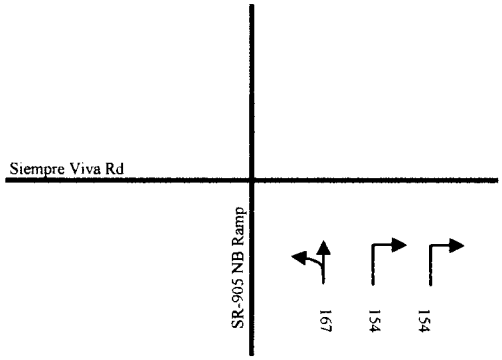
Phase 1 Critical ILV: 37

PHASE 2



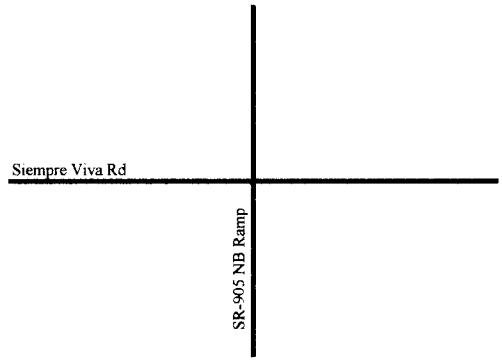
Phase 2 Critical ILV: 137

PHASE 3



Phase 3 Critical ILV: 167

PHASE 4



Phase 4 Critical ILV:

GRAND TOTAL ILV: **341**

OPERATING CONDITION **STABLE**

LEGEND

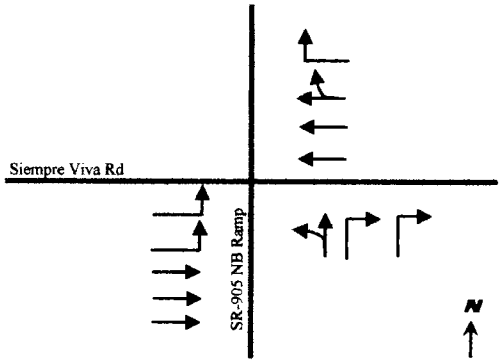
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

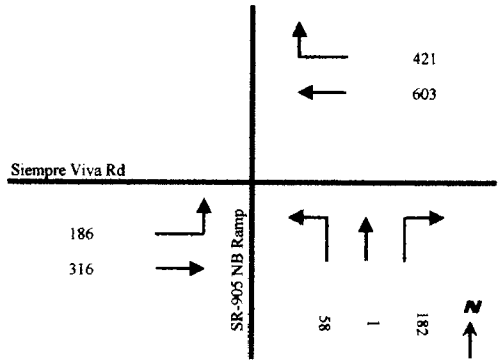
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Siempre Viva Rd & SR-905 NB
Analyst:	VJH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phase 1		

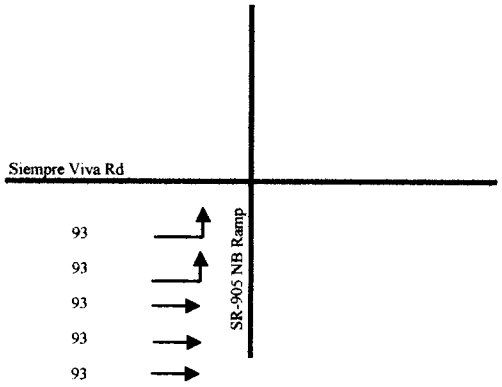
LANE GEOMETRY



TRAFFIC VOLUMES

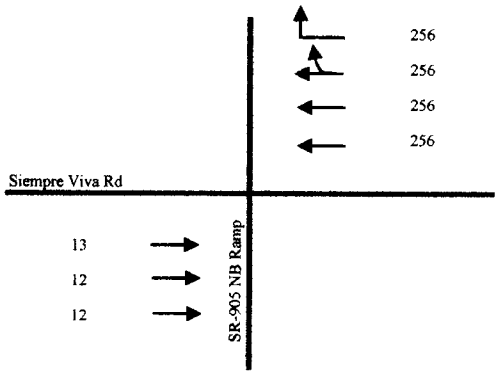


PHASE 1



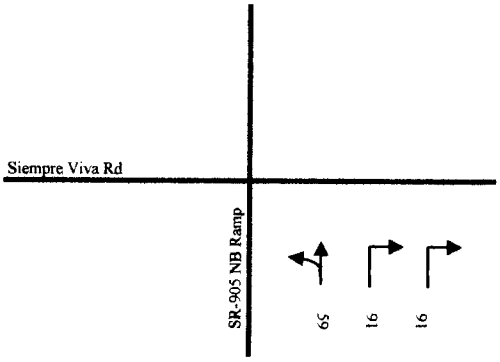
Phase 1 Critical ILV: 93

PHASE 2



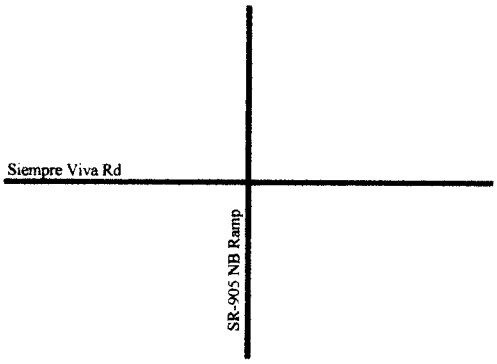
Phase 2 Critical ILV: 256

PHASE 3



Phase 3 Critical ILV: 91

PHASE 4



Phase 4 Critical ILV:

GRAND TOTAL ILV: **440**

OPERATING CONDITION **STABLE**

LEGEND

<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

> 1500 ILV/HR = OVER CAPACITY

Existing + Project Phase 1 – Queuing Summaries

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	129	2941	228	38	1359	121	77	110	270	62	63
v/c Ratio	0.57	0.88	0.17	0.37	0.43	0.09	0.41	0.92	1.15	0.47	0.25
Control Delay	79.2	22.2	0.6	69.9	8.2	1.0	71.6	103.6	160.8	79.2	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	22.2	0.6	69.9	8.2	1.0	71.6	103.6	160.8	79.2	16.6
Queue Length 50th (ft)	64	799	0	18	182	8	73	62	~313	60	0
Queue Length 95th (ft)	92	688	10	m34	223	14	120	#157	#437	100	21
Internal Link Dist (ft)		1361			2600			2637		1263	
Turn Bay Length (ft)	550		510	550		550	200		440		440
Base Capacity (vph)	235	3359	1356	102	3132	1307	189	119	235	169	310
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.88	0.17	0.37	0.43	0.09	0.41	0.92	1.15	0.37	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	135	1419	94	35	2618	363	228	135	247	48	263
v/c Ratio	0.61	0.49	0.10	0.15	0.92	0.28	0.68	0.71	0.93	0.43	0.67
Control Delay	85.8	21.4	3.3	60.5	29.6	2.5	73.7	84.5	109.6	87.2	43.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.8	21.4	3.3	60.5	29.6	2.5	73.7	84.5	109.6	87.2	43.9
Queue Length 50th (ft)	76	337	0	18	647	45	235	130	272	52	92
Queue Length 95th (ft)	#176	407	29	m18	769	m69	332	203	#443	99	135
Internal Link Dist (ft)		1361			2600			2637		1263	
Turn Bay Length (ft)	550		510	550		550	200		440		440
Base Capacity (vph)	223	2870	984	266	2832	1298	337	246	271	258	392
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.49	0.10	0.13	0.92	0.28	0.68	0.55	0.91	0.19	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBL	SBR
Lane Group Flow (vph)	5	3396	70	1484	94	85	1	1
v/c Ratio	0.06	0.95	0.59	0.38	0.59	0.27	0.01	0.00
Control Delay	58.2	10.6	77.9	3.1	80.6	2.0	64.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.2	10.6	77.9	3.1	80.6	2.0	64.0	0.0
Queue Length 50th (ft)	4	138	72	19	91	0	1	0
Queue Length 95th (ft)	m6	m738	m83	253	133	0	6	0
Internal Link Dist (ft)		2600		2650				
Turn Bay Length (ft)	550		550		250	120	25	25
Base Capacity (vph)	89	3591	128	3944	239	398	202	306
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.95	0.55	0.38	0.39	0.21	0.00	0.00

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2	1757	86	2859	200	1	138	4	1	4
v/c Ratio	0.02	0.64	0.53	0.89	0.60	0.00	0.34	0.03	0.01	0.03
Control Delay	31.5	15.4	42.9	16.7	37.8	24.0	7.2	36.5	36.0	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	15.4	42.9	16.7	37.8	24.0	7.2	36.5	36.0	24.5
Queue Length 50th (ft)	1	157	45	199	97	0	0	2	1	0
Queue Length 95th (ft)	m2	#410	m59	#880	150	4	42	12	6	10
Internal Link Dist (ft)		2600		2650		2628			1880	
Turn Bay Length (ft)	550		550		250		120	25		25
Base Capacity (vph)	105	2751	169	3207	351	470	502	190	366	314
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.64	0.51	0.89	0.57	0.00	0.27	0.02	0.00	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2099	1187	41	579	946	61
v/c Ratio	0.82	0.81	0.35	0.20	0.95	0.12
Control Delay	19.6	10.4	40.6	3.0	47.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	10.4	40.6	3.0	47.2	6.7
Queue Length 50th (ft)	386	509	21	25	224	0
Queue Length 95th (ft)	406	688	48	15	#291	21
Internal Link Dist (ft)	2650			5401	660	
Turn Bay Length (ft)		540	550			
Base Capacity (vph)	2566	1471	116	2907	994	502
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.81	0.35	0.20	0.95	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	707	1000	18	1663	1266	62
v/c Ratio	0.37	0.65	0.19	0.79	0.79	0.08
Control Delay	9.9	10.8	24.7	11.3	22.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	10.8	24.7	11.3	22.7	3.2
Queue Length 50th (ft)	82	642	9	113	250	0
Queue Length 95th (ft)	43	312	m12	#139	325	18
Internal Link Dist (ft)	2650			5401	660	
Turn Bay Length (ft)		540	550			
Base Capacity (vph)	1904	1531	95	2098	1766	844
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.65	0.19	0.79	0.72	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	94	1330	318	192	442	86	132	13	83
v/c Ratio	0.45	0.72	0.33	0.64	0.20	0.38	0.26	0.07	0.39
Control Delay	19.0	9.1	2.3	30.6	5.5	34.6	10.5	35.2	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	9.1	2.3	30.6	5.5	34.6	10.5	35.2	24.8
Queue Length 50th (ft)	38	69	11	71	10	38	17	3	21
Queue Length 95th (ft)	m43	#278	m46	152	82	72	54	11	55
Internal Link Dist (ft)		5401			908		520		2547
Turn Bay Length (ft)	550		500	550				150	
Base Capacity (vph)	224	1855	973	337	2225	233	526	181	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.72	0.33	0.57	0.20	0.37	0.25	0.07	0.21

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	448	298	131	1133	308	173	42	195
v/c Ratio	0.43	0.30	0.29	0.56	0.62	0.78	0.26	0.24	0.66
Control Delay	42.9	9.8	1.0	29.8	14.8	44.1	6.9	42.1	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	9.8	1.0	29.8	14.8	44.1	6.9	42.1	33.9
Queue Length 50th (ft)	47	45	4	63	138	151	18	11	67
Queue Length 95th (ft)	66	87	4	m108	#275	233	54	27	129
Internal Link Dist (ft)		5401			908		520		2547
Turn Bay Length (ft)	550		500	550				150	
Base Capacity (vph)	154	1479	1038	253	1823	470	744	175	376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.30	0.29	0.52	0.62	0.66	0.23	0.24	0.52

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	207	1245	610	142	64
v/c Ratio	0.42	0.44	0.26	0.36	0.31
Control Delay	8.9	2.6	12.2	22.1	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.9	2.6	12.2	22.1	13.2
Queue Length 50th (ft)	62	27	66	19	0
Queue Length 95th (ft)	17	60	98	41	34
Internal Link Dist (ft)		1591	1489	1149	
Turn Bay Length (ft)	600				125
Base Capacity (vph)	498	2803	2302	974	454
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.44	0.26	0.15	0.14

Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	169	785	1658	321	202
v/c Ratio	0.41	0.28	0.65	0.59	0.59
Control Delay	36.2	2.4	12.0	17.5	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	2.4	12.0	17.5	12.5
Queue Length 50th (ft)	99	17	122	30	0
Queue Length 95th (ft)	122	30	186	64	62
Internal Link Dist (ft)		1591	1489	1149	
Turn Bay Length (ft)	600				125
Base Capacity (vph)	411	2796	2570	937	504
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.28	0.65	0.34	0.40

Intersection Summary

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1373	375	554	267
v/c Ratio	0.41	0.11	0.69	0.47
Control Delay	2.0	8.8	30.9	5.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.0	8.8	30.9	5.8
Queue Length 50th (ft)	10	25	124	0
Queue Length 95th (ft)	49	50	143	39
Internal Link Dist (ft)	1489	570	1201	
Turn Bay Length (ft)				
Base Capacity (vph)	3363	3363	1563	866
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.11	0.35	0.31

Intersection Summary

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	537	1204	89	124
v/c Ratio	0.13	0.29	0.21	0.57
Control Delay	1.4	3.2	33.3	35.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	1.4	3.2	33.3	35.6
Queue Length 50th (ft)	12	100	22	47
Queue Length 95th (ft)	19	117	40	94
Internal Link Dist (ft)	1489	570	1201	
Turn Bay Length (ft)				
Base Capacity (vph)	4159	4159	1533	724
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.29	0.06	0.17

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR
Lane Group Flow (vph)	56	1942	389	57
v/c Ratio	0.18	0.55	0.13	0.02
Control Delay	32.8	1.0	0.5	0.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	32.8	1.0	0.5	0.0
Queue Length 50th (ft)	11	4	4	0
Queue Length 95th (ft)	m22	0	5	0
Internal Link Dist (ft)		570	460	
Turn Bay Length (ft)	430			400
Base Capacity (vph)	926	3539	3106	2453
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.06	0.55	0.13	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	WBR
Lane Group Flow (vph)	171	448	1191	376
v/c Ratio	0.46	0.13	0.42	0.16
Control Delay	30.0	0.1	3.5	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	30.0	0.1	3.5	0.5
Queue Length 50th (ft)	41	0	85	2
Queue Length 95th (ft)	54	1	111	m4
Internal Link Dist (ft)		570	460	
Turn Bay Length (ft)	430			400
Base Capacity (vph)	1206	3539	2816	2294
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.13	0.42	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1941	5	333	113
v/c Ratio	0.71	0.03	0.22	0.30
Control Delay	6.8	24.5	9.1	31.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.8	24.5	9.1	31.8
Queue Length 50th (ft)	55	2	115	24
Queue Length 95th (ft)	228	m5	151	41
Internal Link Dist (ft)	1003		1623	2621
Turn Bay Length (ft)		180		
Base Capacity (vph)	2717	221	1535	491
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.71	0.02	0.22	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	441	15	1147	403
v/c Ratio	0.20	0.05	0.81	0.81
Control Delay	5.3	21.4	6.6	48.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.3	21.4	6.6	48.9
Queue Length 50th (ft)	27	7	76	107
Queue Length 95th (ft)	42	m4	m80	#178
Internal Link Dist (ft)	1003		1623	2621
Turn Bay Length (ft)		180		
Base Capacity (vph)	2487	287	1420	499
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.05	0.81	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1130	58	141	266	33
v/c Ratio	1.06	0.35	0.11	0.70	0.09
Control Delay	64.8	38.0	5.1	34.3	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	38.0	5.1	34.3	8.5
Queue Length 50th (ft)	~599	26	20	127	0
Queue Length 95th (ft)	#650	48	34	155	20
Internal Link Dist (ft)	1250		2512	2644	
Turn Bay Length (ft)		90		175	
Base Capacity (vph)	1063	179	1269	454	431
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.06	0.32	0.11	0.59	0.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	252	23	490	603	52
v/c Ratio	0.27	0.12	0.44	1.12	0.10
Control Delay	3.7	33.1	10.6	110.8	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	3.7	33.1	10.6	110.8	14.9
Queue Length 50th (ft)	2	12	127	~304	0
Queue Length 95th (ft)	1	25	142	#420	33
Internal Link Dist (ft)	1250		2512	2644	
Turn Bay Length (ft)		90		175	
Base Capacity (vph)	942	284	1120	537	517
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.08	0.44	1.12	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	50	42	8	5	43	88	270	301	432
v/c Ratio	0.06	0.27	0.21	0.05	0.03	0.21	0.39	0.23	0.42	0.19
Control Delay	32.6	34.3	13.0	32.7	29.5	12.9	44.4	23.5	15.5	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	34.3	13.0	32.7	29.5	12.9	44.4	23.5	15.5	10.9
Queue Length 50th (ft)	4	23	0	4	2	0	42	50	68	41
Queue Length 95th (ft)	14	44	18	13	9	19	68	67	m150	m105
Internal Link Dist (ft)		1210			1186			501		2644
Turn Bay Length (ft)	175			200			200		200	
Base Capacity (vph)	175	454	417	175	478	438	283	1188	716	2274
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.11	0.10	0.05	0.01	0.10	0.31	0.23	0.42	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	13	12	7	13	141	115	550	73	151
v/c Ratio	0.07	0.08	0.08	0.05	0.08	0.52	0.34	0.24	0.37	0.07
Control Delay	36.7	34.5	18.5	36.7	34.5	13.9	27.5	6.4	40.2	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	34.5	18.5	36.7	34.5	13.9	27.5	6.4	40.2	15.0
Queue Length 50th (ft)	5	7	0	4	7	0	56	42	39	16
Queue Length 95th (ft)	17	21	13	15	20	39	78	104	74	58
Internal Link Dist (ft)		1210			1186			501		2644
Turn Bay Length (ft)	175			200			200		200	
Base Capacity (vph)	200	453	394	200	477	510	374	2299	219	2018
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.03	0.03	0.04	0.03	0.28	0.31	0.24	0.33	0.07

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	20	146	58	288	14	8	66
v/c Ratio	0.12	0.05	0.35	0.10	0.09	0.05	0.33
Control Delay	33.0	8.2	38.8	7.5	32.8	20.9	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	8.2	38.8	7.5	32.8	20.9	24.8
Queue Length 50th (ft)	9	9	27	19	6	0	17
Queue Length 95th (ft)	28	21	63	36	22	13	51
Internal Link Dist (ft)		3989		1156		1019	1012
Turn Bay Length (ft)	270		200		300		
Base Capacity (vph)	160	2794	172	2941	408	378	417
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.05	0.34	0.10	0.03	0.02	0.16

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	48	266	100	341	29	21	108
v/c Ratio	0.28	0.11	0.46	0.12	0.19	0.13	0.48
Control Delay	38.6	12.2	44.1	2.9	37.8	18.7	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	12.2	44.1	2.9	37.8	18.7	37.2
Queue Length 50th (ft)	24	23	48	14	15	1	48
Queue Length 95th (ft)	55	49	90	25	39	22	93
Internal Link Dist (ft)		3989		1156		1019	1012
Turn Bay Length (ft)	270		200		300		
Base Capacity (vph)	208	2517	246	2742	411	388	421
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.11	0.41	0.12	0.07	0.05	0.26

Intersection Summary

Lane Group	EBT	WBL	WBT	NBR
Lane Group Flow (vph)	297	102	586	316
v/c Ratio	0.10	0.18	0.14	0.25
Control Delay	4.2	27.2	1.7	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	4.2	27.2	1.7	0.5
Queue Length 50th (ft)	13	20	10	0
Queue Length 95th (ft)	21	m44	34	0
Internal Link Dist (ft)	1279		201	
Turn Bay Length (ft)		200		
Base Capacity (vph)	3126	637	4148	1691
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.16	0.14	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBR
Lane Group Flow (vph)	597	293	541	136
v/c Ratio	0.18	0.63	0.12	0.12
Control Delay	2.1	38.1	1.7	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.1	38.1	1.7	0.2
Queue Length 50th (ft)	10	75	20	0
Queue Length 95th (ft)	23	107	21	0
Internal Link Dist (ft)	1279		201	
Turn Bay Length (ft)		200		
Base Capacity (vph)	3294	813	4407	1599
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.36	0.12	0.09

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	77	470	413	143	174	321
v/c Ratio	0.23	0.13	0.14	0.16	0.57	0.43
Control Delay	34.4	2.4	3.1	2.1	35.9	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	2.4	3.1	2.1	35.9	5.2
Queue Length 50th (ft)	16	11	3	0	77	0
Queue Length 95th (ft)	31	21	40	m0	125	32
Internal Link Dist (ft)		653	439		1142	
Turn Bay Length (ft)	250			200		200
Base Capacity (vph)	637	3683	2919	910	596	1148
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.13	0.14	0.16	0.29	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	198	336	775	314	63	194
v/c Ratio	0.46	0.08	0.26	0.32	0.35	0.42
Control Delay	37.8	1.0	2.5	0.9	39.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	1.0	2.5	0.9	39.7	8.5
Queue Length 50th (ft)	53	4	17	0	32	0
Queue Length 95th (ft)	87	7	35	0	66	31
Internal Link Dist (ft)		653	439		1142	
Turn Bay Length (ft)	250			200		200
Base Capacity (vph)	756	4080	2968	974	539	981
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.08	0.26	0.32	0.12	0.20

