

Traffic Analysis

**San Diego Gas & Electric Company and
Southern California Gas Company
Pipeline Safety & Reliability Project
San Diego, CA**

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1 INTRODUCTION

This document serves to evaluate potential traffic impacts resulting from the proposed Pipeline Safety & Reliability Project (“Project”) , which would be constructed between San Diego Gas and Electric’s (SDG&E) existing Rainbow Metering Station and Marine Corps Air Station (MCAS) Miramar. This Project is somewhat unique in that the Project itself will not result in any traffic impacts upon its completion. Roadways will be restored to their existing capacity and ultimately there will be no change to traffic conditions as a result of the Project. However, construction of the Project will require disturbance of existing roadways. During construction, the Project will result in lane closures and access modifications in order to trench and install the pipeline along existing roadways. Roadway geometry and access will be restored to existing conditions following conclusion of the construction activity. This report analyzes and documents the effects of those construction activities on traffic and circulation. This document relies upon the Project definition and alignment in the Pre-File Draft of the EA (Insignia Environmental, July 2015).

This analysis establishes an understanding of the potential traffic challenges that the Project could create and potential strategies for handling traffic during construction. More specifically, it provides an overview of the daily volume on roadways along the pipeline alignment, potential strategies to handle traffic circulation during construction, potential ways to segment the construction activities and applicable strategies to use for each segment, and establishes detour options where applicable. A Traffic Management Plan (TMP) is planned to be prepared as part of obtaining state, county, and city encroachment permits. The TMP will include detailed information on the pipeline alignment, specific traffic handling application, timing and duration of work, and additional details regarding construction activity.

The goal of the traffic analysis effort is to identify ways to reduce impacts to the local community residents, businesses, churches, and schools, while maintaining standard traffic control geometries and operations during construction that provide safety for the construction workers.

1.1 PROJECT LOCATION

The Project is located in San Diego County, California, and traverses from the Rainbow Metering Station at the northern edge of San Diego County to MCAS Miramar. The Project alignment crosses the cities of San Diego, Escondido, and Poway; unincorporated communities in San Diego County; and federal land. Approximately 87 percent (approximately 41 miles) of the Project will be installed in urban areas within existing roadways and road shoulders. The remaining approximately 13 percent (approximately six miles) of the Project will be installed outside of roadways (cross-country). An overview of the Project location is provided in **Figure 1-1**.

Figure 1-1: Project Vicinity Map

1.2 PURPOSE AND NEED FOR THE PROJECT

The purpose of the Project is to construct a new 36-inch-diameter pipeline that will allow SDG&E and SoCalGas to implement pipeline safety requirements for existing Line 1600, increase capacity of the natural gas system in San Diego County, and improve the natural gas system reliability and redundancy. This Project is needed to provide reliable gas and electric service to customers, now and in the future.

1.3 ROUTE ALTERNATIVES SCREENING FACTORS

The Applicants used the following routing criteria to identify the Proposed Route:

- implement new pipeline safety requirements for existing Line 1600 as expeditiously as possible;
- follow generally accepted principles for siting infrastructure, such as the “Garamendi Principles” for electric transmission infrastructure siting¹;
- avoid unnecessary impacts to the environment;
- avoid unnecessary acquisition of private property;
- avoid impacts to mission-critical operations at MCAS Miramar; and
- meet current and near-term energy needs in a cost-effective and efficient manner.

The Project route was selected over other alternatives because it is located predominately within developed areas and existing public rights-of-way (i.e., streets and roadways); minimizes impacts to natural habitats, sensitive species, and other environmental resources; reflects preliminary input from MCAS Miramar on routing alternatives; and avoids additional costs and time delays associated with a larger project scope, among other considerations.

1.4 ROUTE ALIGNMENT DETAILS

Detailed route information is described below and illustrated in **Appendix A**. Sections of the route that are not along a roadway are shown in *italics* below. The illustrations include appurtenant facilities by approximate milepost (MP).

- ❖ Project Limit: Rainbow Pressure-Limiting Station: located approximately 50 feet south of the existing Rainbow Metering Station
- From the Rainbow Pressure-Limiting Station, traverses southeast along **Old Highway 395** for approximately 2.3 miles
- Turns west onto **Rainbow Glen Road** and crosses under the Interstate 15 overpass
- Turns south along **Rainbow Hills Road** for approximately 0.9 mile
- *Veers southwest for approximately 0.5 mile through an avocado orchard*
- Connects to and travels 0.04 mile south along **Avo Drive**

¹ The Garamendi Principles and other infrastructure siting principles used to identify the Proposed Route are further explained in the Environmental Assessment, Chapter 5 – Discussion of Significant Impacts and Project Alternatives.

- Turns southeast along **East Mission Road** for 0.25 mile, at which point East Mission Road becomes Old Highway 395
- Travels generally south along **Old Highway 395** for approximately 4.3 miles until reaching State Route 76.
- *Continues southeast cross-country for approximately 0.15 mile, where the pipeline crosses under the San Luis Rey River in an approximately 0.64-mile-long horizontal directional drill (HDD).*
- *From the HDD exit point, the route turns slightly southwest across approximately 0.16 mile of undeveloped land, then rejoins Old Highway 395*
- Continues south on **Old Highway 395** for approximately 1.85 miles until it reaches I-15
- *Crosses under I-15 in an approximately 0.63-mile-long HDD. From the I-15 HDD exit point, continues southeast for approximately 0.15 mile through undeveloped land until it again meets Old Highway 395.*
- Follows **Old Highway 395** for approximately 2.1 miles to Gopher Canyon Road, at which point Old Highway 395 becomes Champagne Boulevard.
- Continues south along **Champagne Boulevard** for approximately 4.25 miles, where the road becomes North Centre City Parkway at Deer Springs Road.
- Continues in a south/southwesterly direction along **North Centre City Parkway** for approximately 5.16 miles
- Ties into the existing Line 1601
- *Crosses under SR-78.*
- Reconnects to **North Centre City Parkway** and continues south for approximately 2.1 miles to Felicita Avenue.
- Turns northeast along **Felicita Avenue** for 0.47 mile
- Veers east for 0.4 mile along **East 17th Avenue** until it reaches Encino Drive.
- Travels southeast along **Encino Drive** for 0.76 mile
- Veers generally south along **Bear Valley Parkway South** for approximately two miles, until it reaches Beethoven Drive.
- *Continues south and parallels an unpaved road for approximately 0.5 mile until it reaches Lake Hodges.*
- *Crosses under Lake Hodges in an approximately 0.4-mile-long HDD.*
- At the HDD exit point, heads west along **Highland Valley Road** for approximately 0.4 mile.

- Turns south on **Pomerado Road** and travels for approximately 12.5 miles through primarily residential areas.
- *At Willow Creek Road/Avenue of Nations, turns southeast for approximately 0.27 mile.*
- *Route turns east along an unpaved aqueduct road for approximately 0.25 mile*
- Turns south along an **unpaved road** for approximately 0.5 mile before entering MCAS Miramar land.
- Travels south through MCAS Miramar and parallel to an **unpaved aqueduct patrol road** for approximately 2.6 miles
- ❖ Project Limit: the pipeline terminates north of SR-52 at the existing Line 2010.

The location of the pipeline within the roadway alignment (i.e., shoulder, travel lane) has not been determined and will require further engineering study. A preferred location for the pipeline location within the roadway for traffic handling purposes is provided in this document when applicable.

2 EXISTING CONDITIONS

The project is planned to result in construction along several streets traversing through several jurisdictions. General descriptions of current conditions along those roadways are provided below. Field conditions, including driveway locations, were observed on a site visit performed in August 2015. Additional field verification should be performed during future phases of the planning and design process.

2.1 ROADWAY DESCRIPTIONS

OLD HIGHWAY 395, RAINBOW VALLEY BOULEVARD TO NORTH COUNTY COMMUNITY PLAN AREA (CPA) BOUNDARY

Old Highway 395 from Rainbow Valley Boulevard to the North County Metro CPA (where the roadway turns into Champagne Boulevard) functions as a two lane Community Collector. This segment has a speed limit of 55 miles per hour. Bicycle lanes are provided on both sides of the street for the extent of the segment. Sidewalks are not provided on either side of the road.

RAINBOW GLEN ROAD, OLD HIGHWAY 395 TO RAINBOW HILLS ROAD

Rainbow Glen Road from Old Highway 395 to Rainbow Hills Road functions as a two lane Light Collector. This segment crosses I-15 as an underpass. Bicycle lanes are and sidewalks are not provided on either side of the road.

RAINBOW HILLS ROAD, RAINBOW GLEN ROAD TO END OF ROADWAY

Rainbow Hills Road from Rainbow Glen Road to the end of the roadway functions as a two lane local public road that terminates at a dead end approximately 5,000 feet south of Rainbow Glen Road. Bicycle and sidewalks are not provided on either side of the road.

EAST MISSION ROAD, AVO DRIVE TO I-15 INTERCHANGE

East Mission Road from Avo Drive to the I-15 Interchange functions as a two lane Light Collector. Bicycle lanes are provided on both sides of the street for the extent of the segment. Sidewalks are not provided on either side of the road.

CHAMPAGNE BOULEVARD, BONSALL CPA BOUNDARY TO MOUNTAIN MEADOW ROAD

Champagne Boulevard from the Bonsall CPA Boundary (where the roadway turns into Old Highway 395 to Mountain Meadow Road (where the roadway turns into Centre City Parkway) functions as a 2 lane Major Road. This segment has a speed limit of 55 miles per hour. Bicycle lanes are provided on both sides of the street for the extent of the segment. Sidewalks are not provided on either side of the road.

NORTH CENTRE CITY PARKWAY, MOUNTAIN MEADOW ROAD TO FELICITA AVENUE

Centre City Parkway from Mountain Meadow Road (where the roadway turns into Champagne Boulevard) to Country Club Lane functions as a 2 lane Major Road. This segment has a speed limit of 55 miles per hour. From Country Club Lane to Felicita Avenue, Centre City Parkway

functions as a 4 lane Major Road. This segment has raised landscaped medians. Bicycle lanes are provided on both sides of the street for the extent of the segment. Sidewalks are not provided on either side of the road.

FELICITA AVENUE, CENTRE CITY PARKWAY TO ENCINO DRIVE

Felicita Avenue from Centre City Parkway to Escondido Parkway functions as a 4 lane Major Road. Between Escondido Parkway and Encino Drive it transitions to a 2 lane Light Collector. Sidewalks are provided on both sides of the street for the extent of the segment. Bicycle lanes are not provided on either side of the road.

ENCINO DRIVE, FELICITA AVENUE TO BEAR VALLEY PARKWAY

Encino Drive from Felicita Avenue to Bear Valley Parkway functions as a 2 lane Local Public Roadway. Sidewalks are provided on both sides of the street for the extent of the segment. Bicycle lanes are not provided on either side of the road.

BEAR VALLEY PARKWAY, ENCINO DRIVE TO BEETHOVEN DRIVE

Bear Valley Parkway from Encino Drive to Beethoven Drive functions as a 4 lane Major Road. This segment has raised landscaped medians. Bicycle lanes and sidewalks are provided on both sides of the street for the extent of the segment.

HIGHLAND VALLEY ROAD, EAST OF POMERADO ROAD

Highland Valley Road just east of Pomerado Road functions as a 2 lane Collector. Sidewalks and bicycle lanes are not provided on either side of the road.

POMERADO ROAD, HIGHLAND VALLEY ROAD TO WILLOW CREEK ROAD

Pomerado Road from Highland Valley Road to Willow Creek Road functions as a 4 lane Major. This segment has a speed limit of 55 miles per hour. Bicycle lanes and sidewalks are provided on both sides of the street for the extent of the segment.

2.2 ACCESS POINTS

To help inform impacts to the traffic network during construction, existing access points and intersections were documented.

Each driveway was characterized as one of the following:

- Commercial
- Residential
- School
- Government
- Unknown Type

In addition to the categories listed above, each driveway was assessed based on its access alternatives. In general, each driveway along the pipeline route had one of the following access scenarios:

- Driveway with no secondary access
- Driveway with secondary access along same roadway
- Driveway with secondary access from a different roadway

Along the pipeline route, the various access scenarios were a determinant in the potential traffic handling strategies selected for each pipeline route segment. Driveways with no secondary access or secondary access along the same roadway make it tougher for the possibility for road closures along a segment.

At all intersections, construction of the pipeline will effect access to and from the cross-street. Each intersection was characterized as one of the following:

- Critical
- Critical (Freeway Access)
- Other Urban
- Other Rural
- Dead End: Intersections with no secondary access

The type of intersection is another determinant in the potential traffic handling strategies selected for each pipeline route segment and additional special construction considerations.

Critical intersections were characterized based on the geometry of the intersecting streets. Along the pipeline route, the intersection of two four-lane (or greater) roadways were considered critical. Intersections were also characterized as critical if they provided direct access to a freeway. In rural settings, this is important because freeway interchanges are more infrequent.

Other Urban and Rural intersections were characterized based on the geometry of the intersecting streets and the surrounding character. Along the pipeline route the distinction between urban and rural intersections is important. Rural intersections are often placed further apart and have less vehicular volumes. Urban intersections are often placed closer together, have higher vehicular volumes, and have more opportunities for local detours.

Dead end intersections are intersections with no secondary access. Like driveways, intersections with no secondary access or secondary access along the same roadway make it tougher for the possibility for intersection and cross street closures.

2.3 ROADWAY VOLUMES

To further educate the effort of evaluating the effects of pipeline construction, hourly traffic volumes for a 24-hour period were collected in August 2015 at 60 locations on or near the Project alignment. The raw count data is provided in **Appendix B**.

2.4 TRANSIT

NCTD, MTS, and RTA operate the following bus routes along the project alignment (information from MTS, RTA and NCTD website, current as of September 2015):

- Route 202 Murrieta – Temecula – Oceanside Transit Center operates along Old Highway 395 between Mission Road and SR-76.
- Route 350 Escondido to Del Lago Transit Station via Westfield North County Mall operates along Bear Valley Parkway between Sunset Drive and Beethoven Drive.
- Route 389 Escondido to Pala operates along Centre City Parkway between the I-15 Interchange and 2nd Avenue.
- Route 945 Rancho Bernardo – Old Poway Park operates along Pomerado Road between Rancho Bernardo Road and Poway Road.

In addition to the bus routes listed above, there are an additional 10 other bus routes that intersect the Project route.

3 CONSTRUCTION INFORMATION

The analysis performed to determine temporary effects to access, circulation, and parking during construction looked at the estimated work area influence areas on the existing roadway settings. This section provides some basic information on the construction activity known at this time for the pipeline.

3.1 WORK AREA NEEDS

The outside diameter of the pipe will be 36 inches and will be installed approximately 42 inches below ground surface. At most locations along the alignment, conventional trenching methods will be used. At certain areas where major water or roadway crossings have been identified, horizontal directional drilling and horizontal boring methods will be used.

Trenching for the Project will require a four-foot wide open trench. Additional work area adjacent to the trench is necessary for equipment and people to maneuver for trenching and installation of the pipe. The width of the work area directly effects the traffic handling options during construction. The work area should be maximized to the extent possible while maintaining vehicle, pedestrian, and bicycle access as well as worker safety.

The length of the construction zone can also effect the duration of construction. Longer construction zones provide a traffic handling set up that does not need to be moved frequently and allows the construction to progress for a longer period of time without interruption. Shorter construction zones require more traffic handling set ups and places more restrictions on the amount of pipe that can be installed in a day or week.

Portions of the Project located along two-lane highways where there are minimal access points and alternative routes with similar travel distances available are more likely to have wider and longer work areas with traffic restrictions in place that redirect traffic. Portions of the Project in urban areas where there are frequent access points and intersections are more likely to have narrower and shorter construction zones with reduced roadway capacity or some minor traffic redirection.

At locations with horizontal directional drilling, a work area of approximately 400-feet by 200-feet is required on one side of the drilling where the pilot hole is located. On the other side of the drilling where the exit hole is located, an approximately 200-foot by 100-foot area would be needed.

At the beginning and end of each construction period, the open trench will be covered with metal plates and the roadway geometry restored to existing conditions. This will serve to limit effects to circulation, access and congestion during non-construction hours. Where trenchless construction is being performed, closing of the jack and bore pits is not feasible; the open trench will be protected by temporary railings and the construction activity will maximize available work hours to complete the stage of construction in as short a duration as feasible.

3.2 PROJECT SEGMENTATION

By identifying optimal segment breaks, the circulation detriments associated with open trenching can be reduced. Looking at the access points and detour route options along a length of roadway helps identify ideal segment breaks. The effects on parcels with multiple access points can be lessened by closing one access at a time. Segments can be broken up at strategic locations to reduce the need for or length of detours.

3.3 PLACEMENT OF THE PIPELINE

At this stage of the Project, the details of the location of the pipeline within the roadway cross-section is not finalized. The location will depend on a variety of factors such as other utility locations, pipeline design constraints, environmental influence, and physical terrain constraints. One of the additional considerations to include when placing the pipeline alignment is the potential impacts to traffic. The effect that construction has on the traffic network can vary greatly depending on the placement of the pipeline. Trenching to install the pipeline requires closing a certain width of roadway that typically impacts the travel lanes on the roadway. Below are some examples of ways to help reduce traffic impacts during construction, if feasible:

- On two-lane roadways, placing the pipeline on the shoulder could help maintain two-way traffic. Placing the pipeline in the traveled way would require road or lane closures that would have a greater impact to traffic during construction.
- On two-lane roadways with driveways, placing the pipeline on the opposite side of driveways allows access to the driveways to remain open during construction and simplifies the traffic handling. If the pipeline alignment is placed adjacent to driveways, temporary closure of the driveway would be needed in order to allow for trenching. Steel plates can be used to allow access to the driveway.
- On multi-lane roadways, placing the pipeline on the shoulder can help minimize lane closures. When lane closure is unavoidable, placing the pipeline in a location where trenching activity requires closure of a single lane instead of multiple lanes is key to maintaining access and traffic flow. Closure of multiple lanes on a multi-lane roadway can cause significant traffic impacts.
- On multi-lane roadways when a lane closure is needed in an area with multiple traffic signals, placing the pipeline along the inside lane to minimize impacts to driveways is often preferred. The placement should also try to avoid left-turn lanes to help minimize impact to left-turn operations at traffic signals.
- There are certain lane widths and transition areas that need to be maintained for a lane to remain open during construction. Estimating the footprint of the construction work area can help determine if lanes are able to remain open.
- Trenching across intersections typically requires detours or multiple construction phases. Trenchless construction should be considered at high-volume intersections where closing portions of the intersection could cause significant traffic impacts. However, trenchless construction often requires a 24-hour traffic control set-up, so the location of trenchless construction pits needs to be carefully considered.
- Alternative work hours are helpful in minimizing traffic impacts. Allowing construction during hours when traffic volumes are lower and restoring the roadway to existing

capacity during the hours when traffic volumes are high is a strategy to minimize short-term, temporary impacts.

Ultimately, the placement of the pipeline should consider how the construction activity would impact traffic operations in addition to the other constraints that the alignment needs to consider.

3.4 POTENTIAL TRAFFIC HANDLING STRATEGIES

The impact that construction has on traffic depends on how traffic is handled during construction. Several methods to be considered for construction of the pipeline are presented in this document. The following strategies are being considered as part of this document:

- Temporary road closure (detours): This strategy fully closes the road to traffic, requiring a detour for all vehicles. This strategy should only be used when driveway access would not be precluded and the detoured traffic has a comparable circulation route to use. The application of this strategy is expected to be minimal and potentially not at all.
- Temporary one-way closure (detours): This strategy closes one direction of traffic, requiring a detour for vehicles traveling that direction. This strategy maintains access to driveways and partial circulation. The application of this strategy is expected to be minimal.
- Temporary lane shifts (two-way travel): This strategy maintains the existing number of travel lanes but shifts traffic to a different part of the roadway by using cones, signs, and other traffic handling equipment. This strategy is preferred whenever applicable as it provides the least amount of impact to traffic flow during construction.
- Temporary lane closures (reduced capacity): This strategy only applies to multi-lane roadways. It maintains two-way travel, but reduces the number of lanes in at least one direction. This strategy is often better to use than detouring traffic.
- Flagger operations (two-way travel): This strategy maintains two-way travel with the width of a single lane. Flaggers on both ends of the construction area coordinate which direction of travel is allowed to proceed while the other direction is stopped. This strategy is typically used on a two-lane roadway. It reduces the capacity of a roadway but maintains two-way travel and does not require a detour route.
- Work hour limitations: Travel patterns vary during the course of a day, so certain hours may be better than others depending on the location of construction. Limiting work hours to avoid the heavy traffic volume times can be beneficial to overall traffic circulation in the area.

The most effective method varies depending on the location along the pipeline where construction is occurring. The roadway and adjacent land characteristics are significantly different along different portions of the pipeline alignment. The size of the construction zone and its effect on traffic lanes was analyzed in conjunction with existing roadway volumes, as discussed in the next chapter.

4 CONSTRUCTION IMPACT EVALUATION

4.1 OVERVIEW

The roadways where the proposed alignment of the pipeline is located were evaluated to determine what potential traffic impacts could result from construction of the pipeline. Potential traffic handling strategies were identified for each portion of the pipeline depending on the roadway characteristics. The potential impact of those strategies was then qualitatively evaluated. Based on the evaluation, several recommendations are made to minimize construction impacts. The considerations used in the traffic evaluations and the resulting traffic handling strategies suggested for each portion of the pipeline are summarized in **Appendix A**.

4.2 SELECTING POTENTIAL TRAFFIC HANDLING STRATEGIES

As previously discussed, the following strategies are being considered as part of this document:

- Temporary road closure (detours)
- Temporary one-way closure (detours)
- Temporary lane shifts (two-way travel)
- Temporary lane closures (reduced capacity)
- Flagger operations (two-way travel)
- Work hour limitations

It should be noted that the strategies listed above are potential options for handling traffic during construction of the proposed pipeline. Further consideration must be made for all potential options before implementing any strategies. The limitations, length of time, and length of segment for all potential options should be minimized to lessen the impact to traffic operations and intersection and driveway access as much as possible.

Guidelines for which method best applies to certain portions of the segment are summarized in **Figure 4-1**. Standards and regulations governing the implementation of traffic handling should rely on the California Manual on Uniform Traffic Control Devices and any additional standards specific to the owner of the roadway.

For each portion of the pipeline along an existing roadway, possibilities were listed on which potential strategies seem feasible. Recommended detour routes were developed for the extent of the roadways where the pipeline could necessitate lane or road closure. These detour routes are identified to shift circulation patterns during construction. Signage for the detour routes will need to be provided.

Figure 4-1. Potential Traffic Handling Strategies



4.3 TEMPORARY ROADWAY CLOSURES

Roadways or traffic movements that are temporarily closed during construction periods require detour routes to maintain traffic circulation. Road closures as a potential traffic handling strategy is only an option if detour routes are available and it does not affect property access. As stated above, the length of time and length of segment for road closures should be minimized to lessen the impact to traffic operations and intersection and driveway access as much as possible. If temporary roadway closure can be avoided, alternative traffic handling strategies that are less impactful to driveway and intersection access are recommended. Along the pipeline route, the existence of adjacent streets with similar roadway characteristics that could be utilized temporarily to redirect traffic was a determinant in the potential traffic handling strategies selected for each pipeline route segment. Potential detour routes were evaluated to determine if they would keep traffic on roadways with similar roadway characteristics; i.e. roadway geometry, pavement condition, speed limit, adjacent land use, and overall route length. In addition, there must be secondary access to all driveways and intersections along the roadway being closed.

Segments where temporary road closures are a potential traffic handling strategy are listed below and shown in Appendix A, with supporting detours and discussion of secondary affects associated with the detours.

- *Old Highway 395 from Rainbow Valley Boulevard to Rainbow Glen Road (Sheet 1):* Local detour available along Rainbow Valley Boulevard with access to Old Highway 395 at Rainbow Valley Boulevard and 5th Street. Rainbow Valley Boulevard is a two lane roadway with similar roadway width and pavement conditions as Old Highway 395. There are more frontage properties and intersections along Rainbow Valley Boulevard compared to Old Highway 395. Volumes are low on Old Highway 395 through this segment. Cross streets along Old Highway 395 through this section can be accessed through Rainbow Valley Boulevard.

One-way Traffic Closures also require detour routes to maintain traffic circulation. Segments where temporary one-way traffic closures are a potential traffic handling strategy are listed below, with supporting detours and discussion of secondary affects associated with the detours.

- *Old Highway 395 from Rainbow Valley Boulevard to Rainbow Glen Road (Sheet 1):* Potential to close one-way of traffic through this segment and utilized Rainbow Valley Boulevard as a detour route. See road closures discussion above for more details.
- *Centre City Parkway from Mountain Meadow Road to Mesa Rock Road (Sheet 9):* Local detour available along Mesa Rock Road. Mesa Rock Road is a two lane roadway with similar roadway width and pavement conditions as Centre City Parkway through this segment. Volumes are low on Centre City Parkway through this segment. Driveways and intersections with no secondary access must be kept open during construction, therefore the road cannot be fully closed.
- *Centre City Parkway from Jesmond Dene Road to Country Club Lane (Sheet 9-10):* Local detour available along Jesmond Dene Road and Broadway with access to Centre City Parkway at Ivy Dell Lane and Country Club Lane. Jesmond Dene Road is a two lane roadway with similar roadway width and pavement conditions as Centre City Parkway.

Through this segment, there are more frontage properties and intersections along Jesmond Dene Road compared to Centre City Parkway. Broadway and Country Club Lane are 4 lane roadways. Volumes are low on Centre City Parkway through this segment. Driveways and intersections with no secondary access must be kept open during construction, therefore the road cannot be fully closed.

- *Centre City Parkway from Country Club Lane to Felicita Avenue (Sheet 10-12):* The City of Escondido through this segment is made up of a grid pattern roadway network. Local detours are available along adjacent streets. Volumes are high on Centre City Parkway through this segment. Small segments and time restrictions can be utilized for detour routes. Driveways and intersections with no secondary access must be kept open during construction, therefore the road cannot be fully closed.

In order to limit the effects of the detoured traffic on the community, the following minimization measures should be included:

Minimization Measure 1. Utilize full road closures only when a comparable detour route is ensured and driveways in the area of the closures will have continual access during construction.

Minimization Measure 2. For locations with temporary roadway closures or limitations on allowed turning movements during construction, sign detour routes to direct detoured traffic to similar street types.

Minimization Measure 3. Implement construction phasing or techniques to maintain access through intersections where no alternative routes are available.

4.4 TEMPORARY REDUCTIONS IN ROADWAY CAPACITY

Lane Closures

Portions of the pipeline alignment are proposed along multi-lane roadways where lane closures may be required during construction. Lane closures result in a reduction in capacity. This section provides information on the traffic volume patterns in areas where lane closures are an option. Lane capacity is based on the estimated capacity of a single lane that would be considered LOS D for the different roadway classifications. Two classifications were identified along the sections of the pipeline alignment requiring reduction in capacity:

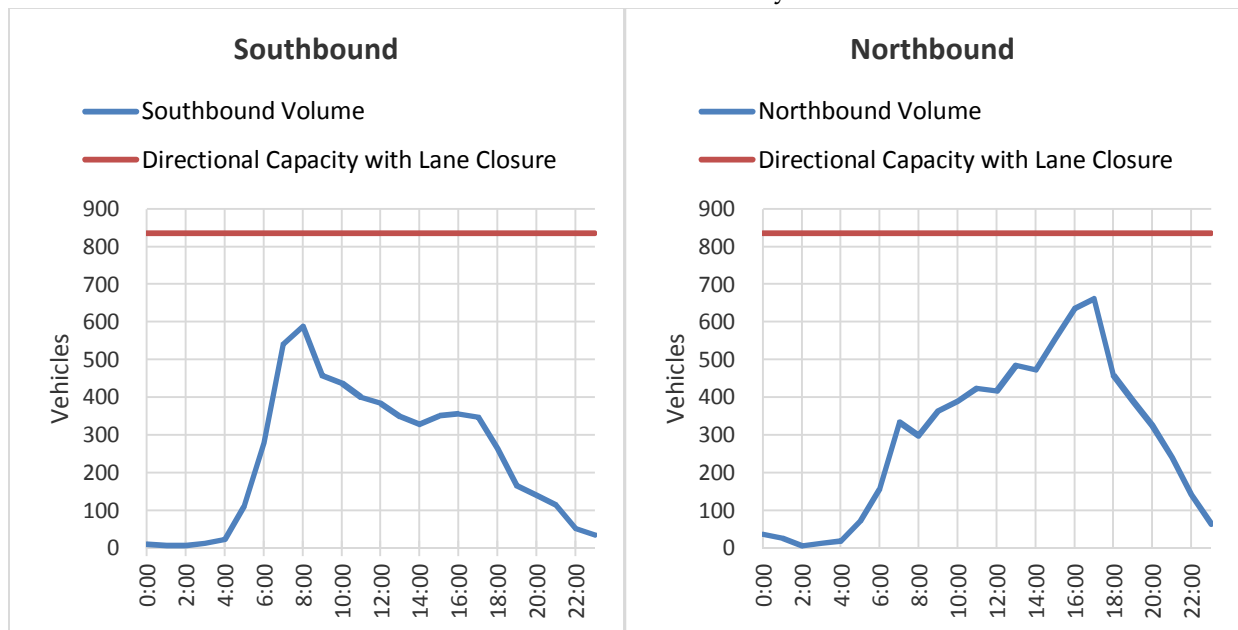
- 4 lane Major Road with raised median (County of San Diego)
 - LOS D ADT = 33,400
 - Estimated Peak Hour Capacity Per Lane = 835
- 4 lane Major Arterial (SANTEC/ITE - City of Poway)
 - LOS D ADT = 35,000
 - Estimated Peak Hour Capacity Per Lane = 875

Traffic volumes were obtained in August 2015. It is assumed that the typical work hours will be from 7:00 am to 7:00 pm. Alternative work hour options such as night or weekend work are discussed in a generalized manner below. Specific restrictions will need to be coordinated with the respective roadway owner. Also, since volumes were obtained during the summer, volumes may vary from school year activity, specifically those segments near schools. These locations are noted in the discussion below. Additional work hour limitations should be considered near schools.

Centre City Parkway between Country Club Lane and El Norte Parkway (Appendix A Sheet 10):

- Traffic volumes for this segment are shown in **Figure 4-2** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are highest between 7:00 and 9:00 a.m., but traffic volumes do not necessitate any limitations on the hours of construction.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are highest between 2:00 and 6:00 p.m., but traffic volumes do not necessitate any limitations on the hours of construction.
- Conclusion:
 - Reduction in capacity would not result in congestion for either direction of travel based on the volumes shown.
 - Escondido High School is located along this segment
 - Limitations to the hours of construction should be considered during the beginning and end of school hours
 - No additional limitations to work hours are warranted based on these volumes

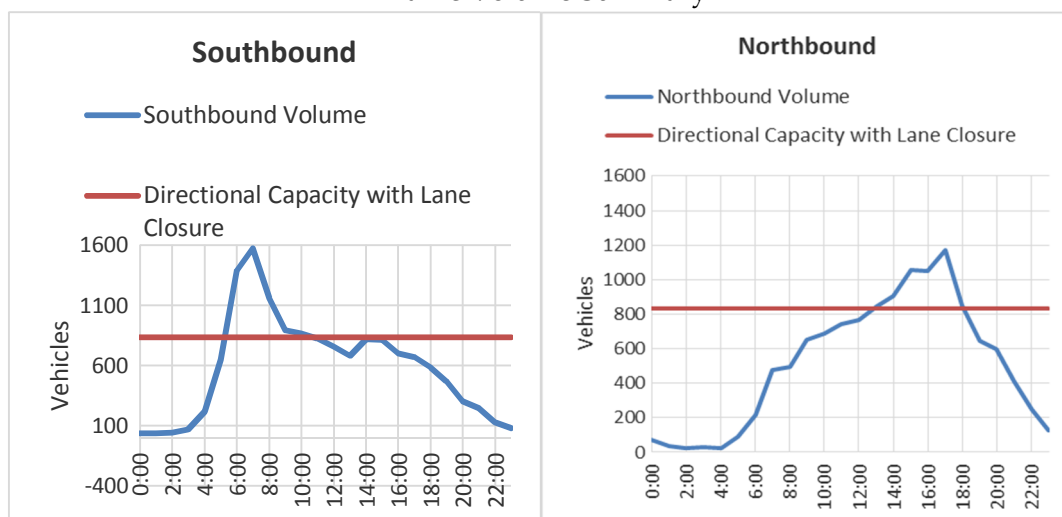
Figure 4-2. Centre City Parkway between Country Club Lane and El Norte Parkway Directional Traffic Volume Summary



Centre City Parkway between El Norte Parkway and SR-78 Ramps (Appendix A Sheet 11):

- Traffic volumes for this segment are shown in **Figure 4-3** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 5:00 and 11:00 a.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic. It is likely that some traffic will detour to Escondido Boulevard to bypass this section or get to SR-78 ramps from the south if significant congestion occurred, which could potentially cause traffic impacts along Escondido Boulevard.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 1:00 and 6:00 p.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. Similar to southbound traffic, it is likely that some traffic will detour to Escondido Boulevard to bypass this section, which could potentially cause traffic impacts along Escondido Boulevard.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 5:00 and 11:00 a.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 1:00 and 6:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Centre City Parkway.

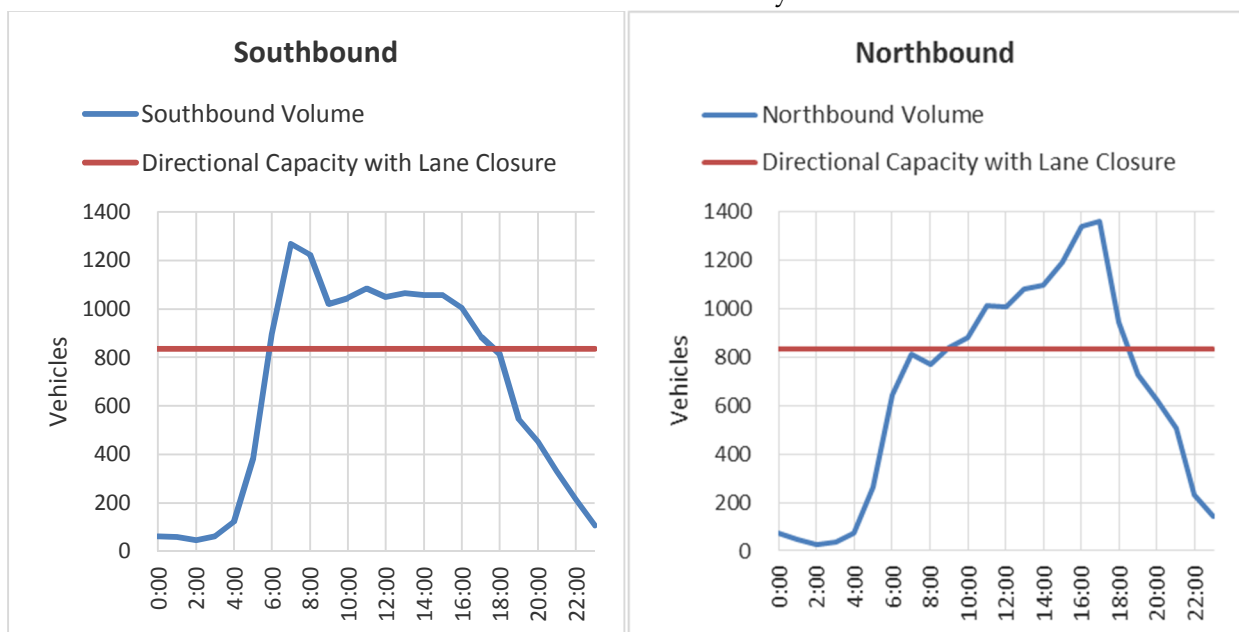
Figure 4-3. Centre City Parkway between El Norte Parkway and SR-78 Ramps Directional Traffic Volume Summary



Centre City Parkway between SR-78 Ramps and Mission Avenue (Appendix A Sheet 11):

- Traffic volumes for this segment are shown in **Figure 4-4** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 6:00 a.m. and 6:00 p.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic. This segment would be over capacity during a regular working construction day. Alternative work hours may be considered to minimize potential traffic impacts along this segment.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 8:00 a.m. and 7:00 p.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic. This segment would be over capacity during a regular working construction day. Alternative work hours may be considered to minimize potential traffic impacts along this segment.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 6:00 a.m. and 6:00 p.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 8:00 a.m. and 7:00 p.m.
 - This segment of roadway is likely to have traffic impacts during construction, regardless of the placement of the pipeline in the roadway.
 - Alternative construction hours should be considered to minimize the impact to traffic along this segment of Centre City Parkway, if feasible.

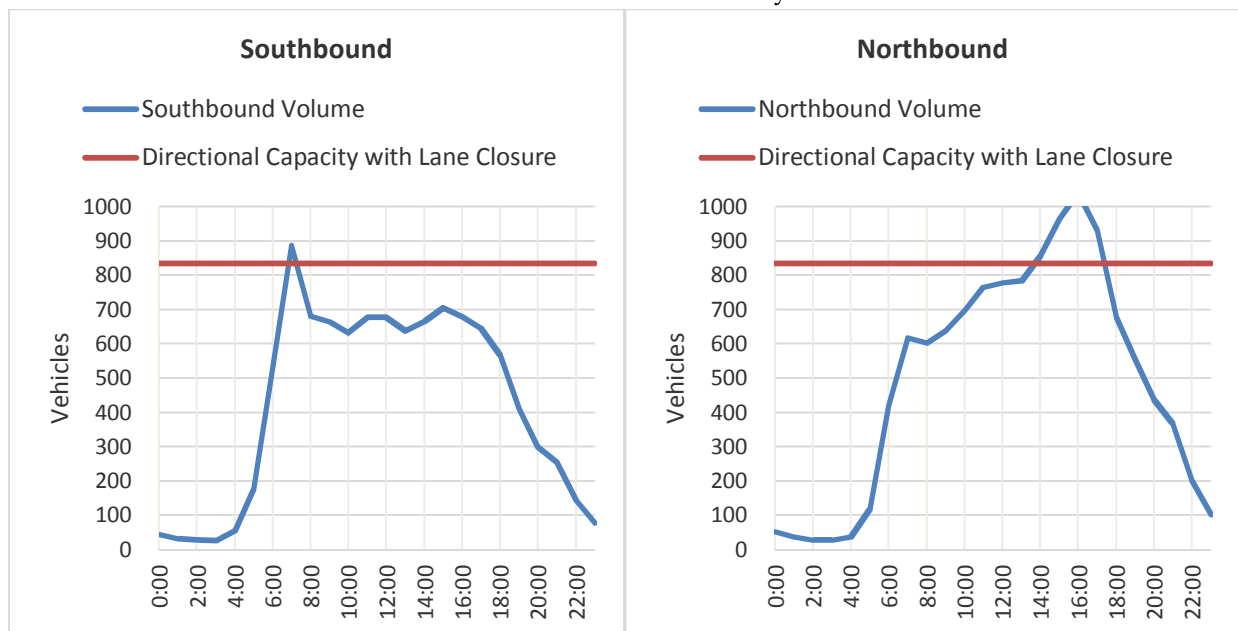
Figure 4-4. Centre City Parkway between El Norte Parkway and SR-78 Ramps Directional Traffic Volume Summary



Centre City Parkway between Mission Avenue and Valley Parkway (Appendix A Sheet 11):

- Traffic volumes for this segment are shown in **Figure 4-5** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 6:00 and 8:00 a.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic. It is likely that some traffic will detour to Escondido Boulevard, which could potentially cause traffic impacts along Escondido Boulevard.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 2:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. Similar to southbound traffic, it is likely that some traffic will detour to Escondido Boulevard to bypass this section, which could potentially cause traffic impacts along Escondido Boulevard.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 6:00 and 8:00 a.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 2:00 and 6:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Centre City Parkway.

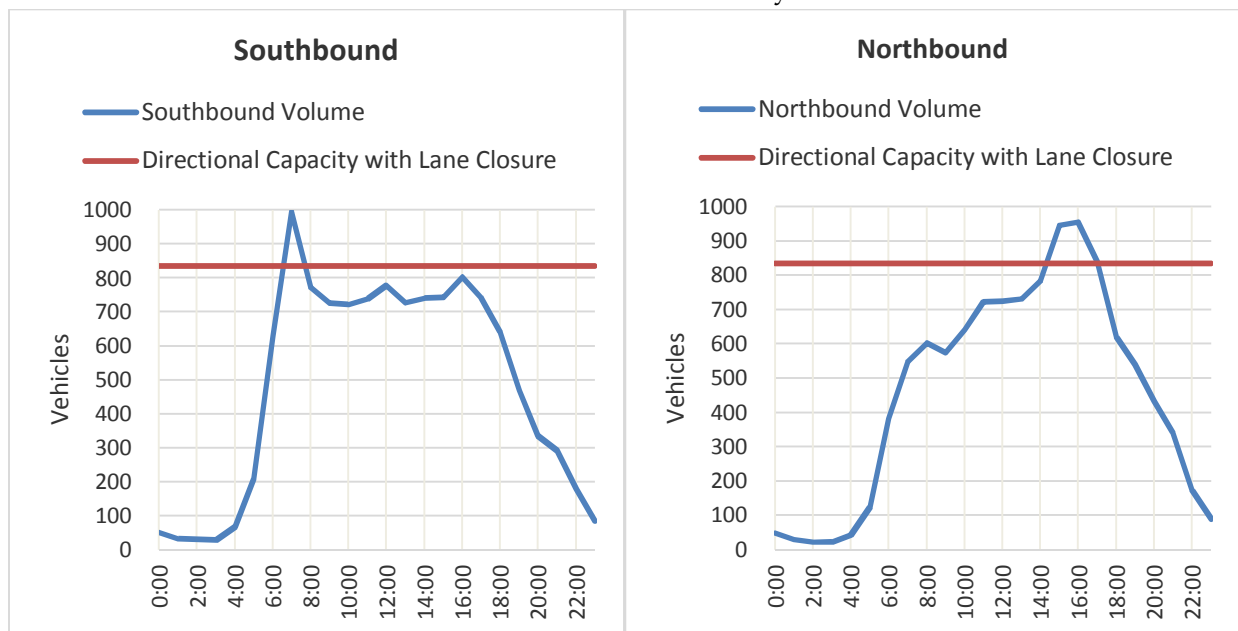
Figure 4-5. Centre City Parkway between Mission Avenue and Valley Parkway Directional Traffic Volume Summary



Centre City Parkway between Valley Parkway and Grand Avenue (Appendix A Sheet 11):

- Traffic volumes for this segment are shown in **Figure 4-6** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 6:00 and 8:00 a.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic. It is likely that some traffic will detour to Escondido Boulevard, which could potentially cause traffic impacts along Escondido Boulevard.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 2:00 and 5:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. Similar to southbound traffic, it is likely that some traffic will detour to Escondido Boulevard to bypass this section, which could potentially cause traffic impacts along Escondido Boulevard.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 6:00 and 8:00 a.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 2:00 and 5:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Centre City Parkway.

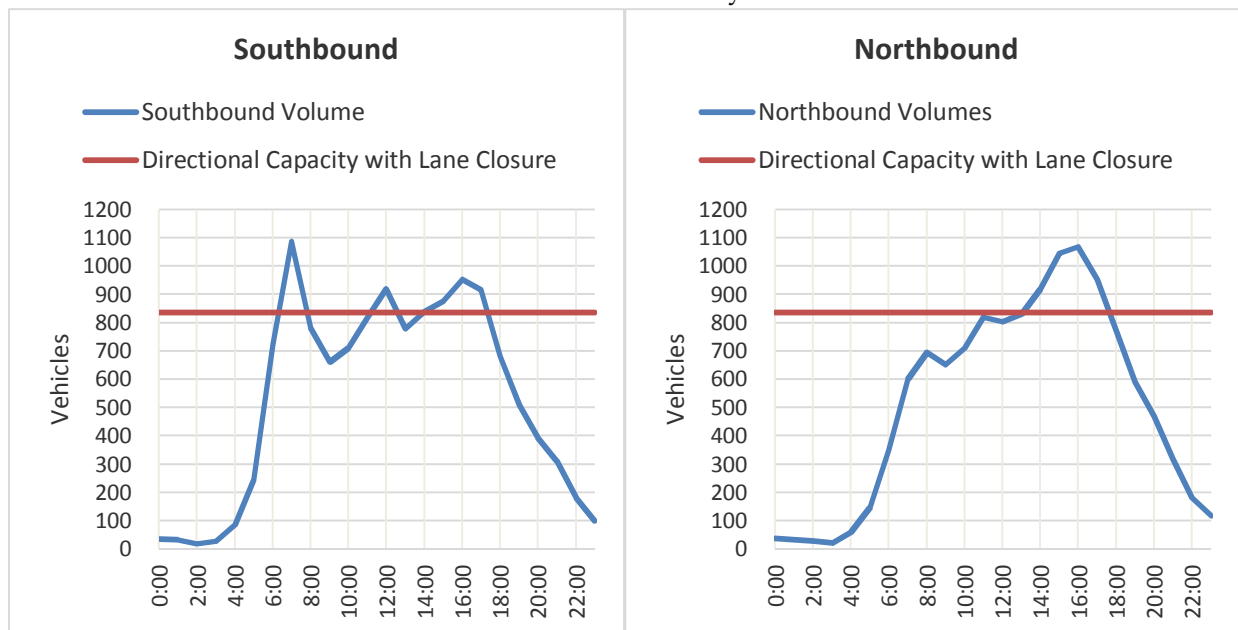
Figure 4-6. Centre City Parkway between Valley Parkway and Grand Avenue Directional Traffic Volume Summary



Centre City Parkway between Grand Avenue and Felicita Avenue (Appendix A Sheet 12):

- Traffic volumes are based on the segment between 15th Avenue and Felicita Avenue shown in **Figure 4-7** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 6:00 a.m. and 6:00 p.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic. This segment would be over capacity during a regular working construction day. Alternative work hours may be considered to minimize potential traffic impacts along this segment.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 11:00 a.m. and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. This segment would be over capacity during most of a regular working construction day. Alternative work hours may be considered to minimize potential traffic impacts along this segment.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 6:00 a.m. and 6:00 p.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 11:00 a.m. and 6:00 p.m.
 - This segment of roadway is likely to have traffic impacts during construction, regardless of the placement of the pipeline in the roadway.
 - Alternative construction hours should be considered to minimize the impact to traffic along this segment of Centre City Parkway, if feasible.

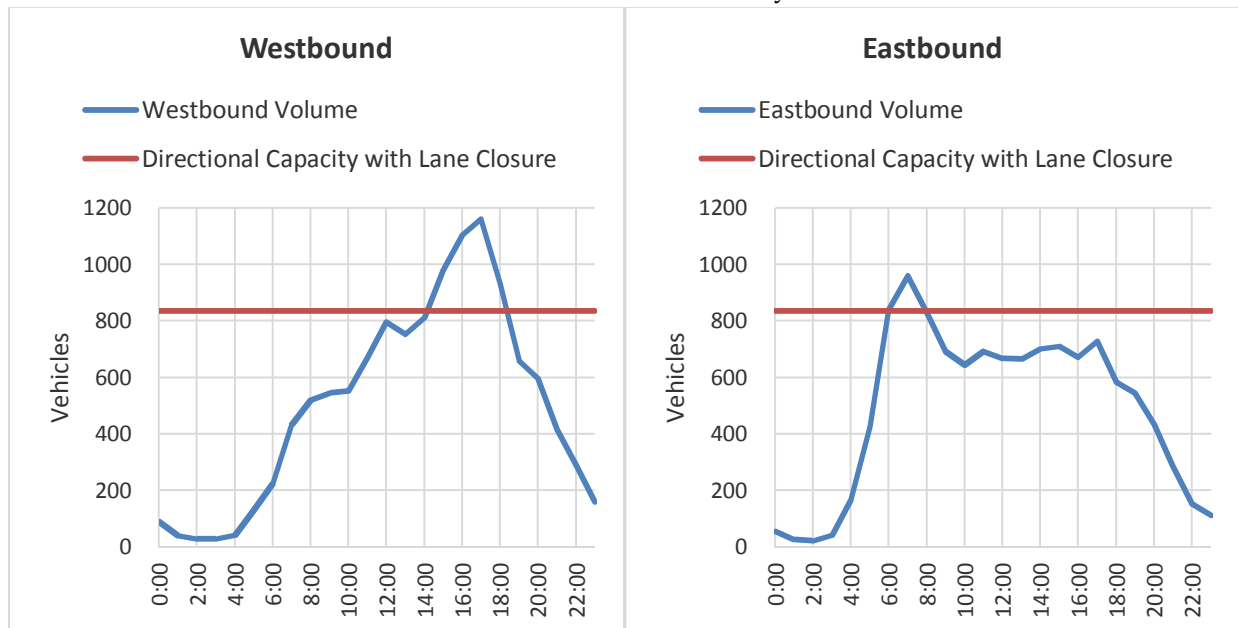
Figure 4-7. Centre City Parkway between 15th Avenue and Felicita Avenue Directional Traffic Volume Summary



Felicita Avenue between Centre City Parkway and Escondido Avenue (Appendix A Sheet 12):

- Traffic volumes are shown in **Figure 4-8** below.
- Westbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 2:00 and 6:00 p.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic.
- Eastbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 6:00 and 8:00 a.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic.
- Conclusion:
 - Reduction in capacity would result in congestion for westbound traffic between the hours of 2:00 and 6:00 p.m.
 - Reduction in capacity would result in congestion for eastbound traffic between the hours of 6:00 and 8:00 a.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Felicita Avenue.

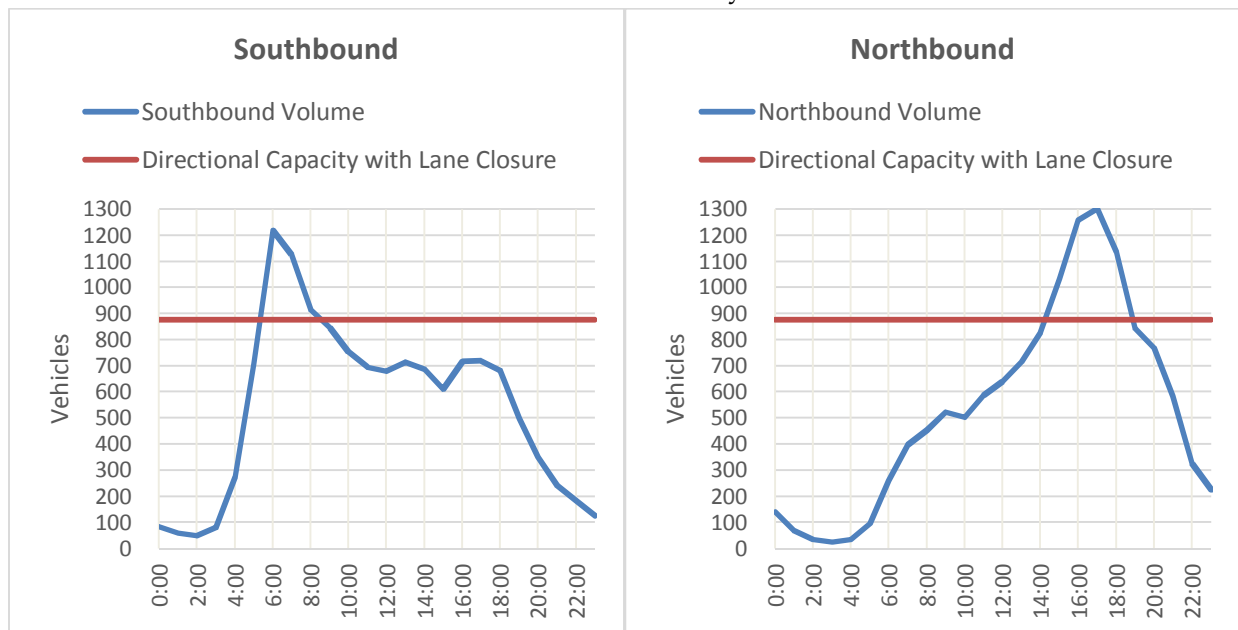
Figure 4-8. Felicita Avenue between Centre City Parkway and Escondido Avenue Directional Traffic Volume Summary



Bear Valley Parkway between Royal Crest Drive and San Pasqual Road (Appendix A Sheet 13):

- Traffic volumes for this segment are based on the segment between Canyon Road and Mary Lane shown in **Figure 4-9** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 5:00 and 9:00 a.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic. There are no parallel routes for traffic to detour.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 2:00 and 7:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. Similar to southbound traffic, there are no parallel routes for traffic to detour.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 5:00 and 9:00 a.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 2:00 and 7:00 p.m.
 - San Pasqual High School, Bear Valley Middle School and LR Green Elementary School are all located along this segment. Coordination with each school should happen prior to construction.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Centre City Parkway. In addition, limitations to the hours of construction should be considered during the beginning and end of school hours

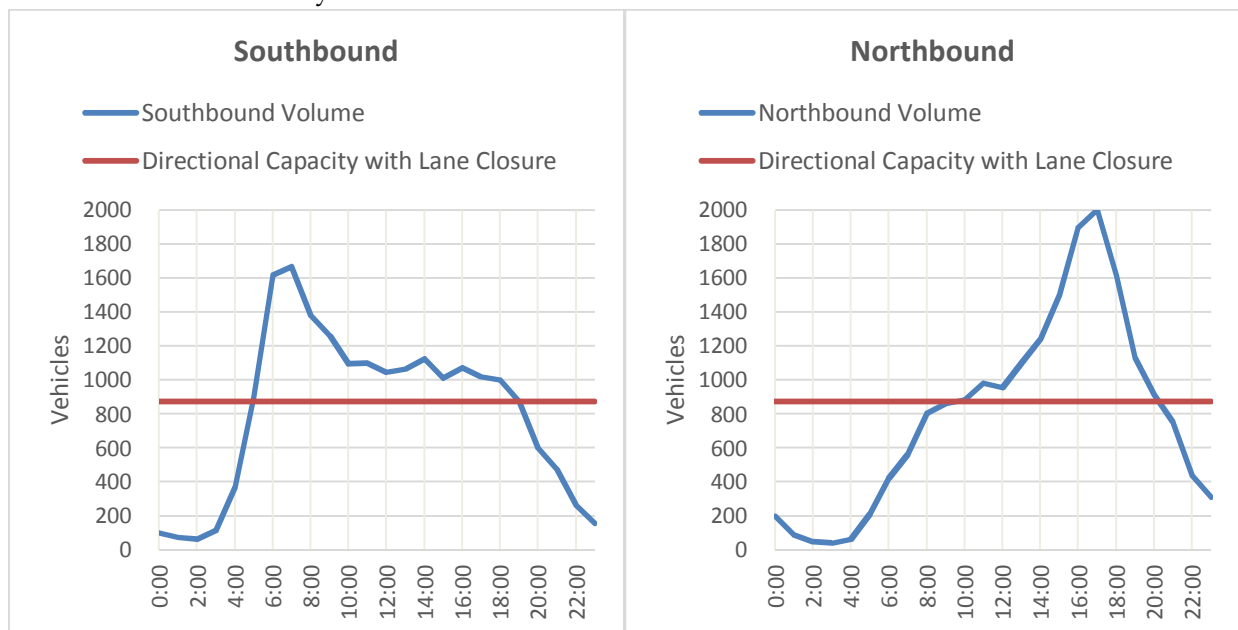
Figure 4-9. Bear Valley Parkway between Canyon Road and Mary Lane Directional Traffic Volume Summary



Bear Valley Parkway between San Pasqual Road and Beethoven Drive (Appendix A Sheet 13):

- Traffic volumes for this segment are shown in **Figure 4-10** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 5:00 a.m. and 7:00 p.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic. This segment would be over capacity during a regular working construction day. Alternative work hours may be considered to minimize potential traffic impacts along this segment.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 9:00 a.m. and 8:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. This segment would be over capacity during a regular working construction day. Alternative work hours may be considered to minimize potential traffic impacts along this segment.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 5:00 a.m. and 7:00 p.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 9:00 a.m. and 8:00 p.m.
 - This segment of roadway is likely to have traffic impacts during construction, regardless of the placement of the pipeline in the roadway.
 - Alternative construction hours should be considered to minimize the impact to traffic along this segment of Bear Valley Parkway, if feasible.

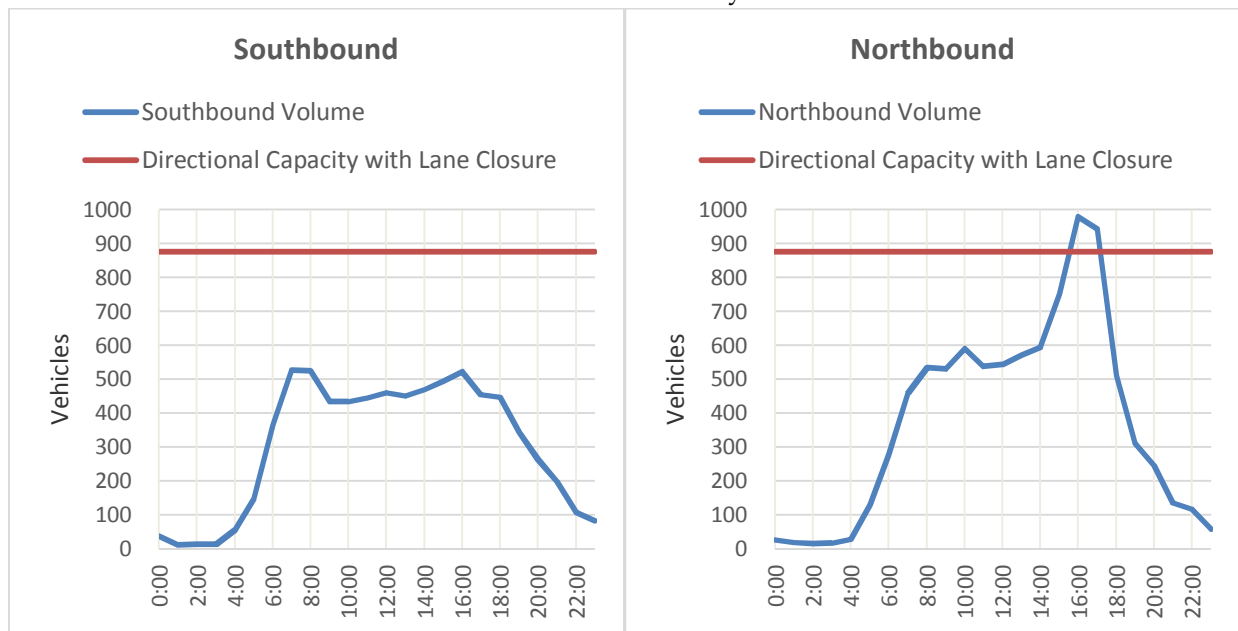
Figure 4-10. Bear Valley Parkway between San Pasqual Road and Beethoven Drive Directional Traffic Volume Summary



Pomerado Road between Highland Valley Road and Escala Drive (Appendix A Sheet 14):

- Traffic volumes for this segment are based on the segment between Fieldstone Drive and Cloudesly Drive shown in **Figure 4-11** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are highest between 7:00 and 8:00 a.m., but traffic volumes do not necessitate any limitations on the hours of construction.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 3:00 and 5:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. There are no parallel routes for traffic to detour.
- Conclusion:
 - Reduction in capacity would not result in congestion for southbound traffic.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 3:00 and 5:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road in the northbound direction. No limitations to the hours of construction are warranted in the southbound direction based on these volumes.

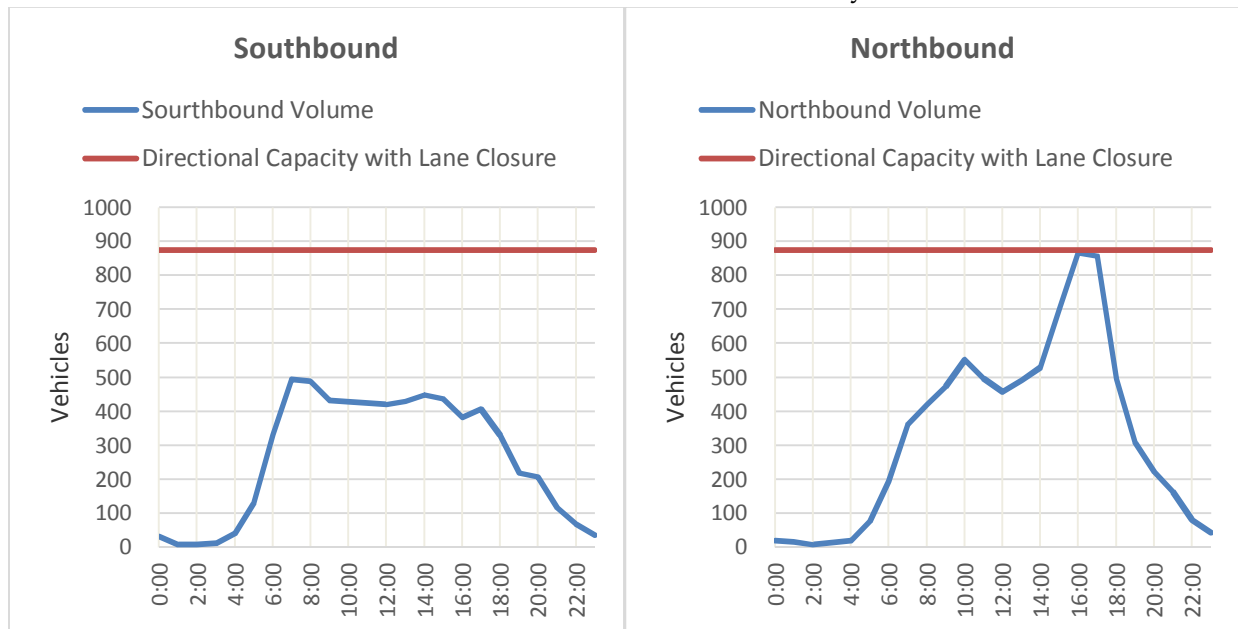
Figure 4-11. Pomerado Road between Fieldstone Drive and Cloudesly Drive Directional Traffic Volume Summary



Pomerado Road between Escala Drive and Paseo Del Verano Norte (Appendix A Sheet 14):

- Traffic volumes for this segment are based on the segment between Bernardo Trails Drive and Paseo Del Verano Norte shown in **Figure 4-12** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are highest between 7:00 and 8:00 a.m., but traffic volumes do not necessitate any limitations on the hours of construction.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are highest between 4:00 and 6:00 p.m., but traffic volumes do not necessitate any limitations on the hours of construction.
- Conclusion:
 - Reduction in capacity would not result in congestion for either direction of travel
 - No limitations to the hours of construction are warranted based on these volumes

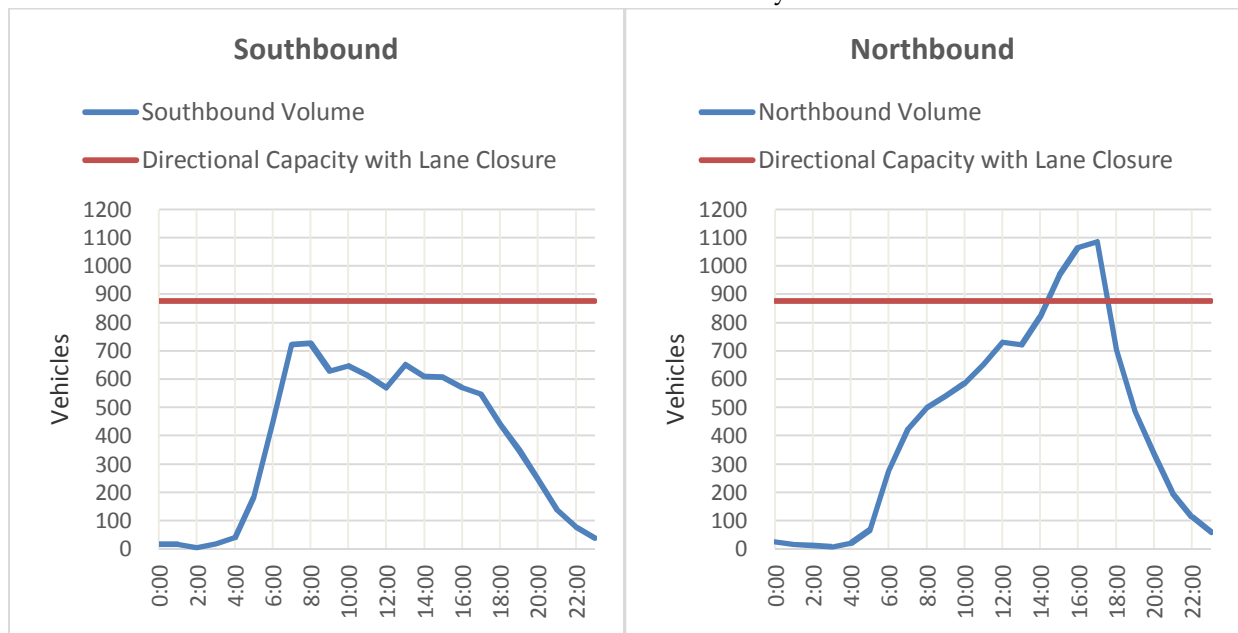
Figure 4-12. Pomerado Road between Bernardo Trails Drive and Paseo Del Verano Norte
Directional Traffic Volume Summary



Pomerado Road between Paseo Del Verano Norte and Rancho Bernardo Road (Appendix A Sheet 15):

- Traffic volumes for this segment are based on the segment between Pomerado Court and Rancho Bernardo Road shown in **Figure 4-13** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are highest between 7:00 and 8:00 a.m., but traffic volumes do not necessitate any limitations on the hours of construction.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 2:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. There are no parallel routes for traffic to detour.
- Conclusion:
 - Reduction in capacity would not result in congestion for southbound traffic.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 2:00 and 6:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road in the northbound direction. No limitations to the hours of construction are warranted in the southbound direction based on these volumes.

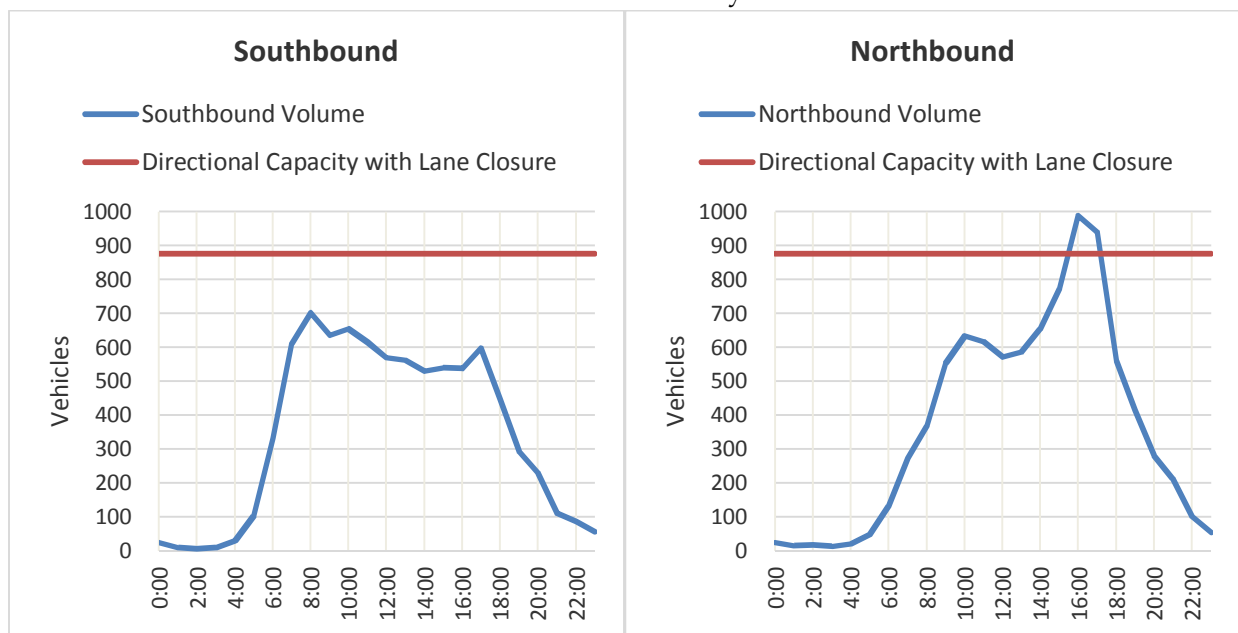
Figure 4-13. Pomerado Road between Pomerado Court and Rancho Bernardo Road Directional Traffic Volume Summary



Pomerado Road between Rancho Bernardo Road and Avenida la Valencia (Appendix A Sheet 15):

- Traffic volumes for this segment are based on the segment between Rancho Bernardo Road and Rios Road shown in **Figure 4-14** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are highest at 8:00 a.m., but traffic volumes do not necessitate any limitations on the hours of construction.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 3:00 and 5:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. There are no parallel routes for traffic to detour.
- Conclusion:
 - Reduction in capacity would not result in congestion for southbound traffic.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 3:00 and 5:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road in the northbound direction. No limitations to the hours of construction are warranted in the southbound direction based on these volumes.