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	406	231	121	10	181	94	33	12	57	283
v/c Ratio	0.78	0.07	0.12	0.10	0.17	0.59	0.05	0.04	0.44	0.54
Control Delay	34.0	6.1	1.6	36.0	23.5	49.5	25.8	14.2	45.2	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	6.1	1.6	36.0	23.5	49.5	25.8	14.2	45.2	26.4
Queue Length 50th (ft)	154	9	0	5	41	43	7	0	26	50
Queue Length 95th (ft)	#307	28	16	18	65	#103	18	13	62	82
Internal Link Dist (ft)		493			1124		842			1095
Turn Bay Length (ft)	250		120	325		475			250	
Base Capacity (vph)	539	3156	1028	105	1040	163	853	391	130	789
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.07	0.12	0.10	0.17	0.58	0.04	0.03	0.44	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	365	89	98	24	402	271	137	7	5	182
v/c Ratio	0.87	0.04	0.12	0.20	0.46	0.67	0.11	0.01	0.05	0.45
Control Delay	52.5	13.5	3.9	48.2	42.6	38.1	18.4	10.9	36.4	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	13.5	3.9	48.2	42.6	38.1	18.4	10.9	36.4	19.1
Queue Length 50th (ft)	186	8	0	13	108	127	23	0	2	21
Queue Length 95th (ft)	#341	19	28	m30	160	208	47	9	m13	52
Internal Link Dist (ft)		493			1124		842			1095
Turn Bay Length (ft)	250		120	325		475			250	
Base Capacity (vph)	421	2507	830	120	876	409	1262	569	105	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.04	0.12	0.20	0.46	0.66	0.11	0.01	0.05	0.25

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	152	12	182	107	146	289	41
v/c Ratio	0.17	0.17	0.11	0.13	0.24	0.36	0.68	0.10
Control Delay	44.3	10.9	37.1	8.3	22.2	24.9	42.9	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	10.9	37.1	8.3	22.2	24.9	42.9	36.0
Queue Length 50th (ft)	14	35	5	6	39	24	83	7
Queue Length 95th (ft)	31	56	m18	33	66	45	202	13
Internal Link Dist (ft)		1204		311		851		533
Turn Bay Length (ft)	180		180		250		200	
Base Capacity (vph)	328	873	105	1351	461	768	512	1251
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.17	0.11	0.13	0.23	0.19	0.56	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	34	26	612	204	139	69	66
v/c Ratio	0.12	0.03	0.17	0.33	0.65	0.23	0.36	0.22
Control Delay	42.3	14.8	37.0	6.0	41.5	29.5	36.4	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	14.8	37.0	6.0	41.5	29.5	36.4	36.1
Queue Length 50th (ft)	9	9	13	35	101	32	38	11
Queue Length 95th (ft)	23	35	m37	77	159	56	81	33
Internal Link Dist (ft)		1204		311		851		533
Turn Bay Length (ft)	180		180		250		200	
Base Capacity (vph)	266	984	167	1858	417	1007	301	739
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.03	0.16	0.33	0.49	0.14	0.23	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	10	2	527	110
v/c Ratio	0.10	0.02	0.29	0.06
Control Delay	17.9	12.5	1.0	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.9	12.5	1.0	0.6
Queue Length 50th (ft)	8	0	0	0
Queue Length 95th (ft)	21	7	71	14
Internal Link Dist (ft)	670		520	1210
Turn Bay Length (ft)				
Base Capacity (vph)	253	228	1791	1797
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.01	0.29	0.06

Intersection Summary

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	11	1	94	2	370
v/c Ratio	0.08	0.01	0.05	0.02	0.21
Control Delay	37.0	28.0	1.6	36.5	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	28.0	1.6	36.5	0.8
Queue Length 50th (ft)	6	0	0	1	0
Queue Length 95th (ft)	21	5	26	8	47
Internal Link Dist (ft)	670		520		1210
Turn Bay Length (ft)				150	
Base Capacity (vph)	579	519	1712	327	1794
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.00	0.05	0.01	0.21

Intersection Summary

APPENDIX F

- Existing + Project Phases 1-2 - Arterial Analysis
- Existing + Project Phases 1-2 - Synchro Analysis
- Existing + Project Phases 1-2 - ILV Analysis
- Existing + Project Phases 1-2 – Queuing Summaries

Existing + Project Phases 1-2 - Arterial Analysis

Arterial Level of Service: EB Otay Mesa Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Heritage Road	II	45	28.4	40.9	69.3	0.27	14.2	E
Cactus Rd	II	45	44.7	44.8	89.5	0.51	20.4	D
Brittania Blvd	II	45	45.5	27.5	73.0	0.52	25.5	C
La Media	II	45	83.0	17.6	100.6	1.04	37.1	A
Piper Ranch Rd	II	45	44.3	7.0	51.3	0.50	35.3	A
SR125 SB	II	45	29.4	4.7	34.1	0.30	31.4	B
SR125 NB Ramp	II	45	13.4	3.3	16.7	0.12	26.5	C
Sanyo Ave	II	45	35.1	13.8	48.9	0.37	27.0	C
Enrico Fermi Dr	II	45	62.8	337.1	399.9	0.78	7.1	F
Total	II		386.6	496.7	883.3	4.41	18.0	D

Arterial Level of Service: WB Otay Mesa Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Enrico Fermi Dr	II	45	43.2	5.7	48.9	0.49	36.1	A
Sanyo Ave	II	45	62.8	10.8	73.6	0.78	38.4	A
SR125 NB Ramp	II	45	35.1	0.4	35.5	0.37	37.1	A
SR125 SB	II	45	13.4	11.5	24.9	0.12	17.8	D
Piper Ranch Rd	II	45	29.4	11.6	41.0	0.30	26.1	C
La Media	II	45	44.3	5.3	49.6	0.50	36.6	A
Brittania Blvd	II	45	83.0	2.7	85.7	1.04	43.6	A
Cactus Rd	II	45	45.5	3.4	48.9	0.52	38.1	A
Heritage Road	II	45	44.7	9.4	54.1	0.51	33.8	B
Total	II		401.4	60.8	462.2	4.63	36.0	A

Arterial Level of Service: EB Otay Mesa Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Heritage Road	II	45	28.4	22.2	50.6	0.27	19.4	D
Cactus Rd	II	45	44.7	16.2	60.9	0.51	30.0	B
Brittania Blvd	II	45	45.5	10.1	55.6	0.52	33.5	B
La Media	II	45	83.0	9.9	92.9	1.04	40.2	A
Piper Ranch Rd	II	45	44.3	2.6	46.9	0.50	38.7	A
SR125 SB	II	45	29.4	1.4	30.8	0.30	34.7	B
SR125 NB Ramp	II	45	13.4	0.1	13.5	0.12	32.8	B
Sanyo Ave	II	45	35.1	5.6	40.7	0.37	32.4	B
Enrico Fermi Dr	II	45	62.8	4.0	66.8	0.78	42.3	A
Total	II		386.6	72.1	458.7	4.41	34.6	B

Arterial Level of Service: WB Otay Mesa Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Enrico Fermi Dr	II	45	43.2	10.6	53.8	0.49	32.8	B
Sanyo Ave	II	45	62.8	70.7	133.5	0.78	21.1	D
SR125 NB Ramp	II	45	35.1	4.0	39.1	0.37	33.7	B
SR125 SB	II	45	13.4	3.2	16.6	0.12	26.7	C
Piper Ranch Rd	II	45	29.4	13.8	43.2	0.30	24.8	C
La Media	II	45	44.3	22.4	66.7	0.50	27.2	C
Brittania Blvd	II	45	83.0	25.8	108.8	1.04	34.3	B
Cactus Rd	II	45	45.5	29.9	75.4	0.52	24.7	C
Heritage Road	II	45	44.7	60.1	104.8	0.51	17.4	D
Total	II		401.4	240.5	641.9	4.63	26.0	C

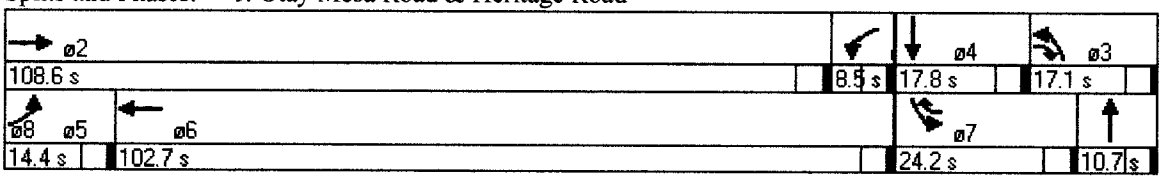
Existing + Project Phases 1-2 - Synchro Analysis

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Frt			0.850			0.850		0.895				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4803	1583	3433	4803	1583	1770	1667	0	1770	1863	2787
Flt Permitted	0.950			0.950			0.950			0.000		
Satd. Flow (perm)	3433	4803	1583	3433	4803	1583	1770	1667	0	0	1863	2787
Satd. Flow (RTOR)			228			126		46				63
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	106	2780	187	31	1205	103	63	27	63	234	51	52
Adj. Flow (vph)	129	3390	228	38	1470	126	77	33	77	285	62	63
Lane Group Flow (vph)	129	3390	228	38	1470	126	77	110	0	285	62	63
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot			pm+pt		Perm
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases			2			6				4		4
Total Split (s)	14.4	108.6	17.1	8.5	102.7	24.2	17.1	10.7	0.0	24.2	17.8	17.8
Act Effct Green (s)	10.0	106.3	126.5	4.5	99.1	123.3	16.2	6.7		20.2	10.7	10.7
Actuated g/C Ratio	0.07	0.70	0.83	0.03	0.65	0.81	0.11	0.04		0.13	0.07	0.07
v/c Ratio	0.57	1.01	0.17	0.37	0.47	0.10	0.41	0.94		1.21	0.47	0.25
Control Delay	79.2	40.9	0.6	71.7	9.4	0.9	71.6	108.8		181.4	79.2	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	79.2	40.9	0.6	71.7	9.4	0.9	71.6	108.8		181.4	79.2	16.6
LOS	E	D	A	E	A	A	E	F		F	E	B
Approach Delay		39.8			10.2			93.5			140.6	
Approach LOS		D			B			F			F	

Intersection Summary

Cycle Length: 152
Actuated Cycle Length: 152
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 40.3 — Intersection LOS: D
Intersection Capacity Utilization 80.0% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Otay Mesa Road & Heritage Road

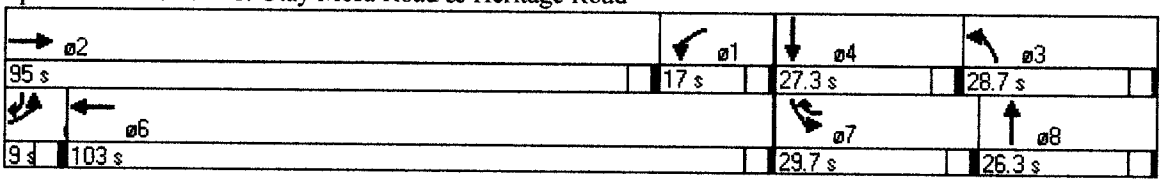


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Frt			0.850			0.850		0.942				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4803	1583	3433	4803	1583	1770	1755	0	1770	1863	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	4803	1583	3433	4803	1583	1770	1755	0	1770	1863	2787
Satd. Flow (RTOR)			94			377		15				48
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	127	1425	88	33	2829	354	214	78	49	236	45	247
Adj. Flow (vph)	135	1516	94	35	3010	377	228	83	52	251	48	263
Lane Group Flow (vph)	135	1516	94	35	3010	377	228	135	0	251	48	263
Turn Type	Prot		Perm	Prot		pm+ov	Prot			Prot		pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2			6						4
Total Split (s)	9.0	95.0	95.0	17.0	103.0	29.7	28.7	26.3	0.0	29.7	27.3	9.0
Act Effct Green (s)	10.8	100.2	100.2	11.6	99.0	128.3	32.2	16.9		25.3	10.0	20.8
Actuated g/C Ratio	0.06	0.60	0.60	0.07	0.59	0.76	0.19	0.10		0.15	0.06	0.12
v/c Ratio	0.61	0.53	0.10	0.15	1.06	0.29	0.67	0.71		0.94	0.43	0.68
Control Delay	86.3	22.2	3.3	60.7	60.1	1.9	73.4	84.5		110.7	87.2	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	86.3	22.2	3.3	60.7	60.1	1.9	73.4	84.5		110.7	87.2	44.6
LOS	F	C	A	E	E	A	E	F		F	F	D
Approach Delay		26.1			53.7			77.5			77.7	
Approach LOS		C			D			E			E	

Intersection Summary

Cycle Length: 168
Actuated Cycle Length: 168
Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 49.4 — Intersection LOS: D
Intersection Capacity Utilization 85.2% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Otay Mesa Road & Heritage Road

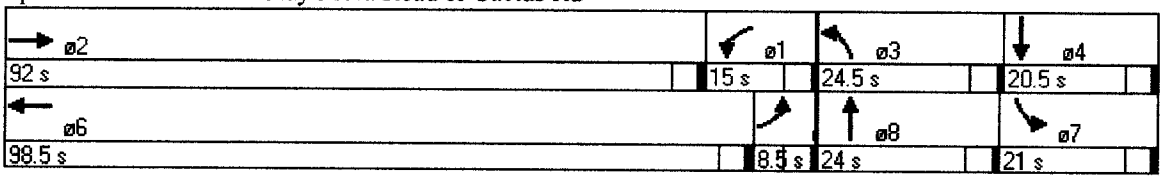


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4782	0	1770	4799	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4782	0	1770	4799	0	1770	1863	1583	1770	1863	1583
Satd. Flow (RTOR)		9			1				217			143
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	4	2978	154	57	1291	6	76	0	69	1	0	1
Adj. Flow (vph)	5	3677	190	70	1594	7	94	0	85	1	0	1
Lane Group Flow (vph)	5	3867	0	70	1601	0	94	0	85	1	0	1
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Total Split (s)	8.5	92.0	0.0	15.0	98.5	0.0	24.5	24.0	24.0	21.0	20.5	20.5
Act Effct Green (s)	7.4	114.2		10.1	125.1		13.7		11.2	8.6		6.0
Actuated g/C Ratio	0.05	0.75		0.07	0.82		0.09		0.07	0.06		0.04
v/c Ratio	0.06	1.08		0.59	0.41		0.59		0.27	0.01		0.01
Control Delay	59.5	44.8		77.5	3.4		80.6		2.1	64.0		0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	59.5	44.8		77.5	3.4		80.6		2.1	64.0		0.0
LOS	E	D		E	A		F		A	E		A
Approach Delay		44.9			6.5							
Approach LOS		D			A							

Intersection Summary

Cycle Length: 152
Actuated Cycle Length: 152
Offset: 42 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 33.6 — Intersection LOS: C
Intersection Capacity Utilization 78.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Otay Mesa Road & Cactus Rd

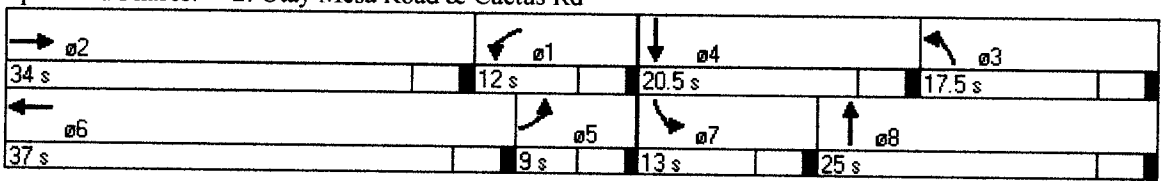


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4766	0	1770	4799	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4766	0	1770	4799	0	1770	1863	1583	1770	1863	1583
Satd. Flow (RTOR)		18			1				138			4
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	2	1609	137	81	3055	13	188	1	130	4	1	4
Adj. Flow (vph)	2	1712	146	86	3250	14	200	1	138	4	1	4
Lane Group Flow (vph)	2	1858	0	86	3264	0	200	1	138	4	1	4
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Total Split (s)	9.0	34.0	0.0	12.0	37.0	0.0	17.5	25.0	25.0	13.0	20.5	20.5
Act Effct Green (s)	5.0	48.3		7.7	56.1		15.9	15.9	15.9	6.2	6.2	6.2
Actuated g/C Ratio	0.06	0.58		0.09	0.67		0.19	0.19	0.19	0.07	0.07	0.07
v/c Ratio	0.02	0.68		0.53	1.02		0.60	0.00	0.34	0.03	0.01	0.03
Control Delay	31.5	16.2		39.2	29.9		37.8	24.0	7.2	36.5	36.0	24.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	16.2		39.2	29.9		37.8	24.0	7.2	36.5	36.0	24.5
LOS	C	B		D	C		D	C	A	D	D	C
Approach Delay		16.2			30.2			25.3			31.1	
Approach LOS		B			C			C			C	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 33 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 25.2 — Intersection LOS: C
Intersection Capacity Utilization 89.7% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Otay Mesa Road & Cactus Rd

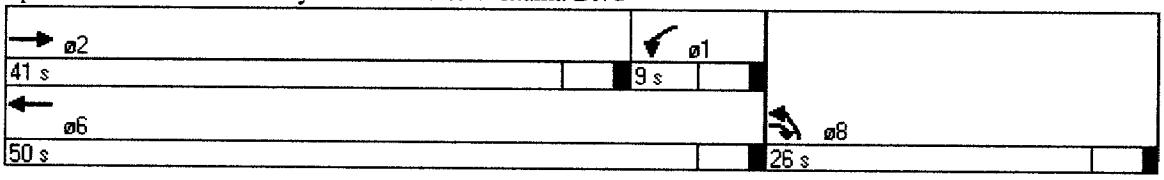


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4803	1583	1770	4803	3433	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4803	1583	1770	4803	3433	1583
Satd. Flow (RTOR)		488				61
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	2083	992	34	565	781	50
Adj. Flow (vph)	2540	1210	41	689	952	61
Lane Group Flow (vph)	2540	1210	41	689	952	61
Turn Type		pm+ov	Prot			Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2				8
Total Split (s)	41.0	26.0	9.0	50.0	26.0	26.0
Act Effct Green (s)	40.6	68.2	5.0	46.0	22.0	22.0
Actuated g/C Ratio	0.53	0.90	0.07	0.61	0.29	0.29
v/c Ratio	0.99	0.82	0.35	0.24	0.96	0.12
Control Delay	27.5	9.0	39.2	2.7	48.3	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.5	9.0	39.2	2.7	48.3	6.7
LOS	C	A	D	A	D	A
Approach Delay	21.5			4.7	45.8	
Approach LOS	C			A	D	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 6 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 23.7 — Intersection LOS: C
Intersection Capacity Utilization 71.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Road & Brittania Blvd

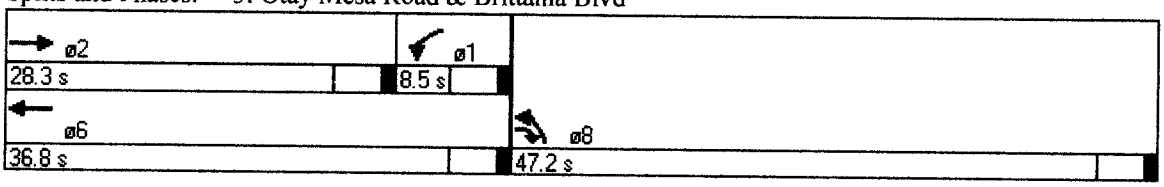


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4803	1583	1770	4803	3433	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4803	1583	1770	4803	3433	1583
Satd. Flow (RTOR)		712				62
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	776	975	17	1974	1248	60
Adj. Flow (vph)	800	1005	18	2035	1287	62
Lane Group Flow (vph)	800	1005	18	2035	1287	62
Turn Type		pm+ov	Prot			Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2				8
Total Split (s)	28.3	47.2	8.5	36.8	47.2	47.2
Act Effct Green (s)	32.9	79.0	4.5	36.3	39.7	39.7
Actuated g/C Ratio	0.39	0.94	0.05	0.43	0.47	0.47
v/c Ratio	0.43	0.66	0.19	0.98	0.79	0.08
Control Delay	10.1	10.4	21.6	25.8	22.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	10.4	21.6	25.8	22.6	3.2
LOS	B	B	C	C	C	A
Approach Delay	10.3			25.8	21.7	
Approach LOS	B			C	C	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 74 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 19.3 — Intersection LOS: B
Intersection Capacity Utilization 80.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Road & Brittania Blvd