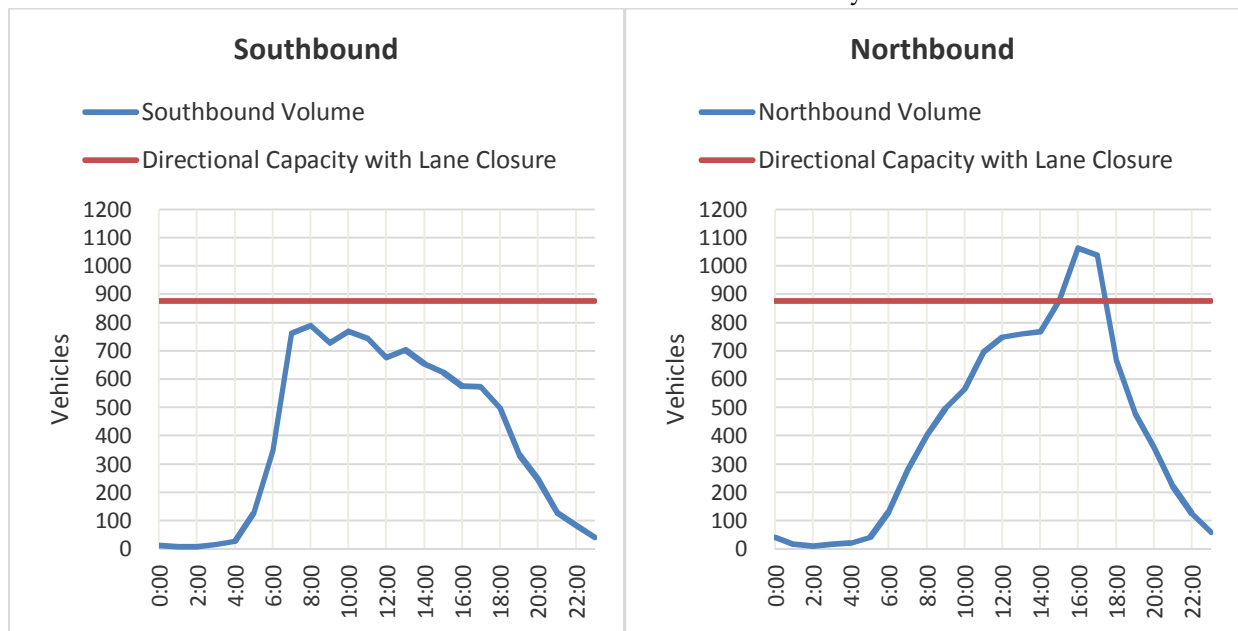
Figure 4-14. Pomerado Road between Rancho Bernardo Road and Rios Road Directional Traffic Volume Summary



Pomerado Road between Avenida la Valencia and Bernardo Heights Parkway (Appendix A Sheet 15):

- Traffic volumes for this segment are based on the segment between Stone Canyon Road and Bernardo Heights Parkway shown in **Figure 4-15** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are highest between 7:00 a.m., and 1:00 p.m. but traffic volumes do not necessitate any limitations on the hours of construction.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 3:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. There are no parallel routes for traffic to detour.
- Conclusion:
 - Reduction in capacity would not result in congestion for southbound traffic.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 3:00 and 6:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road in the northbound direction. No limitations to the hours of construction are warranted in the southbound direction based on these volumes.

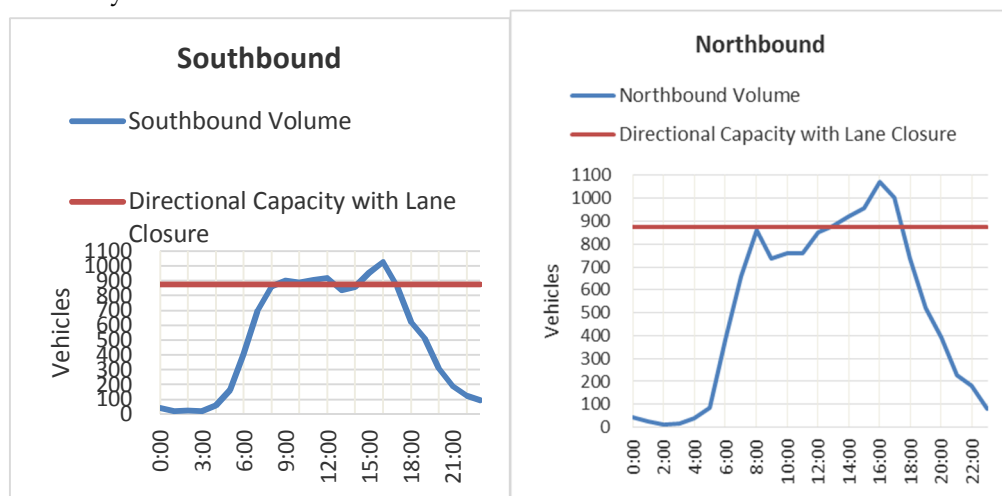
Figure 4-15. Pomerado Road between Stone Canyon Road and Bernardo Heights Parkway
Directional Traffic Volume Summary



Pomerado Road between Bernardo Heights Parkway and Twin Peaks Road (Appendix A Sheet 16):

- Traffic volumes for this segment are based on the segment between Kaitz Street and Twin Peaks Road shown in **Figure 4-16** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 8:00 a.m. and 5:00 p.m. two lanes need to be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic. This segment would be over capacity during a regular working construction day. However, alternative work hours are not recommended in this area due to the close proximity to residential areas.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 12:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic. This segment would be over capacity during most of a regular working construction day. However, alternative work hours are not recommended in this area due to the close proximity to residential areas.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 8:00 a.m. and 5:00 p.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 12:00 p.m. and 6:00 p.m.
 - This segment of roadway is likely to have traffic impacts during construction, regardless of the placement of the pipeline in the roadway.
 - Night-time construction hours is not recommended due to nearby residential areas. Other alternative construction hours, including weekend hours should be considered.

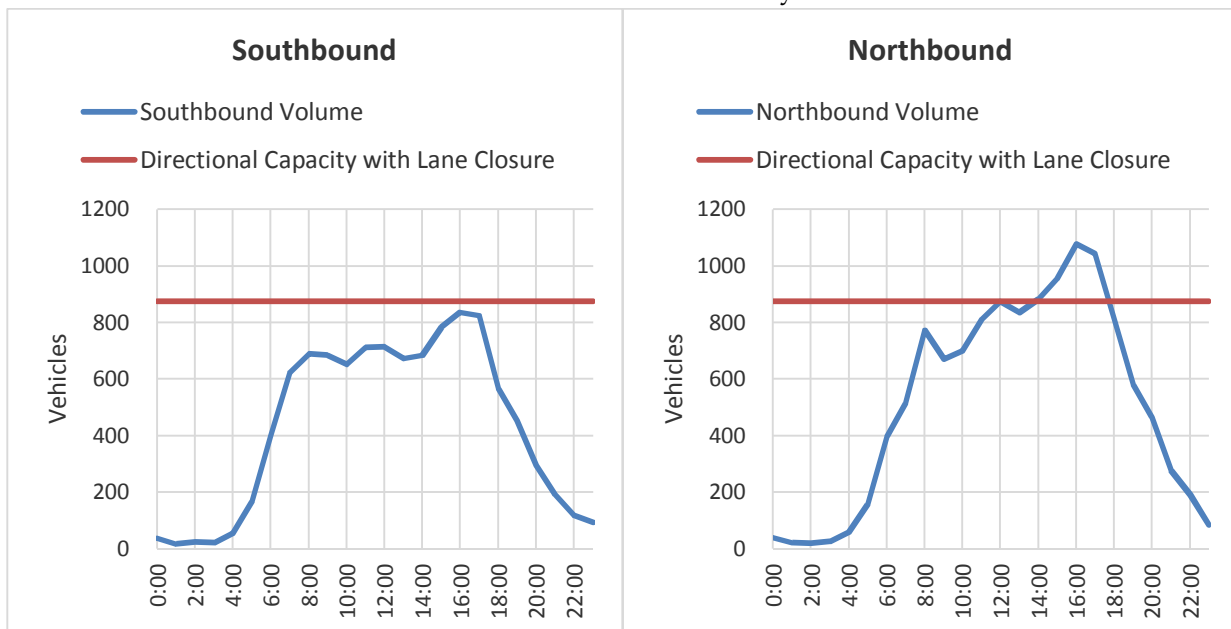
Figure 4-16. Pomerado Road between Kaitz Street and Twin Peaks Road Directional Traffic Volume Summary



Pomerado Road between Twin Peaks Road and Ted Williams Parkway (Appendix A Sheet 16):

- Traffic volumes for this segment are shown in **Figure 4-17** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are highest between 3:00 and 5:00 p.m. but traffic volumes do not necessitate any limitations on the hours of construction.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 2:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic.
- Conclusion:
 - Reduction in capacity would not result in congestion for southbound traffic.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 12:00 p.m. and 6:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road in the northbound direction. No limitations to the hours of construction are warranted in the southbound direction based on these volumes.

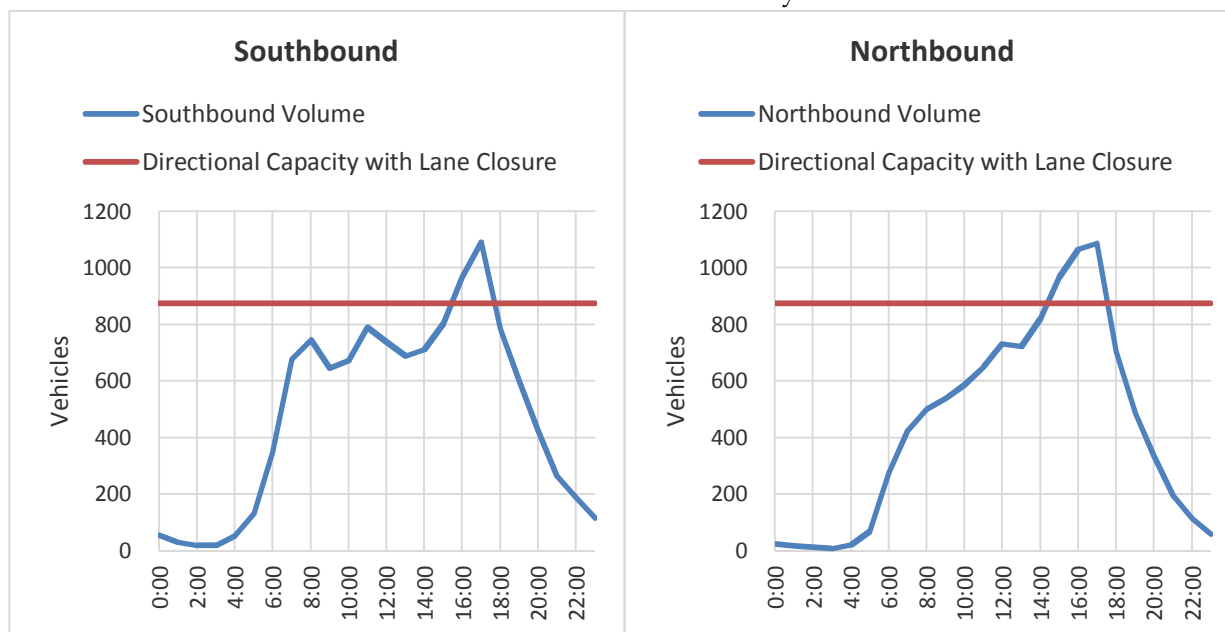
Figure 4-17. Pomerado Road between Twin Peaks Road and Ted Williams Parkway Directional Traffic Volume Summary



Pomerado Road between Ted Williams Parkway and Glenoak Road (Appendix A Sheet 17):

- Traffic volumes for this segment are shown in **Figure 4-18** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 3:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 2:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 3:00 and 6:00 p.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 2:00 and 6:00 p.m.
 - Abraxas Continuation High School is located along this segment so volumes may vary than those shown below.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road. In addition, limitations to the hours of construction should be considered during the beginning and end of school hours

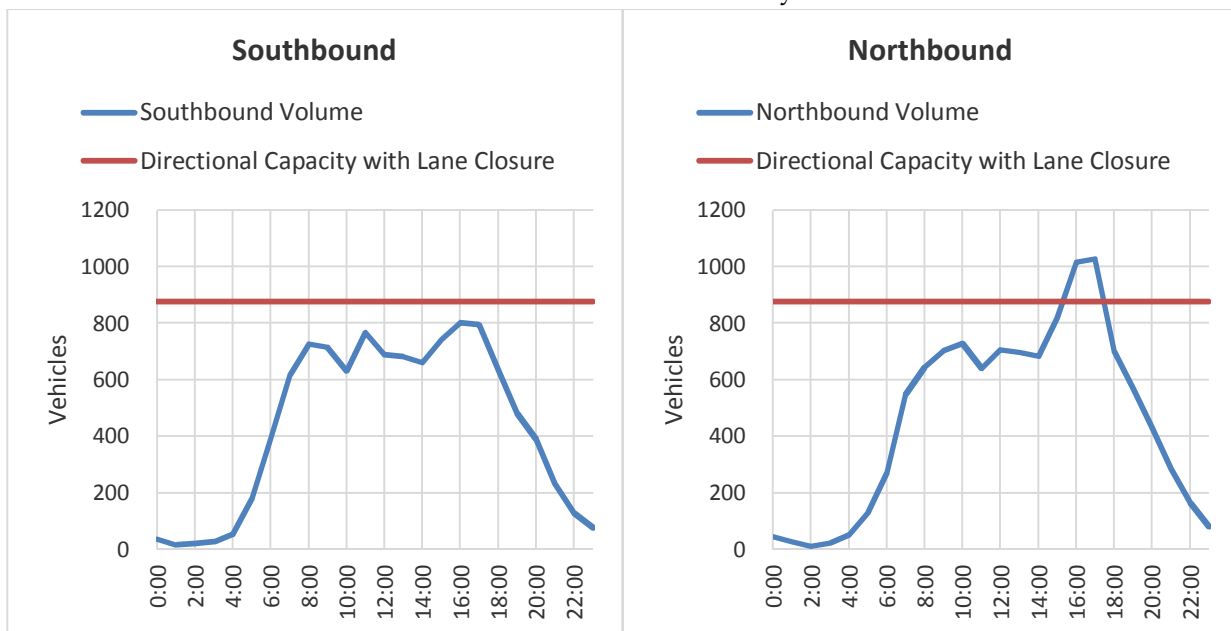
Figure 4-18. Pomerado Road between Ted Williams Parkway and Glen Oaks Road Directional Traffic Volume Summary



Pomerado Road between Glenoak Road and Poway Road (Appendix A Sheet 17):

- Traffic volumes for this segment are based on the segment between Meadowbrook Lane and McFeron Road shown in **Figure 4-19** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volumes are fairly consistent between 8:00 a.m. and 8:00 p.m. but traffic volumes do not necessitate any limitations on the hours of construction.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 3:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic.
- Conclusion:
 - Reduction in capacity would not result in congestion for southbound traffic.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 2:00 and 6:00 p.m.
 - Meadowbrook Middle School and Pomerado Elementary School are located along this segment.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road in the northbound direction. In addition, limitations to the hours of construction should be considered during the beginning and end of school hours

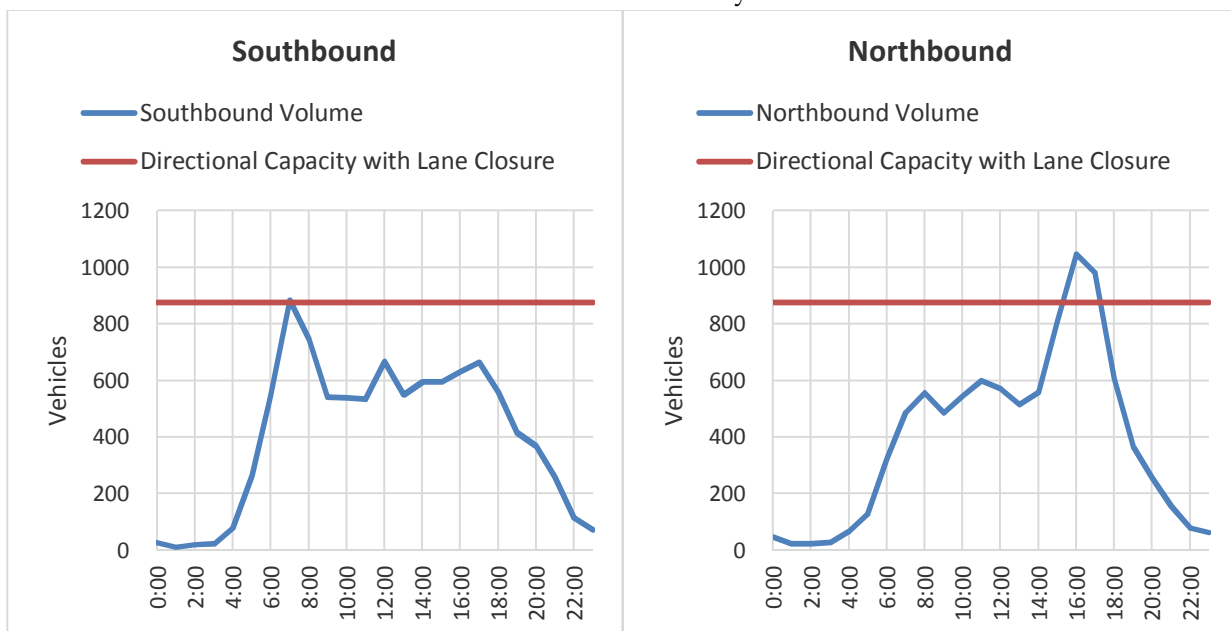
Figure 4-19. Pomerado Road between Meadowbrook Lane and McFeron Road Directional Traffic Volume Summary



Pomerado Road between Poway Road and Metate Lane (Appendix A Sheet 17):

- Traffic volumes for this segment are based on the segment between Oak Knoll Road and Metate Lane shown in **Figure 4-20** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction would be sufficient to handle the traffic volumes experienced on this segment. The volume is at capacity around 7:00 a.m. and does not necessitate any limitations on the hours of construction.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 3:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic.
- Conclusion:
 - Reduction in capacity would not result in congestion for southbound traffic.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 3:00 and 6:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road in the northbound direction. No limitations to the hours of construction are warranted in the southbound direction based on these volumes.

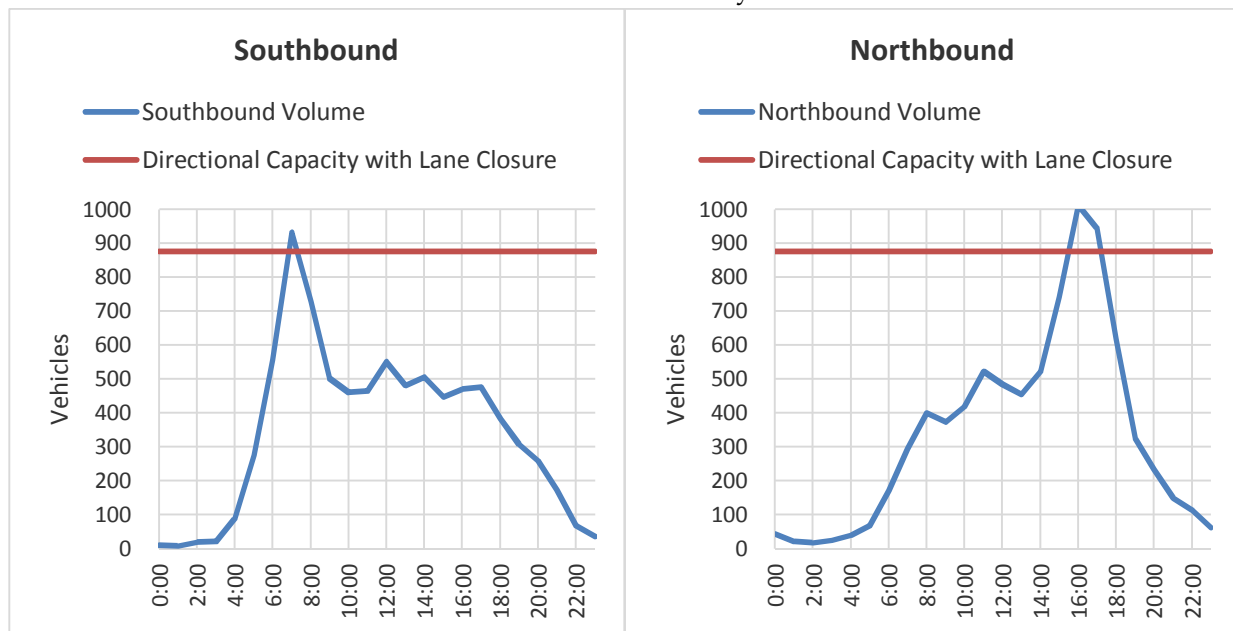
Figure 4-20. Pomerado Road between Oak Knoll Road and Metate Lane Directional Traffic Volume Summary



Pomerado Road between Metate Lane and Scripps Poway Parkway (Appendix A Sheet 17):

- Traffic volumes for this segment are based on the segment between Old Pomerado Road and Stowe Drive shown in **Figure 4-21** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 6:00 and 8:00 a.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 3:00 and 5:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic.
- Conclusion:
 - Reduction in capacity would result in congestion for southbound traffic between the hours of 6:00 and 8:00 a.m.
 - Reduction in capacity would result in congestion for northbound traffic between the hours of 3:00 and 5:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road.

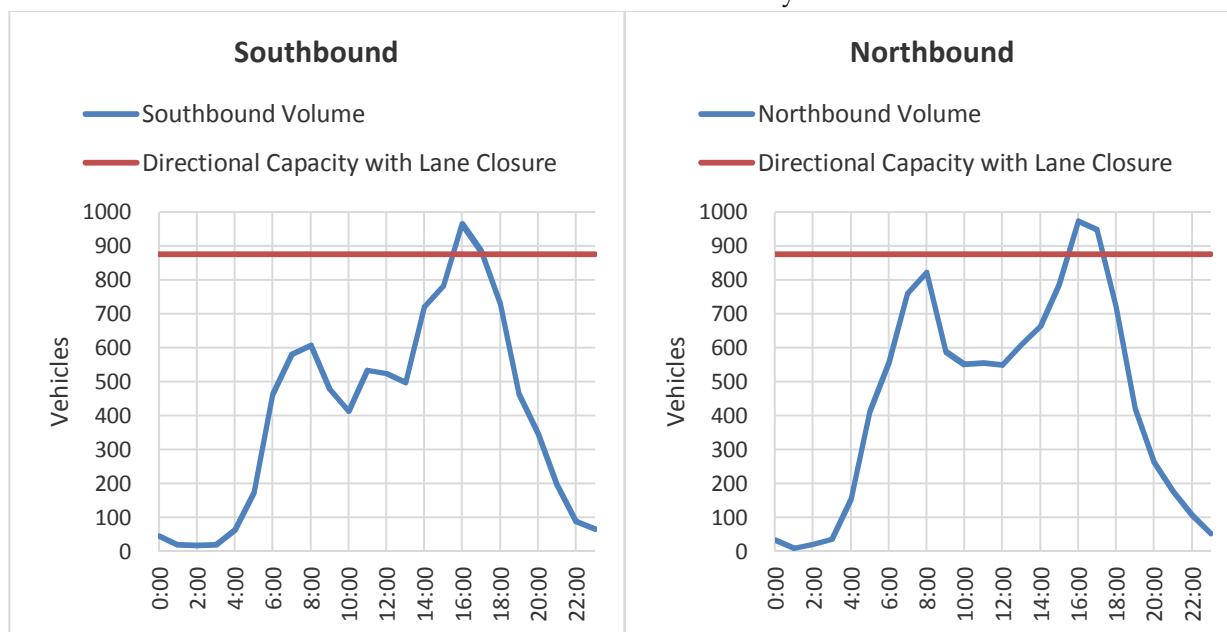
Figure 4-21. Pomerado Road between Old Pomerado Road and Stowe Drive Directional Traffic Volume Summary



Pomerado Road between Scripps Poway Parkway and Spring Canyon Road (Appendix A Sheet 18):

- Traffic volumes for this segment are based on the segment between Legacy Road and Stonebridge Parkway shown in **Figure 4-22** below.
- Southbound; as shown in the figure, reduction from two lanes to one lane for the southbound direction could potentially cause traffic impacts on this segment. Between the hours of 3:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for southbound traffic.
- Northbound; as shown in the figure, reduction from two lanes to one lane for the northbound direction could potentially cause traffic impacts on this segment. Between the hours of 3:00 and 6:00 p.m. two lanes should be open to adequately handle the volume of traffic. Reductions in capacity during these times could result in significant congestion for northbound traffic.
- Conclusion:
 - Reduction in capacity would result in congestion for both directions of traffic between the hours of 3:00 and 6:00 p.m.
 - Construction hours should be limited to minimize the impact to traffic along this segment of Pomerado Road.

Figure 4-22. Pomerado Road between Legacy Road and Stonebridge Parkway Directional Traffic Volume Summary



Flagger Operations

Flagger operations reduces the capacity of a roadway by requiring both directions of travel to share a single lane. This eliminates the feasibility of vehicles being able to move freely in both directions. Delays are created as vehicles have to wait for their turn to travel on the single available lane. Any time flagger operations are used during construction, there would be increased delays and congestion. The applicability of using flaggers is most common on low-volume, two-lane roadways where space is limited and detours are not available. They are also used to control signalized intersections during construction or potentially unsafe traffic movements caused by a construction set-up.

Trenchless Construction (Horizontal Boring)

Currently, the only locations where trenchless construction is proposed are outside of existing roadway footprints and are used to cross freeways and rivers. Trenchless construction could also be utilized along the existing roadways to cross regionally significant, high volume roadways as an alternative to trenching. Typically this results in less impact to traffic since intersections can remain in full operation. The downside of trenchless construction is that it usually requires a longer set-up with traffic handling that must remain in place 24-hours rather than having the ability to restore full capacity during portions of the day. Depending on where the ends of the trenchless construction are located, that could either not be an issue, or create issues of its own. In an attempt to minimize traffic impacts, there are several locations along the alignment that should be considered for trenchless construction.

In order to limit the effects of reductions in capacity, the following minimization measures should be included:

Minimization Measure 4. Through the use of traffic control, modify existing roadway geometrics to best maintain vehicular and bicycle access and provide capacity during the construction period within the available roadway right-of-way.

Minimization Measure 5. For roadways that will experience congestion due to reduced capacity during construction, limit the hours of construction (and corresponding effects on capacity) to avoid peak periods of traffic on that roadway.

Minimization Measure 6. Restore roadway capacity to the extent it is feasible during hours when construction activities are not occurring.

Minimization Measure 7. Consider horizontal boring at intersections of roads which are regionally significant and carry high traffic volumes.

4.5 TEMPORARY REDUCTIONS IN ACCESS

Appendix A contains graphics that depict the location of the driveways and intersections that could have access impacts associated with construction of the new pipeline.

The northern portion of the alignment runs primarily along rural roads that have a limited number of driveways. Depending on the placement of the pipeline, these driveways could have times when vehicle access is temporarily closed.

The southern portion of the alignment is in a more urban area that consists of both commercial and residential uses. Some businesses have secondary access points on roadways not affected

by the pipeline, but several of the businesses and residents along the pipeline alignment could have times when vehicle access is temporarily closed. The magnitude of impact from construction to businesses that do not have secondary access is potentially significant, but temporary. Businesses primarily populated in the evening or during commute hours would experience less of an impact if construction activity is limited to only occur during off-peak daytime periods.

Minimization Measure 8. Implement strategies for construction phasing and traffic management that minimize duration of Proposed Project construction.

Minimization Measure 9. Implement construction schedules and techniques that minimize roadway closures.

Minimization Measure 10. Notify residents and businesses of upcoming road work and temporary impediments to access to their driveways.

Minimization Measure 11. Strategically phase construction to limit the number of cross-streets that will be closed at one time and detour traffic traveling to/from or along side streets blocked by the construction trench to the next available side street.

4.6 TEMPORARY MODIFICATIONS TO PARKING AND BICYCLE FACILITIES

In areas where the pipeline is placed below parking and bicycle lanes, those facilities will be impacted during construction. In areas where the pipeline is placed beneath vehicle travel lanes, the roadway cross-section may be modified to maintain vehicle circulation and minimize congestion to the extent feasible. These modifications typically have a secondary impact on on-street parking and bicycle facilities. As a result, on-street parking may be temporarily reduced in the areas undergoing construction. On-street bicycle facilities will be preserved where feasible, but in most cases will be combined with vehicle traffic lanes and have appropriate warning and guidance signs posted.

To minimize the effect the construction of the pipeline will have to on-street parking, the following minimization measures should be included:

Minimization Measure 12. Post signage to notify existing land uses of potential temporary loss of on-street parking as a result of the Proposed Project construction.

To minimize the effect the construction of the pipeline will have to bicycle facilities, the following minimization measures should be included:

Minimization Measure 13. Provide guidance for bicyclists to maneuver around the construction zone through use of traffic control or detour routes.

4.7 TEMPORARY MODIFICATIONS TO TRANSIT FACILITIES

MTS operates four bus routes that travel along the Project alignment corridor. During construction, the Project may limit access to existing bus stops or, in limited cases, require re-routing of buses around temporarily closed roadways. The following list summarizes effects on bus routes associated with the Project:

- Route 202: There are no bus stops along Old Highway 395 between Mission Road and SR-76. Lane and roadway closures are not potential traffic handling strategies along this

segment, therefore the route should not have to be rerouted during construction. Flagger operations are a potential option. Potential impacts to this route would be a result of increased congestion along this segment of the project during construction.

- Route 350: Access to one southbound and two northbound bus stops along Bear Valley Parkway between Sunset Drive and Beethoven Drive may be affected during construction. Note that only one bus stop would be inaccessible at any one time due to the spacing between bus stops and anticipated segmentation of construction. The bus stops would need to be temporarily relocated during construction. In addition, Route 350 crosses Centre City Parkway twice, once at West Valley Parkway and once at West Second Avenue. Access restrictions at those intersections during construction would require alternative routing of the bus route.
- Route 389: There are no bus stops along Centre City Parkway between the I-15 Interchange and Valley Parkway. Roadway closure is not a potential traffic handling strategy along this segment, however, lane closures are. Based on existing traffic volumes, if lane closures are used to handle traffic during construction between SR-78 Ramps and Mission Avenue, traffic impacts are likely to occur. Potential impacts to this route would be a result of increased congestion along this segment of the project during construction. The route within this segment may need to be rerouted to provide reliable route operations during construction.
- Route 945: Access to 18 southbound and 16 northbound bus stops along Pomerado Road between Rancho Bernardo Drive and Poway Road may be affected during construction. Note that not all bus stopes would be inaccessible at any one time due to the anticipated segmentation of construction. The bus stops would need to be temporarily relocated during construction.

In addition to the above bus routes, an additional 10 bus routes cross the pipeline Project route. Access restrictions at these intersections during construction could result in increased delays to the routes or require alternative routing to avoid construction areas.

To minimize the effect the construction of the pipeline will have to transit facilities, the following minimization measures should be included:

Minimization Measure 14. Coordinate with public transit agencies (MTS, RTS and NCTD) prior to construction to modify bus routes and identify other changes to bus stops or bus routes during construction.

Minimization Measure 15. Coordinate with public transit agencies (MTS, RTS and NCTD) prior to construction to develop construction notification procedures for public transit users.

4.8 ADDITIONAL RECOMMENDATIONS

With the complexity and length of the proposed pipeline, there is potential for short-term and temporary construction traffic impacts to local and regional roadways. Since the pipeline requires construction in a sequential fashion, the traffic impacts would not all occur at once, and would be localized to the active construction area. However, several jurisdictions could be impacted by the construction of the pipeline. The construction plans would need to get

approval from the roadway owner prior to construction. To help guide the design plans, it is recommended that each potentially affected jurisdiction be included in preliminary design discussions. Early involvement from the affected jurisdictions will help with the design plan approval process and public support during construction. In addition, it is recommended that a public outreach plan be provided as part of the construction activity to provide the general public information on the time, duration, and location of construction activity. As such, the following minimization measures should be included:

Minimization Measure 16. Coordinate with the jurisdictions (roadway owner) prior to construction to determine specific traffic handling layouts.

Minimization Measure 17. Notify residents and businesses along the Proposed Project route where driveway access could be blocked or restricted as a result of the construction activities.

5 SUMMARY OF FINDINGS

The proposed pipeline Project alignment crosses the cities of San Diego, Escondido, and Poway; unincorporated communities in San Diego County; and federal land. Approximately 87 percent (approximately 41 miles) of the Project will be installed in urban areas within existing roadways and road shoulders. The remaining approximately 13 percent (approximately six miles) of the Project will be installed outside of roadways (cross-country). In order to construct the new pipeline, the existing road surface will need to be demolished, and a trench dug to place the pipeline. The trench will need to be filled and the roadway resurfaced. While the trench can be covered with plates during portions of the work period, the excavation of the trench and pavement reconstruction will necessitate the temporary closure of travel lanes and preclude access to adjacent driveways during construction activities.

Once construction of the new pipeline is complete, the construction area will be resurfaced and the geometry will be restored to pre-existing conditions. Thus, the long-term effects of the Project will be negligible in nature, as the roadway surface within the construction areas of the trench will be reconstructed. Further SDG&E and/or its contractors will repair any roads impacted by negligence or damage caused by construction activities. For the purposes of this report construction activities is defined as trenching, pipe installation and recovering/resurfacing, not construction traffic.

Given that the location of the pipeline will be within the existing road bed for much of the alignment, this could affect the existing location of one or more lanes of vehicular travel, bicycle facilities, and parking lanes. Construction of the pipeline will result in a number of temporary traffic effects, including:

- Inhibiting access to roadways, requiring detours to nearby streets or temporarily inhibiting access to properties;
- Reduction in roadway capacity, increasing traffic delays and resulting in detours;
- Inhibiting access to properties by temporarily precluding driveway access;
- Reduction in on-street parking;
- Reduction or modification to on-street bicycle facilities; and
- Modifications to transit stop locations and route alignments.

The temporary closures of a lane or lanes of vehicular travel reduces the capacity of the roadway. In order to minimize the extent of effects on travel, the cross-section of the roadway will be modified through the use of traffic control. Lanes will be shifted where feasible to limit the amount of roadway capacity reduced. In some cases, the pipeline is located in such an area within the road bed that the shifting of lanes is not feasible and an entire roadway or one direction of travel will need to be closed to traffic. During these times, vehicles will be detoured to alternate routes.

During construction of the pipeline, adjacent driveway access to the roadway may be temporarily precluded while the trench is dug and open. The use of the driveways will not be feasible until the trench can be covered. During these times, access to residents or businesses

may be impacted. In addition, vehicles may need to park in an alternate location or remain within the property through the duration of the active construction period.

During construction, potential temporary construction traffic impacts would occur, however they would be short term in nature and limited to the location and duration of the active construction area. To reduce the effects of the Project on traffic during construction, several minimization measures have been identified. These minimization measures should be carried forward into the design and construction of the pipeline alignment to reduce the severity of the short-term impacts and reduce, but not eliminate, the resulting inconvenience to adjacent residents, businesses and affected commute trips. Below is a summary of all the minimization measures identified:

- Minimization Measure 1.* Utilize full road closures only when a comparable detour route is ensured and driveways in the area of the closures will have continual access during construction.
- Minimization Measure 2.* For locations with temporary roadway closures or limitations on allowed turning movements during construction, sign detour routes to direct detoured traffic to similar street types.
- Minimization Measure 3.* Implement construction phasing or techniques to maintain access through intersections where no alternative routes are available.
- Minimization Measure 4.* Through the use of traffic control, modify existing roadway geometrics to best maintain vehicular and bicycle access and provide capacity during the construction period within the available roadway right-of-way.
- Minimization Measure 5.* For roadways that will experience congestion due to reduced capacity during construction, limit the hours of construction (and corresponding effects on capacity) to avoid peak periods of traffic on that roadway.
- Minimization Measure 6.* Restore roadway capacity to the extent it is feasible during hours when construction activities are not occurring.
- Minimization Measure 7.* Consider horizontal boring at intersections of roads which are regionally significant and carry high traffic volumes.
- Minimization Measure 8.* Implement strategies for construction phasing and traffic management that minimize duration of proposed Project construction.
- Minimization Measure 9.* Implement construction schedules and techniques that minimize roadway closures.
- Minimization Measure 10.* Notify residents and businesses of upcoming road work and temporary impediments to access to their driveways.
- Minimization Measure 11.* Strategically phase construction to limit the number of cross-streets that will be closed at one time and detour traffic traveling to/from or along side streets blocked by the construction trench to the next available side street.
- Minimization Measure 12.* Post signage to notify existing land uses of potential temporary loss of on-street parking as a result of the proposed Project construction.

Minimization Measure 13. Provide guidance for bicyclists to maneuver around the construction zone through use of traffic control or detour routes.

Minimization Measure 14. Coordinate with public transit agencies (MTS, RTS and NCTD) prior to construction to modify bus routes and identify other changes to bus stops or bus routes during construction.

Minimization Measure 15. Coordinate with public transit agencies (MTS, RTS and NCTD) prior to construction to develop construction notification procedures for public transit users.

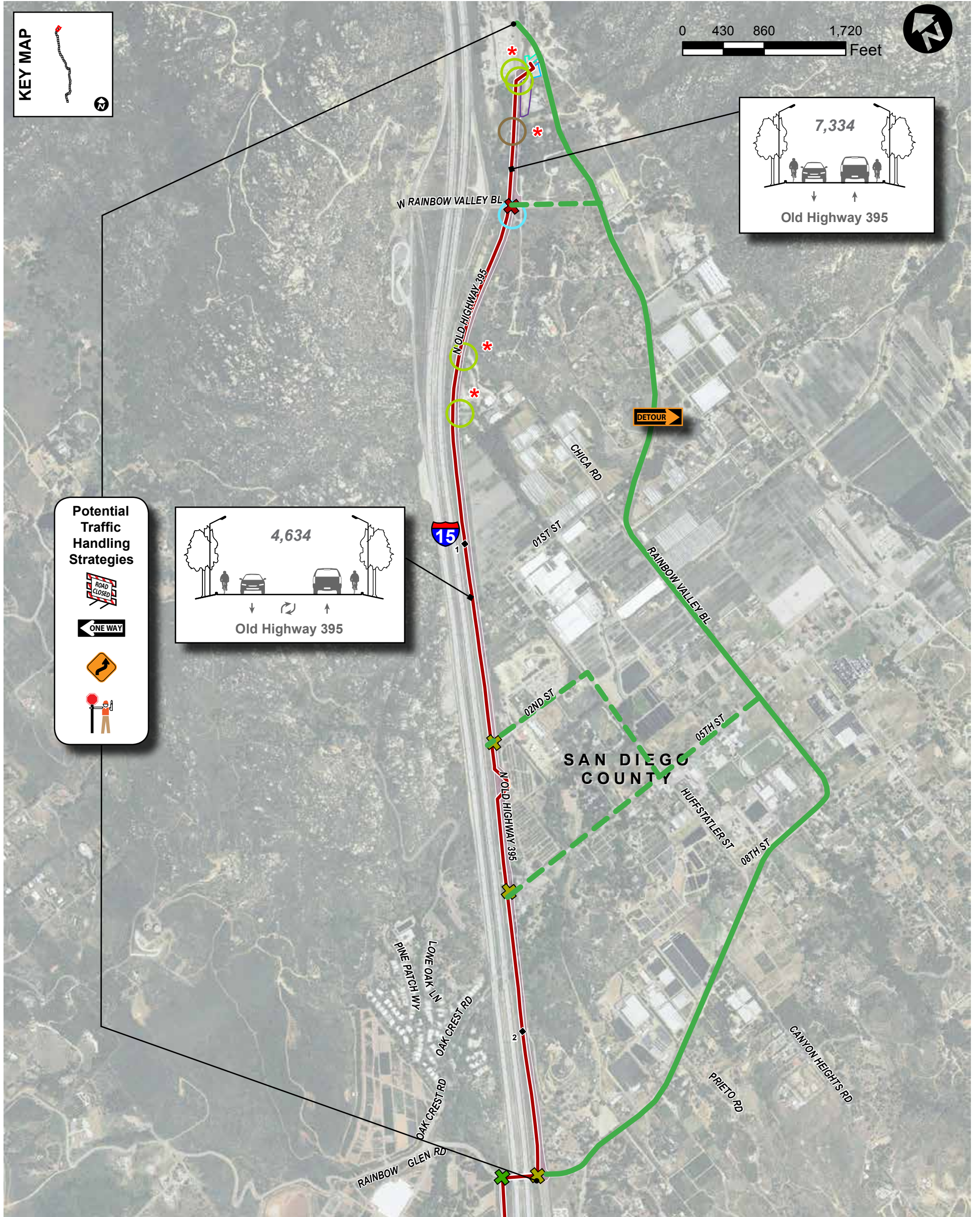
Minimization Measure 16. Coordinate with the jurisdictions (roadway owner) prior to construction to determine specific traffic handling layouts.

Minimization Measure 17. Notify residents and businesses along the proposed Project route where driveway access could be blocked or restricted as a result of the construction activities.

*San Diego Gas & Electric Company and Southern California Gas
Company Pipeline Safety & Reliability Project*

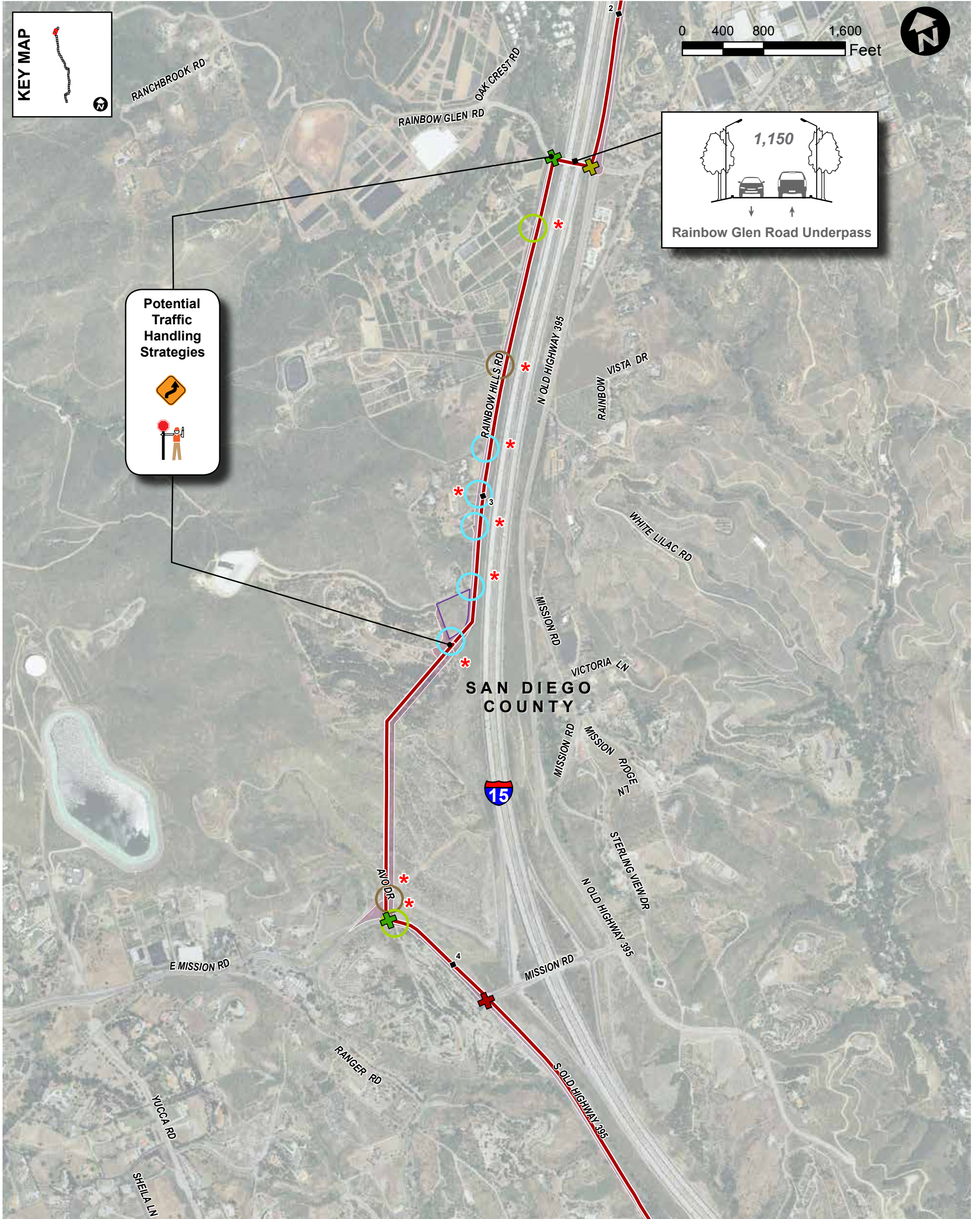
Appendix A

Pipeline Safety & Reliability Project Construction Impact
Evaluation Figures



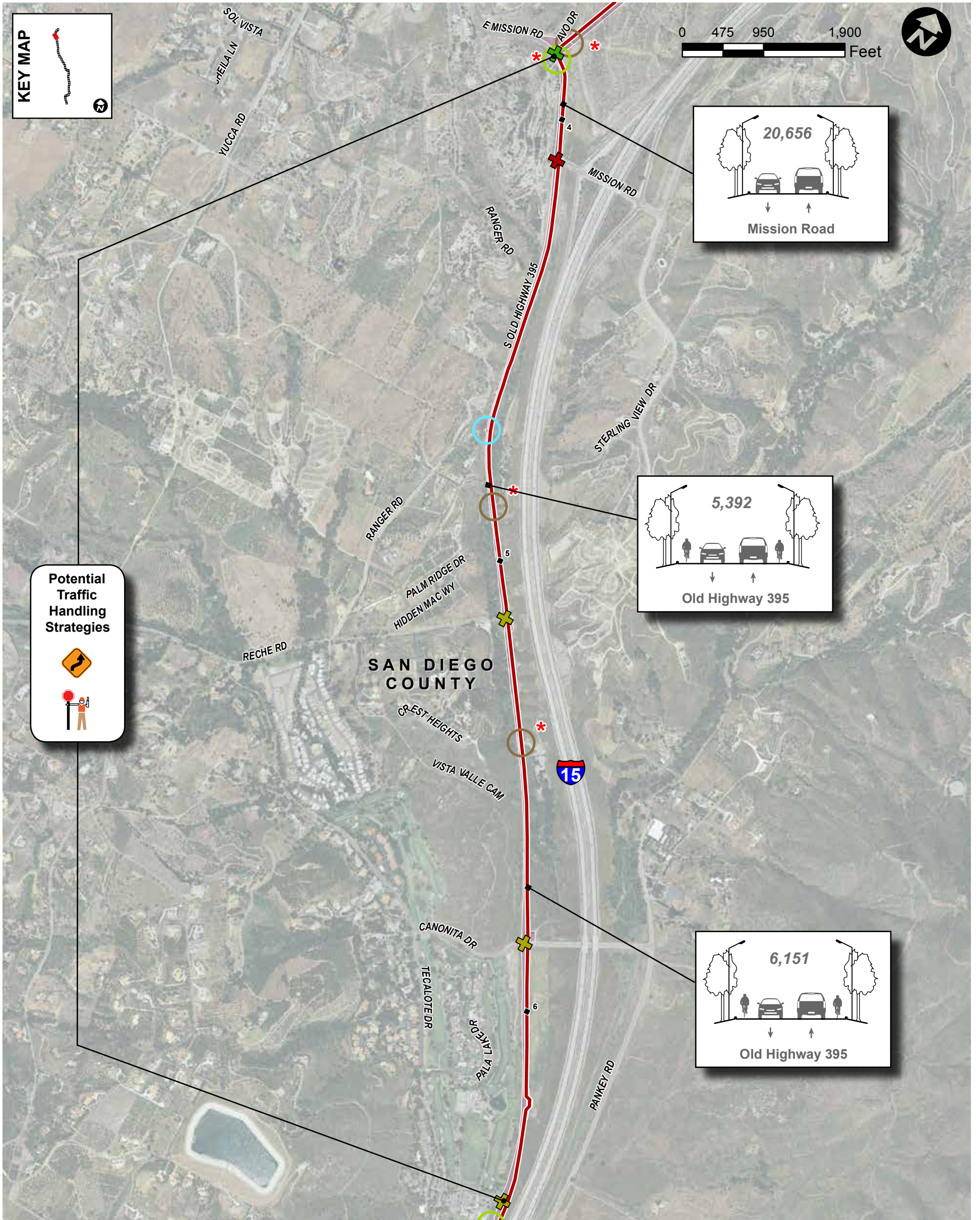
LEGEND		Traffic Control Methods		Notes
	Right-of-Way Limits		Road Closure	• Bike lanes on both sides of Old Highway 395.
	Milepost		One-way Traffic Closure	
	Proposed Project Route		Lane Closure	
	Proposed Trenchless Construction		Lane Shift	
Intersections			Flagger Operations	
	Critical		Work Hour Limitations	
	Critical (Freeway Access)		Detour Route Option	
	Other Rural			
	Other Urban			
	Dead End Cross Street			
	No Secondary Access			
Driveways				
	Commercial			
	Residential			
	School			
	Government			
	Unknown Type			
	No Secondary Access			
Roadway				
X,XXX	Average Daily Traffic			

Pipeline Safety & Reliability Project



LEGEND		Traffic Control Methods		Notes
	Right-of-Way Limits		Road Closure	• Rainbow Hills Road is a dead-end roadway
	Milepost		One-way Traffic Closure	
	Proposed Project Route		Lane Closure	
	Proposed Trenchless Construction		Lane Shift	
Intersections			Flagger Operations	
	Critical		Work Hour Limitations	
	Critical (Freeway Access)		Detour Route Option	
	Other Rural			
	Other Urban			
	Dead End Cross Street			
	No Secondary Access			
Driveways				
	Commercial			
	Residential			
	School			
	Government			
	Unknown Type			
	No Secondary Access			
Roadway				
X,XXX	Average Daily Traffic			

Pipeline Safety & Reliability Project



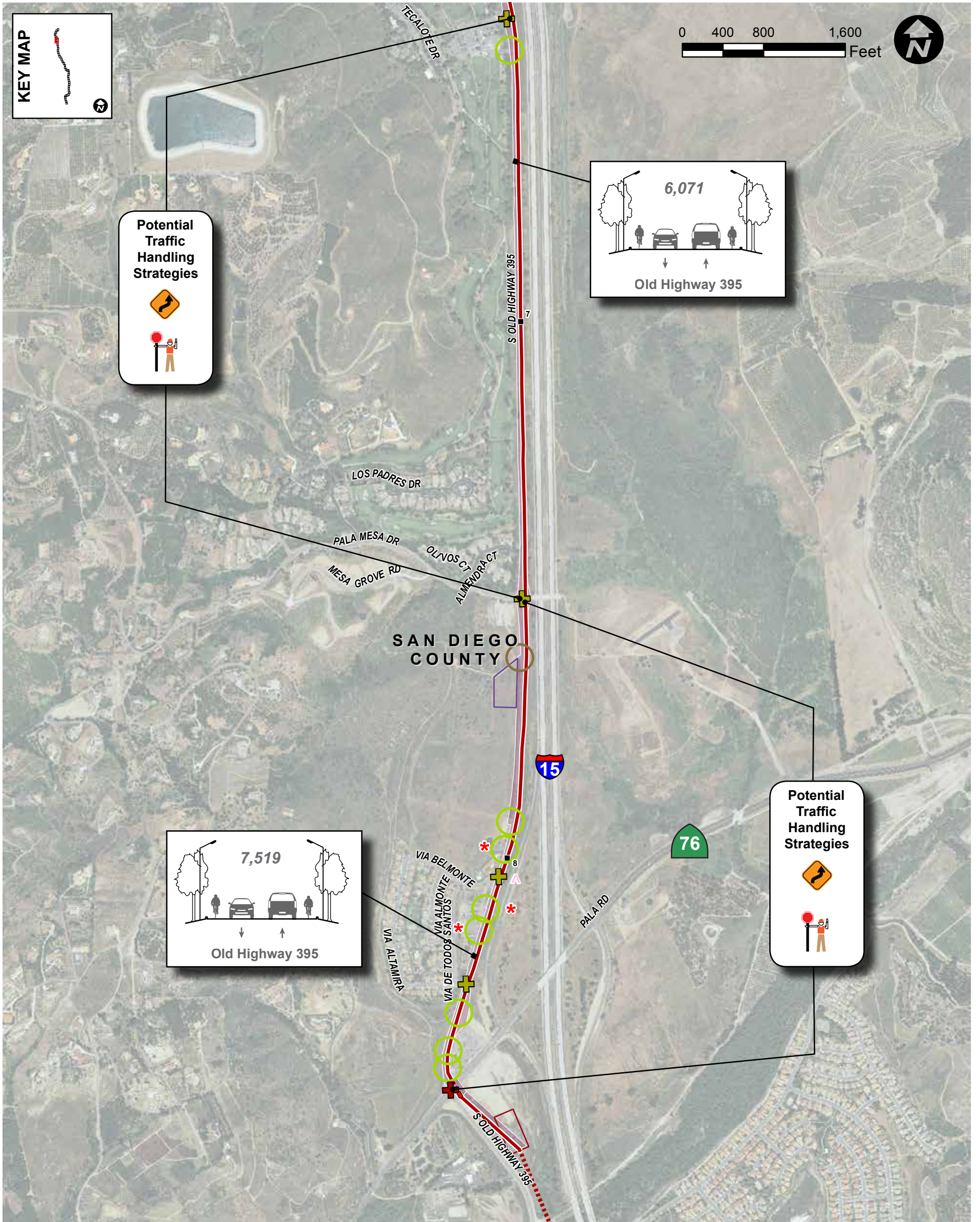
Potential Traffic Handling Strategies

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LEGEND

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|----------------------------------|------------------------------------|-------------------------|--|
| Right-of-Way Limits | Driveways | Road Closure | Notes
• Bike lanes on both sides of Old Highway 395. |
| Milepost | Commercial | One-way Traffic Closure | |
| Proposed Project Route | Residential | Lane Closure | |
| Proposed Trenchless Construction | School | Lane Shift | |
| Intersections | Government | Flagger Operations | |
| Critical | Unknown Type | Work Hour Limitations | |
| Critical (Freeway Access) | No Secondary Access | Detour Route Option | |
| Other Rural | Roadway | | |
| Other Urban | X,XXX Average Daily Traffic | | |
| Dead End Cross Street | | | |
| No Secondary Access | | | |

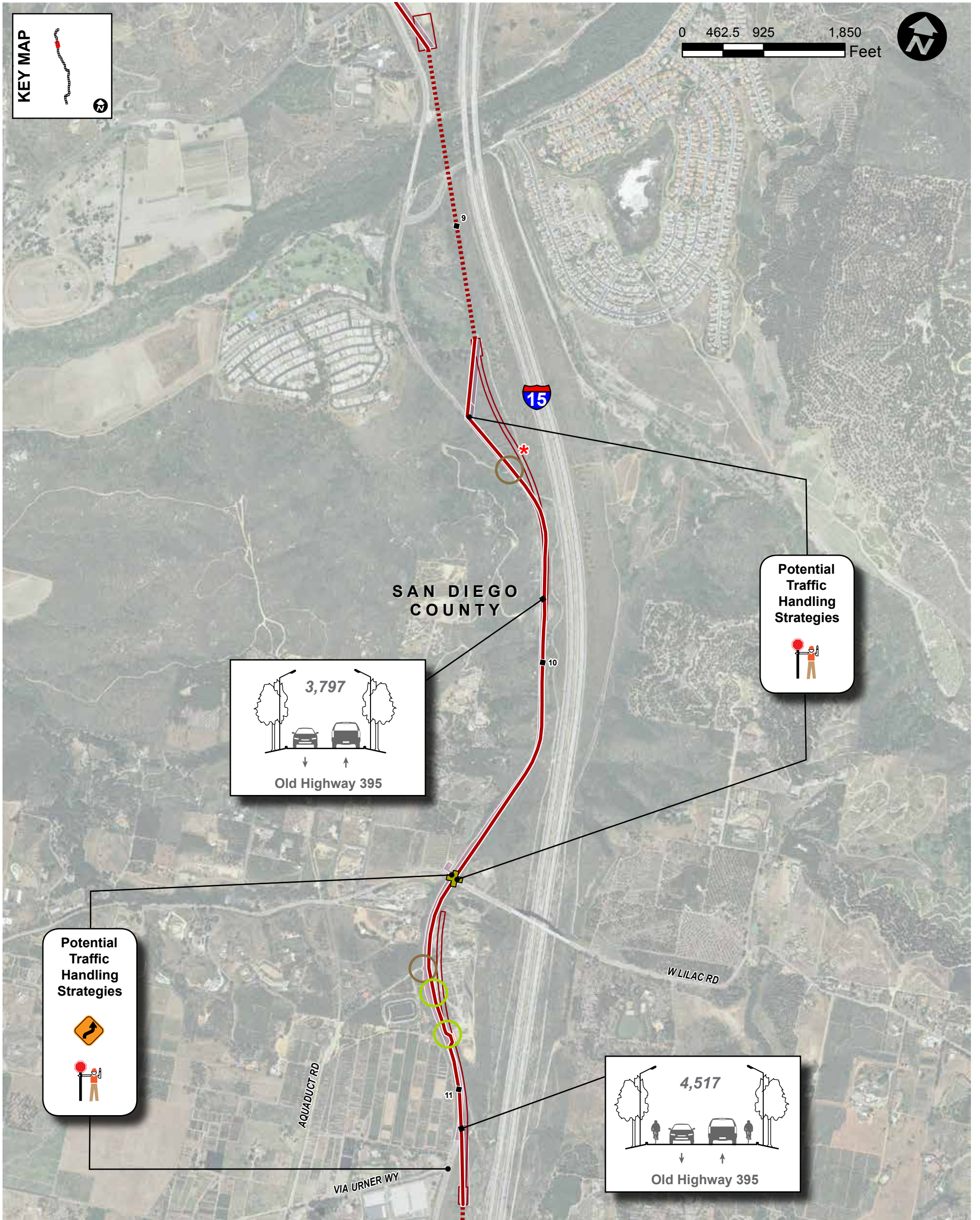
Pipeline Safety & Reliability Project



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| <ul style="list-style-type: none"> Right-of-Way Limits Milepost Proposed Project Route Proposed Trenchless Construction | <p>Driveways</p> <ul style="list-style-type: none"> Commercial Residential School Government Unknown Type No Secondary Access | <p>Traffic Control Methods</p> <ul style="list-style-type: none"> Road Closure One-way Traffic Closure Lane Closure Lane Shift Flagger Operations Work Hour Limitations Detour Route Option | <p>Notes</p> <ul style="list-style-type: none"> • Bike lanes on both sides of Old Highway 395. |
| <p>Intersections</p> <ul style="list-style-type: none"> Critical Critical (Freeway Access) Other Rural Other Urban Dead End Cross Street No Secondary Access | <p>Roadway</p> <ul style="list-style-type: none"> X,XXX Average Daily Traffic | | |

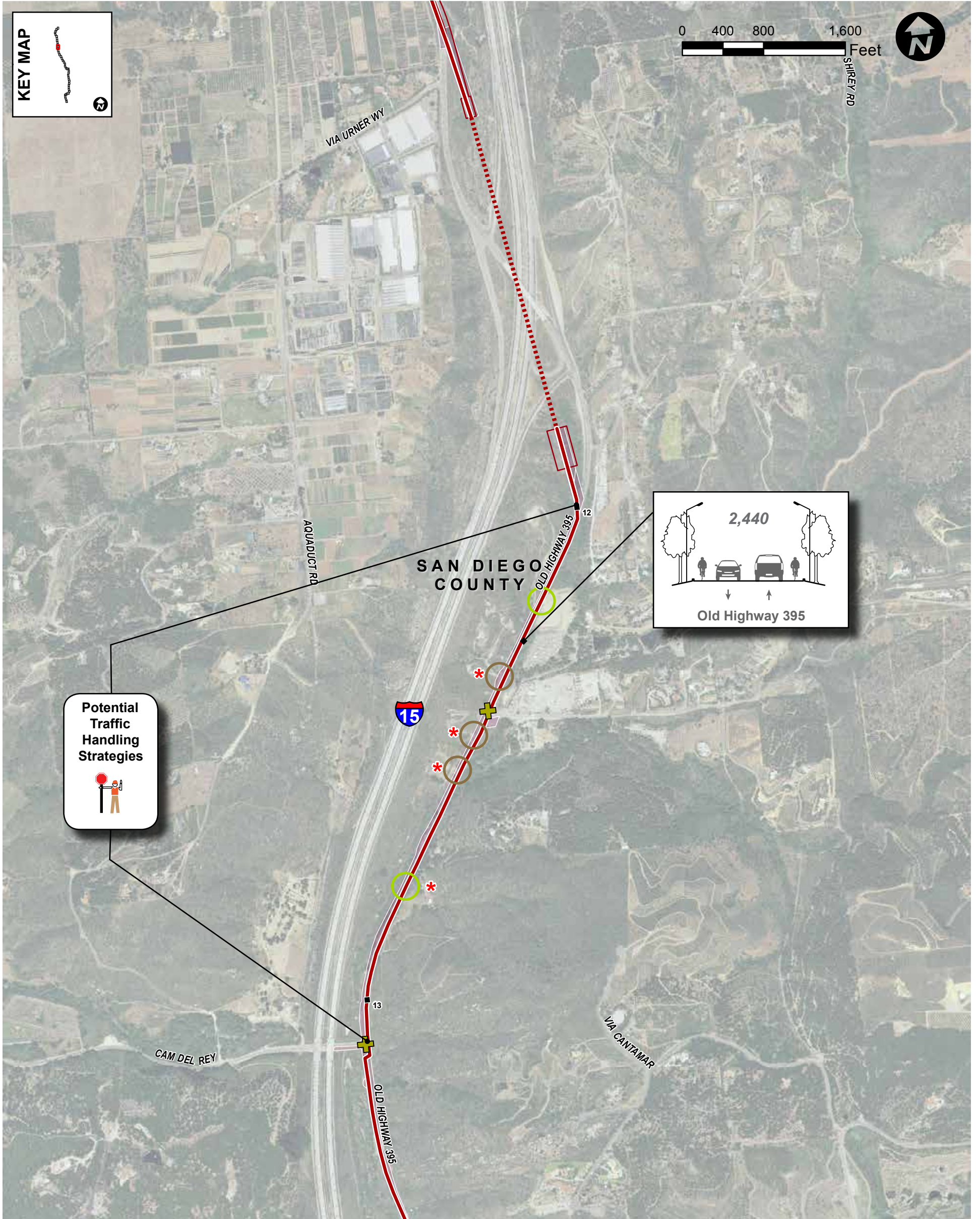
Pipeline Safety & Reliability Project



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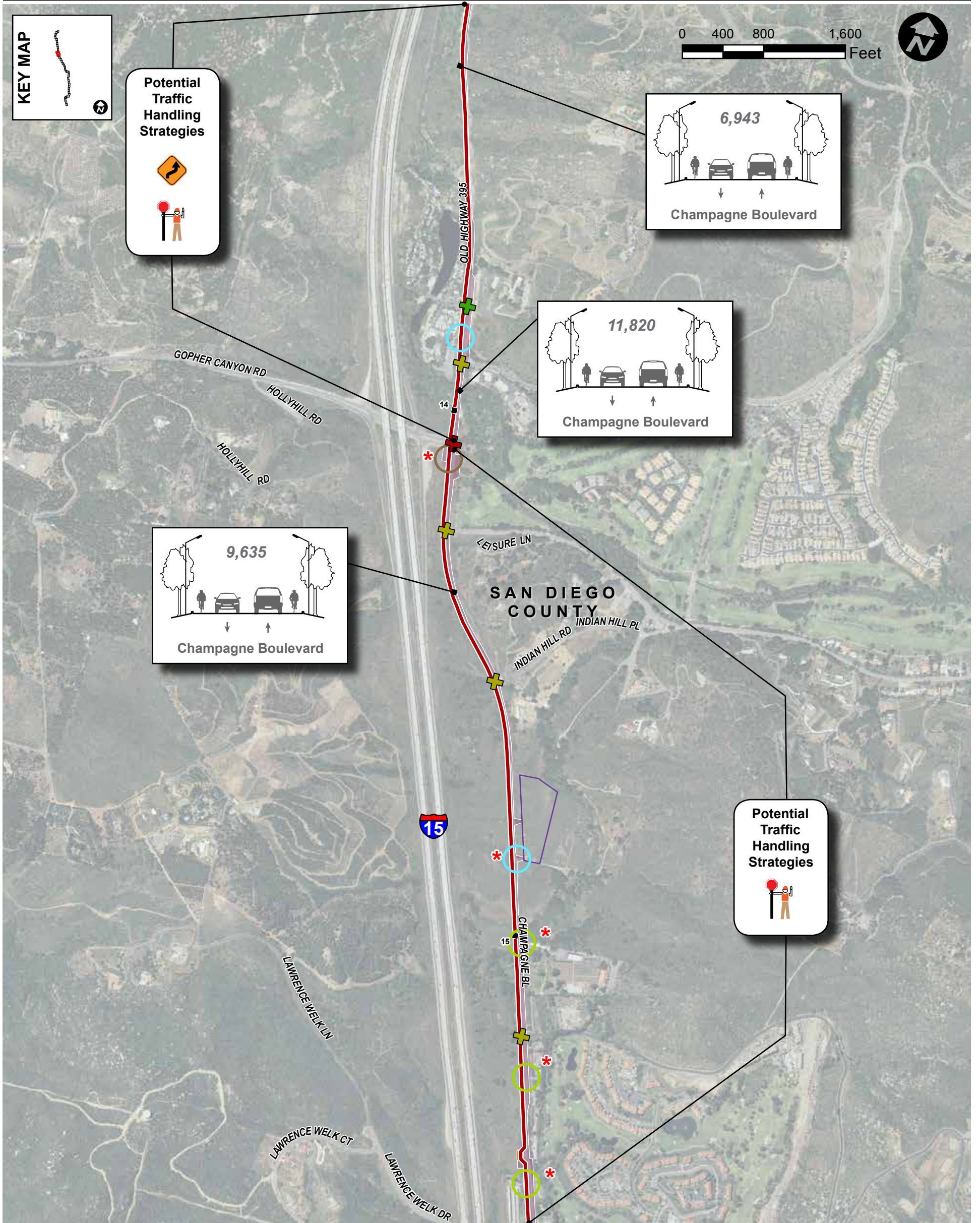
<ul style="list-style-type: none"> Right-of-Way Limits Milepost Proposed Project Route Proposed Trenchless Construction Intersections Critical Critical (Freeway Access) Other Rural Other Urban Dead End Cross Street No Secondary Access 	<ul style="list-style-type: none"> Driveways Commercial Residential School Government Unknown Type No Secondary Access Roadway X,XXX Average Daily Traffic 	<ul style="list-style-type: none"> Traffic Control Methods Road Closure One-way Traffic Closure Lane Closure Lane Shift Flagger Operations Work Hour Limitations Detour Route Option 	<ul style="list-style-type: none"> Notes • Bike lanes on both sides of Old Highway 395 south of Lilac Road.
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Pipeline Safety & Reliability Project



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|---|--|--|--|
| <ul style="list-style-type: none"> Right-of-Way Limits Milepost Proposed Project Route Proposed Trenchless Construction | <p>Driveways</p> <ul style="list-style-type: none"> Commercial Residential School Government Unknown Type No Secondary Access | <p>Traffic Control Methods</p> <ul style="list-style-type: none"> Road Closure One-way Traffic Closure Lane Closure Lane Shift Flagger Operations Work Hour Limitations | <p>Notes</p> <ul style="list-style-type: none"> • Bike lanes on both sides of Old Highway 395. |
| <p>Intersections</p> <ul style="list-style-type: none"> Critical Critical (Freeway Access) Other Rural Other Urban Dead End Cross Street No Secondary Access | <p>Roadway</p> <ul style="list-style-type: none"> Average Daily Traffic | <ul style="list-style-type: none"> Detour Route Option | |