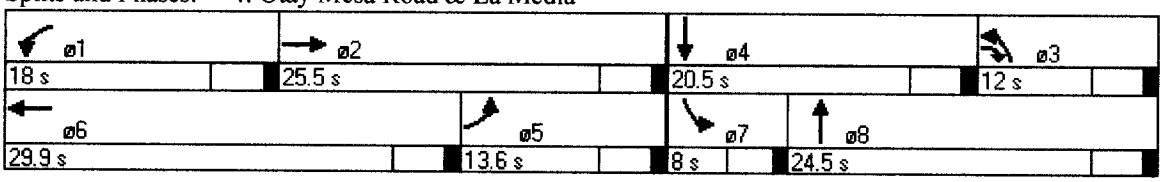


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850		0.991			0.905			0.935	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4803	1583	1770	4776	0	1770	1650	0	3433	1686	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4803	1583	1770	4776	0	1770	1650	0	3433	1686	0
Satd. Flow (RTOR)			318		14			84			36	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	82	1519	277	167	446	29	75	42	73	11	41	31
Adj. Flow (vph)	94	1746	318	192	513	33	86	48	84	13	47	36
Lane Group Flow (vph)	94	1746	318	192	546	0	86	132	0	13	83	0
Turn Type	Prot		pm+ov	Prot			Prot			Prot		
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2									
Total Split (s)	13.6	25.5	12.0	18.0	29.9	0.0	12.0	24.5	0.0	8.0	20.5	0.0
Act Effct Green (s)	8.9	29.0	38.6	13.2	35.3		9.6	20.2		4.0	8.2	
Actuated g/C Ratio	0.12	0.38	0.51	0.17	0.46		0.13	0.27		0.05	0.11	
v/c Ratio	0.45	0.95	0.33	0.62	0.25		0.38	0.26		0.07	0.39	
Control Delay	16.6	17.6	2.0	27.2	5.3		34.6	10.5		35.2	24.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.6	17.6	2.0	27.2	5.3		34.6	10.5		35.2	24.8	
LOS	B	B	A	C	A		C	B		D	C	
Approach Delay		15.3			11.0			20.0			26.2	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 29 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 14.9 — Intersection LOS: B
Intersection Capacity Utilization 59.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Otay Mesa Road & La Media

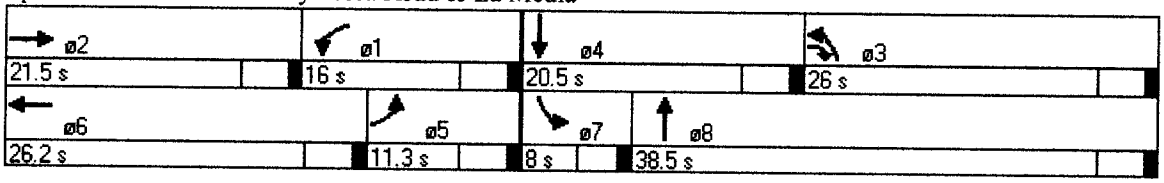


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850		0.996			0.893			0.921	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4803	1583	1770	4790	0	1770	1636	0	3433	1669	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4803	1583	1770	4790	0	1770	1636	0	3433	1669	0
Satd. Flow (RTOR)			298		4			123			60	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	58	493	268	118	1346	35	277	45	111	38	83	93
Adj. Flow (vph)	64	548	298	131	1496	39	308	50	123	42	92	103
Lane Group Flow (vph)	64	548	298	131	1535	0	308	173	0	42	195	0
Turn Type	Prot		pm+ov	Prot			Prot			Prot		
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2									
Total Split (s)	11.3	21.5	26.0	16.0	26.2	0.0	26.0	38.5	0.0	8.0	20.5	0.0
Act Effct Green (s)	7.0	25.9	48.7	11.1	31.9		18.8	30.2		4.3	12.2	
Actuated g/C Ratio	0.08	0.31	0.58	0.13	0.38		0.22	0.36		0.05	0.15	
v/c Ratio	0.43	0.37	0.29	0.56	0.84		0.78	0.26		0.24	0.66	
Control Delay	42.4	9.9	0.7	26.4	22.4		44.1	6.9		42.1	33.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.4	9.9	0.7	26.4	22.4		44.1	6.9		42.1	33.9	
LOS	D	A	A	C	C		D	A		D	C	
Approach Delay		9.2			22.7			30.7			35.3	
Approach LOS		A			C			C			D	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 3 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 21.1 — Intersection LOS: C
Intersection Capacity Utilization 68.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Otay Mesa Road & La Media

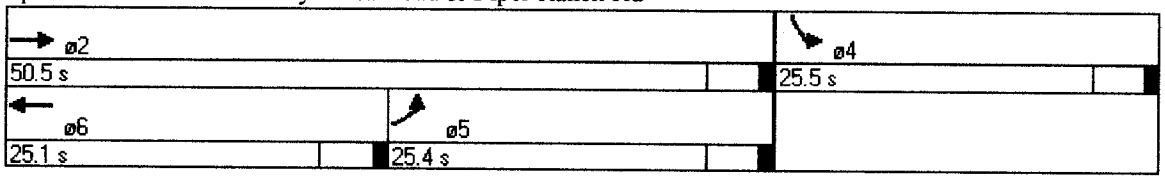


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.91	0.91	0.97	0.91
Frt			0.982		0.944	0.850
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1770	3539	4994	0	3309	1441
Flt Permitted	0.950				0.970	
Satd. Flow (perm)	1770	3539	4994	0	3309	1441
Satd. Flow (RTOR)			33		55	66
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	180	1445	546	76	80	105
Adj. Flow (vph)	207	1661	628	87	92	121
Lane Group Flow (vph)	207	1661	715	0	147	66
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Total Split (s)	25.4	50.5	25.1	0.0	25.5	25.5
Act Effct Green (s)	21.4	60.1	34.7		7.9	7.9
Actuated g/C Ratio	0.28	0.79	0.46		0.10	0.10
v/c Ratio	0.42	0.59	0.31		0.37	0.32
Control Delay	6.9	7.0	11.6		22.7	13.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	6.9	7.0	11.6		22.7	13.0
LOS	A	A	B		C	B
Approach Delay		7.0	11.6		19.7	
Approach LOS		A	B		B	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 50 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 9.1 — Intersection LOS: A
Intersection Capacity Utilization 50.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Otay Mesa Road & Piper Ranch Rd

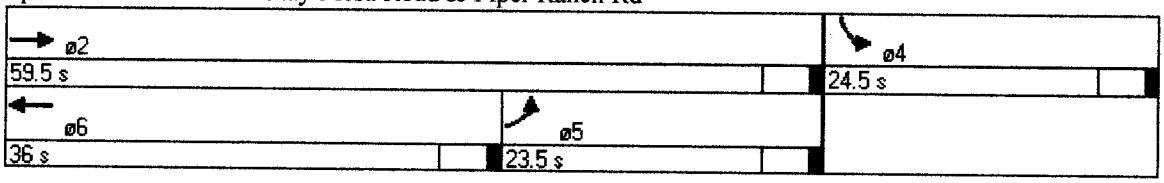


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.91	0.91	0.97	0.91
Frt			0.988		0.906	0.850
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1770	3539	5024	0	3215	1441
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1770	3539	5024	0	3215	1441
Satd. Flow (RTOR)			19		202	202
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	167	867	1850	159	119	400
Adj. Flow (vph)	169	876	1869	161	120	404
Lane Group Flow (vph)	169	876	2030	0	322	202
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Total Split (s)	23.5	59.5	36.0	0.0	24.5	24.5
Act Effct Green (s)	19.5	66.3	42.8		9.7	9.7
Actuated g/C Ratio	0.23	0.79	0.51		0.12	0.12
v/c Ratio	0.41	0.31	0.79		0.59	0.59
Control Delay	36.7	2.6	13.8		17.5	12.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	36.7	2.6	13.8		17.5	12.5
LOS	D	A	B		B	B
Approach Delay		8.1	13.8		15.6	
Approach LOS		A	B		B	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 46 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 12.4 — Intersection LOS: B
Intersection Capacity Utilization 66.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Otay Mesa Road & Piper Ranch Rd

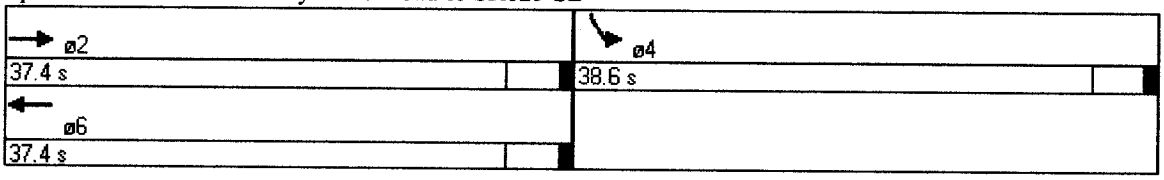


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↖↖	↱
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	5085	5085	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	5085	5085	0	3433	1583
Satd. Flow (RTOR)						261
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	0	1521	406	0	503	224
Adj. Flow (vph)	0	1811	483	0	599	267
Lane Group Flow (vph)	0	1811	483	0	599	267
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Total Split (s)	0.0	37.4	37.4	0.0	38.6	38.6
Act Effct Green (s)		49.0	49.0		19.0	19.0
Actuated g/C Ratio		0.64	0.64		0.25	0.25
v/c Ratio		0.55	0.15		0.70	0.45
Control Delay		4.7	11.5		29.9	5.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		4.7	11.5		29.9	5.7
LOS		A	B		C	A
Approach Delay		4.7	11.5		22.4	
Approach LOS		A	B		C	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 23 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 10.6 — Intersection LOS: B
Intersection Capacity Utilization 58.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 6: Otay Mesa Road & SR125 SB

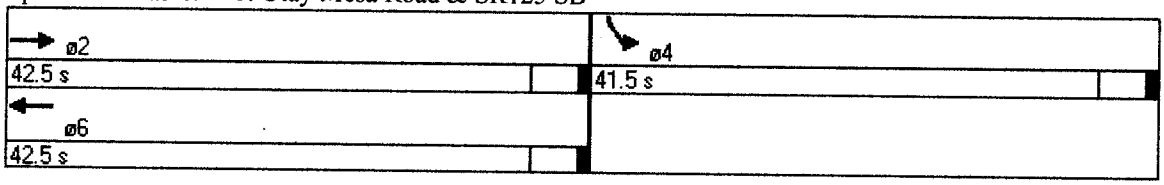


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↖↖	↱
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	5085	5085	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	5085	5085	0	3433	1583
Satd. Flow (RTOR)						8
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	0	569	1440	0	89	110
Adj. Flow (vph)	0	639	1618	0	100	124
Lane Group Flow (vph)	0	639	1618	0	100	124
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Total Split (s)	0.0	42.5	42.5	0.0	41.5	41.5
Act Effct Green (s)		67.9	67.9		11.0	11.0
Actuated g/C Ratio		0.81	0.81		0.13	0.13
v/c Ratio		0.16	0.39		0.22	0.58
Control Delay		1.4	3.2		32.6	42.3
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		1.4	3.2		32.6	42.3
LOS		A	A		C	D
Approach Delay		1.4	3.2		37.9	
Approach LOS		A	A		D	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 56 (67%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 5.9 — Intersection LOS: A
Intersection Capacity Utilization 50.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Otay Mesa Road & SR125 SB

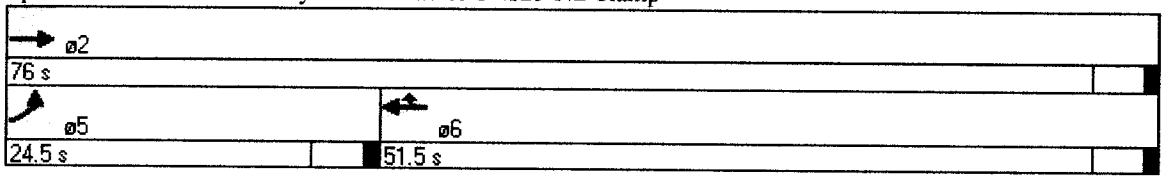


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	0.95	0.88	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3433	3539	3539	2787	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	3539	3539	2787	0	0
Satd. Flow (RTOR)				69		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	45	1979	406	56	0	0
Adj. Flow (vph)	56	2443	501	69	0	0
Lane Group Flow (vph)	56	2443	501	69	0	0
Turn Type	Prot			Perm		
Protected Phases	5	2	6			
Permitted Phases				6		
Total Split (s)	24.5	76.0	51.5	51.5	0.0	0.0
Act Effct Green (s)	7.0	76.0	66.7	66.7		
Actuated g/C Ratio	0.09	1.00	0.88	0.88		
v/c Ratio	0.18	0.69	0.16	0.03		
Control Delay	33.6	3.3	0.4	0.0		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	33.6	3.3	0.4	0.0		
LOS	C	A	A	A		
Approach Delay		4.0	0.4			
Approach LOS		A	A			

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 22 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 3.3 — Intersection LOS: A
Intersection Capacity Utilization 58.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Otay Mesa Road & SR125 NB Ramp

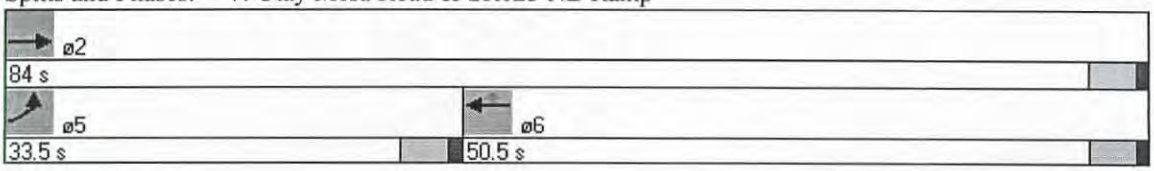


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	0.95	0.88	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3433	3539	3539	2787	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	3539	3539	2787	0	0
Satd. Flow (RTOR)				419		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	154	504	1440	377	0	0
Adj. Flow (vph)	171	560	1600	419	0	0
Lane Group Flow (vph)	171	560	1600	419	0	0
Turn Type	Prot			Perm		
Protected Phases	5	2	6			
Permitted Phases				6		
Total Split (s)	33.5	84.0	50.5	50.5	0.0	0.0
Act Effct Green (s)	9.3	84.0	66.7	66.7		
Actuated g/C Ratio	0.11	1.00	0.79	0.79		
v/c Ratio	0.45	0.16	0.57	0.18		
Control Delay	27.8	0.1	4.0	0.4		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	27.8	0.1	4.0	0.4		
LOS	C	A	A	A		
Approach Delay		6.6	3.3			
Approach LOS		A	A			

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 31 (37%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 4.2 — Intersection LOS: A
Intersection Capacity Utilization 50.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Otay Mesa Road & SR125 NB Ramp

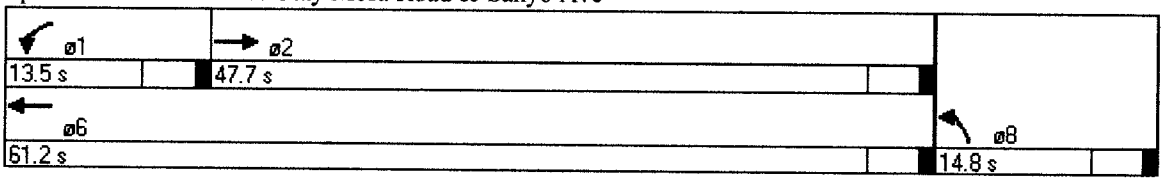


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	0.95
Frt	0.963				0.995	
Flt Protected			0.950		0.954	
Satd. Flow (prot)	3408	0	1770	1863	3430	0
Flt Permitted			0.950		0.954	
Satd. Flow (perm)	3408	0	1770	1863	3430	0
Satd. Flow (RTOR)	98				4	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	1491	487	4	371	88	3
Adj. Flow (vph)	1841	601	5	458	109	4
Lane Group Flow (vph)	2442	0	5	458	113	0
Turn Type			Prot			
Protected Phases	2		1	6	8	
Permitted Phases						
Total Split (s)	47.7	0.0	13.5	61.2	14.8	0.0
Act Effct Green (s)	60.4		6.3	62.6	8.2	
Actuated g/C Ratio	0.79		0.08	0.82	0.11	
v/c Ratio	0.89		0.03	0.30	0.30	
Control Delay	13.8		18.8	10.8	31.8	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	13.8		18.8	10.8	31.8	
LOS	B		B	B	C	
Approach Delay	13.8			10.9	31.8	
Approach LOS	B			B	C	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 28 (37%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 14.0 — Intersection LOS: B
Intersection Capacity Utilization 66.8% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 10: Otay Mesa Road & Sanyo Ave

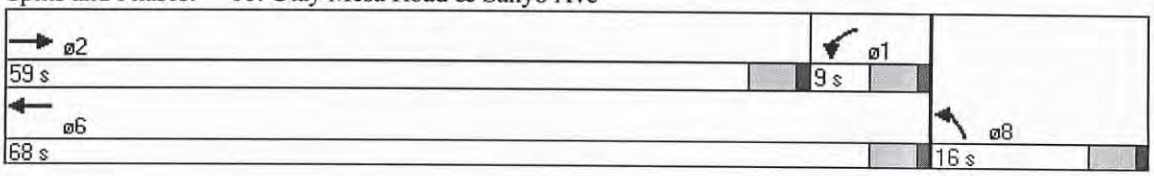


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	0.95
Frt	0.945				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	3345	0	1770	1863	3440	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	3345	0	1770	1863	3440	0
Satd. Flow (RTOR)	204				1	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	317	186	14	1451	363	4
Adj. Flow (vph)	348	204	15	1595	399	4
Lane Group Flow (vph)	552	0	15	1595	403	0
Turn Type			Prot			
Protected Phases	2		1	6	8	
Permitted Phases						
Total Split (s)	59.0	0.0	9.0	68.0	16.0	0.0
Act Effct Green (s)	55.5		12.9	64.0	12.0	
Actuated g/C Ratio	0.66		0.15	0.76	0.14	
v/c Ratio	0.24		0.05	1.12	0.82	
Control Delay	5.6		18.6	71.4	50.2	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	5.6		18.6	71.4	50.2	
LOS	A		B	E	D	
Approach Delay	5.6			70.9	50.2	
Approach LOS	A			E	D	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 24 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 53.6 — Intersection LOS: D
Intersection Capacity Utilization 93.5% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 10: Otay Mesa Road & Sanyo Ave

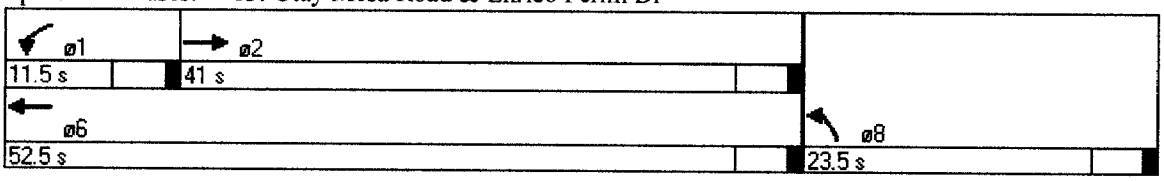


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1680	0	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1680	0	1770	1863	1770	1583
Satd. Flow (RTOR)	241					47
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	341	890	81	103	295	34
Adj. Flow (vph)	467	1219	111	141	404	47
Lane Group Flow (vph)	1686	0	111	141	404	47
Turn Type			Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases						8
Total Split (s)	41.0	0.0	11.5	52.5	23.5	23.5
Act Effct Green (s)	39.7		7.3	48.9	19.1	19.1
Actuated g/C Ratio	0.52		0.10	0.64	0.25	0.25
v/c Ratio	1.70		0.65	0.12	0.91	0.11
Control Delay	337.1		52.3	5.7	50.2	7.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	337.1		52.3	5.7	50.2	7.5
LOS	F		D	A	D	A
Approach Delay	337.1			26.2	45.7	
Approach LOS	F			C	D	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 45 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.70
Intersection Signal Delay: 249.3 — Intersection LOS: F
Intersection Capacity Utilization 95.7% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 13: Otay Mesa Road & Enrico Fermi Dr

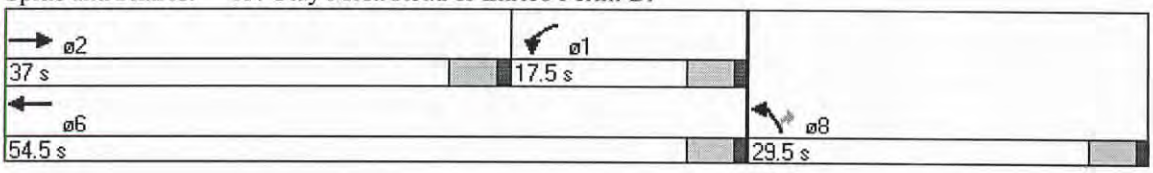


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1673	0	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1673	0	1770	1863	1770	1583
Satd. Flow (RTOR)	218					61
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	78	242	30	426	931	84
Adj. Flow (vph)	90	278	35	490	1071	97
Lane Group Flow (vph)	368	0	35	490	1071	97
Turn Type			Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases						8
Total Split (s)	37.0	0.0	17.5	54.5	29.5	29.5
Act Effct Green (s)	40.0		10.6	50.5	25.5	25.5
Actuated g/C Ratio	0.48		0.13	0.60	0.30	0.30
v/c Ratio	0.40		0.16	0.44	1.99	0.19
Control Delay	5.4		32.7	10.6	475.7	11.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	5.4		32.7	10.6	475.7	11.8
LOS	A		C	B	F	B
Approach Delay	5.4			12.1	437.2	
Approach LOS	A			B	F	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.99
Intersection Signal Delay: 251.8 — Intersection LOS: F
Intersection Capacity Utilization 70.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 13: Otay Mesa Road & Enrico Fermi Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	487	1	0	0	0	0	0	0	1	0	0	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	529	1	0	0	0	0	0	0	1	0	0	145

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	530	0	1	145
Volume Left (vph)	529	0	0	0
Volume Right (vph)	0	0	1	145
Hadj (s)	0.23	0.00	-0.57	-0.57
Departure Headway (s)	4.5	4.9	4.8	4.6
Degree Utilization, x	0.66	0.00	0.00	0.19
Capacity (veh/h)	782	702	655	705
Control Delay (s)	15.8	7.9	7.8	8.7
Approach Delay (s)	15.8	0.0	7.8	8.7
Approach LOS	C	A	A	A

Intersection Summary			
Delay	14.3		
HCM Level of Service	B		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	112	0	0	0	0	0	2	0	0	0	0	356
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	122	0	0	0	0	0	2	0	0	0	0	387

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	122	0	2	387
Volume Left (vph)	122	0	2	0
Volume Right (vph)	0	0	0	387
Hadj (s)	0.23	0.00	0.23	-0.57
Departure Headway (s)	4.9	4.8	4.8	3.7
Degree Utilization, x	0.17	0.00	0.00	0.39
Capacity (veh/h)	682	685	707	961
Control Delay (s)	8.9	7.8	7.8	9.0
Approach Delay (s)	8.9	0.0	7.8	9.0
Approach LOS	A	A	A	A

Intersection Summary			
Delay	9.0		
HCM Level of Service	A		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	79	28	4	89	84	23	41	3	101	272	72
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	8	87	31	4	98	92	25	45	3	111	299	79

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	125	102	92	25	48	410	79
Volume Left (vph)	8	4	0	25	0	111	0
Volume Right (vph)	31	0	92	0	3	0	79
Hadj (s)	-0.10	0.06	-0.67	0.53	-0.01	0.17	-0.67
Departure Headway (s)	6.2	6.3	5.5	6.6	6.1	5.7	4.9
Degree Utilization, x	0.21	0.18	0.14	0.05	0.08	0.65	0.11
Capacity (veh/h)	542	532	598	506	549	613	709
Control Delay (s)	10.8	9.4	8.3	8.7	8.4	17.6	7.3
Approach Delay (s)	10.8	8.9		8.5		15.9	
Approach LOS	B	A		A		C	

Intersection Summary			
Delay	13.0		
HCM Level of Service	B		
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	50	70	15	8	121	142	36	175	1	43	131	38
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	57	80	17	9	138	161	41	199	1	49	149	43

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	153	147	161	41	200	198	43
Volume Left (vph)	57	9	0	41	0	49	0
Volume Right (vph)	17	0	161	0	1	0	43
Hadj (s)	0.04	0.07	-0.67	0.53	0.03	0.16	-0.67
Departure Headway (s)	6.4	6.2	5.5	6.8	6.2	6.4	5.5
Degree Utilization, x	0.27	0.25	0.25	0.08	0.35	0.35	0.07
Capacity (veh/h)	523	541	611	500	543	531	602
Control Delay (s)	11.8	10.1	9.1	9.1	11.3	11.6	7.7
Approach Delay (s)	11.8	9.6		10.9		10.9	
Approach LOS	B	A		B		B	

Intersection Summary			
Delay	10.6		
HCM Level of Service	B		
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	17	138	28	9	81	2	33	4	22	2	0	63
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	19	153	31	10	90	2	37	4	24	2	0	70
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	92			184			342	319	92	252	333	46
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	92			184			342	319	92	252	333	46
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			93	99	97	100	100	93
cM capacity (veh/h)	1500			1388			539	585	947	649	574	1013

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	19	102	82	10	60	32	41	24	72
Volume Left	19	0	0	10	0	0	37	0	2
Volume Right	0	0	31	0	0	2	0	24	70
cSH	1500	1700	1700	1388	1700	1700	544	947	996
Volume to Capacity	0.01	0.06	0.05	0.01	0.04	0.02	0.08	0.03	0.07
Queue Length 95th (ft)	1	0	0	1	0	0	6	2	6
Control Delay (s)	7.4	0.0	0.0	7.6	0.0	0.0	12.2	8.9	8.9
Lane LOS	A			A			B	A	A
Approach Delay (s)	0.7			0.7			10.9		8.9
Approach LOS							B		A

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	69	24	39	179	1	82	3	13	0	2	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	24	79	28	45	206	1	94	3	15	0	2	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	207			107			347	438	53	401	451	103
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	207			107			347	438	53	401	451	103
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			83	99	99	100	100	99
cM capacity (veh/h)	1362			1482			553	487	1002	504	478	931

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	24	53	54	45	137	70	98	15	14
Volume Left	24	0	0	45	0	0	94	0	0
Volume Right	0	0	28	0	0	1	0	15	11
cSH	1362	1700	1700	1482	1700	1700	551	1002	804
Volume to Capacity	0.02	0.03	0.03	0.03	0.08	0.04	0.18	0.01	0.02
Queue Length 95th (ft)	1	0	0	2	0	0	16	1	1
Control Delay (s)	7.7	0.0	0.0	7.5	0.0	0.0	12.9	8.6	9.6
Lane LOS	A			A			B	A	A
Approach Delay (s)	1.4			1.3			12.4		9.6
Approach LOS							B		A

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	96	37	4	79	23	11
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	123	47	5	101	29	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1290		
pX, platoon unblocked						
vC, conflicting volume			171		258	85
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			171		258	85
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	99
cM capacity (veh/h)			1404		706	957

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	82	88	5	101	29	14
Volume Left	0	0	5	0	29	0
Volume Right	0	47	0	0	0	14
cSH	1700	1700	1404	1700	706	957
Volume to Capacity	0.05	0.05	0.00	0.06	0.04	0.01
Queue Length 95th (ft)	0	0	0	0	3	1
Control Delay (s)	0.0	0.0	7.6	0.0	10.3	8.8
Lane LOS			A		B	A
Approach Delay (s)	0.0		0.4		9.8	
Approach LOS					A	

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	14.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	35	36	1	140	55	1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	42	43	1	167	65	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)				1290		
pX, platoon unblocked						
vC, conflicting volume			85		232	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			85		232	42
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		91	100
cM capacity (veh/h)			1510		735	1019

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	28	57	1	167	65	1
Volume Left	0	0	1	0	65	0
Volume Right	0	43	0	0	0	1
cSH	1700	1700	1510	1700	735	1019
Volume to Capacity	0.02	0.03	0.00	0.10	0.09	0.00
Queue Length 95th (ft)	0	0	0	0	7	0
Control Delay (s)	0.0	0.0	7.4	0.0	10.4	8.5
Lane LOS			A		B	A
Approach Delay (s)	0.0		0.1		10.3	
Approach LOS					B	

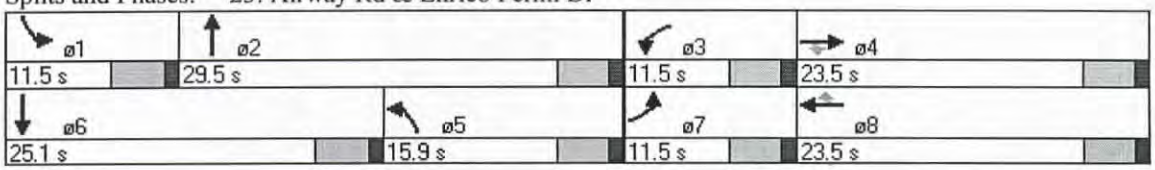
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.968			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1770	1504	1770	1863	1583	1770	3426	0	1770	3529	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1770	1504	1770	1863	1583	1770	3426	0	1770	3529	0
Satd. Flow (RTOR)			42			195		48			2	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	7	70	31	6	12	144	65	156	42	658	324	6
Adj. Flow (vph)	9	95	42	8	16	195	88	211	57	889	438	8
Lane Group Flow (vph)	9	95	42	8	16	195	88	268	0	889	446	0
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Total Split (s)	11.5	23.5	23.5	11.5	23.5	23.5	15.9	29.5	0.0	11.5	25.1	0.0
Act Effct Green (s)	6.4	9.6	9.6	6.3	9.6	9.6	9.6	16.9		35.3	44.5	
Actuated g/C Ratio	0.08	0.13	0.13	0.08	0.13	0.13	0.13	0.22		0.46	0.59	
v/c Ratio	0.06	0.42	0.19	0.05	0.07	0.53	0.39	0.34		1.08	0.22	
Control Delay	32.6	35.7	11.5	32.7	28.2	10.4	43.0	26.8		63.7	11.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.6	35.7	11.5	32.7	28.2	10.4	43.0	26.8		63.7	11.8	
LOS	C	D	B	C	C	B	D	C		E	B	
Approach Delay		28.6			12.5			30.8			46.4	
Approach LOS		C			B			C			D	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 10 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 38.8 — Intersection LOS: D
Intersection Capacity Utilization 57.9% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 23: Airway Rd & Enrico Fermi Dr

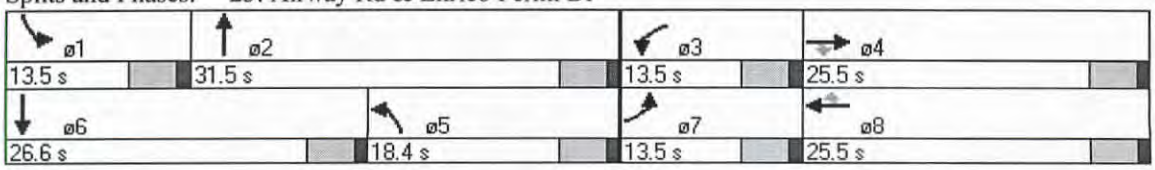


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.994			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1770	1504	1770	1863	1583	1770	3518	0	1770	3522	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1770	1504	1770	1863	1583	1770	3518	0	1770	3522	0
Satd. Flow (RTOR)			12			535		5			4	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	7	19	10	6	44	567	93	430	16	169	122	4
Adj. Flow (vph)	9	23	12	7	54	691	113	524	20	206	149	5
Lane Group Flow (vph)	9	23	12	7	54	691	113	544	0	206	154	0
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Total Split (s)	13.5	25.5	25.5	13.5	25.5	25.5	18.4	31.5	0.0	13.5	26.6	0.0
Act Effct Green (s)	6.4	20.4	20.4	6.3	20.4	20.4	16.3	32.4		17.0	35.2	
Actuated g/C Ratio	0.08	0.24	0.24	0.08	0.24	0.24	0.19	0.39		0.20	0.42	
v/c Ratio	0.07	0.05	0.03	0.05	0.12	0.88	0.33	0.40		0.58	0.10	
Control Delay	36.7	20.2	10.0	36.7	21.7	19.8	24.5	17.4		42.4	27.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	36.7	20.2	10.0	36.7	21.7	19.8	24.5	17.4		42.4	27.2	
LOS	D	C	A	D	C	B	C	B		D	C	
Approach Delay		20.8			20.1			18.6			35.9	
Approach LOS		C			C			B			D	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 53 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 22.7 — Intersection LOS: C
Intersection Capacity Utilization 60.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 23: Airway Rd & Enrico Fermi Dr

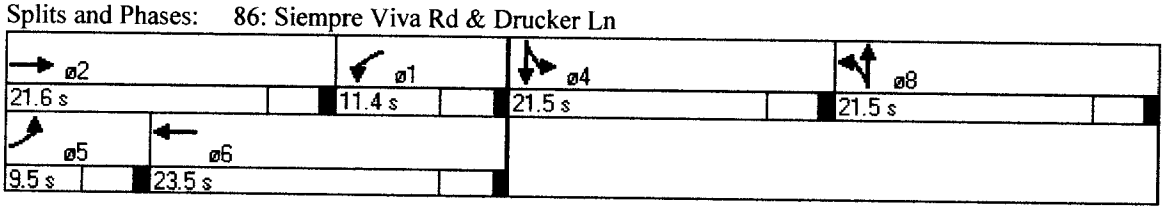


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.976			0.869			0.943	
Flt Protected	0.950			0.950			0.950				0.978	
Satd. Flow (prot)	1770	4958	0	1770	4963	0	1770	1619	0	0	1718	0
Flt Permitted	0.950			0.950			0.950				0.978	
Satd. Flow (perm)	1770	4958	0	1770	4963	0	1770	1619	0	0	1718	0
Satd. Flow (RTOR)		25			47			7			28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	18	117	23	61	223	43	13	1	6	28	7	26
Adj. Flow (vph)	20	127	25	66	242	47	14	1	7	30	8	28
Lane Group Flow (vph)	20	152	0	66	289	0	14	8	0	0	66	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												
Total Split (s)	9.5	21.6	0.0	11.4	23.5	0.0	21.5	21.5	0.0	21.5	21.5	0.0
Act Effct Green (s)	6.9	40.4		7.1	44.7		6.7	6.7			7.8	
Actuated g/C Ratio	0.09	0.53		0.09	0.59		0.09	0.09			0.10	
v/c Ratio	0.12	0.06		0.40	0.10		0.09	0.05			0.33	
Control Delay	33.0	8.7		39.2	7.5		32.8	20.9			24.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	33.0	8.7		39.2	7.5		32.8	20.9			24.8	
LOS	C	A		D	A		C	C			C	
Approach Delay		11.5			13.4			28.4			24.8	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 48 (63%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 14.6 — Intersection LOS: B
Intersection Capacity Utilization 28.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 86: Siempre Viva Rd & Drucker Ln

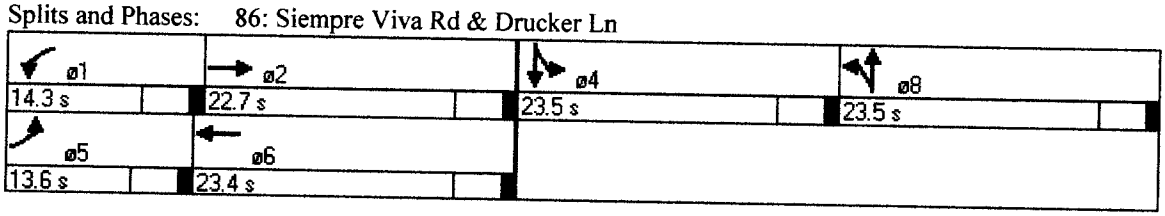


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.962			0.864			0.978	
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1770	4984	0	1770	4892	0	1770	1609	0	0	1778	0
Flt Permitted	0.950			0.950			0.950				0.976	
Satd. Flow (perm)	1770	4984	0	1770	4892	0	1770	1609	0	0	1778	0
Satd. Flow (RTOR)		31			87			19			11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	44	211	32	124	237	79	26	2	17	49	33	16
Adj. Flow (vph)	48	232	35	136	260	87	29	2	19	54	36	18
Lane Group Flow (vph)	48	267	0	136	347	0	29	21	0	0	108	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												
Total Split (s)	13.6	22.7	0.0	14.3	23.4	0.0	23.5	23.5	0.0	23.5	23.5	0.0
Act Effct Green (s)	8.2	37.7		12.8	46.4		7.3	7.3			10.2	
Actuated g/C Ratio	0.10	0.45		0.15	0.55		0.09	0.09			0.12	
v/c Ratio	0.28	0.12		0.50	0.13		0.19	0.13			0.48	
Control Delay	38.6	14.0		44.0	2.6		37.8	18.7			37.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	38.6	14.0		44.0	2.6		37.8	18.7			37.2	
LOS	D	B		D	A		D	B			D	
Approach Delay		17.8			14.3			29.8			37.2	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 47 (56%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 18.8 — Intersection LOS: B
Intersection Capacity Utilization 33.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 86: Siempre Viva Rd & Drucker Ln

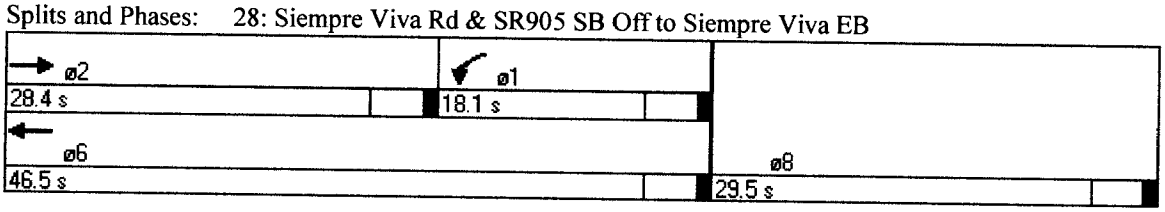


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	0.97	0.91	1.00	0.88
Frt	0.979					0.850
Flt Protected			0.950			
Satd. Flow (prot)	4979	0	3433	5085	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	4979	0	3433	5085	0	2787
Satd. Flow (RTOR)	42					1112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	247	40	113	550	0	310
Adj. Flow (vph)	268	43	123	598	0	337
Lane Group Flow (vph)	311	0	123	598	0	337
Turn Type			Prot			custom
Protected Phases	2		1	6		
Permitted Phases						8
Total Split (s)	28.4	0.0	18.1	46.5	0.0	29.5
Act Effct Green (s)	47.5		12.6	62.0		6.0
Actuated g/C Ratio	0.62		0.17	0.82		0.08
v/c Ratio	0.10		0.22	0.14		0.27
Control Delay	4.1		28.0	1.9		0.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	4.1		28.0	1.9		0.5
LOS	A		C	A		A
Approach Delay	4.1			6.4		
Approach LOS	A			A		

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 22 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 4.4 — Intersection LOS: A
Intersection Capacity Utilization 23.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Siempre Viva Rd & SR905 SB Off to Siempre Viva EB

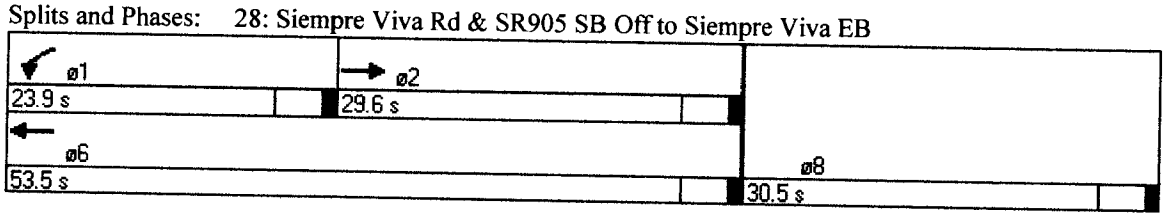


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	0.97	0.91	1.00	0.88
Frt	0.945					0.850
Flt Protected			0.950			
Satd. Flow (prot)	4806	0	3433	5085	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	4806	0	3433	5085	0	2787
Satd. Flow (RTOR)	178					1049
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	372	216	364	576	0	138
Adj. Flow (vph)	380	220	371	588	0	141
Lane Group Flow (vph)	600	0	371	588	0	141
Turn Type			Prot			custom
Protected Phases	2		1	6		
Permitted Phases						8
Total Split (s)	29.6	0.0	23.9	53.5	0.0	30.5
Act Effct Green (s)	55.0		13.0	72.8		6.0
Actuated g/C Ratio	0.65		0.15	0.87		0.07
v/c Ratio	0.19		0.70	0.13		0.12
Control Delay	2.3		38.7	1.5		0.2
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	2.3		38.7	1.5		0.2
LOS	A		D	A		A
Approach Delay	2.3			15.9		
Approach LOS	A			B		

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 26 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 9.8 — Intersection LOS: A
Intersection Capacity Utilization 29.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Siempre Viva Rd & SR905 SB Off to Siempre Viva EB



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	557	454	0	0	209
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	593	483	0	0	222
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		281	733			
pX, platoon unblocked						
vC, conflicting volume	483				680	161
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	483				680	161
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	74
cM capacity (veh/h)	1076				384	855

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	198	198	198	161	161	161	222
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	222
cSH	1700	1700	1700	1700	1700	1700	855
Volume to Capacity	0.12	0.12	0.12	0.09	0.09	0.09	0.26
Queue Length 95th (ft)	0	0	0	0	0	0	26
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	10.7
Lane LOS							B
Approach Delay (s)	0.0			0.0			10.7
Approach LOS							B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	510	784	0	0	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	520	800	0	0	159
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		281	733			
pX, platoon unblocked						
vC, conflicting volume	800				973	267
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	800				973	267
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	78
cM capacity (veh/h)	819				249	731

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	173	173	173	267	267	267	159
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	159
cSH	1700	1700	1700	1700	1700	1700	731
Volume to Capacity	0.10	0.10	0.10	0.16	0.16	0.16	0.22
Queue Length 95th (ft)	0	0	0	0	0	0	21
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.3
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.3
Approach LOS							B