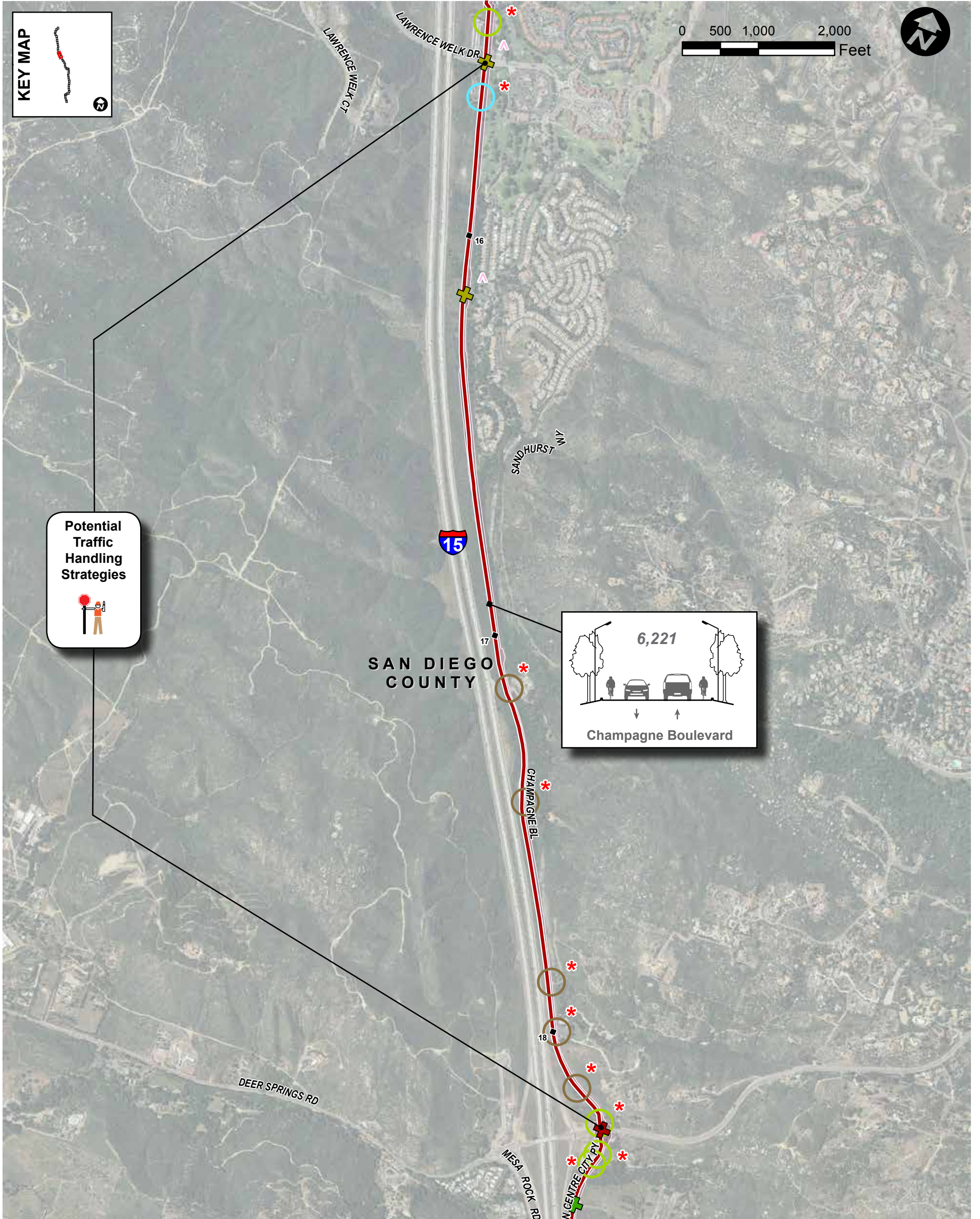
Pipeline Safety & Reliability Project



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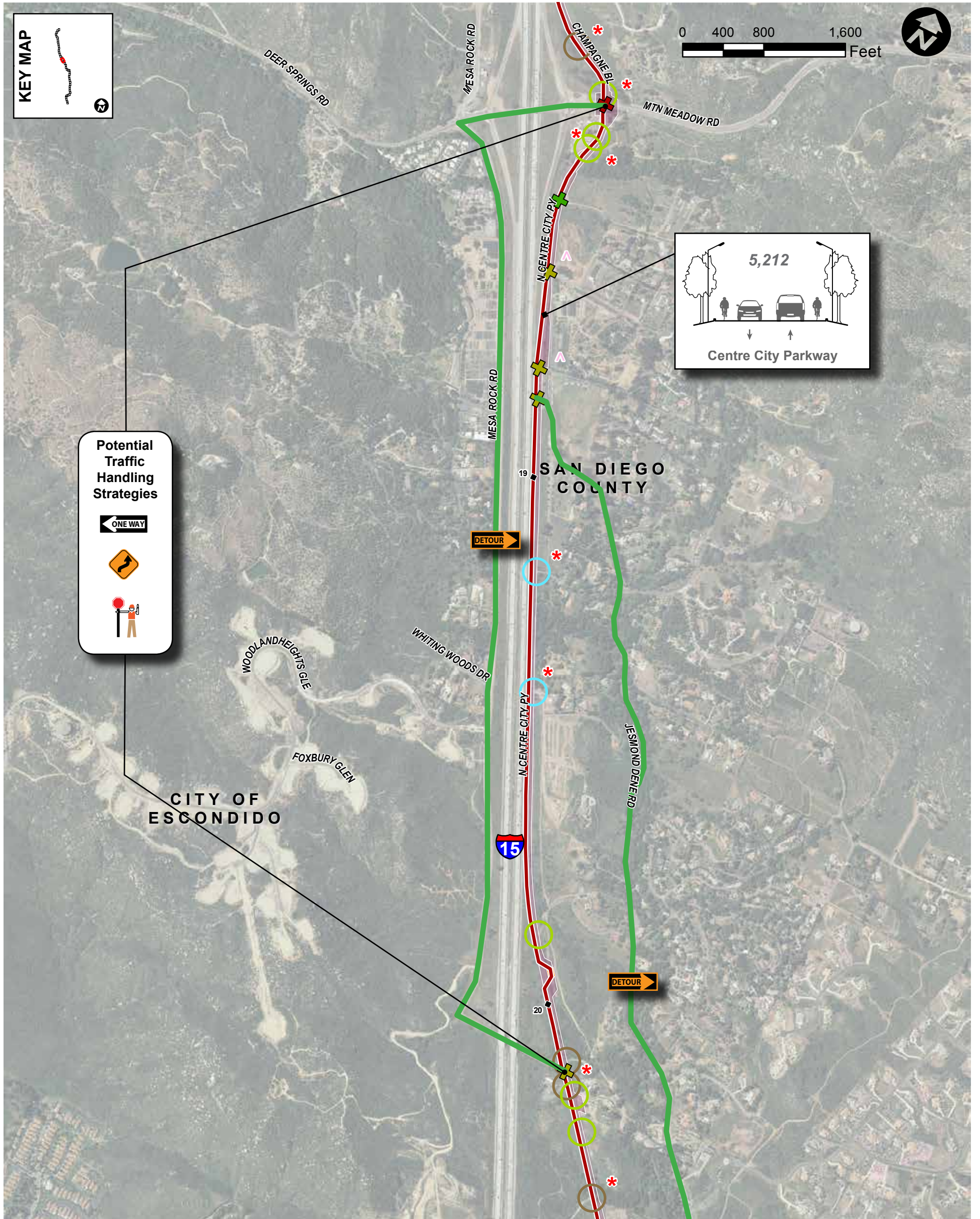
<ul style="list-style-type: none"> Right-of-Way Limits Milepost Proposed Project Route Proposed Trenchless Construction 	<p>Driveways</p> <ul style="list-style-type: none"> Commercial Residential School Government Unknown Type * No Secondary Access 	<p>Traffic Control Methods</p> <ul style="list-style-type: none"> Road Closure One-way Traffic Closure Lane Closure Lane Shift Flagger Operations Work Hour Limitations Detour Route Option 	<p>Notes</p> <ul style="list-style-type: none"> • Bike lanes on both sides of Champagne Boulevard.
<p>Intersections</p> <ul style="list-style-type: none"> Critical Critical (Freeway Access) Other Rural Other Urban Dead End Cross Street ^ No Secondary Access 	<p>Roadway</p> <ul style="list-style-type: none"> X,XXX Average Daily Traffic 		

Pipeline Safety & Reliability Project



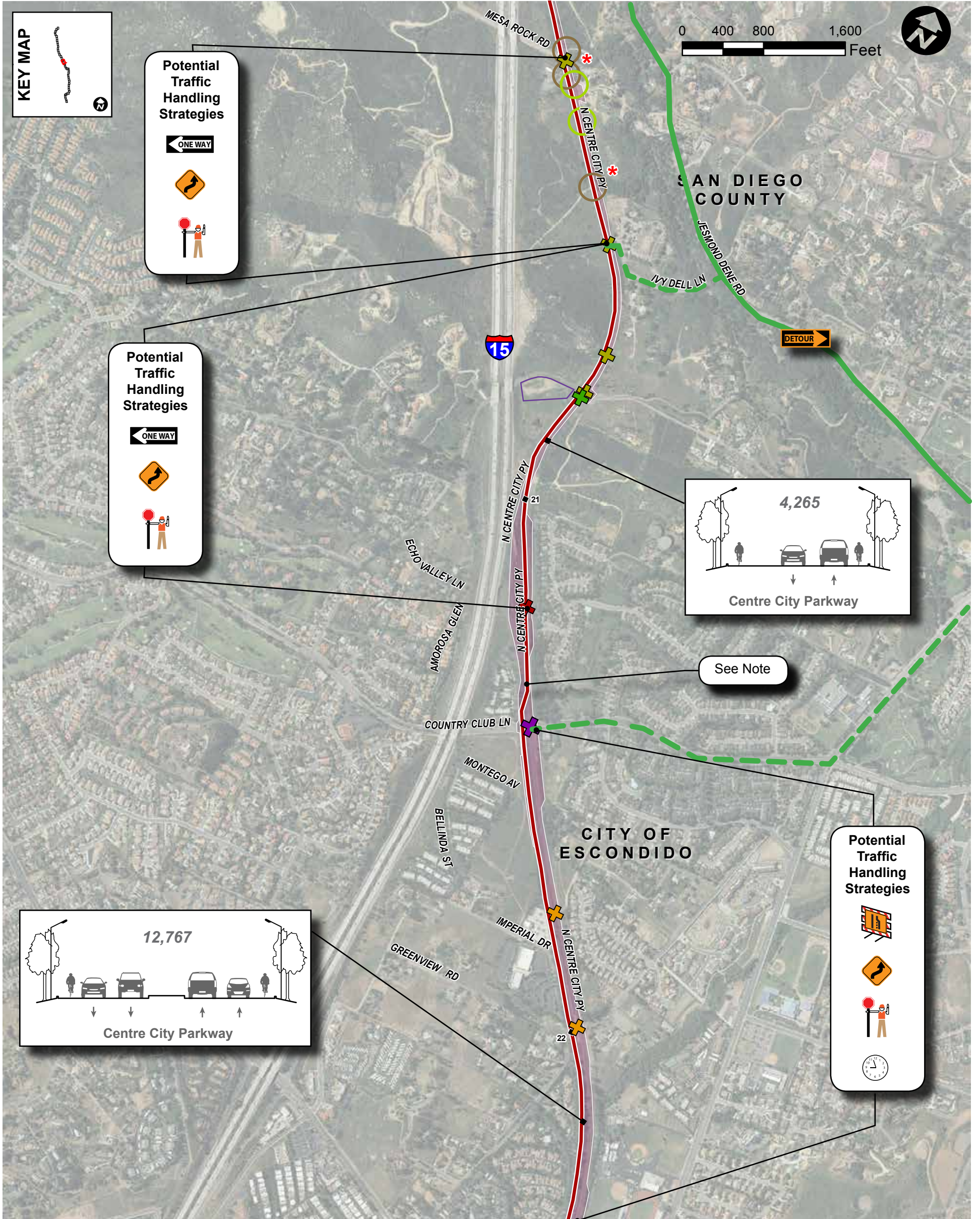
LEGEND

<ul style="list-style-type: none"> Right-of-Way Limits Milepost Proposed Project Route Proposed Trenchless Construction <p>Intersections</p> <ul style="list-style-type: none"> Critical Critical (Freeway Access) Other Rural Other Urban Dead End Cross Street No Secondary Access 	<p>Driveways</p> <ul style="list-style-type: none"> Commercial Residential School Government Unknown Type No Secondary Access <p>Roadway</p> <ul style="list-style-type: none"> X,XXX Average Daily Traffic 	<p>Traffic Control Methods</p> <ul style="list-style-type: none"> Road Closure One-way Traffic Closure Lane Closure Lane Shift Flagger Operations Work Hour Limitations Detour Route Option 	<p>Notes</p> <ul style="list-style-type: none"> • Bike lanes on both sides of Champagne Boulevard.
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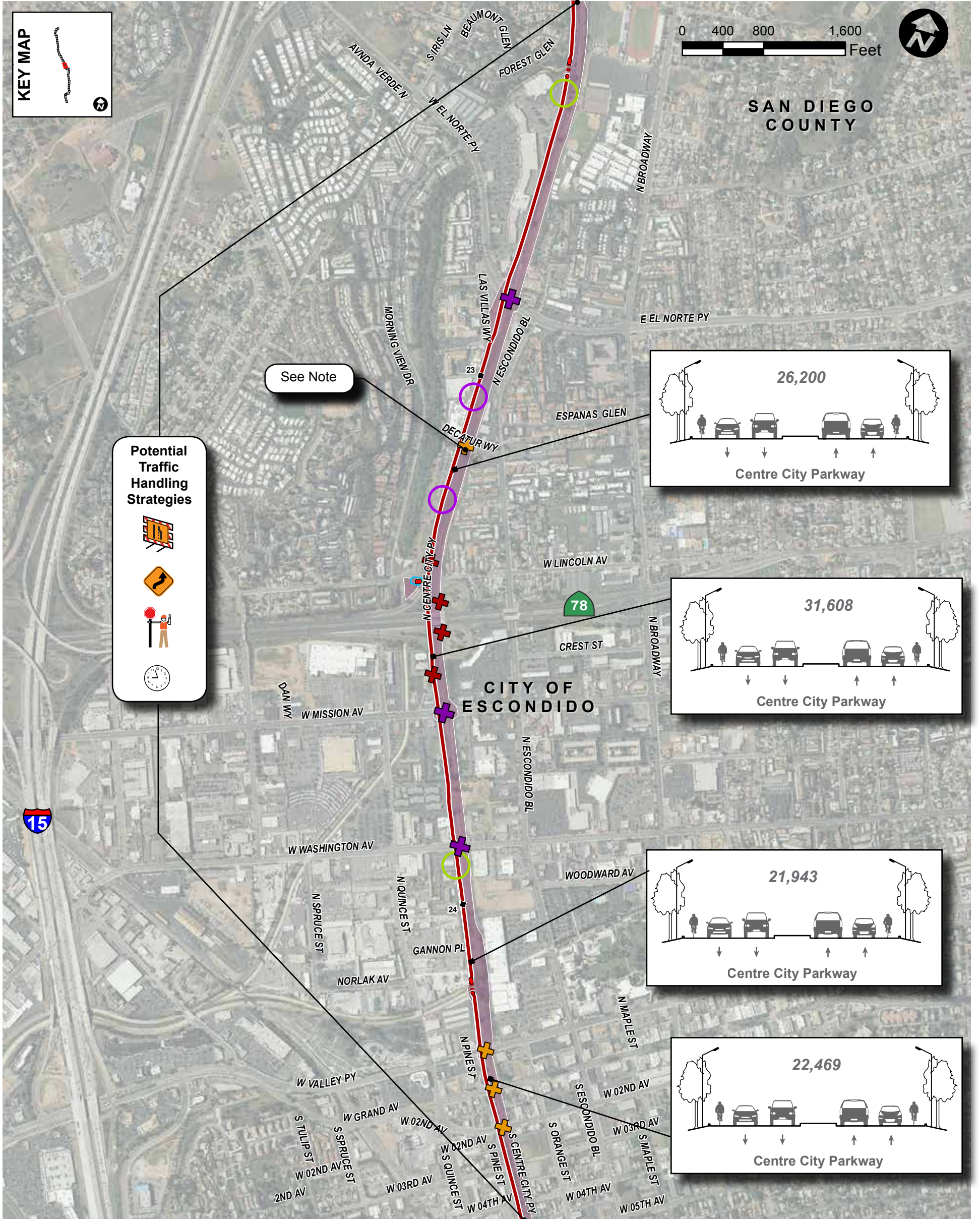
LEGEND		Traffic Control Methods		Notes
Right-of-Way Limits	Commercial	Road Closure	One-way Traffic Closure	• Bike lanes on both sides of Centre City Parkway.
Milepost	Residential	Lane Closure		
Proposed Project Route	School	Lane Shift	Flagger Operations	
Proposed Trenchless Construction	Government	Work Hour Limitations	Detour Route Option	
Intersections	Unknown Type			
Critical	No Secondary Access			
Critical (Freeway Access)	Roadway			
Other Rural	X,XXX Average Daily Traffic			
Other Urban				
Dead End Cross Street				
No Secondary Access				

Pipeline Safety & Reliability Project



LEGEND		Traffic Control Methods		Notes
	Right-of-Way Limits		Road Closure	<ul style="list-style-type: none"> Separated single northbound and southbound lanes on Centre City Parkway at the I-15 Ramps. This will require special construction considerations and detour routes. Wide raised/landscaped median south of I-15 Ramps. Raised medians require special construction considerations. Bike lanes on both sides of Centre City Parkway.
	Milepost		One-way Traffic Closure	
	Proposed Project Route		Lane Closure	
	Proposed Trenchless Construction		Lane Shift	
Intersections			Flagger Operations	
	Critical		Work Hour Limitations	
	Critical (Freeway Access)		Detour Route Option	
	Other Rural			
	Other Urban			
	Dead End Cross Street			
	No Secondary Access			
Driveways				
	Commercial			
	Residential			
	School			
	Government			
	Unknown Type			
	No Secondary Access			
Roadway				
X,XXX	Average Daily Traffic			

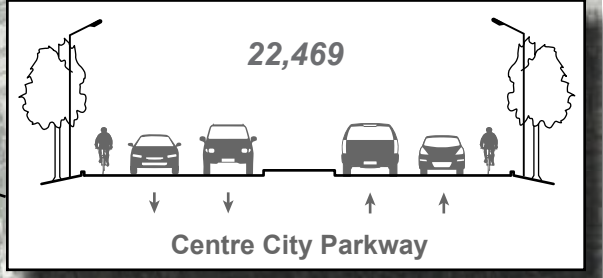
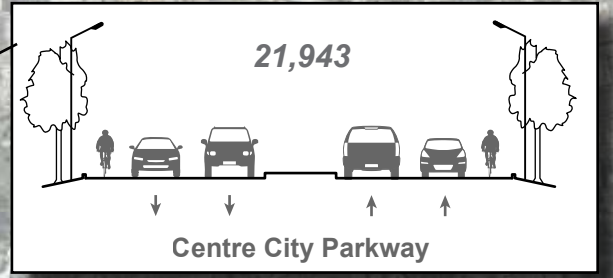
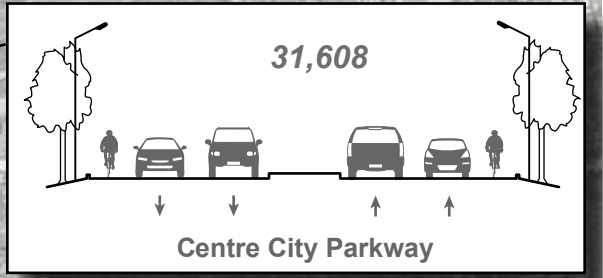
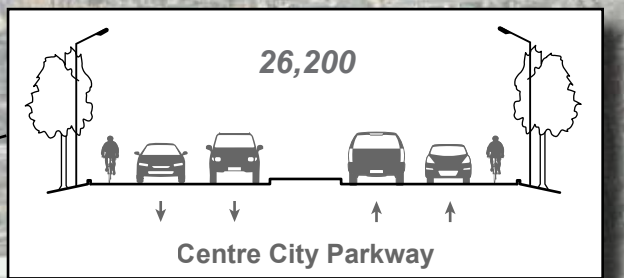
Pipeline Safety & Reliability Project



Potential Traffic Handling Strategies

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See Note



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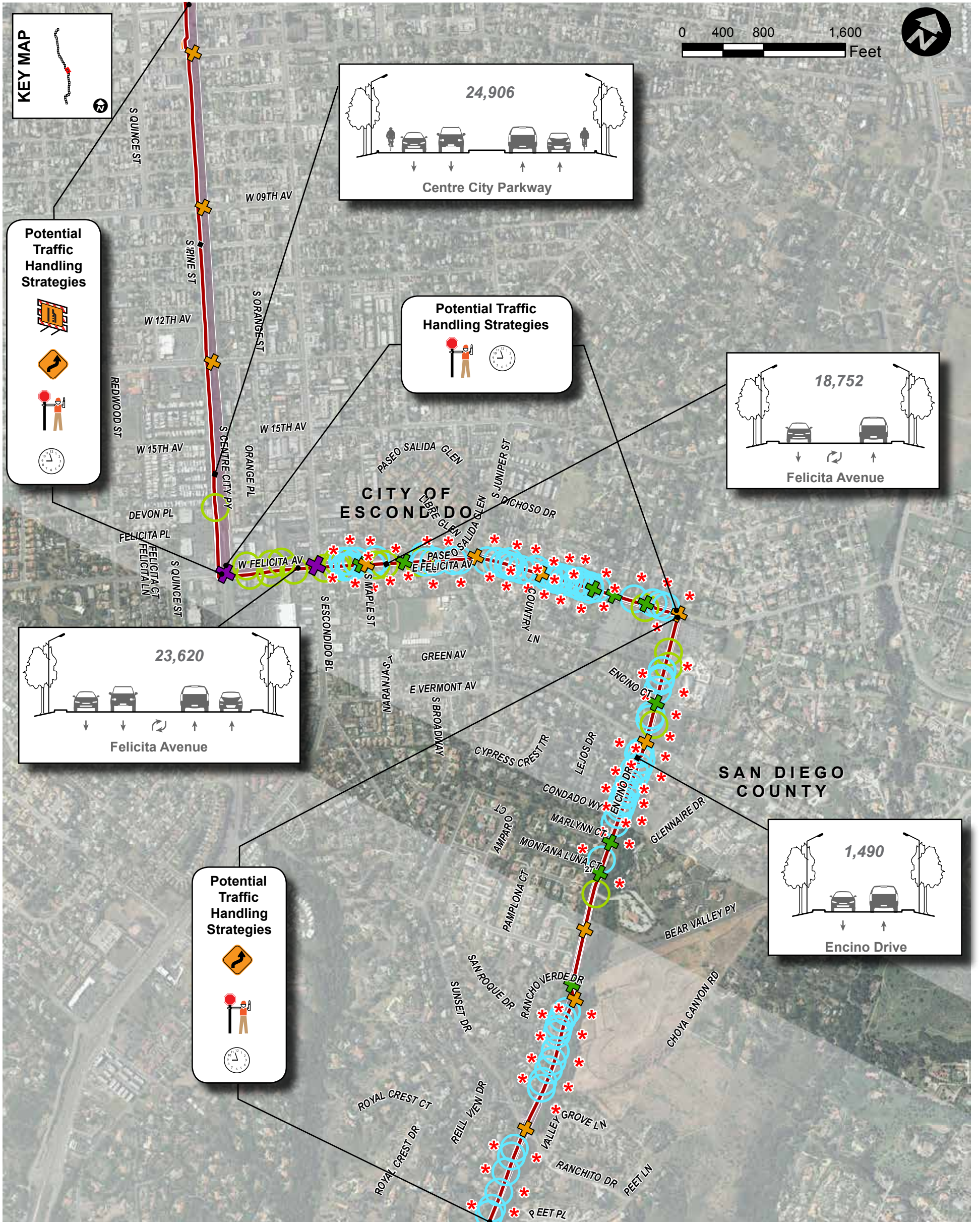
- Right-of-Way Limits
- Milepost
- Proposed Project Route
- Proposed Trenchless Construction
- Intersections**
- Critical
- Critical (Freeway Access)
- Other Rural
- Other Urban
- Dead End Cross Street
- No Secondary Access

- Driveways**
- Commercial
- Residential
- School
- Government
- Unknown Type
- No Secondary Access
- Roadway**
- X,XXX Average Daily Traffic

- Traffic Control Methods**
- Road Closure
- One-way Traffic Closure
- Lane Closure
- Lane Shift
- Flagger Operations
- Work Hour Limitations
- Detour Route Option

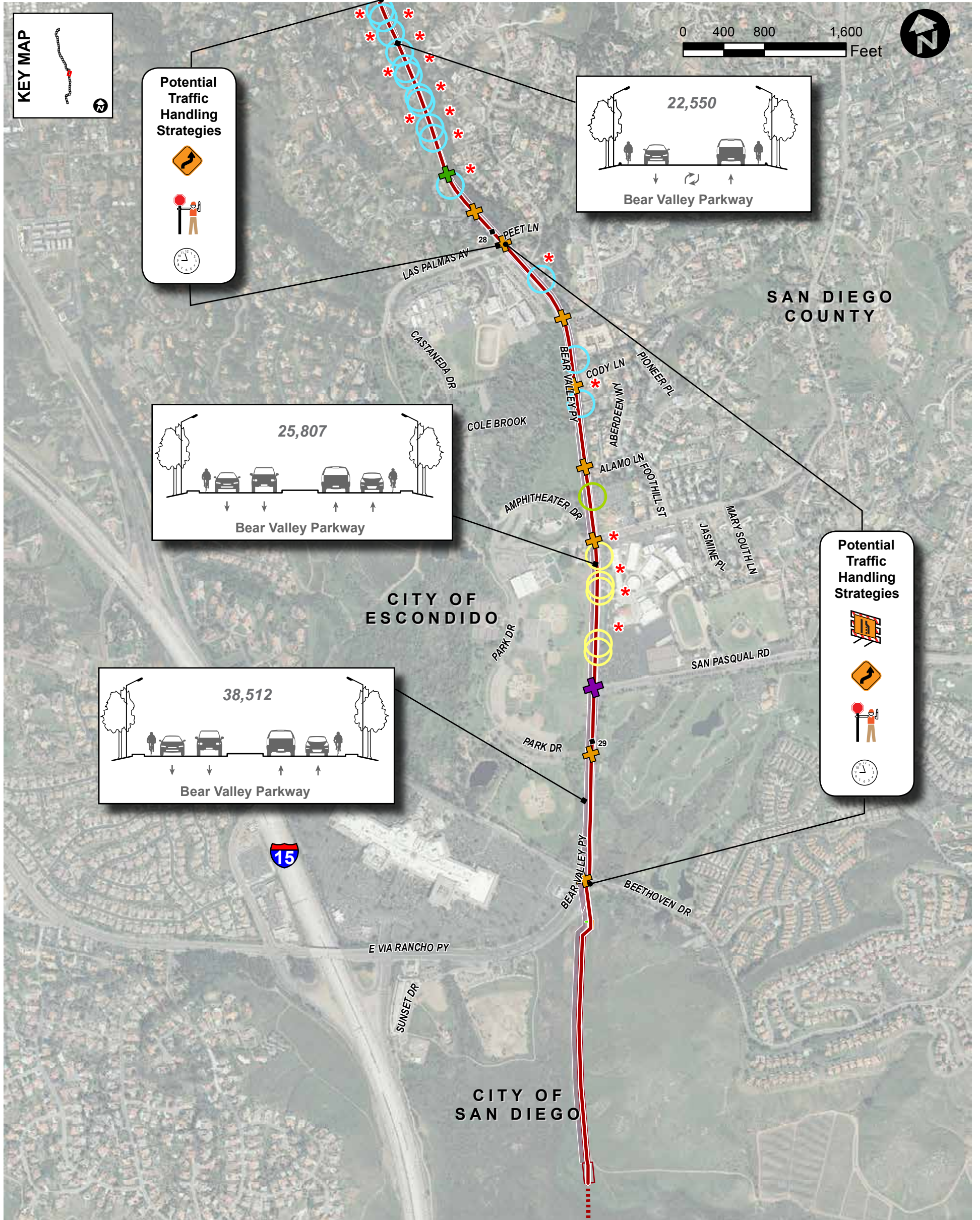
- Notes**
- Wide raised/landscaped median south of I-15 Ramps. Raised medians require special construction considerations.
- Bike lanes on both sides of Centre City Parkway.
- Intersection of Centre City Parkway and Decatur Way is the entrance to the Escondido Police and Fire Headquarters. ***This intersection must be kept open at all times.***

Pipeline Safety & Reliability Project



LEGEND Right-of-Way Limits Milepost Proposed Project Route Proposed Trenchless Construction Intersections Critical Critical (Freeway Access) Other Rural Other Urban Dead End Cross Street No Secondary Access		Driveways Commercial Residential School Government Unknown Type * No Secondary Access Roadway X,XXX Average Daily Traffic		Traffic Control Methods Road Closure One-way Traffic Closure Lane Closure Lane Shift Flagger Operations Work Hour Limitations Detour Route Option		Notes <ul style="list-style-type: none"> • Wide raised/landscaped median along Centre City Parkway south of I-15 Ramps. Raised medians require special construction considerations. • Sidewalks on both sides of Felicity Avenue and Encino Drive within this section. • Bike lanes on both sides of Centre City Parkway.
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Pipeline Safety & Reliability Project



LEGEND

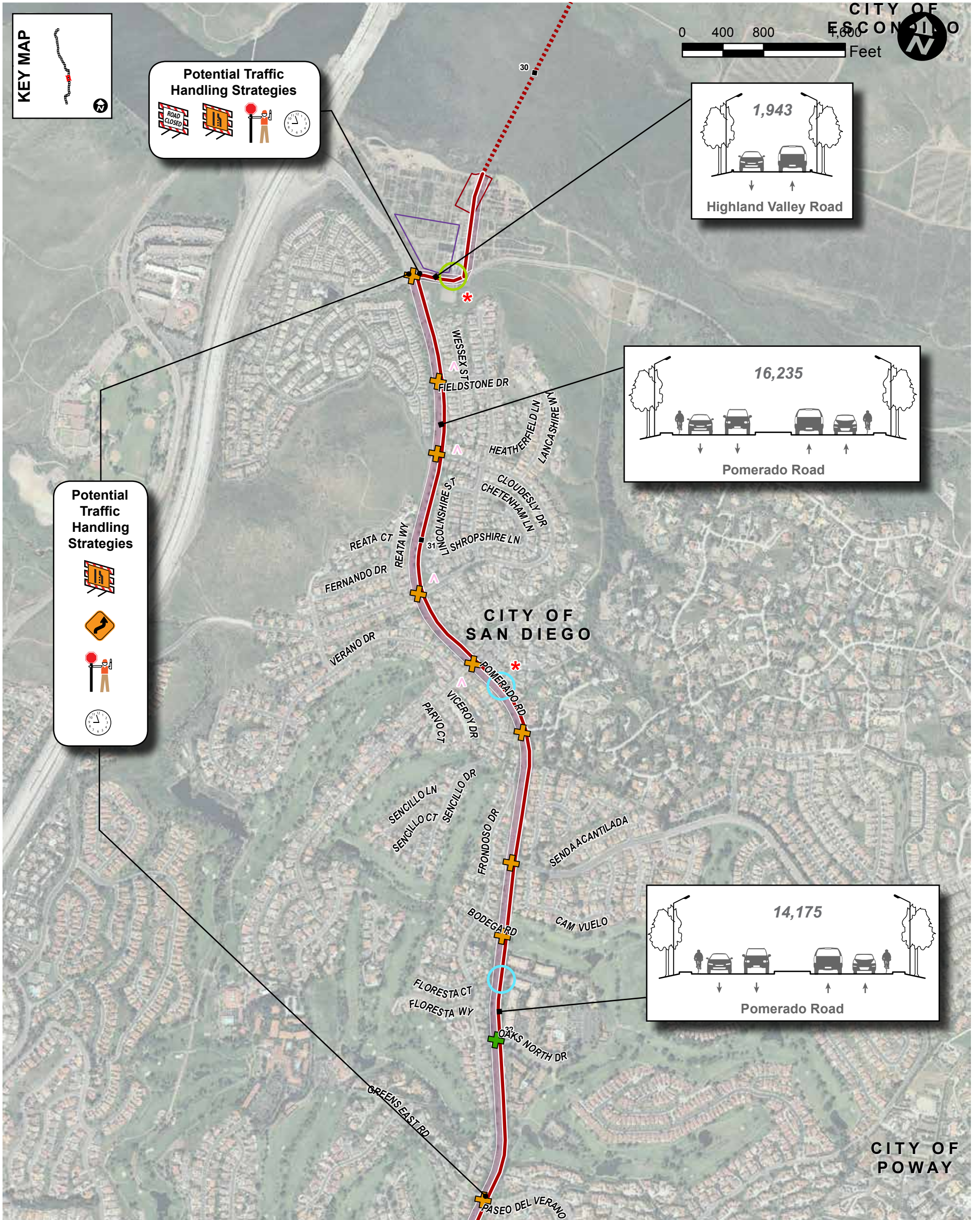
- Right-of-Way Limits
- Milepost
- Proposed Project Route
- Proposed Trenchless Construction
- Intersections**
- Critical
- Critical (Freeway Access)
- Other Rural
- Other Urban
- Dead End Cross Street
- No Secondary Access

- Driveways**
- Commercial
- Residential
- School
- Government
- Unknown Type
- No Secondary Access
- Roadway**
- Average Daily Traffic

- Traffic Control Methods**
- Road Closure
- One-way Traffic Closure
- Lane Closure
- Lane Shift
- Flagger Operations
- Work Hour Limitations
- Detour Route Option

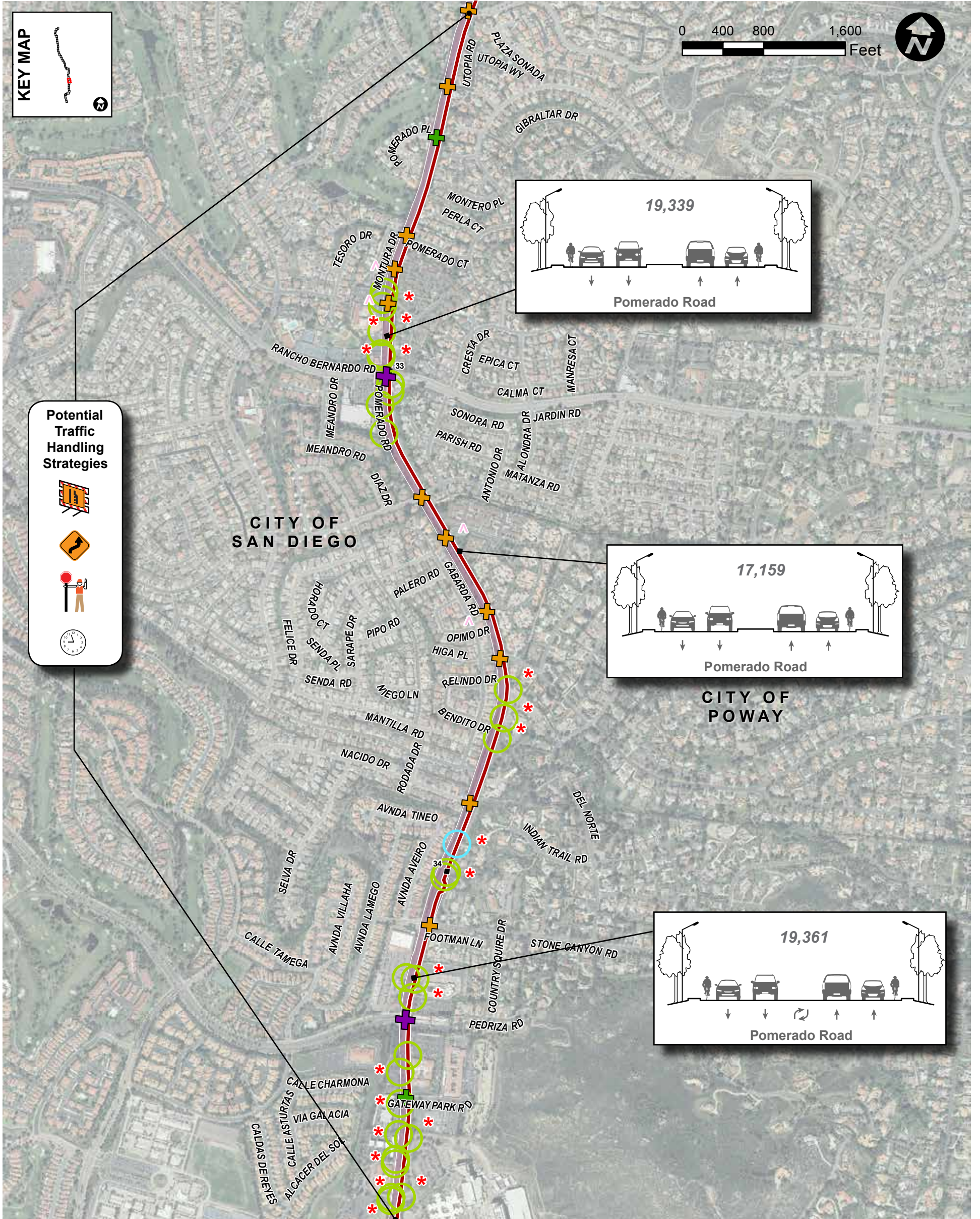
- Notes**
- Raised cement and landscaped median along Bear Valley Parkway south of Las Palmas Avenue. Raised medians require special construction considerations.
- Sidewalks on both sides of Bear Valley Parkway south of Las Palmas Avenue.
- Bike lanes on both sides of Bear Valley Parkway south of Las Palmas Avenue.