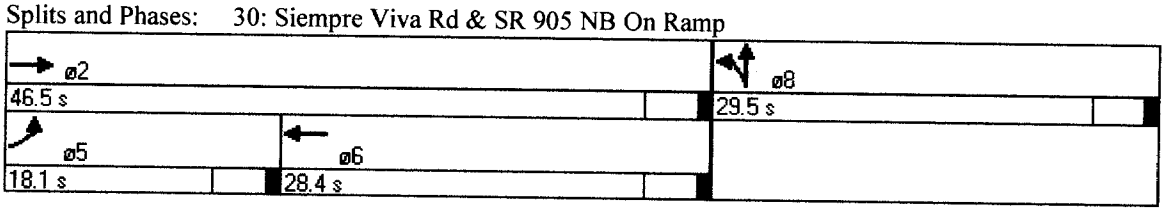
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	1.00	1.00	0.88	1.00	1.00	1.00
Frt					0.951	0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	3433	5085	0	0	4570	1362	0	1775	2787	0	0	0
Flt Permitted	0.950							0.953				
Satd. Flow (perm)	3433	5085	0	0	4570	1362	0	1775	2787	0	0	0
Satd. Flow (RTOR)					145	146			402			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	74	483	0	0	290	279	164	3	386	0	0	0
Adj. Flow (vph)	77	503	0	0	302	291	171	3	402	0	0	0
Lane Group Flow (vph)	77	503	0	0	447	146	0	174	402	0	0	0
Turn Type	Prot					Perm	Split		Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Total Split (s)	18.1	46.5	0.0	0.0	28.4	28.4	29.5	29.5	29.5	0.0	0.0	0.0
Act Effct Green (s)	7.3	54.9			45.5	45.5		13.1	13.1			
Actuated g/C Ratio	0.10	0.72			0.60	0.60		0.17	0.17			
v/c Ratio	0.23	0.14			0.16	0.17		0.57	0.49			
Control Delay	35.0	2.5			3.7	2.5		35.3	5.1			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	35.0	2.5			3.7	2.5		35.3	5.1			
LOS	C	A			A	A		D	A			
Approach Delay		6.8			3.4			14.2				
Approach LOS		A			A			B				

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 53 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 8.1 — Intersection LOS: A
Intersection Capacity Utilization 34.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 30: Siempre Viva Rd & SR 905 NB On Ramp

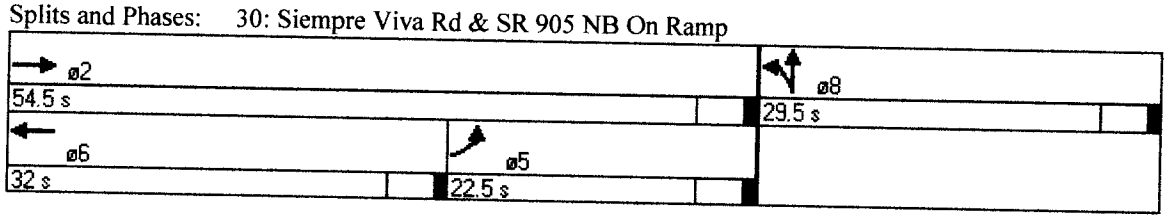


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	1.00	1.00	0.88	1.00	1.00	1.00
Frt					0.984	0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	3433	5085	0	0	4729	1362	0	1775	2787	0	0	0
Flt Permitted	0.950							0.953				
Satd. Flow (perm)	3433	5085	0	0	4729	1362	0	1775	2787	0	0	0
Satd. Flow (RTOR)					25	376			215			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	186	324	0	0	726	441	58	1	202	0	0	0
Adj. Flow (vph)	198	345	0	0	772	469	62	1	215	0	0	0
Lane Group Flow (vph)	198	345	0	0	865	376	0	63	215	0	0	0
Turn Type	Prot					Perm	Split		Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases						6			8			
Total Split (s)	22.5	54.5	0.0	0.0	32.0	32.0	29.5	29.5	29.5	0.0	0.0	0.0
Act Effct Green (s)	10.5	67.4			52.9	52.9		8.6	8.6			
Actuated g/C Ratio	0.12	0.80			0.63	0.63		0.10	0.10			
v/c Ratio	0.46	0.08			0.29	0.38		0.35	0.45			
Control Delay	37.2	1.0			2.9	1.1		39.7	8.4			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	37.2	1.0			2.9	1.1		39.7	8.4			
LOS	D	A			A	A		D	A			
Approach Delay		14.2			2.3			15.5				
Approach LOS		B			A			B				

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 40 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 7.2 — Intersection LOS: A
Intersection Capacity Utilization 36.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 30: Siempre Viva Rd & SR 905 NB On Ramp

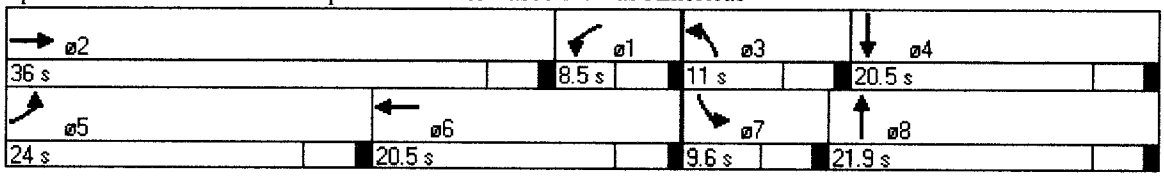


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.995				0.850		0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3522	0	1770	3539	1583	1770	3391	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	3522	0	1770	3539	1583	1770	3391	0
Satd. Flow (RTOR)			121		4				18		68	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	382	327	114	11	199	7	88	31	17	54	192	74
Adj. Flow (vph)	406	348	121	12	212	7	94	33	18	57	204	79
Lane Group Flow (vph)	406	348	121	12	219	0	94	33	18	57	283	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Total Split (s)	24.0	36.0	36.0	8.5	20.5	0.0	11.0	21.9	21.9	9.6	20.5	0.0
Act Effct Green (s)	22.5	47.2	47.2	4.5	22.4		6.9	13.4	13.4	5.6	10.3	
Actuated g/C Ratio	0.30	0.62	0.62	0.06	0.29		0.09	0.18	0.18	0.07	0.14	
v/c Ratio	0.78	0.11	0.12	0.11	0.21		0.59	0.05	0.06	0.44	0.54	
Control Delay	33.8	6.1	1.6	35.7	23.0		49.5	25.8	12.5	45.0	26.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	33.8	6.1	1.6	35.7	23.0		49.5	25.8	12.5	45.0	26.3	
LOS	C	A	A	D	C		D	C	B	D	C	
Approach Delay		18.3			23.6			39.5			29.5	
Approach LOS		B			C			D			C	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 3 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 23.4 — Intersection LOS: C
Intersection Capacity Utilization 52.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 32: Siempre Viva Rd & Paseo De Las Americas

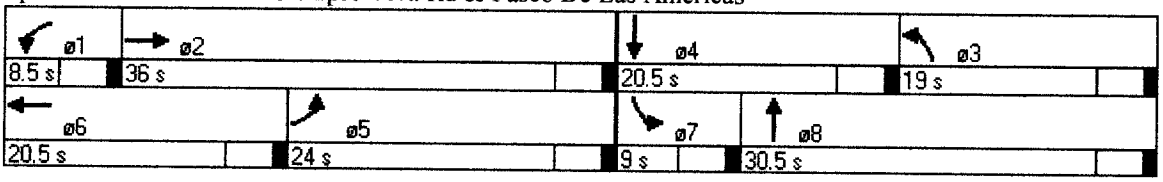


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.919	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3529	0	1770	3539	1583	1770	3253	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	3529	0	1770	3539	1583	1770	3253	0
Satd. Flow (RTOR)			98		2				8		98	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	358	115	96	30	525	12	266	134	8	5	82	96
Adj. Flow (vph)	365	117	98	31	536	12	271	137	8	5	84	98
Lane Group Flow (vph)	365	117	98	31	548	0	271	137	8	5	182	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Total Split (s)	24.0	36.0	36.0	8.5	20.5	0.0	19.0	30.5	30.5	9.0	20.5	0.0
Act Effct Green (s)	20.0	39.2	39.2	5.8	20.9		19.1	29.3	29.3	5.0	8.0	
Actuated g/C Ratio	0.24	0.47	0.47	0.07	0.25		0.23	0.35	0.35	0.06	0.10	
v/c Ratio	0.87	0.05	0.12	0.26	0.62		0.67	0.11	0.01	0.05	0.46	
Control Delay	52.3	14.4	3.8	45.3	41.9		38.2	18.4	10.8	36.8	18.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	52.3	14.4	3.8	45.3	41.9		38.2	18.4	10.8	36.8	18.8	
LOS	D	B	A	D	D		D	B	B	D	B	
Approach Delay		36.5			42.1			31.1			19.3	
Approach LOS		D			D			C			B	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 37 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 35.2 — Intersection LOS: D
Intersection Capacity Utilization 68.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 32: Siempre Viva Rd & Paseo De Las Americas



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	16	278	11	12	178	11	29	10	0	16	5	18
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	20	352	14	15	225	14	37	13	0	20	6	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		1204			1284							
pX, platoon unblocked												
vC, conflicting volume	239			366			568	669	183	485	669	120
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	239			366			568	669	183	485	669	120
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			90	97	100	95	98	97
cM capacity (veh/h)	1325			1189			382	367	828	443	367	909

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2
Volume Total	20	235	131	15	150	89	49	27	23
Volume Left	20	0	0	15	0	0	37	20	0
Volume Right	0	0	14	0	0	14	0	0	23
cSH	1325	1700	1700	1189	1700	1700	378	422	909
Volume to Capacity	0.02	0.14	0.08	0.01	0.09	0.05	0.13	0.06	0.03
Queue Length 95th (ft)	1	0	0	1	0	0	11	5	2
Control Delay (s)	7.8	0.0	0.0	8.1	0.0	0.0	16.0	14.1	9.1
Lane LOS	A			A			C	B	A
Approach Delay (s)	0.4			0.5			16.0	11.8	
Approach LOS							C	B	

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	40	100	28	9	511	14	55	9	3	4	10	46
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
Hourly flow rate (vph)	47	116	33	10	594	16	64	10	3	5	12	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		1204			1284							
pX, platoon unblocked												
vC, conflicting volume	610			149			603	857	74	783	865	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	610			149			603	857	74	783	865	305
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			80	96	100	98	96	92
cM capacity (veh/h)	964			1430			327	277	972	263	274	691

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2
Volume Total	47	78	71	10	396	214	78	16	53
Volume Left	47	0	0	10	0	0	64	5	0
Volume Right	0	0	33	0	0	16	3	0	53
cSH	964	1700	1700	1430	1700	1700	329	271	691
Volume to Capacity	0.05	0.05	0.04	0.01	0.23	0.13	0.24	0.06	0.08
Queue Length 95th (ft)	4	0	0	1	0	0	23	5	6
Control Delay (s)	8.9	0.0	0.0	7.5	0.0	0.0	19.3	19.1	10.6
Lane LOS	A			A			C	C	B
Approach Delay (s)	2.1			0.1			19.3	12.6	
Approach LOS							C	B	

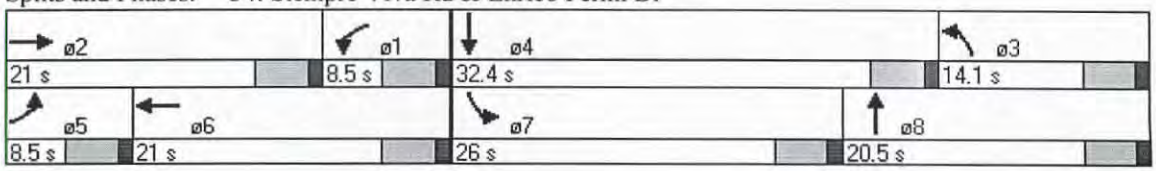
Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.994			0.919			0.930			0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1852	0	1770	3253	0	1770	3291	0	1770	3320	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1852	0	1770	3253	0	1770	3291	0	1770	3320	0
Satd. Flow (RTOR)		3			122			94			17	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	46	239	10	14	87	101	89	88	78	250	20	14
Adj. Flow (vph)	55	288	12	17	105	122	107	106	94	301	24	17
Lane Group Flow (vph)	55	300	0	17	227	0	107	200	0	301	41	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Total Split (s)	8.5	21.0	0.0	8.5	21.0	0.0	14.1	20.5	0.0	26.0	32.4	0.0
Act Effct Green (s)	7.2	34.7		4.5	29.3		20.0	8.3		19.2	9.6	
Actuated g/C Ratio	0.09	0.46		0.06	0.39		0.26	0.11		0.25	0.13	
v/c Ratio	0.17	0.35		0.16	0.17		0.23	0.45		0.67	0.09	
Control Delay	47.3	12.7		41.3	12.5		21.0	20.1		42.5	33.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.3	12.7		41.3	12.5		21.0	20.1		42.5	33.9	
LOS	D	B		D	B		C	C		D	C	
Approach Delay		18.1			14.5			20.4			41.5	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 76
Offset: 36 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 24.4 — Intersection LOS: C
Intersection Capacity Utilization 48.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Enrico Fermi Dr

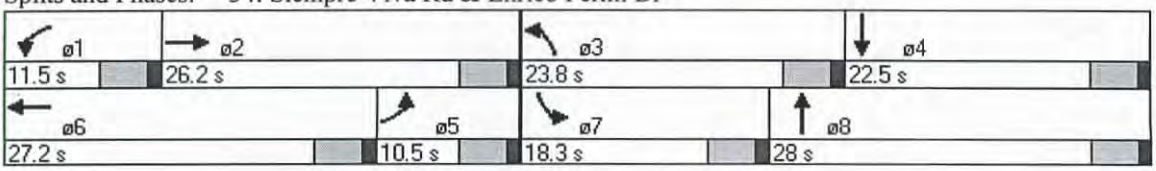


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.991			0.920			0.978			0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1846	0	1770	3256	0	1770	3461	0	1770	3210	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1846	0	1770	3256	0	1770	3461	0	1770	3210	0
Satd. Flow (RTOR)		4			339			22			41	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	29	57	4	37	330	375	186	118	20	65	23	37
Adj. Flow (vph)	32	63	4	41	363	412	204	130	22	71	25	41
Lane Group Flow (vph)	32	67	0	41	775	0	204	152	0	71	66	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Total Split (s)	10.5	26.2	0.0	11.5	27.2	0.0	23.8	28.0	0.0	18.3	22.5	0.0
Act Effct Green (s)	6.3	42.2		8.0	43.7		14.9	14.6		9.3	7.1	
Actuated g/C Ratio	0.08	0.50		0.10	0.52		0.18	0.17		0.11	0.08	
v/c Ratio	0.12	0.07		0.24	0.42		0.65	0.24		0.36	0.21	
Control Delay	42.0	16.8		35.5	9.1		41.5	27.0		24.6	27.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.0	16.8		35.5	9.1		41.5	27.0		24.6	27.4	
LOS	D	B		D	A		D	C		C	C	
Approach Delay		24.9			10.4			35.3			25.9	
Approach LOS		C			B			D			C	

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 46 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 19.3 — Intersection LOS: B
Intersection Capacity Utilization 44.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Enrico Fermi Dr

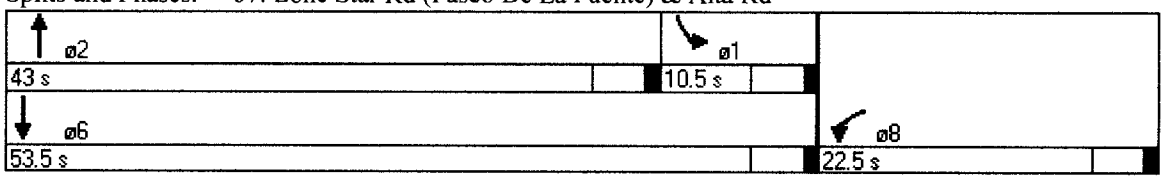


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.997			
Flt Protected	0.950					
Satd. Flow (prot)	1770	1583	1857	0	1863	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1583	1857	0	1863	1863
Satd. Flow (RTOR)		2	2			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	15	2	480	11	0	120
Adj. Flow (vph)	16	2	522	12	0	130
Lane Group Flow (vph)	16	2	534	0	0	130
Turn Type		Perm			Prot	
Protected Phases	8		2		1	6
Permitted Phases		8				
Total Split (s)	22.5	22.5	43.0	0.0	10.5	53.5
Act Effct Green (s)	7.1	7.1	101.9			101.9
Actuated g/C Ratio	0.06	0.06	0.96			0.96
v/c Ratio	0.15	0.02	0.30			0.07
Control Delay	18.6	12.5	1.1			0.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	18.6	12.5	1.1			0.7
LOS	B	B	A			A
Approach Delay	17.9		1.1			0.7
Approach LOS	B		A			A

Intersection Summary

Cycle Length: 76
Actuated Cycle Length: 106.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 1.5 — Intersection LOS: A
Intersection Capacity Utilization 35.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 67: Lone Star Rd (Paseo De La Fuente) & Alta Rd

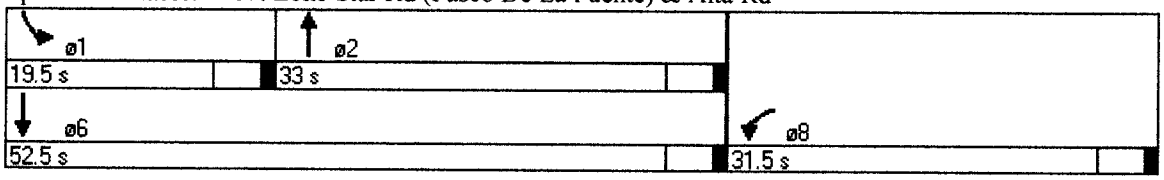


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.977			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1820	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1820	0	1770	1863
Satd. Flow (RTOR)		1	14			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	11	1	93	19	2	345
Adj. Flow (vph)	12	1	101	21	2	375
Lane Group Flow (vph)	12	1	122	0	2	375
Turn Type		Perm			Prot	
Protected Phases	8		2		1	6
Permitted Phases		8				
Total Split (s)	31.5	31.5	33.0	0.0	19.5	52.5
Act Effct Green (s)	6.5	6.5	78.8		6.1	80.9
Actuated g/C Ratio	0.08	0.08	0.94		0.07	0.96
v/c Ratio	0.09	0.01	0.07		0.02	0.21
Control Delay	37.1	28.0	1.6		36.5	0.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	37.1	28.0	1.6		36.5	0.8
LOS	D	C	A		D	A
Approach Delay	36.4		1.6			1.0
Approach LOS	D		A			A

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 2.1 — Intersection LOS: A
Intersection Capacity Utilization 28.2% — ICU Level of Service A
Analysis Period (min) 15

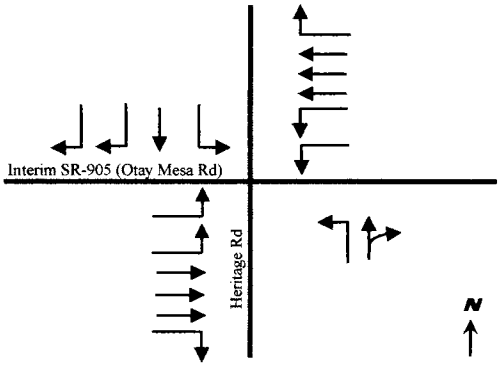
Splits and Phases: 67: Lone Star Rd (Paseo De La Fuente) & Alta Rd



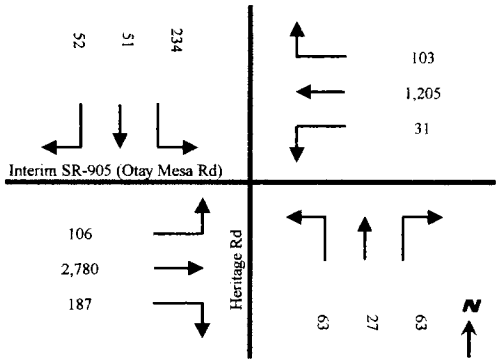
Existing + Project Phases 1-2 - ILV Analysis

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Heritage Rd
Analyst:	USW	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

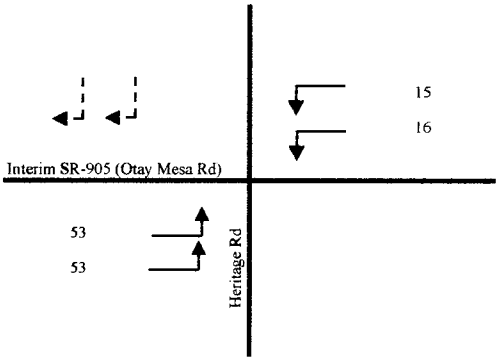
LANE GEOMETRY



TRAFFIC VOLUMES

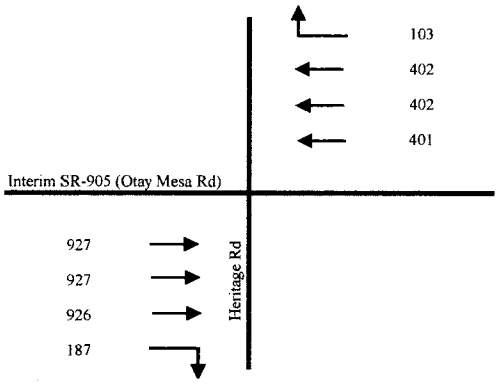


PHASE 1



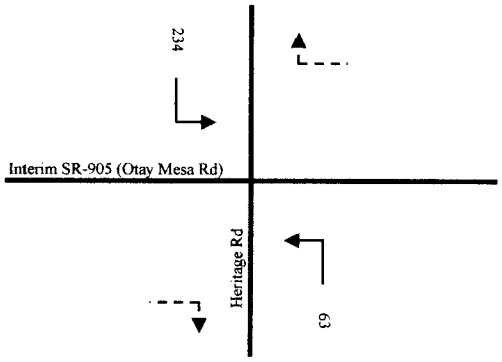
Phase 1 Critical ILV: 53

PHASE 2



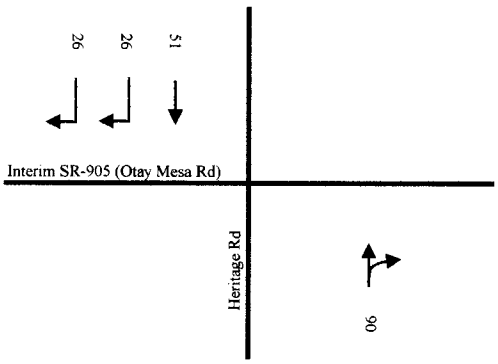
Phase 2 Critical ILV: 927

PHASE 3



Phase 3 Critical ILV: 234

PHASE 4



Phase 4 Critical ILV: 90

GRAND TOTAL ILV: 1,304

OPERATING CONDITION UNSTABLE

LEGEND

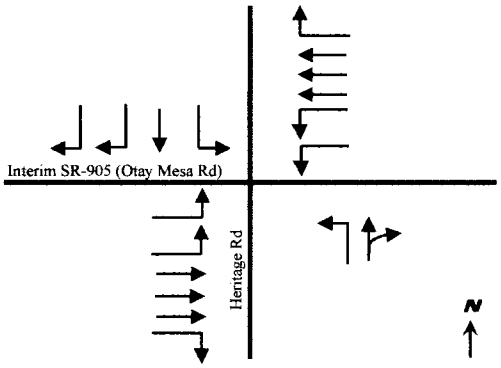
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

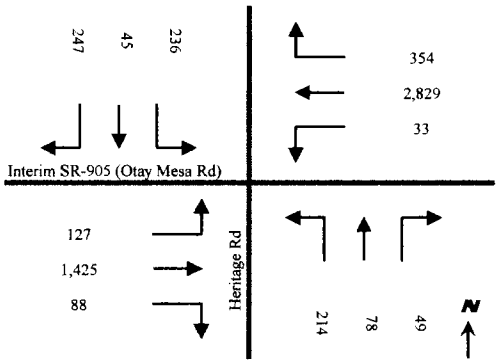
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Heritage Rd
Analyst:	VSH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

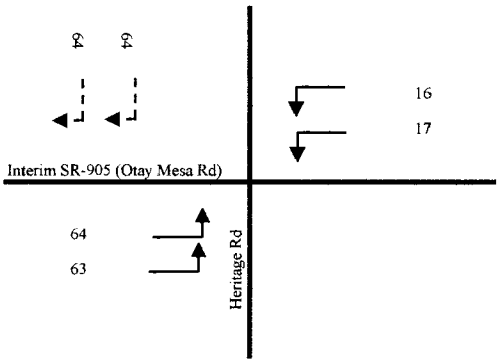
LANE GEOMETRY



TRAFFIC VOLUMES

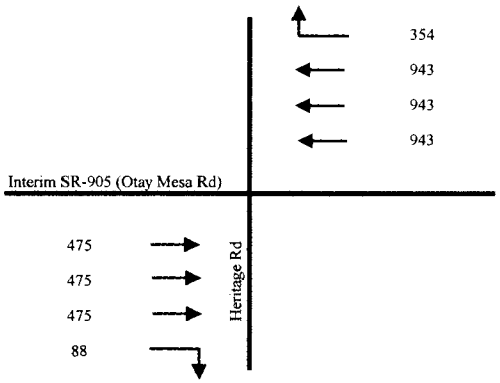


PHASE 1



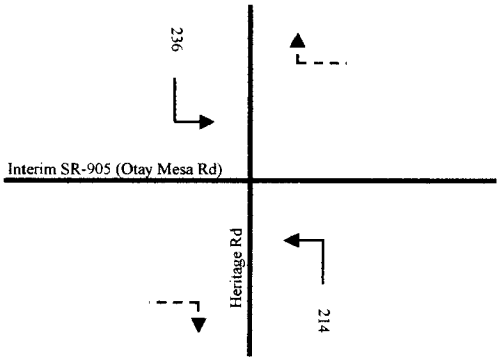
Phase 1 Critical ILV: 64

PHASE 2



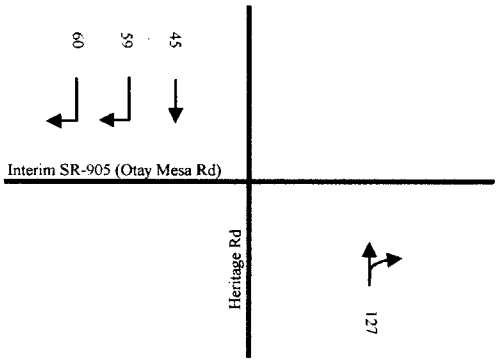
Phase 2 Critical ILV: 943

PHASE 3



Phase 3 Critical ILV: 236

PHASE 4



Phase 4 Critical ILV: 127

GRAND TOTAL ILV: 1,370

OPERATING CONDITION UNSTABLE

LEGEND

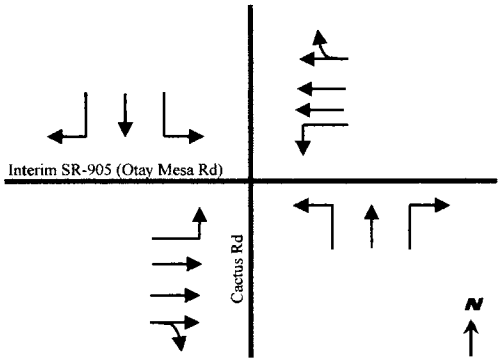
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

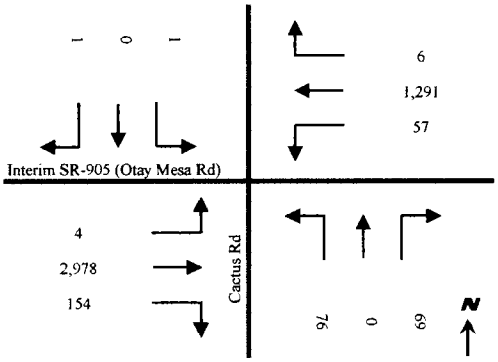
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Cactus Rd
Analyst:	VSH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

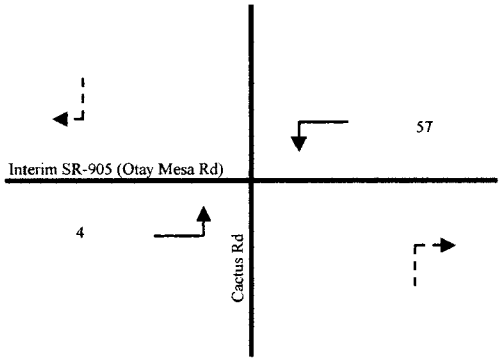
LANE GEOMETRY



TRAFFIC VOLUMES

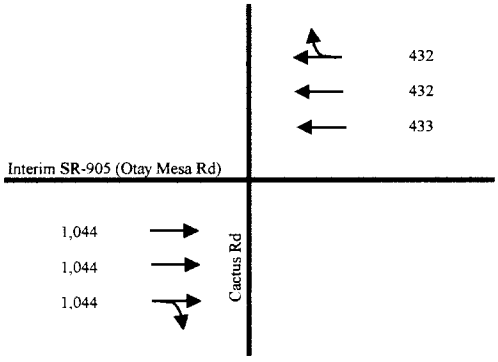


PHASE 1



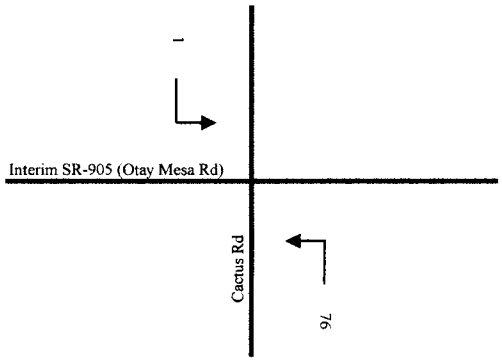
Phase 1 Critical ILV: 57

PHASE 2



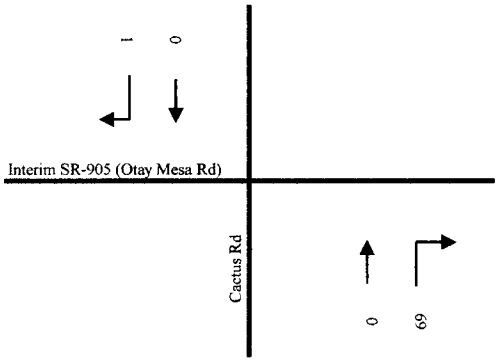
Phase 2 Critical ILV: 1,044

PHASE 3



Phase 3 Critical ILV: 76

PHASE 4



Phase 4 Critical ILV: 69

GRAND TOTAL ILV:	**1,246**
OPERATING CONDITION	**UNSTABLE**

LEGEND

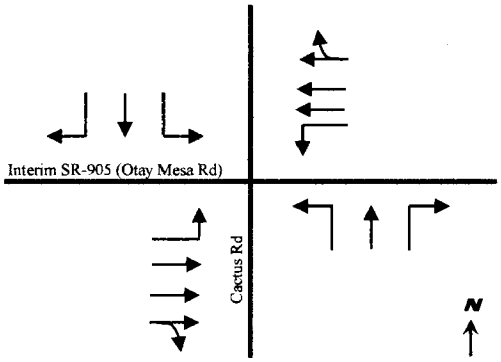
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

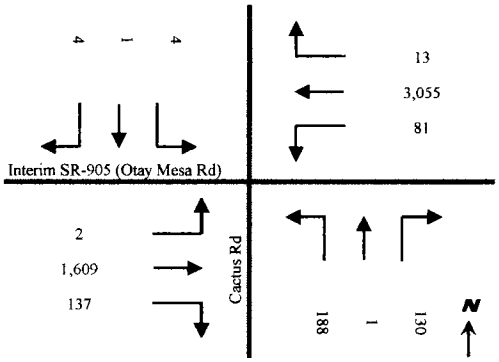
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Cactus Rd
Analyst:	[illegible]	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

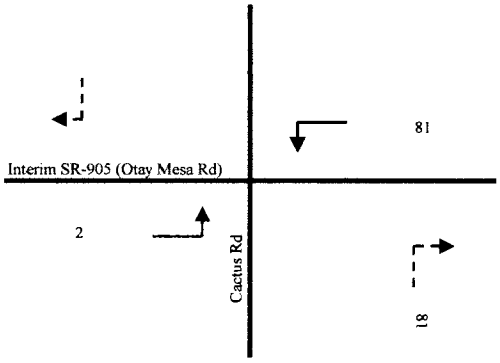
LANE GEOMETRY



TRAFFIC VOLUMES

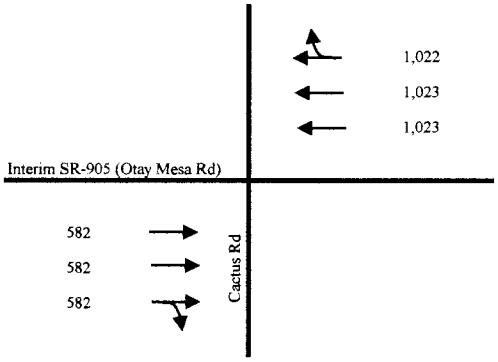


PHASE 1



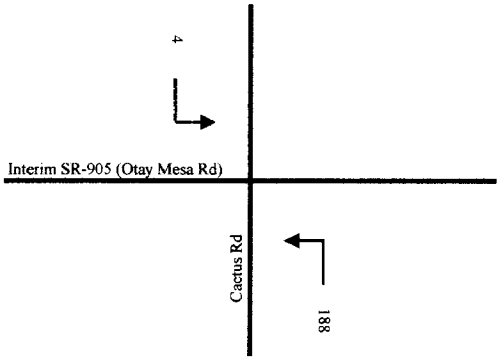
Phase 1 Critical ILV: 81

PHASE 2



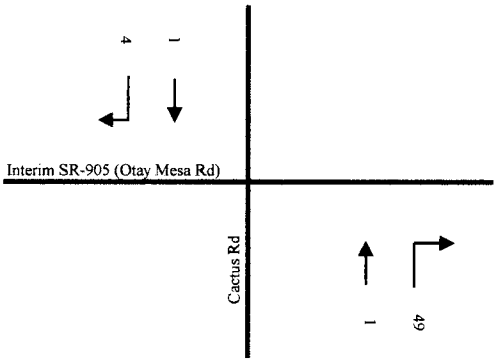
Phase 2 Critical ILV: 1,023

PHASE 3



Phase 3 Critical ILV: 188

PHASE 4



Phase 4 Critical ILV: 49

GRAND TOTAL ILV:	**1,341**
OPERATING CONDITION	**UNSTABLE**

LEGEND

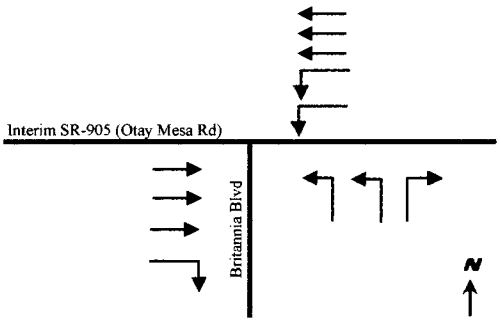
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

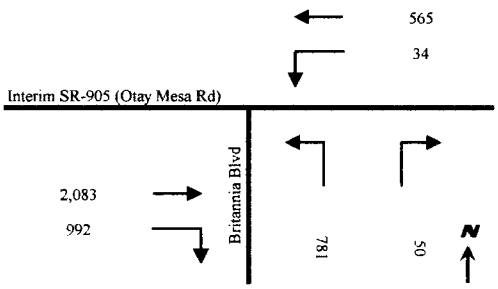
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Britannia Blvd
Analyst:	DSJ	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

LANE GEOMETRY



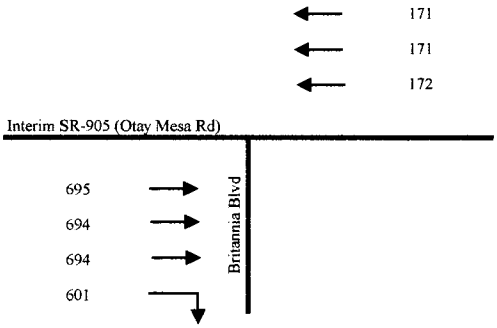
TRAFFIC VOLUMES



PHASE 1

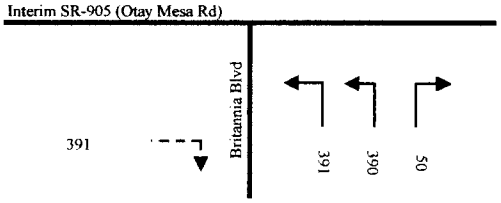
Phase 1 Critical ILV: 17

PHASE 2



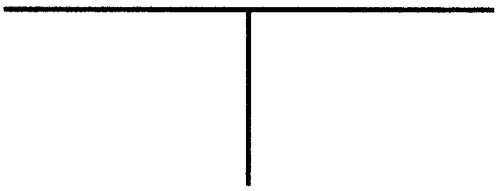
Phase 2 Critical ILV: 695

PHASE 3



Phase 3 Critical ILV: 391

PHASE 4



Phase 4 Critical ILV:

GRAND TOTAL ILV: 1,103

OPERATING CONDITION STABLE

LEGEND

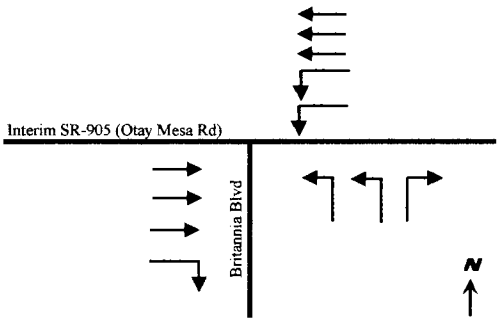
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

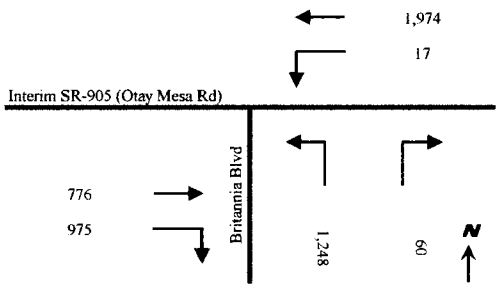
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Britannia Blvd
Analyst:	VSH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

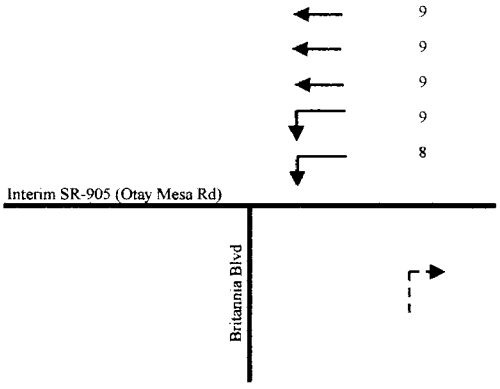
LANE GEOMETRY



TRAFFIC VOLUMES

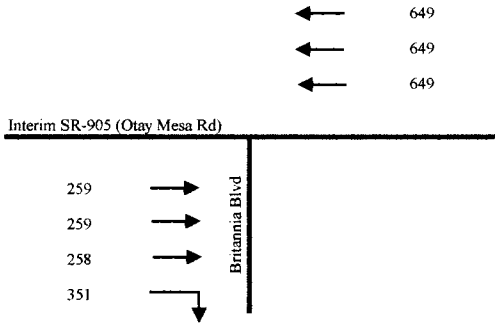


PHASE 1



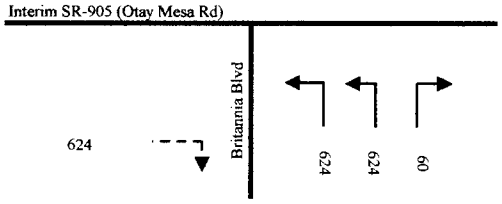
Phase 1 Critical ILV: 9

PHASE 2



Phase 2 Critical ILV: 649

PHASE 3



Phase 3 Critical ILV: 624

PHASE 4

Phase 4 Critical ILV:

GRAND TOTAL ILV: 1,282

OPERATING CONDITION UNSTABLE

LEGEND

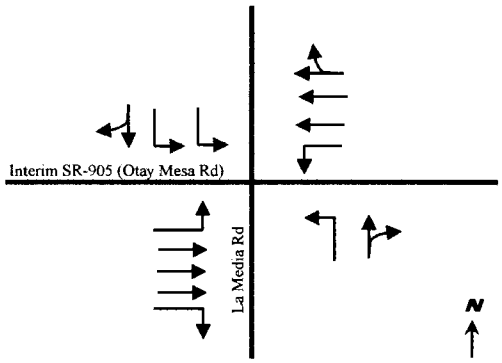
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

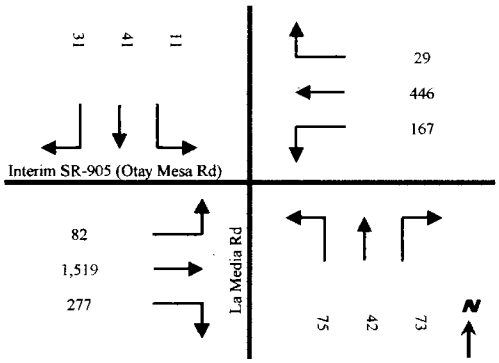
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ La Media Rd
Analyst:	USJC	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