Pipeline Safety & Reliability Project

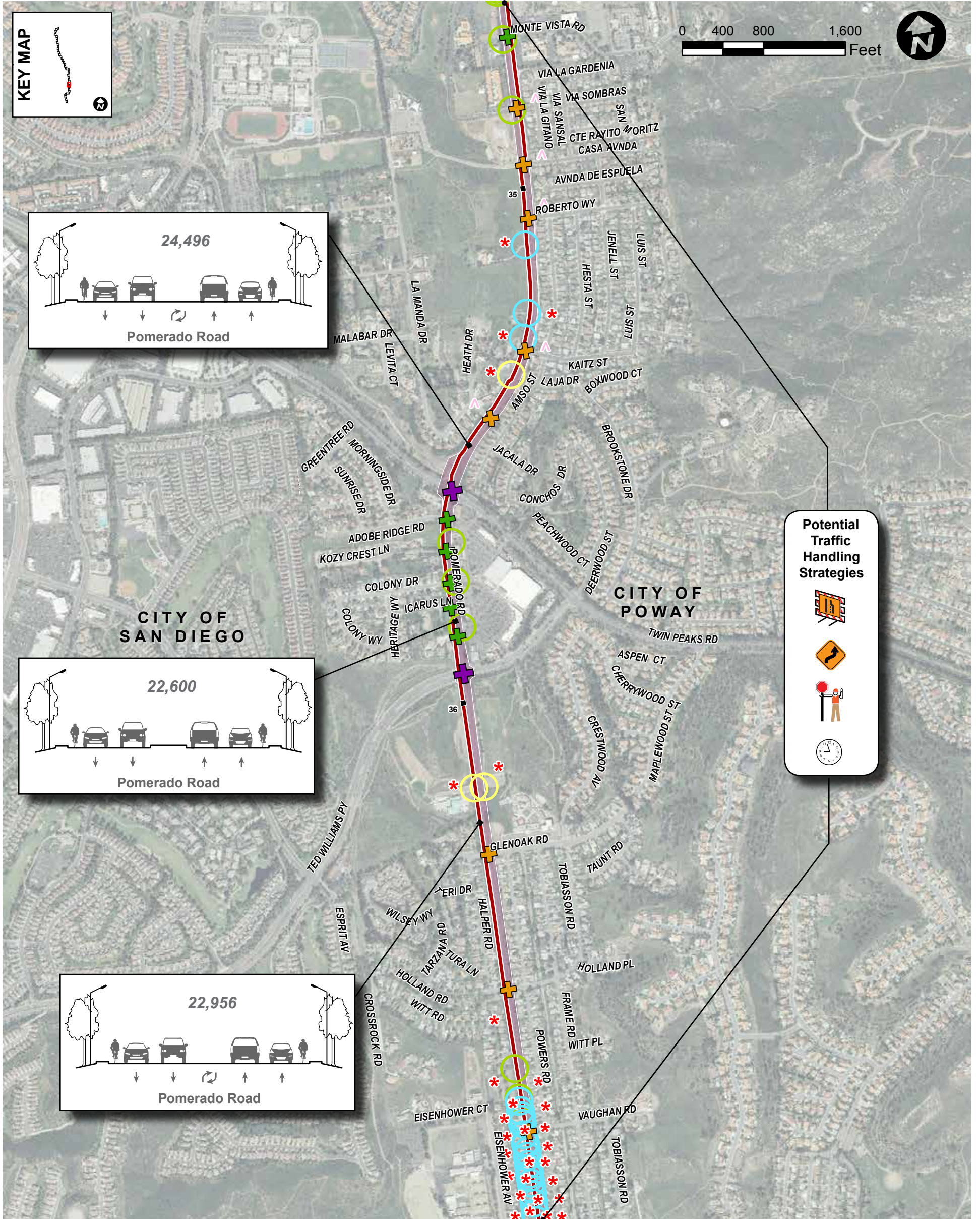


LEGEND		Traffic Control Methods		Notes
	Right-of-Way Limits		Road Closure	<ul style="list-style-type: none"> • Raised cement and landscaped median along Pomerado Road. Raised medians require special construction considerations. • Sidewalks on both sides of Pomerado Road. • Bike lanes on both sides of Pomerado Road.
	Milepost		One-way Traffic Closure	
	Proposed Project Route		Lane Closure	
	Proposed Trenchless Construction		Lane Shift	
Intersections			Flagger Operations	
	Critical		Work Hour Limitations	
	Critical (Freeway Access)		Detour Route Option	
	Other Rural			
	Other Urban			
	Dead End Cross Street			
	No Secondary Access			
Driveways				
	Commercial			
	Residential			
	School			
	Government			
	Unknown Type			
	No Secondary Access			
Roadway				
X,XXX	Average Daily Traffic			

Pipeline Safety & Reliability Project



Pipeline Safety & Reliability Project



LEGEND

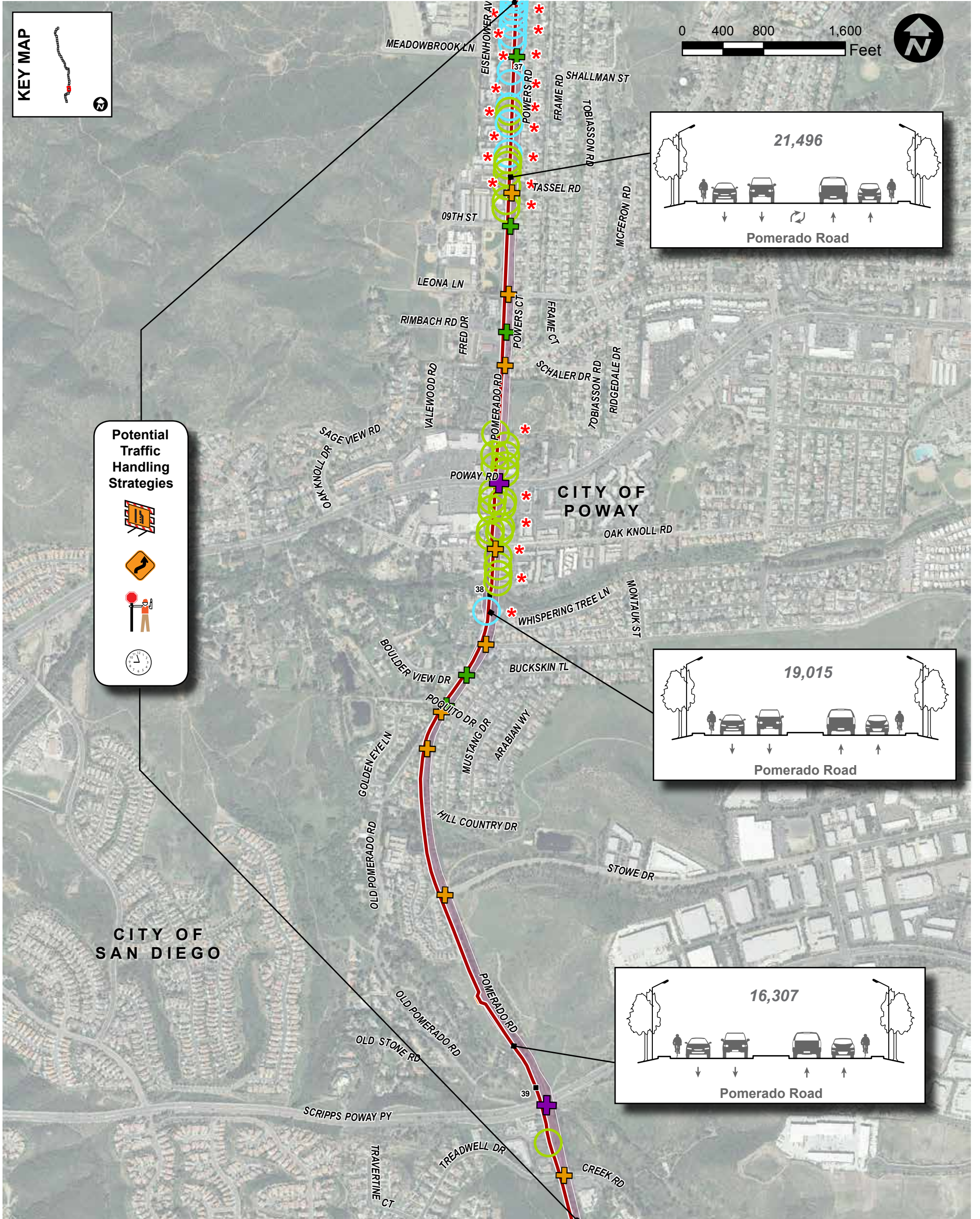
- Right-of-Way Limits
- Milepost
- Proposed Project Route
- Proposed Trenchless Construction
- Intersections**
 - Critical
 - Critical (Freeway Access)
 - Other Rural
 - Other Urban
 - Dead End Cross Street
 - No Secondary Access

- Driveways**
 - Commercial
 - Residential
 - School
 - Government
 - Unknown Type
 - No Secondary Access
- Roadway**
 - X,XXX Average Daily Traffic

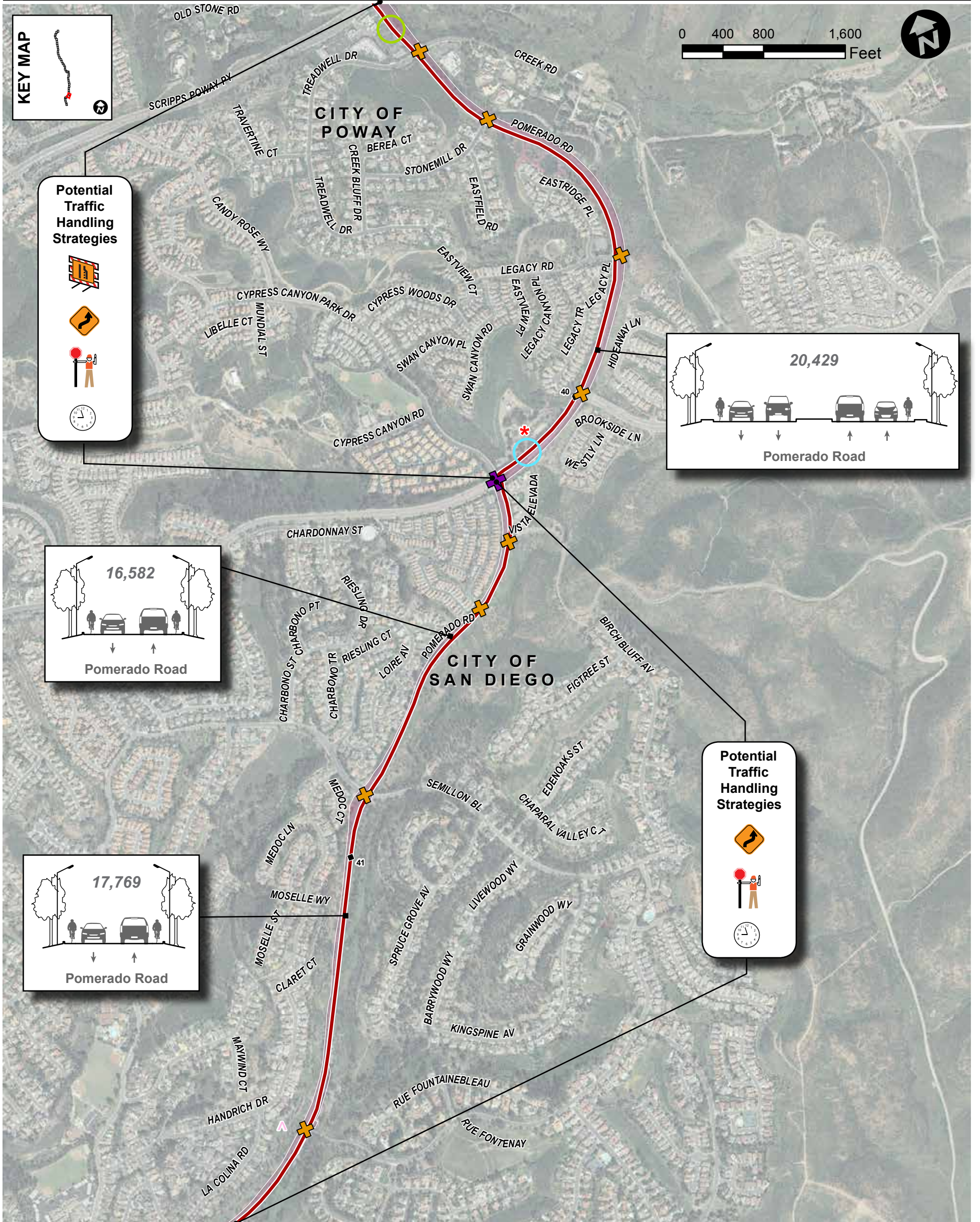
- Traffic Control Methods**
 - Road Closure
 - One-way Traffic Closure
 - Lane Closure
 - Lane Shift
 - Flagger Operations
 - Work Hour Limitations
 - Detour Route Option

- Notes**
 - Raised cement and landscaped median along Pomerado Road between Gateway Park Road and Monte Vista Road. Raised medians require special construction considerations.
 - Raised cement and landscaped median along Pomerado Road between Twin Peaks Road and Ted Williams Parkway. Raised medians require special construction considerations.
 - Sidewalks on both sides of Pomerado Road.
 - Bike lanes on both sides of Pomerado Road.

Pipeline Safety & Reliability Project

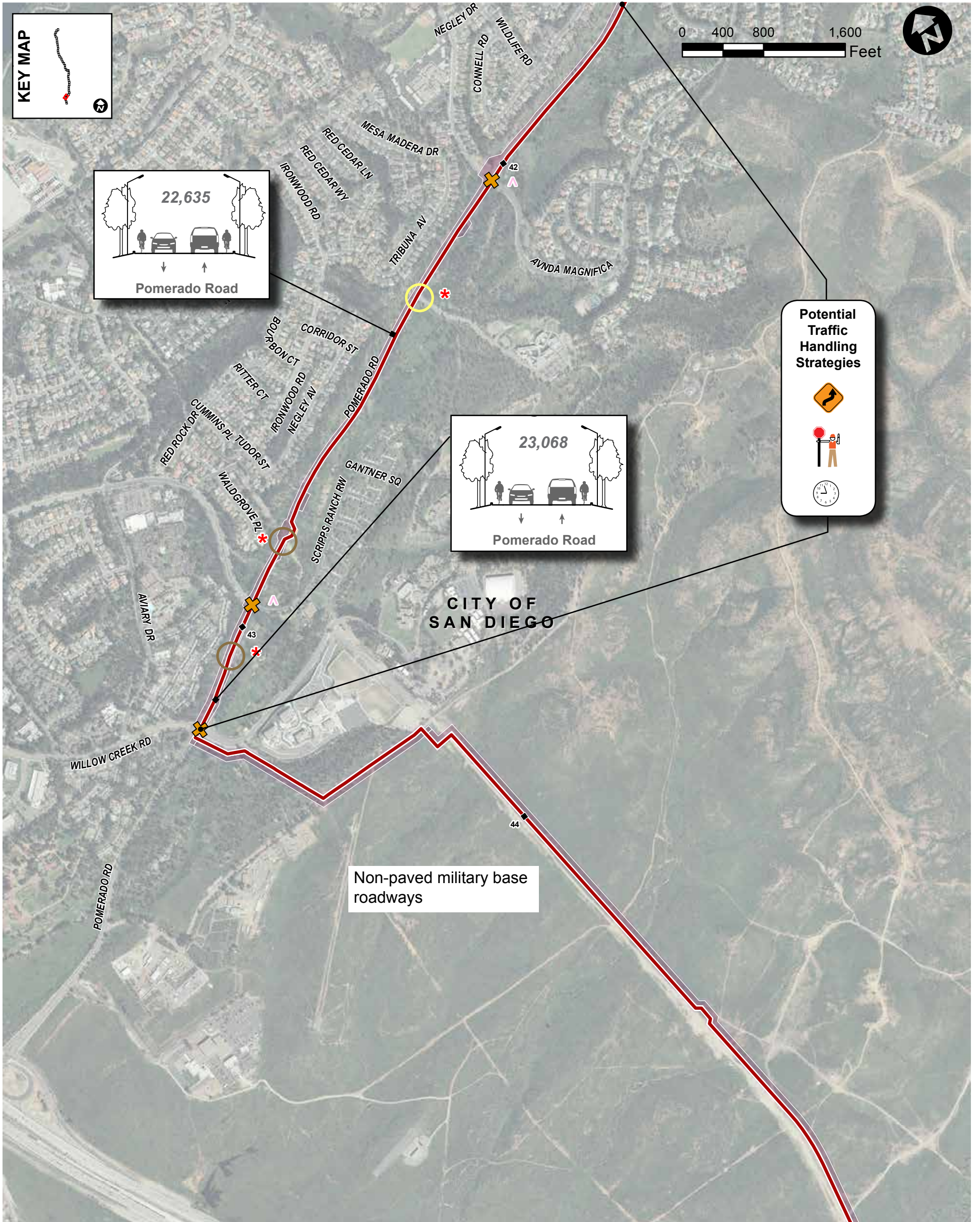


Pipeline Safety & Reliability Project

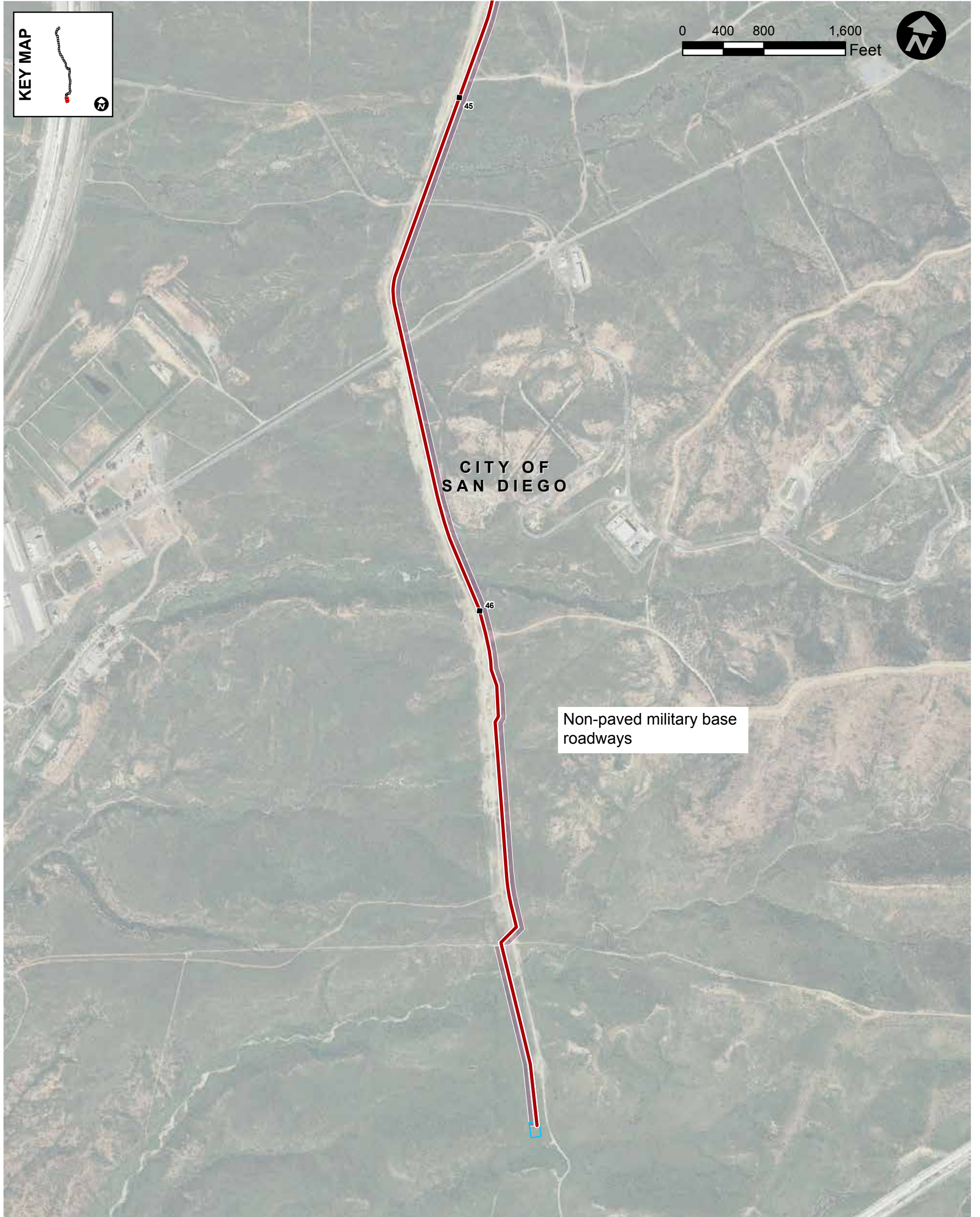


<p>LEGEND</p> <ul style="list-style-type: none"> Right-of-Way Limits Milepost Proposed Project Route Proposed Trenchless Construction Intersections Critical Critical (Freeway Access) Other Rural Other Urban Dead End Cross Street No Secondary Access 	<p>Driveways</p> <ul style="list-style-type: none"> Commercial Residential School Government Unknown Type No Secondary Access <p>Roadway</p> <p>X,XXX Average Daily Traffic</p>	<p>Traffic Control Methods</p> <ul style="list-style-type: none"> Road Closure One-way Traffic Closure Lane Closure Lane Shift Flagger Operations Work Hour Limitations Detour Route Option 	<p>Notes</p> <ul style="list-style-type: none"> Raised cement and landscaped median along Pomerado Road north of Camino Alto. Raised medians require special construction considerations. Sidewalks on both sides of Pomerado Road north of Spring Canyon Road. Bike lanes on both sides of Pomerado Road.
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Pipeline Safety & Reliability Project



LEGEND			
	Right-of-Way Limits	Driveways	
	Milepost		Commercial
	Proposed Project Route		Residential
	Proposed Trenchless Construction		School
Intersections			Government
	Critical		Unknown Type
	Critical (Freeway Access)		No Secondary Access
	Other Rural	Roadway	
	Other Urban		X,XXX Average Daily Traffic
	Dead End Cross Street	Traffic Control Methods	
	No Secondary Access		Road Closure
			One-way Traffic Closure
			Lane Closure
			Lane Shift
			Flagger Operations
			Work Hour Limitations
			Detour Route Option
		Notes	• Bike lanes on both sides of Pomerado Road.



LEGEND

- Right-of-Way Limits
- Milepost
- Proposed Project Route
- Proposed Trenchless Construction
- Intersections**
- Critical
- Critical (Freeway Access)
- Other Rural
- Other Urban
- Dead End Cross Street
- No Secondary Access

- Driveways**
- Commercial
- Residential
- School
- Government
- Unknown Type
- No Secondary Access
- Roadway**
- Average Daily Traffic

- | Traffic Control Methods | Notes |
|-------------------------|-------------------------|
| | Road Closure |
| | One-way Traffic Closure |
| | Lane Closure |
| | Lane Shift |
| | Flagger Operations |
| | Work Hour Limitations |
| | Detour Route Option |

*San Diego Gas & Electric Company and Southern California Gas
Company Pipeline Safety & Reliability Project*

Appendix B

Traffic Counts

VOLUME

Old Hwy 395 Bet. Rainbow Valley Blvd & Rainbow Cyn Rd

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_001

DAILY TOTALS					NB	SB	EB	WB	Total
					4,092	3,242	0	0	7,334

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	7	5			12	12:00	32	27			59	
00:15	6	4			10	12:15	41	25			66	
00:30	7	3			10	12:30	28	20			48	
00:45	4	24	5	17	9	41	32	133	28	100	60	233
01:00	4	0			4	13:00	47	25			72	
01:15	2	1			3	13:15	31	19			50	
01:30	2	1			3	13:30	30	31			61	
01:45	1	9	0	2	1	11	51	159	25	100	76	259
02:00	1	1			2	14:00	37	23			60	
02:15	2	1			3	14:15	41	37			78	
02:30	2	0			2	14:30	51	37			88	
02:45	4	9	1	3	5	12	75	204	28	125	103	329
03:00	3	4			7	15:00	85	10			95	
03:15	1	5			6	15:15	95	28			123	
03:30	0	3			3	15:30	142	39			181	
03:45	1	5	9	21	10	26	141	463	32	109	173	572
04:00	1	10			11	16:00	167	27			194	
04:15	2	17			19	16:15	175	27			202	
04:30	7	28			35	16:30	179	24			203	
04:45	5	15	28	83	33	98	198	719	24	102	222	821
05:00	5	52			57	17:00	193	23			216	
05:15	10	73			83	17:15	184	22			206	
05:30	18	103			121	17:30	185	15			200	
05:45	16	49	203	431	219	480	192	754	16	76	208	830
06:00	4	234			238	18:00	145	14			159	
06:15	13	240			253	18:15	130	18			148	
06:30	18	197			215	18:30	95	19			114	
06:45	11	46	196	867	207	913	86	456	9	60	95	516
07:00	23	163			186	19:00	64	17			81	
07:15	20	121			141	19:15	60	11			71	
07:30	16	111			127	19:30	33	13			46	
07:45	19	78	78	473	97	551	44	201	8	49	52	250
08:00	28	61			89	20:00	51	9			60	
08:15	13	48			61	20:15	54	14			68	
08:30	24	44			68	20:30	35	4			39	
08:45	20	85	36	189	56	274	43	183	7	34	50	217
09:00	18	22			40	21:00	20	8			28	
09:15	28	40			68	21:15	31	6			37	
09:30	22	40			62	21:30	21	4			25	
09:45	28	96	30	132	58	228	22	94	5	23	27	117
10:00	19	29			48	22:00	20	6			26	
10:15	22	26			48	22:15	12	5			17	
10:30	21	23			44	22:30	14	8			22	
10:45	22	84	23	101	45	185	13	59	5	24	18	83
11:00	24	22			46	23:00	11	4			15	
11:15	27	30			57	23:15	11	5			16	
11:30	29	29			58	23:30	5	3			8	
11:45	42	122	24	105	66	227	18	45	4	16	22	61
TOTALS	622	2424			3046	TOTALS	3470	818			4288	
SPLIT %	20.4%	79.6%			41.5%	SPLIT %	80.9%	19.1%			58.5%	

DAILY TOTALS					NB	SB	EB	WB	Total
					4,092	3,242	0	0	7,334

AM Peak Hour	11:30	05:45				PM Peak Hour	16:45	15:15			16:30
AM Pk Volume	144	874			925	PM Pk Volume	760	126			847
PK Hr Factor	0.857	0.910			0.914	PK Hr Factor	0.960	0.808			0.954
7 - 9 Volume	163	662	0	0	825	4 - 6 Volume	1473	178	0	0	1651
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	16:45	16:00			16:30
7 - 9 Pk Volume	85	473	0	0	551	PK Hr Factor	760	102	0	0	847
PK Hr Factor	0.759	0.725	0.000	0.000	0.741	PK Hr Factor	0.960	0.944	0.000	0.000	0.954

VOLUME

Old Hwy 395 Bet. Rainbow Valley Blvd & 2nd St

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_002

DAILY TOTALS					NB	SB	EB	WB	Total
					2,961	1,673	0	0	4,634

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	1			3	12:00	35	22			57
00:15	0	4			4	12:15	35	14			49
00:30	0	2			2	12:30	24	15			39
00:45	2	4	1	8	3	12:45	22	116	28	79	50
01:00	1	1			2	13:00	34	32			66
01:15	1	2			3	13:15	30	27			57
01:30	2	0			2	13:30	24	32			56
01:45	0	4	0	3	0	13:45	31	119	19	110	50
02:00	0	1			1	14:00	26	19			45
02:15	0	0			0	14:15	32	26			58
02:30	0	0			0	14:30	34	24			58
02:45	1	1	1	2	2	14:45	35	127	28	97	63
03:00	2	1			3	15:00	63	9			72
03:15	2	4			6	15:15	75	15			90
03:30	2	4			6	15:30	136	23			159
03:45	2	8	0	9	2	15:45	117	391	18	65	135
04:00	4	1			5	16:00	155	19			174
04:15	3	8			11	16:15	158	21			179
04:30	6	9			15	16:30	166	19			185
04:45	7	20	14	32	21	16:45	170	649	18	77	188
05:00	6	17			23	17:00	152	13			165
05:15	9	19			28	17:15	149	19			168
05:30	13	33			46	17:30	145	21			166
05:45	6	34	66	135	72	17:45	130	576	13	66	143
06:00	4	75			79	18:00	76	14			90
06:15	13	80			93	18:15	67	9			76
06:30	17	98			115	18:30	46	16			62
06:45	12	46	98	351	110	18:45	44	233	9	48	53
07:00	13	48			61	19:00	30	14			44
07:15	15	49			64	19:15	36	20			56
07:30	9	30			39	19:30	15	14			29
07:45	19	56	24	151	43	19:45	18	99	3	51	21
08:00	19	20			39	20:00	20	8			28
08:15	18	32			50	20:15	11	7			18
08:30	19	19			38	20:30	9	5			14
08:45	21	77	26	97	47	20:45	13	53	6	26	19
09:00	14	10			24	21:00	4	7			11
09:15	25	13			38	21:15	8	2			10
09:30	20	12			32	21:30	8	10			18
09:45	20	79	24	59	44	21:45	11	31	6	25	17
10:00	23	18			41	22:00	4	6			10
10:15	18	16			34	22:15	4	6			10
10:30	23	18			41	22:30	5	7			12
10:45	31	95	12	64	43	22:45	1	14	3	22	4
11:00	31	21			52	23:00	4	3			7
11:15	30	19			49	23:15	3	3			6
11:30	24	17			41	23:30	3	2			5
11:45	32	117	29	86	61	23:45	2	12	2	10	4
TOTALS	541	997			1538	TOTALS	2420	676			3096
SPLIT %	35.2%	64.8%			33.2%	SPLIT %	78.2%	21.8%			66.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,961	1,673	0	0	4,634

AM Peak Hour	11:30	06:00			06:00	PM Peak Hour	16:00	12:45			16:00
AM Pk Volume	126	351			397	PM Pk Volume	649	119			726
PK Hr Factor	0.900	0.895			0.863	PK Hr Factor	0.954	0.930			0.965
7 - 9 Volume	133	248	0	0	381	4 - 6 Volume	1225	143	0	0	1368
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	77	151	0	0	207	PK Hr Factor	649	77	0	0	726
PK Hr Factor	0.917	0.770	0.000	0.000	0.809	PK Hr Factor	0.954	0.917	0.000	0.000	0.965

Preliminary Draft - Not for Public Use
Prepared by NDS/ATD

VOLUME

Rainbow Glen Rd Overpass Bet. Rainbow Hills Rd & Old Hwy 395

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_003

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	564	586	1,150

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	3	3	12:00			9	7	16
00:15			0	1	1	12:15			9	4	13
00:30			0	0	0	12:30			7	4	11
00:45			0	0	0	12:45			8	33	21
01:00			0	1	1	13:00			7	9	16
01:15			0	1	1	13:15			8	11	19
01:30			0	0	0	13:30			8	11	19
01:45			0	0	0	13:45			9	32	19
02:00			0	1	1	14:00			12	12	24
02:15			0	1	1	14:15			8	3	11
02:30			0	0	0	14:30			4	9	13
02:45			0	0	0	14:45			9	33	19
03:00			0	0	0	15:00			16	9	25
03:15			2	1	3	15:15			8	5	13
03:30			0	0	0	15:30			5	12	17
03:45			0	2	0	15:45			4	33	14
04:00			0	0	0	16:00			8	11	19
04:15			0	0	0	16:15			11	9	20
04:30			1	0	1	16:30			18	14	32
04:45			4	5	1	16:45			9	46	28
05:00			6	1	7	17:00			9	5	14
05:15			4	3	7	17:15			2	8	10
05:30			3	4	7	17:30			11	13	24
05:45			12	25	5	17:45			7	29	17
06:00			5	10	15	18:00			10	6	16
06:15			9	9	18	18:15			6	15	21
06:30			12	20	32	18:30			8	10	18
06:45			9	35	9	18:45			2	26	20
07:00			6	7	13	19:00			3	6	9
07:15			9	4	13	19:15			2	8	10
07:30			10	5	15	19:30			5	10	15
07:45			13	38	7	19:45			5	15	12
08:00			8	2	10	20:00			6	8	14
08:15			18	13	31	20:15			3	5	8
08:30			11	3	14	20:30			4	1	5
08:45			8	45	5	20:45			1	14	7
09:00			8	7	15	21:00			1	1	2
09:15			10	3	13	21:15			2	1	3
09:30			11	3	14	21:30			0	4	4
09:45			12	41	13	21:45			2	5	8
10:00			13	9	22	22:00			1	4	5
10:15			13	14	27	22:15			2	3	5
10:30			13	11	24	22:30			1	5	6
10:45			12	51	11	22:45			0	4	0
11:00			12	13	25	23:00			1	1	2
11:15			9	12	21	23:15			1	0	1
11:30			11	8	19	23:30			3	2	5
11:45			15	47	9	23:45			0	5	1
TOTALS			289	230	519	TOTALS			275	356	631
SPLIT %			55.7%	44.3%	45.1%	SPLIT %			43.6%	56.4%	54.9%

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	564	586	1,150

AM Peak Hour		09:45	10:15	10:15	PM Peak Hour	16:15	16:00	16:00			
AM Pk Volume		51	99	99	PM Pk Volume	47	53	99			
Pk Hr Factor		0.981	0.875	0.917	Pk Hr Factor	0.653	0.697	0.773			
7 - 9 Volume	0	0	83	46	129	4 - 6 Volume	0	0	75	89	164
7 - 9 Peak Hour		07:45	07:30	07:30	4 - 6 Peak Hour	16:15	16:00	16:00			
7 - 9 Pk Volume	0	0	50	27	76	47	53	99			
Pk Hr Factor	0.999	0.999	0.694	0.519	0.613	Pk Hr Factor	0.699	0.699	0.653	0.697	0.773

VOLUME

E Mission Rd Bet. Rancho De Loma Rd & Old Hwy 395

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_004

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	10,349	10,307	20,656				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			10	12	22	12:00			179	127	306			
00:15			6	12	18	12:15			149	117	266			
00:30			8	10	18	12:30			167	94	261			
00:45			10	34	11	45	12:45		140	635	135	473	275	1108
01:00			12	16	28	13:00			154	122	276			
01:15			10	12	22	13:15			163	138	301			
01:30			4	6	10	13:30			158	145	303			
01:45			3	29	10	44	13:45		153	628	129	534	282	1162
02:00			9	4	13	14:00			146	114	260			
02:15			6	9	15	14:15			187	143	330			
02:30			8	10	18	14:30			152	141	293			
02:45			2	25	11	34	14:45		189	674	114	512	303	1186
03:00			17	16	33	15:00			186	152	338			
03:15			7	17	24	15:15			205	166	371			
03:30			14	28	42	15:30			208	173	381			
03:45			11	49	18	79	15:45		251	850	192	683	443	1533
04:00			14	37	51	16:00			260	166	426			
04:15			34	45	79	16:15			270	158	428			
04:30			56	77	133	16:30			252	204	456			
04:45			40	144	130	289	16:45		221	1003	154	682	375	1685
05:00			61	140	201	17:00			264	159	423			
05:15			102	175	277	17:15			258	156	414			
05:30			139	219	358	17:30			220	141	361			
05:45			97	399	247	781	17:45		172	914	137	593	309	1507
06:00			114	221	335	18:00			168	130	298			
06:15			154	243	397	18:15			180	124	304			
06:30			160	230	390	18:30			133	113	246			
06:45			134	562	293	987	18:45		136	617	113	480	249	1097
07:00			149	214	363	19:00			103	90	193			
07:15			152	204	356	19:15			101	97	198			
07:30			175	213	388	19:30			73	107	180			
07:45			145	621	182	813	19:45		81	358	78	372	159	730
08:00			126	154	280	20:00			86	79	165			
08:15			132	127	259	20:15			64	72	136			
08:30			150	148	298	20:30			66	74	140			
08:45			142	550	118	547	20:45		53	269	79	304	132	573
09:00			123	128	251	21:00			62	81	143			
09:15			133	119	252	21:15			42	62	104			
09:30			144	128	272	21:30			47	59	106			
09:45			112	512	111	486	21:45		43	194	66	268	109	462
10:00			114	127	241	22:00			32	59	91			
10:15			146	122	268	22:15			36	38	74			
10:30			144	139	283	22:30			35	47	82			
10:45			137	541	116	504	22:45		15	118	38	182	53	300
11:00			130	115	245	23:00			17	27	44			
11:15			120	125	245	23:15			22	24	46			
11:30			158	143	301	23:30			14	30	44			
11:45			146	554	125	508	23:45		16	69	26	107	42	176
TOTALS			4020	5117	9137	TOTALS			6329	5190	11519			
SPLIT %			44.0%	56.0%	44.2%	SPLIT %			54.9%	45.1%	55.8%			

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	10,349	10,307	20,656

AM Peak Hour			11:45	06:00	06:15	PM Peak Hour			15:45	15:45	15:45
AM Pk Volume			641	987	1577	PM Pk Volume			1033	720	1753
Pk Hr Factor			0.895	0.842	0.923	Pk Hr Factor			0.956	0.882	0.961
7 - 9 Volume	0	0	1171	1360	2531	4 - 6 Volume	0	0	1917	1275	3192
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	621	813	1434	4 - 6 Pk Volume	0	0	1007	682	1685
Pk Hr Factor	0.000	0.000	0.887	0.950	0.924	Pk Hr Factor	0.000	0.000	0.932	0.836	0.924

VOLUME

Old Hwy 395 Bet. Old Hwy 395 & Reche Rd

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_005

DAILY TOTALS					NB	SB	EB	WB	Total
					2,931	2,461	0	0	5,392

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	5			7	12:00	33	46			79
00:15	0	6			6	12:15	37	37			74
00:30	0	3			3	12:30	37	40			77
00:45	3	5	2	16	5	12:45	43	150	43	166	86
01:00	4	5			9	13:00	38	43			81
01:15	0	1			1	13:15	50	34			84
01:30	0	2			2	13:30	46	37			83
01:45	0	4	2	10	2	13:45	35	169	41	155	76
02:00	1	0			1	14:00	38	48			86
02:15	2	1			3	14:15	40	26			66
02:30	4	0			4	14:30	43	42			85
02:45	0	7	1	2	1	14:45	51	172	40	156	91
03:00	4	1			5	15:00	55	48			103
03:15	2	3			5	15:15	52	36			88
03:30	4	2			6	15:30	56	37			93
03:45	2	12	4	10	6	15:45	56	219	41	162	97
04:00	2	2			4	16:00	83	53			136
04:15	4	3			7	16:15	83	52			135
04:30	8	4			12	16:30	76	44			120
04:45	5	19	7	16	12	16:45	87	329	42	191	129
05:00	9	10			19	17:00	72	38			110
05:15	11	14			25	17:15	70	46			116
05:30	19	28			47	17:30	84	53			137
05:45	18	57	38	90	56	17:45	80	306	44	181	124
06:00	20	39			59	18:00	59	44			103
06:15	22	44			66	18:15	45	27			72
06:30	37	52			89	18:30	49	30			79
06:45	21	100	51	186	72	18:45	38	191	28	129	66
07:00	45	43			88	19:00	37	49			86
07:15	34	38			72	19:15	27	32			59
07:30	51	28			79	19:30	27	23			50
07:45	50	180	36	145	86	19:45	16	107	11	115	27
08:00	31	39			70	20:00	28	17			45
08:15	50	30			80	20:15	18	27			45
08:30	44	28			72	20:30	18	23			41
08:45	41	166	40	137	81	20:45	13	77	21	88	34
09:00	45	30			75	21:00	10	24			34
09:15	40	22			62	21:15	11	18			29
09:30	60	36			96	21:30	5	15			20
09:45	46	191	33	121	79	21:45	17	43	21	78	38
10:00	60	21			81	22:00	12	9			21
10:15	46	29			75	22:15	6	17			23
10:30	43	26			69	22:30	9	15			24
10:45	50	199	23	99	73	22:45	11	38	3	44	14
11:00	38	36			74	23:00	6	3			9
11:15	48	40			88	23:15	5	6			11
11:30	46	30			76	23:30	6	11			17
11:45	39	171	35	141	74	23:45	2	19	3	23	5
TOTALS	1111	973			2084	TOTALS	1820	1488			3308
SPLIT %	53.3%	46.7%			38.6%	SPLIT %	55.0%	45.0%			61.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,931	2,461	0	0	5,392

AM Peak Hour	09:30	06:15			09:30	PM Peak Hour	16:00	16:00	16:00		
AM Pk Volume	212	190			331	PM Pk Volume	329	191	520		
PK Hr Factor	0.883	0.913			0.862	PK Hr Factor	0.945	0.901	0.956		
7 - 9 Volume	346	282	0	0	628	4 - 6 Volume	635	372	0	0	1007
7 - 9 Peak Hour	07:30	07:00			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	182	145	0	0	325	PK Hr Factor	0.945	0.901	0.956	0.956	0.956
PK Hr Factor	0.892	0.843	0.000	0.000	0.923	PK Hr Factor	0.945	0.901	0.956	0.956	0.956

VOLUME

Old Hwy 395 Bet. Reche Rd & Stewart Cyn Rd

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_006

DAILY TOTALS					NB	SB	EB	WB	Total
					3,363	2,788	0	0	6,151

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	9	3			12	12:00	43	47			90	
00:15	3	2			5	12:15	40	33			73	
00:30	11	1			12	12:30	31	49			80	
00:45	4	27	2	8	6	12:45	42	156	36	165	78	321
01:00	5	0			5	13:00	37	50			87	
01:15	3	1			4	13:15	32	33			65	
01:30	4	1			5	13:30	47	36			83	
01:45	3	15	0	2	3	13:45	49	165	32	151	81	316
02:00	4	1			5	14:00	41	40			81	
02:15	3	1			4	14:15	35	38			73	
02:30	7	1			8	14:30	38	43			81	
02:45	1	15	1	4	2	14:45	47	161	41	162	88	323
03:00	1	1			2	15:00	70	37			107	
03:15	2	2			4	15:15	54	51			105	
03:30	0	4			4	15:30	86	37			123	
03:45	2	5	2	9	4	15:45	100	310	45	170	145	480
04:00	3	8			11	16:00	89	48			137	
04:15	3	12			15	16:15	124	47			171	
04:30	1	9			10	16:30	139	41			180	
04:45	3	10	18	47	21	16:45	116	468	39	175	155	643
05:00	4	28			32	17:00	116	56			172	
05:15	6	39			45	17:15	111	35			146	
05:30	11	57			68	17:30	109	41			150	
05:45	14	35	60	184	74	17:45	118	454	37	169	155	623
06:00	19	87			106	18:00	73	29			102	
06:15	22	72			94	18:15	71	37			108	
06:30	24	72			96	18:30	74	20			94	
06:45	21	86	76	307	97	18:45	55	273	23	109	78	382
07:00	29	53			82	19:00	41	31			72	
07:15	21	69			90	19:15	39	22			61	
07:30	42	46			88	19:30	38	20			58	
07:45	39	131	47	215	86	19:45	32	150	17	90	49	240
08:00	43	56			99	20:00	47	25			72	
08:15	45	33			78	20:15	23	17			40	
08:30	33	39			72	20:30	30	16			46	
08:45	42	163	40	168	82	20:45	29	129	10	68	39	197
09:00	30	39			69	21:00	30	12			42	
09:15	30	27			57	21:15	28	16			44	
09:30	24	47			71	21:30	16	10			26	
09:45	45	129	44	157	89	21:45	25	99	14	52	39	151
10:00	40	23			63	22:00	16	13			29	
10:15	28	37			65	22:15	18	12			30	
10:30	30	37			67	22:30	12	12			24	
10:45	38	136	37	134	75	22:45	8	54	5	42	13	96
11:00	32	45			77	23:00	11	7			18	
11:15	42	48			90	23:15	10	9			19	
11:30	39	41			80	23:30	13	10			23	
11:45	37	150	37	171	74	23:45	8	42	3	29	11	71
TOTALS	902	1406			2308	TOTALS	2461	1382			3843	
SPLIT %	39.1%	60.9%			37.5%	SPLIT %	64.0%	36.0%			62.5%	

DAILY TOTALS					NB	SB	EB	WB	Total
					3,363	2,788	0	0	6,151

AM Peak Hour	07:30	06:00			06:00	PM Peak Hour	16:15	16:15			16:15
AM Pk Volume	169	307			393	PM Pk Volume	495	183			678
PK Hr Factor	0.939	0.882			0.927	PK Hr Factor	0.890	0.817			0.942
7 - 9 Volume	294	383	0	0	677	4 - 6 Volume	922	344	0	0	1266
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	169	218	0	0	363	PK Hr Factor	0.890	0.817	0.890	0.890	0.942
PK Hr Factor	0.939	0.790	0.000	0.000	0.917						

VOLUME

Old Hwy 395 Bet. Stewart Cyn Rd & Pala Mesa Dr

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_007

DAILY TOTALS					NB	SB	EB	WB	Total
					3,371	2,700	0	0	6,071

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	3			8	12:00	29	39			68
00:15	6	3			9	12:15	48	42			90
00:30	7	2			9	12:30	32	35			67
00:45	1	19	1	9	2	12:45	42	151	38	154	80
01:00	1	1			2	13:00	39	42			81
01:15	4	4			8	13:15	41	44			85
01:30	3	1			4	13:30	46	38			84
01:45	2	10	1	7	3	13:45	34	160	39	163	73
02:00	2	0			2	14:00	53	39			92
02:15	3	1			4	14:15	30	52			82
02:30	1	0			1	14:30	37	31			68
02:45	3	9	2	3	5	14:45	50	170	36	158	86
03:00	1	3			4	15:00	72	44			116
03:15	1	2			3	15:15	78	34			112
03:30	0	1			1	15:30	109	38			147
03:45	1	3	9	15	10	15:45	160	419	37	153	197
04:00	1	9			10	16:00	130	41			171
04:15	1	11			12	16:15	138	37			175
04:30	3	13			16	16:30	108	44			152
04:45	3	8	27	60	30	16:45	126	502	39	161	165
05:00	4	28			32	17:00	134	48			182
05:15	6	38			44	17:15	113	43			156
05:30	12	49			61	17:30	119	39			158
05:45	19	41	56	171	75	17:45	100	466	34	164	134
06:00	17	68			85	18:00	90	32			122
06:15	16	70			86	18:15	60	32			92
06:30	15	66			81	18:30	36	28			64
06:45	14	62	53	257	67	18:45	46	232	21	113	67
07:00	24	55			79	19:00	42	20			62
07:15	20	76			96	19:15	40	13			53
07:30	33	50			83	19:30	42	17			59
07:45	17	94	42	223	59	19:45	30	154	23	73	53
08:00	27	45			72	20:00	29	22			51
08:15	31	44			75	20:15	21	18			39
08:30	38	47			85	20:30	26	18			44
08:45	39	135	43	179	82	20:45	24	100	17	75	41
09:00	37	44			81	21:00	28	13			41
09:15	39	30			69	21:15	24	20			44
09:30	34	40			74	21:30	15	13			28
09:45	25	135	44	158	69	21:45	23	90	11	57	34
10:00	35	36			71	22:00	15	10			25
10:15	33	54			87	22:15	22	4			26
10:30	28	43			71	22:30	17	5			22
10:45	23	119	35	168	58	22:45	18	72	6	25	24
11:00	45	27			72	23:00	29	7			36
11:15	31	38			69	23:15	12	5			17
11:30	40	34			74	23:30	14	4			18
11:45	42	158	33	132	75	23:45	7	62	6	22	13
TOTALS	793	1382			2175	TOTALS	2578	1318			3896
SPLIT %	36.5%	63.5%			35.8%	SPLIT %	66.2%	33.8%			64.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					3,371	2,700	0	0	6,071

AM Peak Hour	11:30	05:45			05:45	PM Peak Hour	15:30	16:30		15:45
AM Pk Volume	159	260			327	PM Pk Volume	537	174		695
PK Hr Factor	0.828	0.929			0.951	PK Hr Factor	0.839	0.906		0.882
7 - 9 Volume	229	402	0	0	631	4 - 6 Volume	968	325	0	1293
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	16:15	16:30		16:15
7 - 9 Pk Volume	135	223	0	0	317	PK Hr Volume	506	174	0	674
PK Hr Factor	0.865	0.734	0.000	0.000	0.826	PK Hr Factor	0.917	0.906	0.000	0.926

VOLUME

Old Hwy 395 Bet. Via Belmonte & Pala Rd

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_008

DAILY TOTALS					NB	SB	EB	WB	Total
					4,095	3,424	0	0	7,519

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	8	5			13	12:00	48	65			113
00:15	2	1			3	12:15	51	45			96
00:30	17	0			17	12:30	52	44			96
00:45	6	33	2	8	41	12:45	49	200	56	210	410
01:00	4	3			7	13:00	57	55			112
01:15	6	3			9	13:15	54	51			105
01:30	6	1			7	13:30	53	39			92
01:45	5	21	1	8	29	13:45	62	226	52	197	423
02:00	6	1			7	14:00	44	49			93
02:15	2	0			2	14:15	50	39			89
02:30	7	0			7	14:30	61	47			108
02:45	4	19	3	4	23	14:45	75	230	40	175	405
03:00	1	3			4	15:00	78	45			123
03:15	1	0			1	15:15	89	44			133
03:30	1	6			7	15:30	96	65			161
03:45	2	5	5	14	19	15:45	117	380	60	214	594
04:00	2	7			9	16:00	119	50			169
04:15	7	16			23	16:15	127	58			185
04:30	7	10			17	16:30	171	52			223
04:45	14	30	13	46	76	16:45	124	541	50	210	751
05:00	16	25			41	17:00	135	76			211
05:15	14	38			52	17:15	122	59			181
05:30	21	59			80	17:30	136	42			178
05:45	24	75	68	190	265	17:45	126	519	61	238	757
06:00	28	105			133	18:00	90	33			123
06:15	20	94			114	18:15	100	40			140
06:30	30	96			126	18:30	71	35			106
06:45	33	111	75	370	481	18:45	52	313	35	143	456
07:00	46	56			102	19:00	39	43			82
07:15	34	65			99	19:15	55	26			81
07:30	43	65			108	19:30	39	40			79
07:45	46	169	54	240	409	19:45	30	163	21	130	293
08:00	25	69			94	20:00	47	25			72
08:15	45	48			93	20:15	30	12			42
08:30	43	44			87	20:30	39	25			64
08:45	42	155	39	200	355	20:45	26	142	11	73	215
09:00	31	50			81	21:00	39	26			65
09:15	31	50			81	21:15	34	15			49
09:30	39	49			88	21:30	28	9			37
09:45	36	137	64	213	350	21:45	29	130	12	62	192
10:00	52	35			87	22:00	18	12			30
10:15	37	64			101	22:15	22	5			27
10:30	42	48			90	22:30	25	15			40
10:45	44	175	48	195	370	22:45	8	73	7	39	112
11:00	34	68			102	23:00	21	5			26
11:15	56	61			117	23:15	13	4			17
11:30	45	49			94	23:30	6	11			17
11:45	62	197	42	220	417	23:45	11	51	5	25	76
TOTALS	1127	1708			2835	TOTALS	2968	1716			4684
SPLIT %	39.8%	60.2%			37.7%	SPLIT %	63.4%	36.6%			62.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,095	3,424	0	0	7,519

AM Peak Hour	11:45	06:00			06:00	PM Peak Hour	16:15	17:00			16:15
AM Pk Volume	213	370			481	PM Pk Volume	557	238			793
PK Hr Factor	0.859	0.881			0.904	PK Hr Factor	0.814	0.783			0.889
7 - 9 Volume	324	440	0	0	764	4 - 6 Volume	1060	448	0	0	1508
7 - 9 Peak Hour	07:00	07:15			07:00	4 - 6 Peak Hour	16:15	17:00			16:15
7 - 9 Pk Volume	169	253	0	0	409	PK Volume	557	238	0	0	793
PK Hr Factor	0.918	0.917	0.000	0.000	0.947	PK Hr Factor	0.814	0.783	0.000	0.000	0.889

VOLUME

Old Hwy 395 Bet. Dublin Rd & Lilac Rd

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_009

DAILY TOTALS					NB	SB	EB	WB	Total
					1,858	1,939	0	0	3,797

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	6	2			8	12:00	21	27			48	
00:15	1	3			4	12:15	24	20			44	
00:30	2	5			7	12:30	27	35			62	
00:45	4	13	1	11	5	12:45	29	101	28	110	57	211
01:00	2	1			3	13:00	19	25			44	
01:15	0	0			0	13:15	22	24			46	
01:30	1	1			2	13:30	32	34			66	
01:45	2	5	2	4	4	13:45	30	103	27	110	57	213
02:00	2	0			2	14:00	25	23			48	
02:15	1	0			1	14:15	21	24			45	
02:30	0	1			1	14:30	24	12			36	
02:45	0	3	1	2	1	14:45	27	97	15	74	42	171
03:00	0	3			3	15:00	40	18			58	
03:15	0	0			0	15:15	43	28			71	
03:30	4	4			8	15:30	53	30			83	
03:45	3	7	0	7	3	15:45	47	183	25	101	72	284
04:00	1	6			7	16:00	47	36			83	
04:15	2	10			12	16:15	59	31			90	
04:30	3	10			13	16:30	61	33			94	
04:45	3	9	6	32	9	16:45	55	222	23	123	78	345
05:00	3	15			18	17:00	70	24			94	
05:15	5	22			27	17:15	63	20			83	
05:30	5	29			34	17:30	51	22			73	
05:45	9	22	55	121	64	17:45	40	224	18	84	58	308
06:00	16	54			70	18:00	40	13			53	
06:15	13	61			74	18:15	47	21			68	
06:30	11	68			79	18:30	45	20			65	
06:45	11	51	62	245	73	18:45	34	166	17	71	51	237
07:00	12	63			75	19:00	28	26			54	
07:15	16	55			71	19:15	34	10			44	
07:30	13	34			47	19:30	17	9			26	
07:45	15	56	37	189	52	19:45	25	104	11	56	36	160
08:00	18	35			53	20:00	22	15			37	
08:15	20	36			56	20:15	10	12			22	
08:30	17	39			56	20:30	29	11			40	
08:45	17	72	33	143	50	20:45	9	70	7	45	16	115
09:00	17	31			48	21:00	16	8			24	
09:15	12	44			56	21:15	15	13			28	
09:30	22	30			52	21:30	10	5			15	
09:45	22	73	27	132	49	21:45	15	56	8	34	23	90
10:00	22	30			52	22:00	10	6			16	
10:15	16	27			43	22:15	8	3			11	
10:30	22	32			54	22:30	7	3			10	
10:45	22	82	20	109	42	22:45	5	30	5	17	10	47
11:00	20	22			42	23:00	7	6			13	
11:15	19	23			42	23:15	4	6			10	
11:30	25	27			52	23:30	6	3			9	
11:45	26	90	28	100	54	23:45	2	19	4	19	6	38
TOTALS	483	1095			1578	TOTALS	1375	844			2219	
SPLIT %	30.6%	69.4%			41.6%	SPLIT %	62.0%	38.0%			58.4%	

DAILY TOTALS					NB	SB	EB	WB	Total
					1,858	1,939	0	0	3,797

AM Peak Hour	11:45	06:15			301	PM Peak Hour	16:30	15:45			16:15
AM Pk Volume	98	254			0.953	PM Pk Volume	249	125			356
PK Hr Factor	0.907	0.934			0.889	PK Hr Factor	0.889	0.868			0.947
7 - 9 Volume	128	332	0	0	460	4 - 6 Volume	446	207	0	0	653
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	16:30	16:00			16:15
7 - 9 Pk Volume	72	189	0	0	245	PK Volume	249	123	0	0	356
PK Hr Factor	0.900	0.750	0.000	0.000	0.817	PK Hr Factor	0.889	0.854	0.000	0.000	0.947

VOLUME

Old Hwy 395 Bet. Lilac Rd & Via Urner Wy

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_010

DAILY TOTALS					NB	SB	EB	WB	Total
					2,275	2,242	0	0	4,517

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	9	1			10	12:00	22	32			54
00:15	2	2			4	12:15	27	23			50
00:30	2	5			7	12:30	41	36			77
00:45	4	17	0	8	4 25	12:45	32	122	28	119	60 241
01:00	3	0			3	13:00	25	28			53
01:15	1	0			1	13:15	21	27			48
01:30	0	1			1	13:30	45	28			73
01:45	2	6	0	1	2 7	13:45	32	123	22	105	54 228
02:00	2	1			3	14:00	29	29			58
02:15	2	1			3	14:15	39	36			75
02:30	0	3			3	14:30	36	27			63
02:45	0	4	0	5	0 9	14:45	41	145	30	122	71 267
03:00	2	2			4	15:00	57	24			81
03:15	0	0			0	15:15	59	34			93
03:30	1	5			6	15:30	78	39			117
03:45	2	5	1	8	3 13	15:45	57	251	34	131	91 382
04:00	1	6			7	16:00	57	22			79
04:15	2	15			17	16:15	61	39			100
04:30	2	7			9	16:30	83	31			114
04:45	3	8	17	45	20 53	16:45	61	262	28	120	89 382
05:00	4	16			20	17:00	79	25			104
05:15	3	33			36	17:15	64	28			92
05:30	11	45			56	17:30	63	23			86
05:45	11	29	70	164	81 193	17:45	61	267	16	92	77 359
06:00	27	70			97	18:00	51	14			65
06:15	25	80			105	18:15	56	29			85
06:30	13	92			105	18:30	46	14			60
06:45	12	77	63	305	75 382	18:45	40	193	15	72	55 265
07:00	17	82			99	19:00	36	18			54
07:15	13	75			88	19:15	44	13			57
07:30	19	46			65	19:30	23	10			33
07:45	16	65	44	247	60 312	19:45	34	137	15	56	49 193
08:00	14	39			53	20:00	18	16			34
08:15	18	59			77	20:15	14	9			23
08:30	23	43			66	20:30	26	9			35
08:45	17	72	43	184	60 256	20:45	15	73	5	39	20 112
09:00	17	40			57	21:00	15	5			20
09:15	19	43			62	21:15	17	4			21
09:30	28	32			60	21:30	8	7			15
09:45	21	85	26	141	47 226	21:45	24	64	4	20	28 84
10:00	23	30			53	22:00	17	3			20
10:15	25	29			54	22:15	9	3			12
10:30	30	34			64	22:30	14	1			15
10:45	21	99	34	127	55 226	22:45	4	44	4	11	8 55
11:00	24	22			46	23:00	9	4			13
11:15	21	26			47	23:15	5	4			9
11:30	25	23			48	23:30	5	2			7
11:45	37	107	36	107	73 214	23:45	1	20	3	13	4 33
TOTALS	574	1342			1916	TOTALS	1701	900			2601
SPLIT %	30.0%	70.0%			42.4%	SPLIT %	65.4%	34.6%			57.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,275	2,242	0	0	4,517

AM Peak Hour	11:45	06:15			05:45	PM Peak Hour	16:30	15:30			16:15
AM Pk Volume	127	317			388	PM Pk Volume	287	134			407
PK Hr Factor	0.774	0.861			0.924	PK Hr Factor	0.864	0.859			0.893
7 - 9 Volume	137	431	0	0	568	4 - 6 Volume	529	212	0	0	741
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	16:30	16:15			16:15
7 - 9 Pk Volume	72	247	0	0	312	PK Hr Factor	287	123	0	0	407
PK Hr Factor	0.783	0.753	0.000	0.000	0.788	PK Hr Factor	0.864	0.788	0.000	0.000	0.893

VOLUME

Old Hwy 395 Bet. I-15 Interchange & Nelson Wy

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_011

DAILY TOTALS					NB	SB	EB	WB	Total
					1,348	1,092	0	0	2,440

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	0			2	12:00	18	13			31
00:15	1	1			2	12:15	10	8			18
00:30	2	3			5	12:30	22	26			48
00:45	3	8	3	7	6	12:45	16	66	16	63	32
01:00	1	1			2	13:00	12	15			27
01:15	0	0			0	13:15	19	16			35
01:30	0	0			0	13:30	15	13			28
01:45	1	2	0	1	1	13:45	10	56	21	65	31
02:00	2	0			2	14:00	21	9			30
02:15	4	0			4	14:15	42	4			46
02:30	0	0			0	14:30	28	17			45
02:45	1	7	1	1	2	14:45	27	118	10	40	37
03:00	1	0			1	15:00	34	12			46
03:15	2	0			2	15:15	30	17			47
03:30	2	1			3	15:30	39	23			62
03:45	1	6	0	1	1	15:45	33	136	27	79	60
04:00	3	1			4	16:00	36	29			65
04:15	5	1			6	16:15	39	22			61
04:30	1	2			3	16:30	43	14			57
04:45	3	12	0	4	3	16:45	44	162	21	86	65
05:00	6	8			14	17:00	42	20			62
05:15	6	14			20	17:15	37	24			61
05:30	9	12			21	17:30	44	22			66
05:45	8	29	15	49	23	17:45	31	154	14	80	45
06:00	12	18			30	18:00	31	14			45
06:15	23	30			53	18:15	30	8			38
06:30	18	36			54	18:30	22	14			36
06:45	10	63	24	108	34	18:45	21	104	10	46	31
07:00	12	33			45	19:00	18	12			30
07:15	13	32			45	19:15	21	9			30
07:30	11	35			46	19:30	15	8			23
07:45	16	52	22	122	38	19:45	14	68	8	37	22
08:00	11	16			27	20:00	7	9			16
08:15	11	21			32	20:15	7	3			10
08:30	10	14			24	20:30	7	4			11
08:45	8	40	20	71	28	20:45	8	29	5	21	13
09:00	14	15			29	21:00	4	6			10
09:15	14	17			31	21:15	4	2			6
09:30	19	18			37	21:30	5	4			9
09:45	9	56	17	67	26	21:45	4	17	7	19	11
10:00	15	22			37	22:00	6	1			7
10:15	14	14			28	22:15	3	1			4
10:30	18	13			31	22:30	4	3			7
10:45	14	61	12	61	26	22:45	4	17	1	6	5
11:00	19	14			33	23:00	5	0			5
11:15	17	12			29	23:15	3	2			5
11:30	16	15			31	23:30	1	0			1
11:45	24	76	13	54	37	23:45	0	9	2	4	2
TOTALS	412	546			958	TOTALS	936	546			1482
SPLIT %	43.0%	57.0%			39.3%	SPLIT %	63.2%	36.8%			60.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,348	1,092	0	0	2,440

AM Peak Hour	11:00	06:30			06:15	PM Peak Hour	16:15	15:30			16:45
AM Pk Volume	76	125			186	PM Pk Volume	168	101			254
PK Hr Factor	0.792	0.868			0.861	PK Hr Factor	0.955	0.871			0.962
7 - 9 Volume	92	193	0	0	285	4 - 6 Volume	316	166	0	0	482
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:15	16:45			16:45
7 - 9 Pk Volume	52	122	0	0	174	PK Hr Factor	0.955	0.906	0.999	0.999	0.962
PK Hr Factor	0.813	0.871	0.999	0.999	0.946						

VOLUME

Old Hwy 395 Bet. Camino Del Rey & Circle R Dr

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_012

DAILY TOTALS					NB	SB	EB	WB	Total
					3,449	3,494	0	0	6,943

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	6	3			9	12:00	46	38			84
00:15	5	3			8	12:15	37	48			85
00:30	6	2			8	12:30	46	61			107
00:45	2	19	0	8	27	12:45	51	180	38	185	89
01:00	2	2			4	13:00	35	41			76
01:15	1	1			2	13:15	46	33			79
01:30	1	1			2	13:30	46	36			82
01:45	1	5	0	4	9	13:45	45	172	40	150	85
02:00	1	6			7	14:00	63	58			121
02:15	2	2			4	14:15	55	45			100
02:30	0	0			0	14:30	64	56			120
02:45	2	5	0	8	13	14:45	65	247	39	198	104
03:00	1	6			7	15:00	68	67			135
03:15	0	1			1	15:15	82	38			120
03:30	3	1			4	15:30	95	69			164
03:45	1	5	3	11	16	15:45	78	323	69	243	147
04:00	4	8			12	16:00	122	67			189
04:15	7	10			17	16:15	83	62			145
04:30	4	11			15	16:30	114	54			168
04:45	5	20	17	46	66	16:45	94	413	63	246	157
05:00	7	35			42	17:00	118	61			179
05:15	7	47			54	17:15	105	43			148
05:30	17	58			75	17:30	113	53			166
05:45	21	52	56	196	248	17:45	79	415	39	196	118
06:00	32	79			111	18:00	81	37			118
06:15	48	78			126	18:15	82	31			113
06:30	52	112			164	18:30	66	37			103
06:45	31	163	87	356	519	18:45	56	285	22	127	78
07:00	25	102			127	19:00	57	25			82
07:15	28	104			132	19:15	43	28			71
07:30	47	108			155	19:30	42	31			73
07:45	29	129	88	402	531	19:45	34	176	21	105	55
08:00	22	56			78	20:00	45	19			64
08:15	36	77			113	20:15	21	14			35
08:30	25	68			93	20:30	33	14			47
08:45	26	109	62	263	372	20:45	24	123	13	60	37
09:00	37	59			96	21:00	22	17			39
09:15	31	58			89	21:15	31	9			40
09:30	39	52			91	21:30	21	10			31
09:45	26	133	51	220	353	21:45	25	99	17	53	42
10:00	27	62			89	22:00	19	2			21
10:15	44	39			83	22:15	16	5			21
10:30	34	43			77	22:30	15	6			21
10:45	28	133	44	188	321	22:45	12	62	3	16	15
11:00	33	51			84	23:00	20	6			26
11:15	28	52			80	23:15	9	4			13
11:30	29	43			72	23:30	8	5			13
11:45	49	139	49	195	334	23:45	5	42	3	18	8
TOTALS	912	1897			2809	TOTALS	2537	1597			4134
SPLIT %	32.5%	67.5%			40.5%	SPLIT %	61.4%	38.6%			59.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					3,449	3,494	0	0	6,943

AM Peak Hour	11:45	06:30			06:30	PM Peak Hour	16:30	15:30			16:00
AM Pk Volume	178	405			541	PM Pk Volume	431	267			659
PK Hr Factor	0.908	0.904			0.825	PK Hr Factor	0.913	0.967			0.872
7 - 9 Volume	238	665	0	0	903	4 - 6 Volume	828	442	0	0	1270
7 - 9 Peak Hour	07:30	07:00			07:00	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	134	402	0	0	531	PK Hr Volume	431	246	0	0	659
PK Hr Factor	0.713	0.931	0.000	0.000	0.856	PK Hr Factor	0.913	0.918	0.000	0.000	0.872

VOLUME

Old Hwy 395 Bet. Circle R Dr & Gopher Cyn Rd

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_013

DAILY TOTALS					NB	SB	EB	WB	Total
					6,001	5,819	0	0	11,820

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	6			13	12:00	80	103			183
00:15	14	4			18	12:15	65	72			137
00:30	13	3			16	12:30	73	78			151
00:45	1	35	3	16	51	12:45	95	313	54	307	620
01:00	7	5			12	13:00	87	68			155
01:15	7	0			7	13:15	106	59			165
01:30	2	4			6	13:30	110	73			183
01:45	6	22	2	11	33	13:45	93	396	76	276	672
02:00	3	1			4	14:00	77	87			164
02:15	3	3			6	14:15	103	85			188
02:30	2	1			3	14:30	117	82			199
02:45	0	8	5	10	18	14:45	117	414	80	334	748
03:00	6	4			10	15:00	115	105			220
03:15	1	3			4	15:15	147	93			240
03:30	3	10			13	15:30	127	109			236
03:45	3	13	8	25	38	15:45	144	533	98	405	938
04:00	5	14			19	16:00	144	94			238
04:15	13	16			29	16:15	164	84			248
04:30	4	26			30	16:30	159	94			253
04:45	11	33	36	92	125	16:45	178	645	81	353	998
05:00	13	39			52	17:00	155	95			250
05:15	24	64			88	17:15	172	79			251
05:30	38	92			130	17:30	168	76			244
05:45	36	111	94	289	400	17:45	153	648	65	315	963
06:00	34	118			152	18:00	162	80			242
06:15	55	131			186	18:15	126	56			182
06:30	62	167			229	18:30	106	64			170
06:45	51	202	149	565	767	18:45	99	493	45	245	738
07:00	54	152			206	19:00	76	53			129
07:15	64	173			237	19:15	82	49			131
07:30	62	159			221	19:30	89	30			119
07:45	53	233	122	606	839	19:45	67	314	39	171	485
08:00	54	113			167	20:00	72	36			108
08:15	66	111			177	20:15	64	32			96
08:30	46	114			160	20:30	51	20			71
08:45	53	219	102	440	659	20:45	80	267	40	128	395
09:00	60	103			163	21:00	52	24			76
09:15	55	112			167	21:15	58	12			70
09:30	62	105			167	21:30	37	17			54
09:45	56	233	86	406	639	21:45	45	192	12	65	257
10:00	63	92			155	22:00	35	10			45
10:15	56	88			144	22:15	37	19			56
10:30	54	90			144	22:30	27	8			35
10:45	61	234	95	365	599	22:45	27	126	10	47	173
11:00	51	98			149	23:00	26	7			33
11:15	60	84			144	23:15	22	3			25
11:30	54	77			131	23:30	20	3			23
11:45	75	240	71	330	570	23:45	9	77	5	18	95
TOTALS	1583	3155			4738	TOTALS	4418	2664			7082
SPLIT %	33.4%	66.6%			40.1%	SPLIT %	62.4%	37.6%			59.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					6,001	5,819	0	0	11,820

AM Peak Hour	11:45	06:30			06:30	PM Peak Hour	16:45	15:00			16:30
AM Pk Volume	293	641			872	PM Pk Volume	673	405			1013
PK Hr Factor	0.916	0.926			0.920	PK Hr Factor	0.945	0.929			0.978
7 - 9 Volume	452	1046	0	0	1498	4 - 6 Volume	1293	668	0	0	1961
7 - 9 Peak Hour	07:30	07:00			07:00	4 - 6 Peak Hour	16:45	16:15			16:30
7 - 9 Pk Volume	235	606	0	0	839	PK Hr Factor	673	354	0	0	1013
PK Hr Factor	0.890	0.876	0.000	0.000	0.885	PK Hr Factor	0.945	0.932	0.000	0.000	0.978