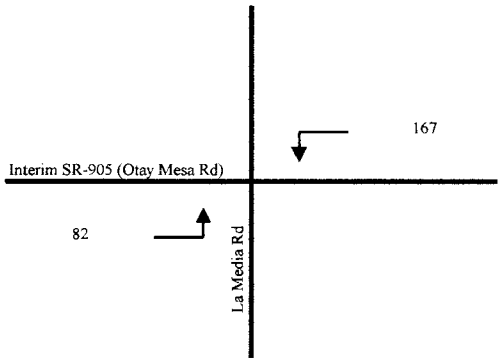
LANE GEOMETRY



TRAFFIC VOLUMES

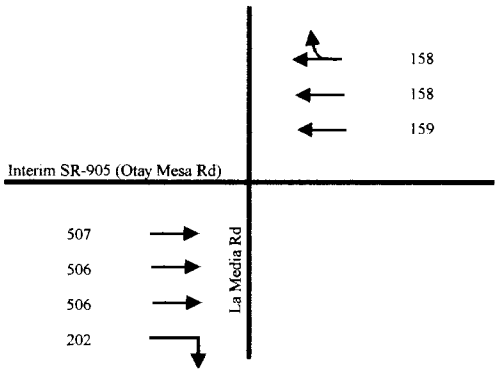


PHASE 1



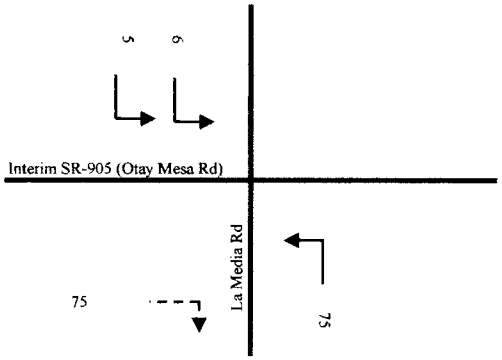
Phase 1 Critical ILV: 167

PHASE 2



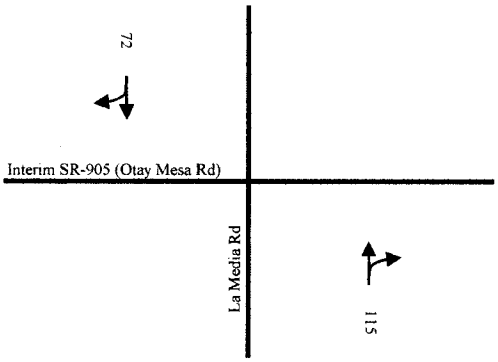
Phase 2 Critical ILV: 507

PHASE 3



Phase 3 Critical ILV: 75

PHASE 4



Phase 4 Critical ILV: 115

GRAND TOTAL ILV: **864**

OPERATING CONDITION **STABLE**

LEGEND

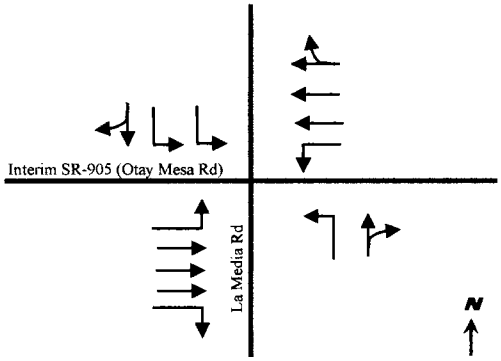
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

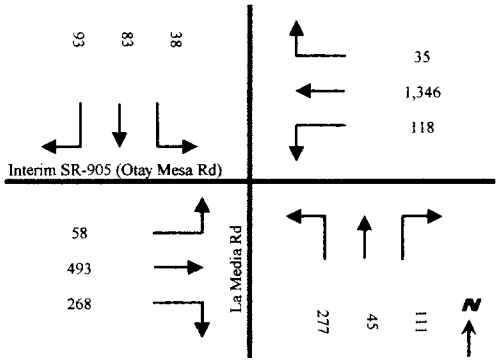
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ La Media Rd
Analyst:	VSH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

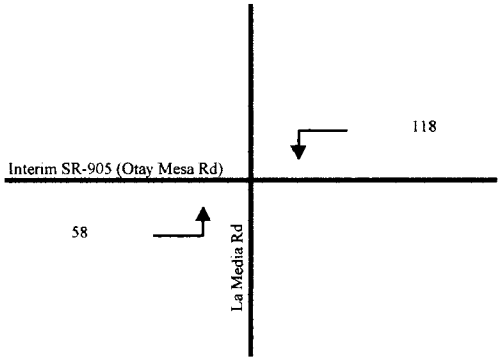
LANE GEOMETRY



TRAFFIC VOLUMES

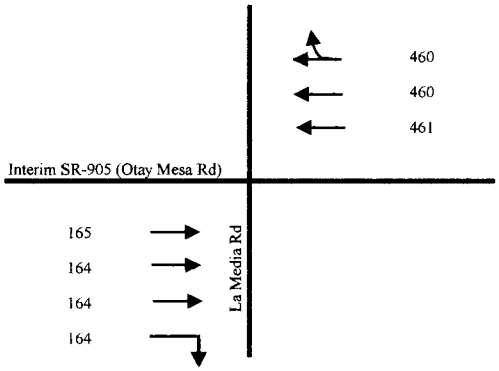


PHASE 1



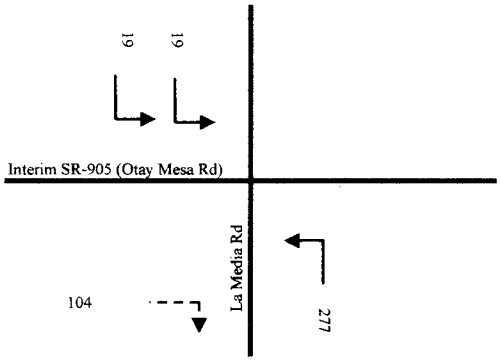
Phase 1 Critical ILV: 118

PHASE 2



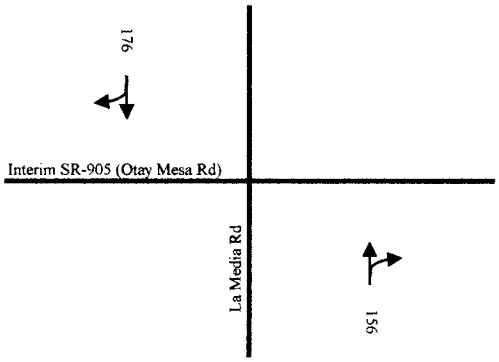
Phase 2 Critical ILV: 461

PHASE 3



Phase 3 Critical ILV: 277

PHASE 4



Phase 4 Critical ILV: 176

GRAND TOTAL ILV:	**1,032**
OPERATING CONDITION	**STABLE**

LEGEND

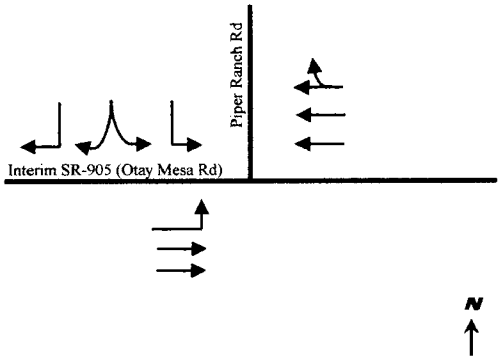
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

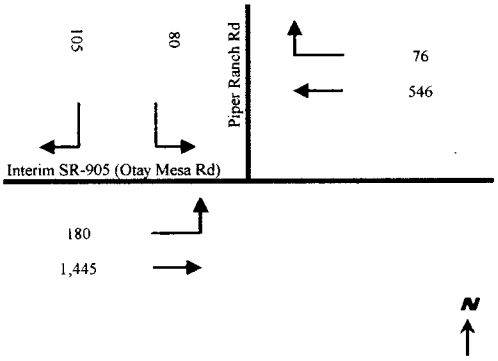
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Piper Ranch Rd
Analyst:	VJH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

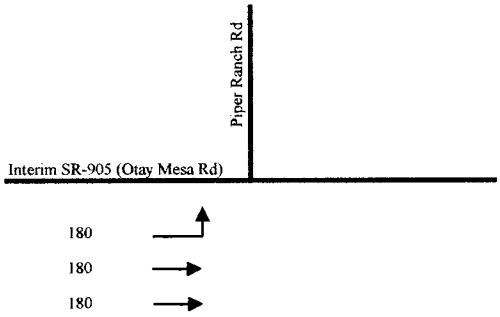
LANE GEOMETRY



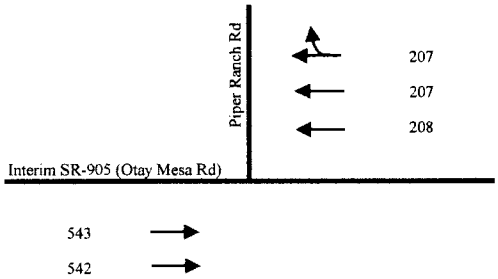
TRAFFIC VOLUMES



PHASE 1



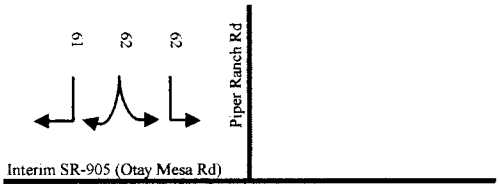
PHASE 2



Phase 1 Critical ILV: 180

Phase 2 Critical ILV: 543

PHASE 3



PHASE 4

Phase 3 Critical ILV: 62

Phase 4 Critical ILV:

GRAND TOTAL ILV: 785

OPERATING CONDITION STABLE

LEGEND

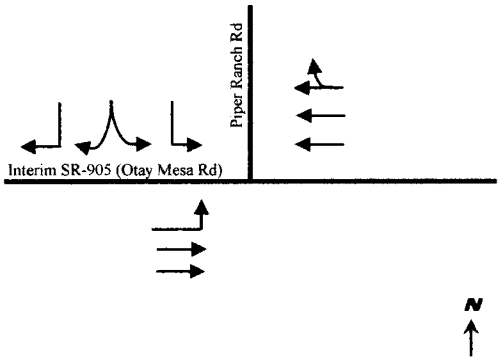
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

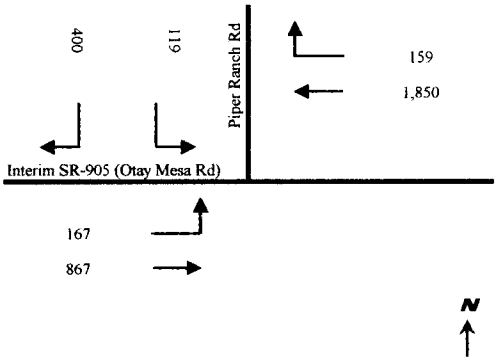
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ Piper Ranch Rd
Analyst:	VJH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

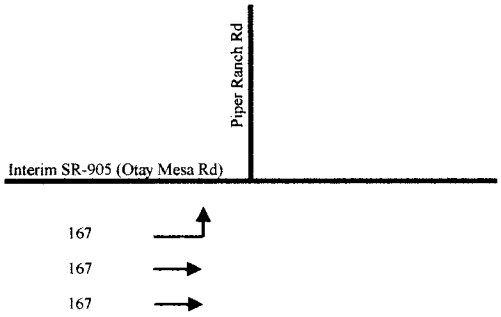
LANE GEOMETRY



TRAFFIC VOLUMES

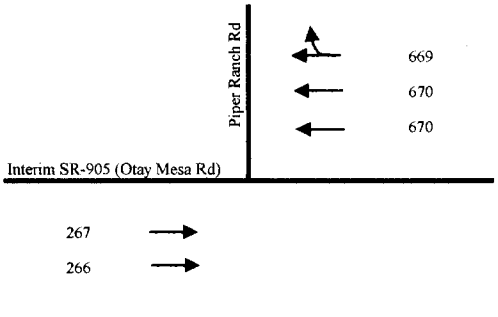


PHASE 1



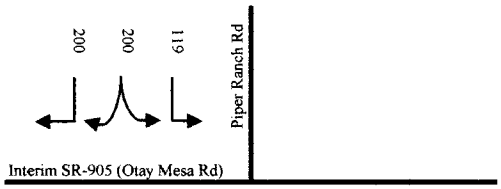
Phase 1 Critical ILV: 167

PHASE 2



Phase 2 Critical ILV: 670

PHASE 3



Phase 3 Critical ILV: 200

PHASE 4

Phase 4 Critical ILV:

GRAND TOTAL ILV: **1,037**

OPERATING CONDITION **STABLE**

LEGEND

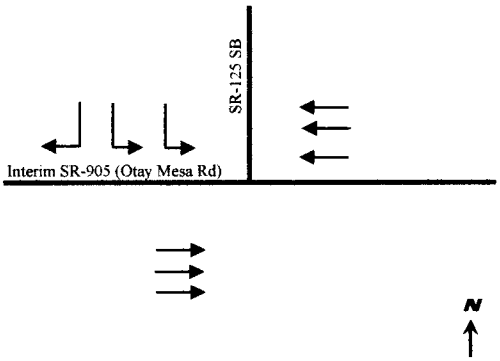
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

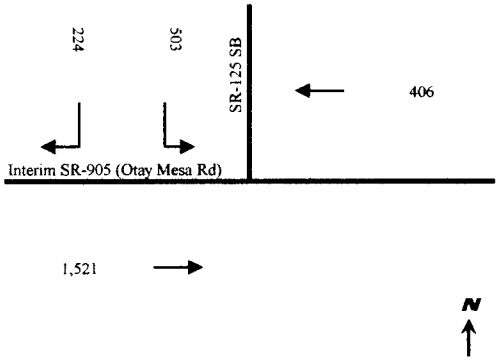
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @SR-125 SB
Analyst:	VJH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

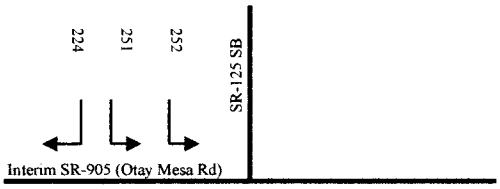
LANE GEOMETRY



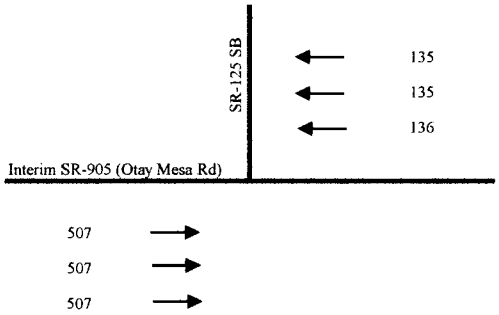
TRAFFIC VOLUMES



PHASE 1

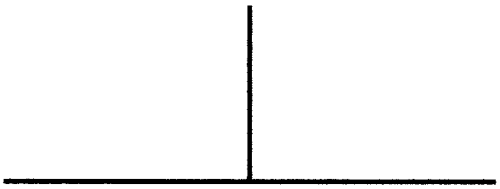


PHASE 2

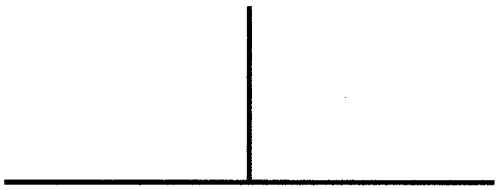


Phase 1 Critical ILV:	252	Phase 2 Critical ILV:	507

PHASE 3



PHASE 4



Phase 3 Critical ILV:		Phase 4 Critical ILV:	

GRAND TOTAL ILV:	**759**
OPERATING CONDITION	**STABLE**

LEGEND

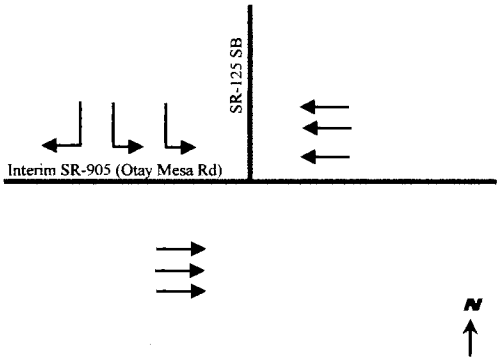
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

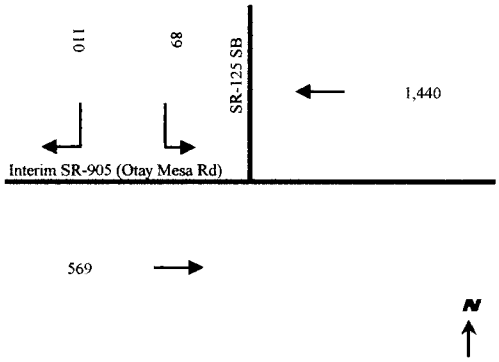
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @SR-125 SB
Analyst:	VSH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

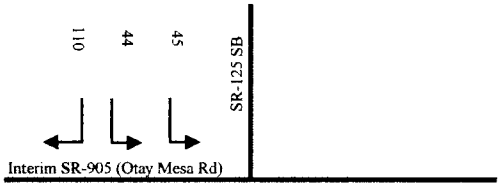
LANE GEOMETRY



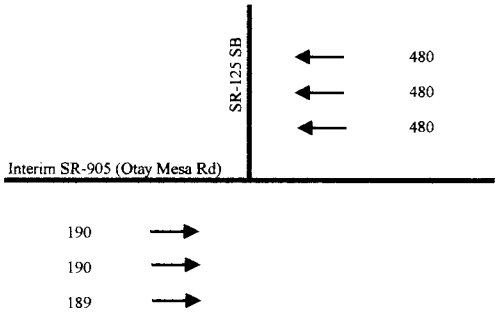
TRAFFIC VOLUMES



PHASE 1



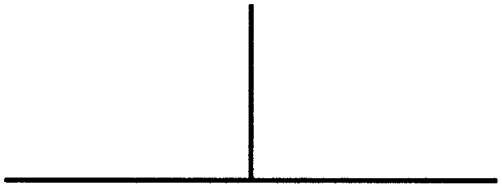
PHASE 2



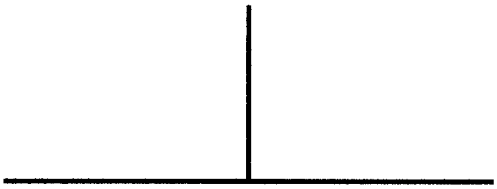
Phase 1 Critical ILV: 110

Phase 2 Critical ILV: 480

PHASE 3



PHASE 4



Phase 3 Critical ILV:

Phase 4 Critical ILV:

GRAND TOTAL ILV: **590**

OPERATING CONDITION **STABLE**

LEGEND

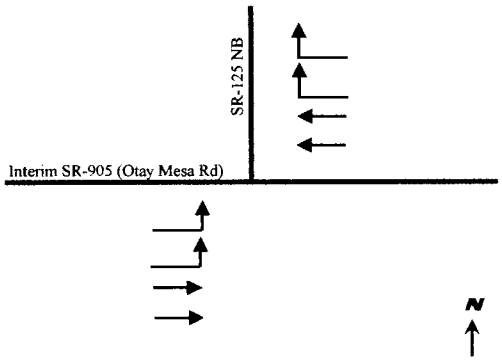
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

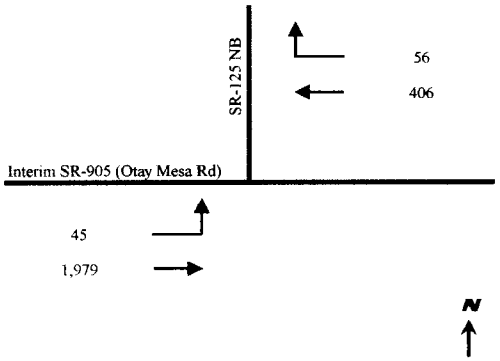
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ SR-125 NB
Analyst:	USH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

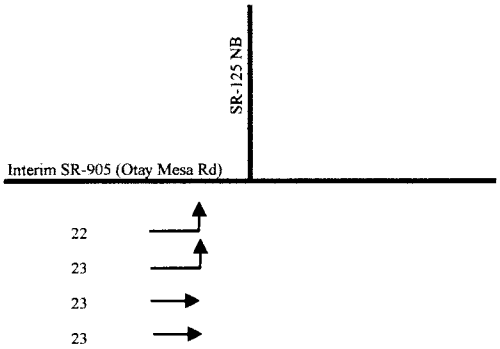
LANE GEOMETRY



TRAFFIC VOLUMES

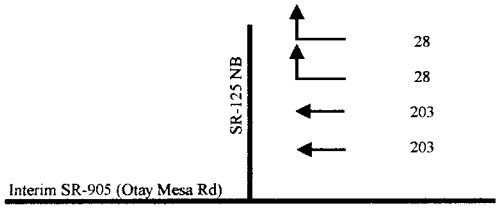


PHASE 1



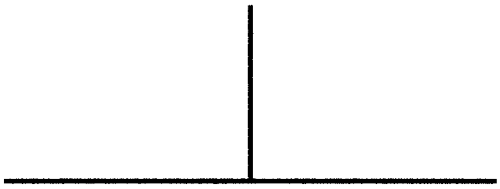
Phase 1 Critical ILV: 23

PHASE 2

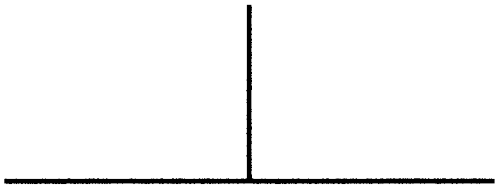


Phase 2 Critical ILV: 967

PHASE 3



PHASE 4



Phase 3 Critical ILV:

Phase 4 Critical ILV:

GRAND TOTAL ILV: 990

OPERATING CONDITION STABLE

LEGEND

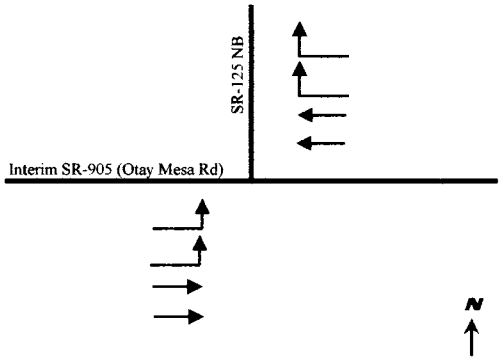
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

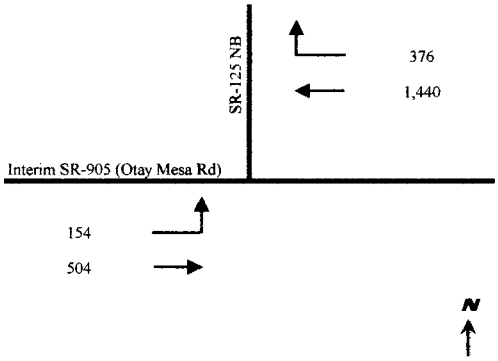
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Otay Mesa Rd @ SR-125 NB
Analyst:	USH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

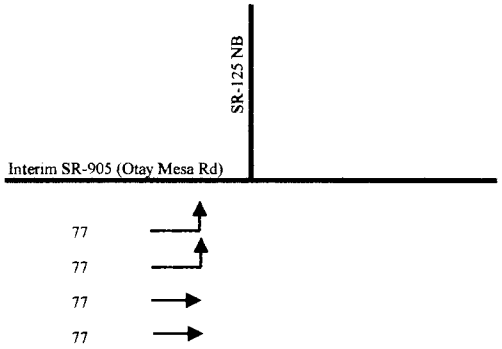
LANE GEOMETRY



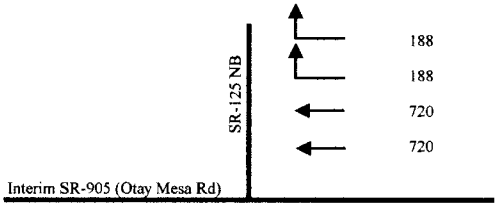
TRAFFIC VOLUMES



PHASE 1



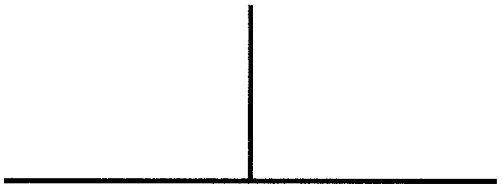
PHASE 2



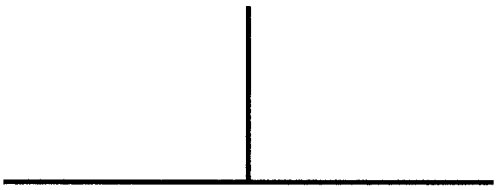
Phase 1 Critical ILV: 77

Phase 2 Critical ILV: 720

PHASE 3



PHASE 4



Phase 3 Critical ILV:

Phase 4 Critical ILV:

GRAND TOTAL ILV: 797

OPERATING CONDITION STABLE

LEGEND

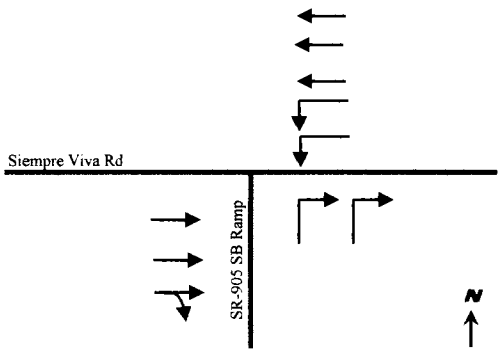
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

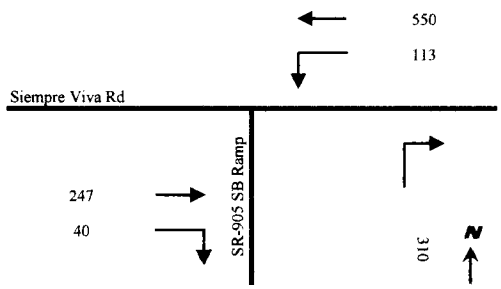
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Siempre Viva Rd @ SR-905 SB Ramp
Analyst:	VSH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

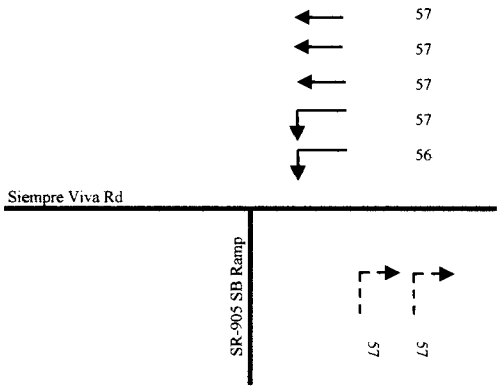
LANE GEOMETRY



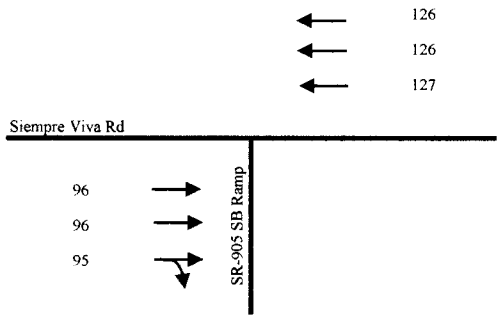
TRAFFIC VOLUMES



PHASE 1



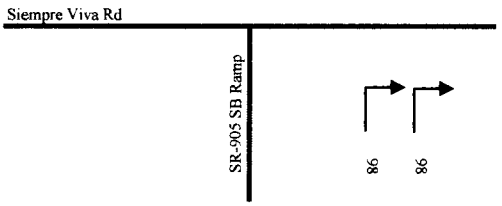
PHASE 2



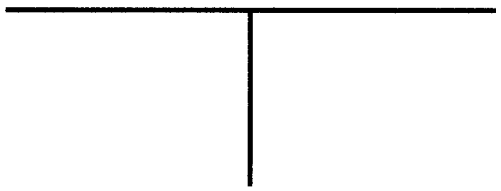
Phase 1 Critical ILV: 57

Phase 2 Critical ILV: 127

PHASE 3



PHASE 4



Phase 3 Critical ILV: 98

Phase 4 Critical ILV: -

GRAND TOTAL ILV: **282**

OPERATING CONDITION **STABLE**

LEGEND

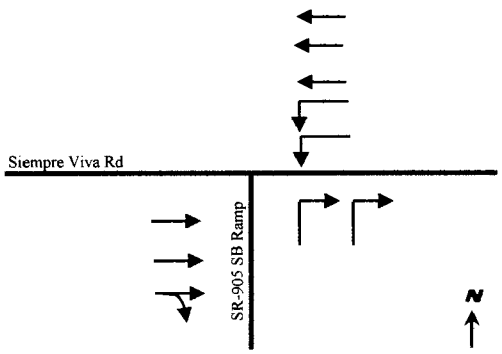
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

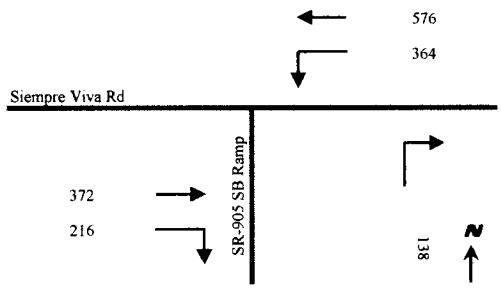
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Siempre Viva Rd @ SR-905 SB Ramp
Analyst:	VSH	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

LANE GEOMETRY

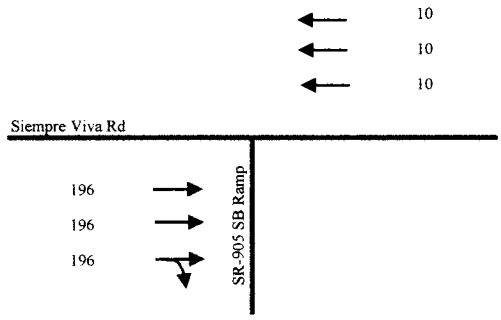


TRAFFIC VOLUMES



PHASE 1

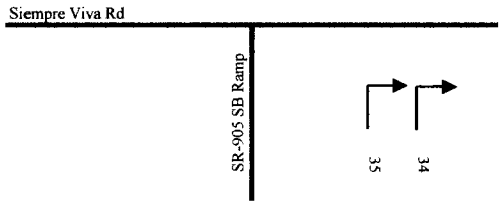
PHASE 2



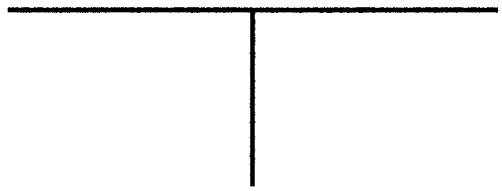
Phase 1 Critical ILV: 182

Phase 2 Critical ILV: 196

PHASE 3



PHASE 4



Phase 3 Critical ILV: 35

Phase 4 Critical ILV:

GRAND TOTAL ILV: 413

OPERATING CONDITION STABLE

LEGEND

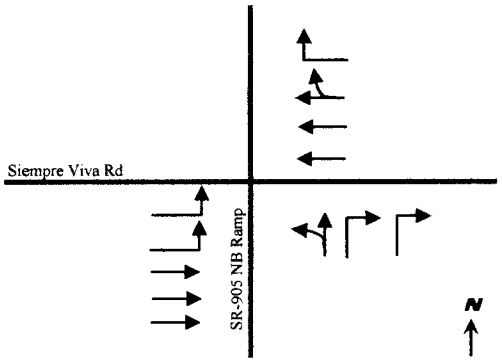
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

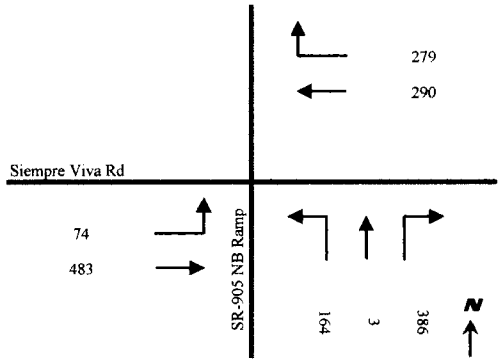
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Siempre Viva Rd & SR-905 NB
Analyst:	VJH	Peak Hour Analyzed:	AM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

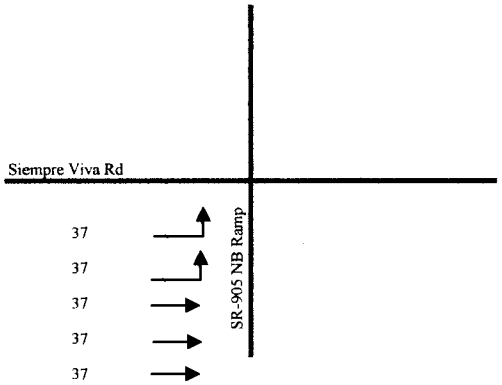
LANE GEOMETRY



TRAFFIC VOLUMES

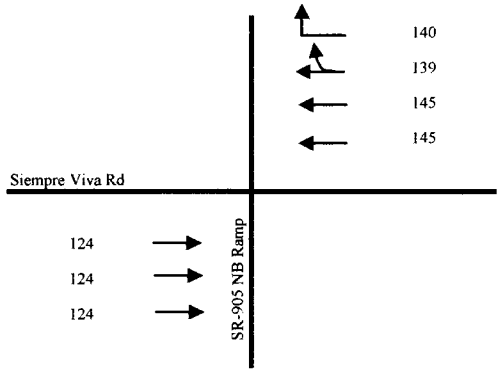


PHASE 1



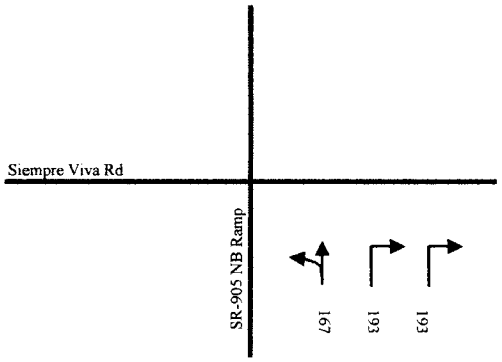
Phase 1 Critical ILV: 37

PHASE 2



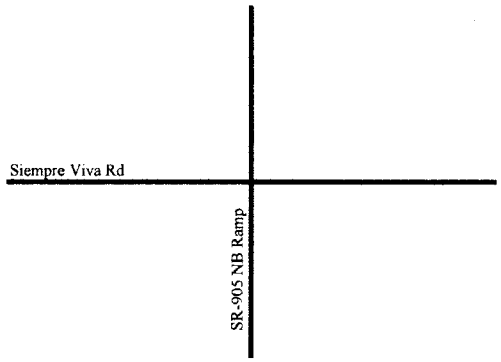
Phase 2 Critical ILV: 145

PHASE 3



Phase 3 Critical ILV: 193

PHASE 4



Phase 4 Critical ILV:

GRAND TOTAL ILV: **375**

OPERATING CONDITION **STABLE**

LEGEND

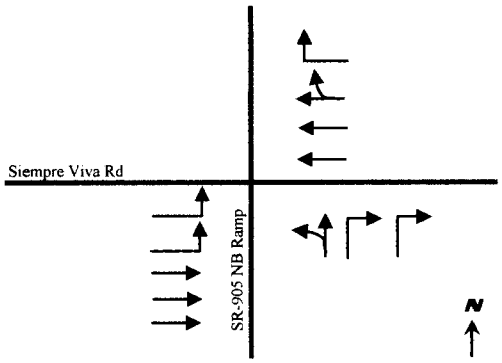
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

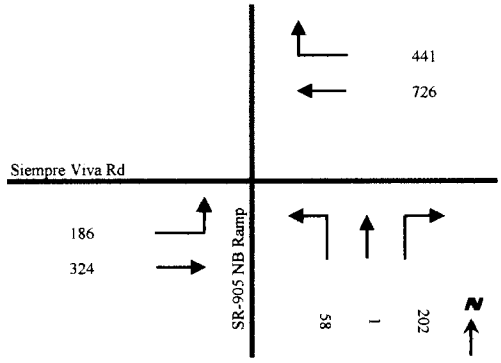
> 1500 ILV/HR = OVER CAPACITY

Date of Analysis:	March 19, 2011	Intersection:	Siempre Viva Rd & SR-905 NB
Analyst:	VSM	Peak Hour Analyzed:	PM Peak Hour
Condition Analyzed:	Existing + Phases 1-2		

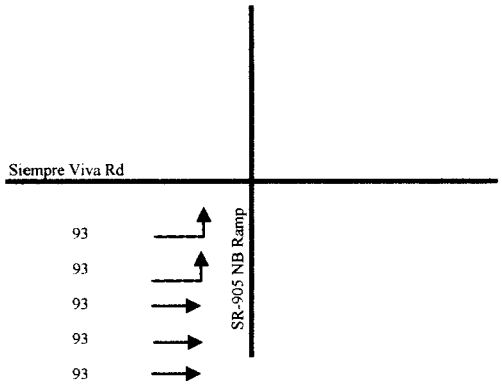
LANE GEOMETRY



TRAFFIC VOLUMES

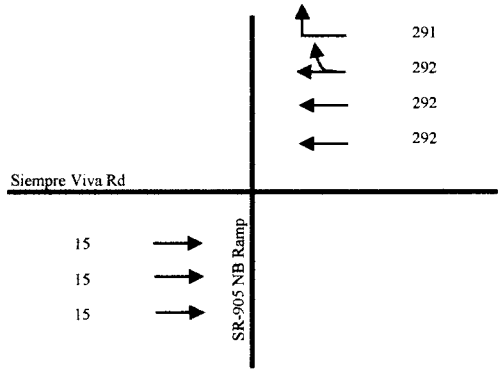


PHASE 1



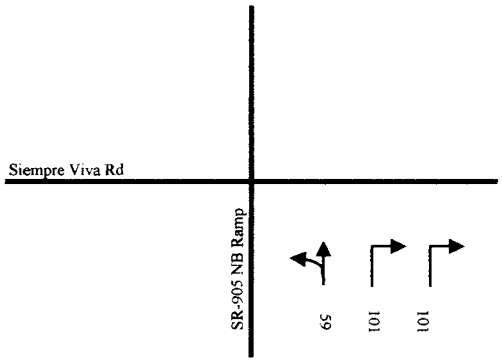
Phase 1 Critical ILV: 93

PHASE 2



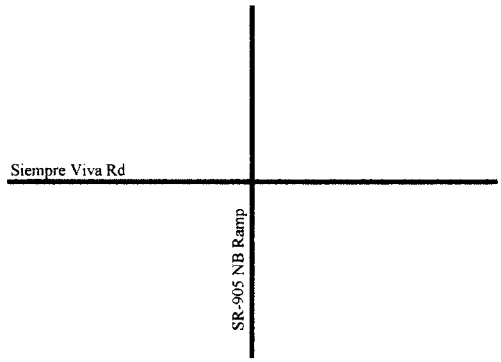
Phase 2 Critical ILV: 292

PHASE 3



Phase 3 Critical ILV: 101

PHASE 4



Phase 4 Critical ILV:

GRAND TOTAL ILV: **486**

OPERATING CONDITION **STABLE**

LEGEND

<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

> 1500 ILV/HR = OVER CAPACITY

Existing + Project Phases 1-2 – Queuing Summaries

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	129	3390	228	38	1470	126	77	110	285	62	63
v/c Ratio	0.57	1.01	0.17	0.37	0.47	0.10	0.41	0.94	1.21	0.47	0.25
Control Delay	79.2	40.9	0.6	71.7	9.4	0.9	71.6	108.8	181.4	79.2	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	40.9	0.6	71.7	9.4	0.9	71.6	108.8	181.4	79.2	16.6
Queue Length 50th (ft)	64	~1308	0	18	191	7	73	64	~344	60	0
Queue Length 95th (ft)	92	976	10	m34	274	13	120	#161	#466	100	21
Internal Link Dist (ft)		1361			2600			2637		1263	
Turn Bay Length (ft)	550		510	550		550	200		440		440
Base Capacity (vph)	235	3359	1356	102	3132	1308	189	117	235	169	310
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.01	0.17	0.37	0.47	0.10	0.41	0.94	1.21	0.37	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	135	1516	94	35	3010	377	228	135	251	48	263
v/c Ratio	0.61	0.53	0.10	0.15	1.06	0.29	0.67	0.71	0.94	0.43	0.68
Control Delay	86.3	22.2	3.3	60.7	60.1	1.9	73.4	84.5	110.7	87.2	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.3	22.2	3.3	60.7	60.1	1.9	73.4	84.5	110.7	87.2	44.6
Queue Length 50th (ft)	76	371	0	18	~1321	31	235	130	277	52	93
Queue Length 95th (ft)	#176	446	29	m15	m#940	m54	332	203	#455	99	136
Internal Link Dist (ft)		1361			2600			2637		1263	
Turn Bay Length (ft)	550		510	550		550	200		440		440
Base Capacity (vph)	220	2864	982	266	2830	1301	339	246	271	258	388
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.53	0.10	0.13	1.06	0.29	0.67	0.55	0.93	0.19	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBL	SBR
Lane Group Flow (vph)	5	3867	70	1601	94	85	1	1
v/c Ratio	0.06	1.08	0.59	0.41	0.59	0.27	0.01	0.00
Control Delay	59.5	44.8	77.5	3.4	80.6	2.1	64.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	44.8	77.5	3.4	80.6	2.1	64.0	0.0
Queue Length 50th (ft)	4	~1535	71	23	91	0	1	0
Queue Length 95th (ft)	m5	m#1447	m84	272	133	0	6	0
Internal Link Dist (ft)		2600		2650				
Turn Bay Length (ft)	550		550		250	120	25	25
Base Capacity (vph)	86	3594	128	3950	239	397	202	299
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	1.08	0.55	0.41	0.39	0.21	0.00	0.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2	1858	86	3264	200	1	138	4	1	4
v/c Ratio	0.02	0.68	0.53	1.02	0.60	0.00	0.34	0.03	0.01	0.03
Control Delay	31.5	16.2	39.2	29.9	37.8	24.0	7.2	36.5	36.0	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	16.2	39.2	29.9	37.8	24.0	7.2	36.5	36.0	24.5
Queue Length 50th (ft)	1	203	46	207	97	0	0	2	1	0
Queue Length 95th (ft)	m2	#494	m52	m#1002	150	4	42	12	6	10
Internal Link Dist (ft)		2600		2650		2628			1880	
Turn Bay Length (ft)	550		550		250		120	25		25
Base Capacity (vph)	105	2749	169	3207	351	470	502	190	366	314
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.68	0.51	1.02	0.57	0.00	0.27	0.02	0.00	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.