VOLUME

Old Hwy 395 Bet. Gopher Cyn Rd & Old Castle Rd

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_014

DAILY TOTALS					NB	SB	EB	WB	Total
					4,895	4,740	0	0	9,635

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	11	13			24	12:00	72	66			138
00:15	6	7			13	12:15	60	53			113
00:30	3	4			7	12:30	69	73			142
00:45	6	26	4	28	10	12:45	59	260	55	247	114
01:00	7	3			10	13:00	63	61			124
01:15	6	6			12	13:15	70	55			125
01:30	3	6			9	13:30	63	68			131
01:45	3	19	4	19	7	13:45	74	270	69	253	143
02:00	5	2			7	14:00	62	75			137
02:15	12	5			17	14:15	77	88			165
02:30	3	0			3	14:30	68	92			160
02:45	7	27	2	9	9	14:45	89	296	74	329	163
03:00	9	6			15	15:00	87	81			168
03:15	6	1			7	15:15	106	92			198
03:30	2	2			4	15:30	101	90			191
03:45	2	19	3	12	5	15:45	101	395	82	345	183
04:00	11	4			15	16:00	118	101			219
04:15	14	9			23	16:15	109	101			210
04:30	10	9			19	16:30	112	86			198
04:45	19	54	8	30	27	16:45	137	476	112	400	249
05:00	29	17			46	17:00	103	97			200
05:15	37	32			69	17:15	127	101			228
05:30	36	36			72	17:30	115	84			199
05:45	36	138	53	138	89	17:45	82	427	84	366	166
06:00	61	53			114	18:00	81	90			171
06:15	63	63			126	18:15	83	70			153
06:30	65	90			155	18:30	62	81			143
06:45	67	256	70	276	137	18:45	55	281	56	297	111
07:00	78	75			153	19:00	53	59			112
07:15	72	93			165	19:15	40	51			91
07:30	81	100			181	19:30	49	51			100
07:45	53	284	94	362	147	19:45	45	187	45	206	90
08:00	75	79			154	20:00	37	38			75
08:15	67	73			140	20:15	32	45			77
08:30	81	64			145	20:30	35	45			80
08:45	68	291	73	289	141	20:45	24	128	37	165	61
09:00	79	56			135	21:00	27	39			66
09:15	70	58			128	21:15	22	30			52
09:30	67	72			139	21:30	18	30			48
09:45	72	288	64	250	136	21:45	17	84	24	123	41
10:00	79	67			146	22:00	17	21			38
10:15	77	52			129	22:15	26	18			44
10:30	78	54			132	22:30	13	15			28
10:45	61	295	62	235	123	22:45	15	71	18	72	33
11:00	66	59			125	23:00	12	13			25
11:15	61	64			125	23:15	17	10			27
11:30	76	62			138	23:30	11	11			22
11:45	71	274	63	248	134	23:45	9	49	7	41	16
TOTALS	1971	1896			3867	TOTALS	2924	2844			5768
SPLIT %	51.0%	49.0%			40.1%	SPLIT %	50.7%	49.3%			59.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,895	4,740	0	0	9,635

AM Peak Hour	09:45	07:15			07:15	PM Peak Hour	16:45	16:00			16:00
AM Pk Volume	306	366			647	PM Pk Volume	482	400			876
PK Hr Factor	0.968	0.915			0.894	PK Hr Factor	0.880	0.893			0.880
7 - 9 Volume	575	651	0	0	1226	4 - 6 Volume	903	766	0	0	1669
7 - 9 Peak Hour	08:00	07:15			07:15	4 - 6 Peak Hour	16:45	16:00			16:00
7 - 9 Pk Volume	291	366	0	0	647	4 - 6 Pk Volume	482	400	0	0	876
PK Hr Factor	0.898	0.915	0.000	0.000	0.894	PK Hr Factor	0.880	0.893	0.000	0.000	0.880

VOLUME

Old Hwy 395 Bet. Champagne Village Dr & Deer Springs Rd

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_015

DAILY TOTALS					NB	SB	EB	WB	Total
					3,146	3,075	0	0	6,221

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	1			3	12:00	49	53			102
00:15	4	0			4	12:15	52	46			98
00:30	2	1			3	12:30	53	42			95
00:45	3	11	2	4	5	12:45	42	196	45	186	87
01:00	1	1			2	13:00	37	50			87
01:15	4	1			5	13:15	49	41			90
01:30	2	5			7	13:30	56	56			112
01:45	0	7	1	8	1	13:45	47	189	41	188	88
02:00	2	0			2	14:00	40	51			91
02:15	0	0			0	14:15	45	56			101
02:30	0	0			0	14:30	58	51			109
02:45	0	2	1	1	1	14:45	65	208	56	214	121
03:00	1	0			1	15:00	57	92			149
03:15	1	1			2	15:15	75	49			124
03:30	0	0			0	15:30	70	54			124
03:45	0	2	2	3	2	15:45	75	277	49	244	124
04:00	3	5			8	16:00	85	44			129
04:15	1	4			5	16:15	92	46			138
04:30	0	11			11	16:30	91	55			146
04:45	3	7	5	25	8	16:45	79	347	48	193	127
05:00	8	11			19	17:00	77	52			129
05:15	11	18			29	17:15	99	44			143
05:30	9	28			37	17:30	88	52			140
05:45	11	39	24	81	35	17:45	66	330	33	181	99
06:00	10	45			55	18:00	76	42			118
06:15	24	52			76	18:15	58	31			89
06:30	34	70			104	18:30	36	37			73
06:45	16	84	65	232	81	18:45	38	208	31	141	69
07:00	23	60			83	19:00	37	31			68
07:15	33	72			105	19:15	40	31			71
07:30	39	70			109	19:30	35	42			77
07:45	34	129	61	263	95	19:45	31	143	18	122	49
08:00	42	65			107	20:00	38	19			57
08:15	40	39			79	20:15	35	17			52
08:30	32	58			90	20:30	27	11			38
08:45	50	164	62	224	112	20:45	29	129	8	55	37
09:00	40	53			93	21:00	36	13			49
09:15	38	51			89	21:15	34	16			50
09:30	37	65			102	21:30	23	18			41
09:45	39	154	40	209	79	21:45	10	103	9	56	19
10:00	37	59			96	22:00	24	6			30
10:15	35	51			86	22:15	12	4			16
10:30	37	50			87	22:30	12	13			25
10:45	40	149	36	196	76	22:45	10	58	5	28	15
11:00	47	55			102	23:00	7	4			11
11:15	49	56			105	23:15	6	2			8
11:30	41	47			88	23:30	8	4			12
11:45	48	185	52	210	100	23:45	4	25	1	11	5
TOTALS	933	1456			2389	TOTALS	2213	1619			3832
SPLIT %	39.1%	60.9%			38.4%	SPLIT %	57.8%	42.2%			61.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					3,146	3,075	0	0	6,221

AM Peak Hour	11:45	07:15			07:15	PM Peak Hour	16:00	14:15			16:30
AM Pk Volume	202	268			416	PM Pk Volume	347	255			545
PK Hr Factor	0.953	0.931			0.954	PK Hr Factor	0.943	0.693			0.933
7 - 9 Volume	293	487	0	0	780	4 - 6 Volume	677	374	0	0	1051
7 - 9 Peak Hour	08:00	07:15			07:15	4 - 6 Peak Hour	16:00	16:15			16:30
7 - 9 Pk Volume	164	268	0	0	416	PK Hr Factor	347	201	0	0	545
PK Hr Factor	0.820	0.931	0.000	0.000	0.954	PK Hr Factor	0.943	0.914	0.000	0.000	0.933

VOLUME

Old Hwy 395 Bet. Deer Springs Rd & Jesmond Dane Rd

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_016

DAILY TOTALS					NB	SB	EB	WB	Total
					2,707	2,505	0	0	5,212

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	2			7	12:00	45	31			76
00:15	1	5			6	12:15	34	35			69
00:30	2	2			4	12:30	49	35			84
00:45	2	10	2	11	4	12:45	38	166	39	140	77
01:00	2	2			4	13:00	30	45			75
01:15	1	2			3	13:15	48	35			83
01:30	3	5			8	13:30	43	37			80
01:45	1	7	1	10	2	13:45	39	160	34	151	73
02:00	1	1			2	14:00	40	49			89
02:15	0	0			0	14:15	36	40			76
02:30	2	1			3	14:30	47	46			93
02:45	0	3	0	2	0	14:45	55	178	38	173	93
03:00	4	1			5	15:00	45	36			81
03:15	1	0			1	15:15	57	50			107
03:30	2	1			3	15:30	71	56			127
03:45	2	9	2	4	4	15:45	51	224	48	190	99
04:00	2	4			6	16:00	80	43			123
04:15	1	3			4	16:15	52	56			108
04:30	3	4			7	16:30	75	51			126
04:45	4	10	2	13	6	16:45	78	285	43	193	121
05:00	11	8			19	17:00	91	60			151
05:15	12	5			17	17:15	81	55			136
05:30	13	12			25	17:30	76	43			119
05:45	11	47	17	42	28	17:45	62	310	29	187	91
06:00	12	24			36	18:00	54	35			89
06:15	18	28			46	18:15	45	44			89
06:30	27	57			84	18:30	50	40			90
06:45	24	81	37	146	61	18:45	44	193	26	145	70
07:00	26	42			68	19:00	37	23			60
07:15	35	60			95	19:15	37	16			53
07:30	33	58			91	19:30	39	32			71
07:45	25	119	48	208	73	19:45	38	151	15	86	53
08:00	26	37			63	20:00	30	17			47
08:15	33	51			84	20:15	17	14			31
08:30	33	53			86	20:30	23	15			38
08:45	29	121	41	182	70	20:45	20	90	17	63	37
09:00	38	30			68	21:00	17	13			30
09:15	31	38			69	21:15	10	9			19
09:30	27	34			61	21:30	17	13			30
09:45	36	132	31	133	67	21:45	24	68	12	47	36
10:00	42	40			82	22:00	11	10			21
10:15	37	37			74	22:15	5	4			9
10:30	38	52			90	22:30	9	4			13
10:45	31	148	41	170	72	22:45	8	33	7	25	15
11:00	43	46			89	23:00	7	6			13
11:15	41	41			82	23:15	2	5			7
11:30	32	34			66	23:30	2	3			5
11:45	32	148	44	165	76	23:45	3	14	5	19	8
TOTALS	835	1086			1921	TOTALS	1872	1419			3291
SPLIT %	43.5%	56.5%			36.9%	SPLIT %	56.9%	43.1%			63.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,707	2,505	0	0	5,212

AM Peak Hour	11:45	07:00			10:30	PM Peak Hour	16:45	16:15		16:30	
AM Pk Volume	160	208			333	PM Pk Volume	326	210		534	
PK Hr Factor	0.816	0.867			0.925	PK Hr Factor	0.896	0.875		0.884	
7 - 9 Volume	240	390	0	0	630	4 - 6 Volume	595	380	0	0	975
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	16:45	16:15		16:30	
7 - 9 Pk Volume	121	208	0	0	327	4 - 6 Pk Volume	326	210	0	0	534
PK Hr Factor	0.917	0.867	0.000	0.000	0.861	PK Hr Factor	0.896	0.875	0.000	0.000	0.884

VOLUME

Centre City Pkwy Bet. Mesa Rock Rd & Country Club Ln

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_017

DAILY TOTALS					NB	SB	EB	WB	Total
					2,151	2,114	0	0	4,265

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	2			7	12:00	40	29			69
00:15	1	1			2	12:15	32	33			65
00:30	2	1			3	12:30	37	28			65
00:45	0	8	1	5	1	12:45	28	137	34	124	62
01:00	2	1			3	13:00	27	39			66
01:15	1	2			3	13:15	41	31			72
01:30	4	3			7	13:30	36	31			67
01:45	0	7	1	7	1	13:45	34	138	30	131	64
02:00	1	1			2	14:00	35	33			68
02:15	0	1			1	14:15	34	37			71
02:30	0	0			0	14:30	37	37			74
02:45	0	1	0	2	0	14:45	43	149	34	141	77
03:00	1	0			1	15:00	46	28			74
03:15	0	1			1	15:15	40	43			83
03:30	1	1			2	15:30	68	44			112
03:45	1	3	1	3	2	15:45	52	206	48	163	100
04:00	1	3			4	16:00	59	42			101
04:15	1	1			2	16:15	60	40			100
04:30	0	4			4	16:30	68	38			106
04:45	1	3	2	10	3	16:45	66	253	41	161	107
05:00	3	4			7	17:00	86	47			133
05:15	4	6			10	17:15	80	46			126
05:30	7	11			18	17:30	60	36			96
05:45	10	24	12	33	22	17:45	55	281	24	153	79
06:00	4	20			24	18:00	40	23			63
06:15	16	23			39	18:15	41	27			68
06:30	17	43			60	18:30	37	24			61
06:45	15	52	36	122	51	18:45	32	150	14	88	46
07:00	12	44			56	19:00	29	17			46
07:15	16	59			75	19:15	25	14			39
07:30	16	63			79	19:30	26	14			40
07:45	19	63	49	215	68	19:45	24	104	12	57	36
08:00	14	43			57	20:00	25	22			47
08:15	22	43			65	20:15	18	10			28
08:30	20	46			66	20:30	21	12			33
08:45	17	73	37	169	54	20:45	20	84	10	54	30
09:00	22	33			55	21:00	14	7			21
09:15	17	32			49	21:15	11	6			17
09:30	20	36			56	21:30	17	5			22
09:45	31	90	33	134	64	21:45	19	61	6	24	25
10:00	31	33			64	22:00	4	7			11
10:15	18	34			52	22:15	6	4			10
10:30	26	46			72	22:30	7	5			12
10:45	31	106	46	159	77	22:45	5	22	1	17	6
11:00	36	33			69	23:00	5	1			6
11:15	34	38			72	23:15	2	4			6
11:30	29	25			54	23:30	1	2			3
11:45	26	125	35	131	61	23:45	3	11	4	11	7
TOTALS	555	990			1545	TOTALS	1596	1124			2720
SPLIT %	35.9%	64.1%			36.2%	SPLIT %	58.7%	41.3%			63.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,151	2,114	0	0	4,265

AM Peak Hour	11:45	07:00			10:30	PM Peak Hour	16:30	15:15		16:30	
AM Pk Volume	135	215			290	PM Pk Volume	300	177		472	
PK Hr Factor	0.844	0.853			0.942	PK Hr Factor	0.872	0.922		0.887	
7 - 9 Volume	136	384	0	0	520	4 - 6 Volume	534	314	0	0	848
7 - 9 Peak Hour	07:45	07:00			07:15	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	75	215	0	0	279	PK Hr Factor	300	172	0	0	472
PK Hr Factor	0.852	0.853	0.000	0.000	0.883	PK Hr Factor	0.872	0.915	0.000	0.000	0.887

VOLUME

Centre City Pkwy Bet. Iris Ln & El Norte Pkwy

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_018

DAILY TOTALS					NB	SB	EB	WB	Total
					6,994	5,773	0	0	12,767

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	16	4			20	12:00	117	120			237	
00:15	13	3			16	12:15	94	103			197	
00:30	6	1			7	12:30	118	81			199	
00:45	3	38	2	10	5	12:45	88	417	81	385	169	802
01:00	10	1			11	13:00	125	78			203	
01:15	7	0			7	13:15	125	92			217	
01:30	6	4			10	13:30	116	93			209	
01:45	4	27	1	6	5	13:45	119	485	87	350	206	835
02:00	2	4			6	14:00	104	89			193	
02:15	2	0			2	14:15	129	76			205	
02:30	1	1			2	14:30	131	86			217	
02:45	2	7	1	6	3	14:45	109	473	78	329	187	802
03:00	4	2			6	15:00	116	74			190	
03:15	1	1			2	15:15	133	85			218	
03:30	2	6			8	15:30	145	107			252	
03:45	6	13	5	14	11	15:45	160	554	85	351	245	905
04:00	3	2			5	16:00	158	85			243	
04:15	2	1			3	16:15	161	94			255	
04:30	6	11			17	16:30	147	96			243	
04:45	7	18	10	24	17	16:45	171	637	81	356	252	993
05:00	13	17			30	17:00	174	82			256	
05:15	14	15			29	17:15	187	96			283	
05:30	22	31			53	17:30	165	99			264	
05:45	23	72	48	111	71	17:45	135	661	71	348	206	1009
06:00	31	52			83	18:00	132	66			198	
06:15	32	61			93	18:15	114	70			184	
06:30	58	73			131	18:30	105	68			173	
06:45	36	157	94	280	130	18:45	109	460	60	264	169	724
07:00	109	103			212	19:00	97	55			152	
07:15	51	154			205	19:15	92	38			130	
07:30	77	168			245	19:30	96	37			133	
07:45	97	334	116	541	213	19:45	106	391	37	167	143	558
08:00	73	161			234	20:00	87	43			130	
08:15	91	160			251	20:15	71	40			111	
08:30	65	169			234	20:30	92	30			122	
08:45	70	299	99	589	169	20:45	75	325	28	141	103	466
09:00	88	106			194	21:00	64	24			88	
09:15	84	142			226	21:15	66	42			108	
09:30	77	113			190	21:30	60	33			93	
09:45	116	365	97	458	213	21:45	50	240	17	116	67	356
10:00	102	115			217	22:00	47	14			61	
10:15	98	126			224	22:15	33	17			50	
10:30	102	108			210	22:30	37	9			46	
10:45	88	390	89	438	177	22:45	25	142	13	53	38	195
11:00	99	110			209	23:00	15	10			25	
11:15	120	86			206	23:15	26	7			33	
11:30	107	107			214	23:30	9	9			18	
11:45	98	424	97	400	195	23:45	15	65	10	36	25	101
TOTALS	2144	2877			5021	TOTALS	4850	2896			7746	
SPLIT %	42.7%	57.3%			39.3%	SPLIT %	62.6%	37.4%			60.7%	

DAILY TOTALS					NB	SB	EB	WB	Total
					6,994	5,773	0	0	12,767

AM Peak Hour	11:15	07:45			07:30	PM Peak Hour	16:45	12:00			16:45
AM Pk Volume	442	606			943	PM Pk Volume	697	385			1055
PK Hr Factor	0.921	0.896			0.939	PK Hr Factor	0.932	0.802			0.932
7 - 9 Volume	633	1130	0	0	1763	4 - 6 Volume	1298	704	0	0	2002
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	338	606	0	0	943	PK Hr Factor	0.932	0.904	0.802	0.802	0.932
PK Hr Factor	0.871	0.896	0.802	0.802	0.939	PK Hr Factor	0.932	0.904	0.802	0.802	0.932

VOLUME

Centre City Pkwy Bet. El Norte Pkwy & SR-78 Ramps

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_019

DAILY TOTALS					NB	SB	EB	WB	Total
					12,218	13,982	0	0	26,200

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	32	10			42	12:00	228	184			412
00:15	16	10			26	12:15	178	175			353
00:30	10	6			16	12:30	181	199			380
00:45	12	70	10	36	22	12:45	178	765	196	754	374
01:00	13	4			17	13:00	239	180			419
01:15	11	11			22	13:15	194	177			371
01:30	6	13			19	13:30	203	164			367
01:45	7	37	10	38	17	13:45	206	842	161	682	367
02:00	5	7			12	14:00	223	210			433
02:15	11	10			21	14:15	235	194			429
02:30	4	8			12	14:30	227	208			435
02:45	5	25	16	41	21	14:45	221	906	206	818	427
03:00	4	20			24	15:00	222	237			459
03:15	7	18			25	15:15	283	198			481
03:30	5	11			16	15:30	264	193			457
03:45	11	27	18	67	29	15:45	290	1059	184	812	474
04:00	6	32			38	16:00	276	171			447
04:15	6	35			41	16:15	250	189			439
04:30	5	74			79	16:30	241	158			399
04:45	4	21	76	217	80	16:45	286	1053	181	699	467
05:00	21	107			128	17:00	309	180			489
05:15	17	146			163	17:15	312	152			464
05:30	25	190			215	17:30	275	181			456
05:45	27	90	206	649	233	17:45	273	1169	154	667	427
06:00	41	278			319	18:00	235	164			399
06:15	37	368			405	18:15	226	144			370
06:30	68	369			437	18:30	200	150			350
06:45	73	219	374	1389	447	18:45	187	848	124	582	311
07:00	135	398			533	19:00	172	139			311
07:15	103	379			482	19:15	159	104			263
07:30	100	426			526	19:30	158	135			293
07:45	141	479	371	1574	512	19:45	154	643	91	469	245
08:00	124	336			460	20:00	158	74			232
08:15	117	306			423	20:15	140	70			210
08:30	121	300			421	20:30	161	69			230
08:45	131	493	217	1159	348	20:45	141	600	88	301	229
09:00	169	229			398	21:00	127	90			217
09:15	155	207			362	21:15	100	60			160
09:30	160	230			390	21:30	99	54			153
09:45	168	652	225	891	393	21:45	86	412	39	243	125
10:00	160	206			366	22:00	86	35			121
10:15	183	242			425	22:15	62	36			98
10:30	165	238			403	22:30	55	34			89
10:45	179	687	180	866	359	22:45	45	248	23	128	68
11:00	172	193			365	23:00	38	18			56
11:15	212	206			418	23:15	38	23			61
11:30	179	212			391	23:30	28	12			40
11:45	182	745	211	822	393	23:45	24	128	25	78	49
TOTALS	3545	7749			11294	TOTALS	8673	6233			14906
SPLIT %	31.4%	68.6%			43.1%	SPLIT %	58.2%	41.8%			56.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					12,218	13,982	0	0	26,200

AM Peak Hour	11:15	06:45			07:00	PM Peak Hour	16:45	14:30			16:45
AM Pk Volume	801	1577			2053	PM Pk Volume	1182	849			1876
Pk Hr Factor	0.878	0.925			0.963	Pk Hr Factor	0.947	0.896			0.959
7 - 9 Volume	972	2733	0	0	3705	4 - 6 Volume	2222	1366	0	0	3588
7 - 9 Peak Hour	07:45	07:00			07:00	4 - 6 Peak Hour	16:45	16:15			16:45
7 - 9 Pk Volume	503	1574	0	0	2053	4 - 6 Pk Volume	1182	708	0	0	1876
Pk Hr Factor	0.892	0.924	0.000	0.000	0.963	Pk Hr Factor	0.947	0.937	0.000	0.000	0.959

VOLUME

Centre City Pkwy Bet. SR-78 & Mission Ave

Day: Tuesday
Date: 8/4/2015

City: San Diego
Project #: CA15_4229_020

DAILY TOTALS					NB	SB	EB	WB	Total
					15,752	15,856	0	0	31,608

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	28	27			55	12:00	256	262			518	
00:15	12	11			23	12:15	263	265			528	
00:30	19	12			31	12:30	248	269			517	
00:45	14	73	13	63	27	12:45	240	1007	254	1050	494	2057
01:00	12	16			28	13:00	309	262			571	
01:15	12	14			26	13:15	287	265			552	
01:30	15	18			33	13:30	238	268			506	
01:45	9	48	11	59	20	13:45	251	1085	270	1065	521	2150
02:00	9	11			20	14:00	252	239			491	
02:15	6	14			20	14:15	290	251			541	
02:30	5	12			17	14:30	309	278			587	
02:45	8	28	10	47	18	14:45	250	1101	289	1057	539	2158
03:00	6	10			16	15:00	290	273			563	
03:15	12	14			26	15:15	319	264			583	
03:30	6	9			15	15:30	292	290			582	
03:45	14	38	29	62	43	15:45	293	1194	231	1058	524	2252
04:00	13	18			31	16:00	348	248			596	
04:15	12	26			38	16:15	334	241			575	
04:30	22	34			56	16:30	299	271			570	
04:45	25	72	45	123	70	16:45	358	1339	244	1004	602	2343
05:00	45	57			102	17:00	400	222			622	
05:15	60	72			132	17:15	333	234			567	
05:30	84	105			189	17:30	353	226			579	
05:45	74	263	151	385	225	17:45	277	1363	203	885	480	2248
06:00	131	177			308	18:00	260	215			475	
06:15	165	195			360	18:15	250	207			457	
06:30	202	251			453	18:30	222	227			449	
06:45	147	645	272	895	419	18:45	215	947	166	815	381	1762
07:00	193	293			486	19:00	208	147			355	
07:15	234	312			546	19:15	170	152			322	
07:30	205	338			543	19:30	190	135			325	
07:45	181	813	325	1268	506	19:45	161	729	111	545	272	1274
08:00	205	344			549	20:00	168	115			283	
08:15	189	310			499	20:15	132	128			260	
08:30	195	296			491	20:30	167	103			270	
08:45	183	772	273	1223	456	20:45	154	621	106	452	260	1073
09:00	230	257			487	21:00	132	102			234	
09:15	209	231			440	21:15	149	88			237	
09:30	202	260			462	21:30	111	71			182	
09:45	200	841	271	1019	471	21:45	115	507	70	331	185	838
10:00	196	260			456	22:00	83	65			148	
10:15	224	281			505	22:15	58	48			106	
10:30	219	258			477	22:30	46	54			100	
10:45	241	880	245	1044	486	22:45	45	232	49	216	94	448
11:00	273	252			525	23:00	40	30			70	
11:15	248	294			542	23:15	38	29			67	
11:30	254	254			508	23:30	36	27			63	
11:45	238	1013	283	1083	521	23:45	27	141	21	107	48	248
TOTALS	5486	7271			12757	TOTALS	10266	8585			18851	
SPLIT %	43.0%	57.0%			40.4%	SPLIT %	54.5%	45.5%			59.6%	

DAILY TOTALS					NB	SB	EB	WB	Total
					15,752	15,856	0	0	31,608

AM Peak Hour	10:45	07:15				PM Peak Hour	16:45	14:45			16:45
AM Pk Volume	1016	1319			2144	PM Pk Volume	1444	1116			2370
Pk Hr Factor	0.930	0.959			0.976	Pk Hr Factor	0.903	0.962			0.953
7 - 9 Volume	1585	2491	0	0	4076	4 - 6 Volume	2702	1889	0	0	4591
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:45	16:00			16:45
7 - 9 Pk Volume	825	1319	0	0	2144	4 - 6 Pk Volume	1444	1004	0	0	2370
Pk Hr Factor	0.881	0.959	0.000	0.000	0.976	Pk Hr Factor	0.903	0.926	0.000	0.000	0.953

VOLUME

Centre City Pkwy Bet. Mission Ave & Washington Ave

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_021

DAILY TOTALS					NB	SB	EB	WB	Total
					10,023	11,430	0	0	21,453

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	16	12			28	12:00	198	176			374
00:15	13	16			29	12:15	188	172			360
00:30	11	13			24	12:30	178	186			364
00:45	17	57	5	46	22 103	12:45	187	751	167	701	354 1452
01:00	11	7			18	13:00	246	175			421
01:15	18	5			23	13:15	198	194			392
01:30	6	6			12	13:30	191	175			366
01:45	5	40	4	22	9 62	13:45	197	832	190	734	387 1566
02:00	11	11			22	14:00	206	154			360
02:15	3	4			7	14:15	177	183			360
02:30	8	5			13	14:30	232	181			413
02:45	5	27	2	22	7 49	14:45	216	831	194	712	410 1543
03:00	4	6			10	15:00	224	198			422
03:15	6	13			19	15:15	171	206			377
03:30	11	10			21	15:30	156	215			371
03:45	12	33	16	45	28 78	15:45	143	694	174	793	317 1487
04:00	4	11			15	16:00	171	207			378
04:15	3	26			29	16:15	174	199			373
04:30	11	22			33	16:30	149	245			394
04:45	18	36	23	82	41 118	16:45	190	684	208	859	398 1543
05:00	22	33			55	17:00	193	175			368
05:15	35	43			78	17:15	131	208			339
05:30	40	67			107	17:30	164	196			360
05:45	52	149	88	231	140 380	17:45	122	610	168	747	290 1357
06:00	79	132			211	18:00	132	168			300
06:15	108	139			247	18:15	113	171			284
06:30	117	154			271	18:30	91	166			257
06:45	118	422	186	611	304 1033	18:45	111	447	128	633	239 1080
07:00	169	263			432	19:00	88	119			207
07:15	165	248			413	19:15	104	115			219
07:30	162	285			447	19:30	84	93			177
07:45	158	654	232	1028	390 1682	19:45	72	348	92	419	164 767
08:00	154	191			345	20:00	81	88			169
08:15	176	190			366	20:15	91	93			184
08:30	138	201			339	20:30	57	75			132
08:45	138	606	171	753	309 1359	20:45	58	287	86	342	144 629
09:00	165	159			324	21:00	68	72			140
09:15	136	182			318	21:15	77	73			150
09:30	157	203			360	21:30	63	49			112
09:45	163	621	190	734	353 1355	21:45	42	250	43	237	85 487
10:00	173	161			334	22:00	34	42			76
10:15	177	194			371	22:15	26	29			55
10:30	155	187			342	22:30	27	36			63
10:45	162	667	176	718	338 1385	22:45	26	113	39	146	65 259
11:00	199	189			388	23:00	19	19			38
11:15	190	204			394	23:15	14	24			38
11:30	211	158			369	23:30	20	18			38
11:45	200	800	188	739	388 1539	23:45	11	64	15	76	26 140
TOTALS	4112	5031			9143	TOTALS	5911	6399			12310
SPLIT %	45.0%	55.0%			42.6%	SPLIT %	48.0%	52.0%			57.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,023	11,430	0	0	21,453

AM Peak Hour	11:00	07:00			07:00	PM Peak Hour	14:15	16:00			14:30
AM Pk Volume	800	1028			1682	PM Pk Volume	849	859			1622
PK Hr Factor	0.948	0.902			0.941	PK Hr Factor	0.915	0.877			0.961
7 - 9 Volume	1260	1781	0	0	3041	4 - 6 Volume	1294	1606	0	0	2900
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	654	1028	0	0	1682	4 - 6 Pk Volume	706	859	0	0	1543
PK Hr Factor	0.967	0.902	0.000	0.000	0.941	PK Hr Factor	0.915	0.877	0.000	0.000	0.969

VOLUME

Centre City Pkwy Bet. Washington Ave & Valley Pkwy

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_022

DAILY TOTALS					NB	SB	EB	WB	Total
					11,744	10,199	0	0	21,943

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	14	18			32	12:00	202	188			390	
00:15	14	8			22	12:15	188	147			335	
00:30	12	7			19	12:30	189	165			354	
00:45	12	52	12	45	24	12:45	199	778	178	678	377	1456
01:00	9	7			16	13:00	238	150			388	
01:15	15	8			23	13:15	192	160			352	
01:30	6	8			14	13:30	176	166			342	
01:45	7	37	8	31	15	13:45	177	783	162	638	339	1421
02:00	13	10			23	14:00	203	175			378	
02:15	1	7			8	14:15	199	166			365	
02:30	7	6			13	14:30	216	183			399	
02:45	7	28	4	27	11	14:45	239	857	142	666	381	1523
03:00	4	5			9	15:00	224	157			381	
03:15	6	8			14	15:15	231	175			406	
03:30	5	7			12	15:30	260	185			445	
03:45	12	27	6	26	18	15:45	250	965	188	705	438	1670
04:00	5	10			15	16:00	254	160			414	
04:15	3	6			9	16:15	239	169			408	
04:30	11	17			28	16:30	267	177			444	
04:45	18	37	23	56	41	16:45	282	1042	174	680	456	1722
05:00	16	25			41	17:00	289	160			449	
05:15	30	37			67	17:15	204	147			351	
05:30	34	45			79	17:30	230	186			416	
05:45	39	119	70	177	109	17:45	208	931	152	645	360	1576
06:00	75	87			162	18:00	191	159			350	
06:15	96	121			217	18:15	167	124			291	
06:30	122	141			263	18:30	157	139			296	
06:45	127	420	186	535	313	18:45	163	678	146	568	309	1246
07:00	148	230			378	19:00	177	110			287	
07:15	151	212			363	19:15	153	121			274	
07:30	162	233			395	19:30	124	80			204	
07:45	157	618	211	886	368	19:45	102	556	97	408	199	964
08:00	159	185			344	20:00	123	89			212	
08:15	168	185			353	20:15	118	87			205	
08:30	133	177			310	20:30	112	61			173	
08:45	143	603	134	681	277	20:45	84	437	61	298	145	735
09:00	159	177			336	21:00	101	75			176	
09:15	137	144			281	21:15	102	73			175	
09:30	177	179			356	21:30	90	66			156	
09:45	166	639	165	665	331	21:45	75	368	39	253	114	621
10:00	183	147			330	22:00	63	51			114	
10:15	170	145			315	22:15	58	38			96	
10:30	177	162			339	22:30	36	27			63	
10:45	168	698	179	633	347	22:45	45	202	27	143	72	345
11:00	194	178			372	23:00	20	22			42	
11:15	191	155			346	23:15	33	24			57	
11:30	196	174			370	23:30	22	19			41	
11:45	185	766	170	677	355	23:45	28	103	13	78	41	181
TOTALS	4044	4439			8483	TOTALS	7700	5760			13460	
SPLIT %	47.7%	52.3%			38.7%	SPLIT %	57.2%	42.8%			61.3%	

DAILY TOTALS					NB	SB	EB	WB	Total
					11,744	10,199	0	0	21,943

AM Peak Hour	11:15	07:00			1504	PM Peak Hour	16:15	15:15			16:15
AM Pk Volume	774	886			1504	PM Pk Volume	1077	708			1757
PK Hr Factor	0.958	0.951			0.952	PK Hr Factor	0.932	0.941			0.963
7 - 9 Volume	1221	1567	0	0	2788	4 - 6 Volume	1973	1325	0	0	3298
7 - 9 Peak Hour	07:30	07:00			07:00	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	646	886	0	0	1504	PK Hr Factor	1077	680	0	0	1757
PK Hr Factor	0.961	0.951	0.000	0.000	0.952	PK Hr Factor	0.932	0.960	0.000	0.000	0.963

VOLUME

Centre City Pkwy Bet. Valley Pkwy & Grand Ave

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_023

DAILY TOTALS					NB	SB	EB	WB	Total
					10,936	11,533	0	0	22,469

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	13	17			30	12:00	173	220			393		
00:15	12	9			21	12:15	175	169			344		
00:30	11	10			21	12:30	166	191			357		
00:45	12	48	14	50	26	98	12:45	210	724	198	778	408	1502
01:00	6	7			13	13:00	218	179			397		
01:15	10	7			17	13:15	167	164			331		
01:30	5	9			14	13:30	163	185			348		
01:45	8	29	8	31	16	60	13:45	184	732	199	727	383	1459
02:00	8	10			18	14:00	192	180			372		
02:15	1	7			8	14:15	186	193			379		
02:30	6	6			12	14:30	194	206			400		
02:45	7	22	7	30	14	52	14:45	212	784	162	741	374	1525
03:00	3	8			11	15:00	221	184			405		
03:15	6	8			14	15:15	230	184			414		
03:30	5	6			11	15:30	257	193			450		
03:45	7	21	5	27	12	48	15:45	239	947	182	743	421	1690
04:00	4	14			18	16:00	220	202			422		
04:15	5	7			12	16:15	223	192			415		
04:30	14	19			33	16:30	256	201			457		
04:45	19	42	27	67	46	109	16:45	256	955	208	803	464	1758
05:00	18	24			42	17:00	259	181			440		
05:15	35	41			76	17:15	195	182			377		
05:30	31	63			94	17:30	192	196			388		
05:45	40	124	81	209	121	333	17:45	194	840	184	743	378	1583
06:00	68	112			180	18:00	172	165			337		
06:15	94	151			245	18:15	162	167			329		
06:30	111	163			274	18:30	139	154			293		
06:45	110	383	204	630	314	1013	18:45	146	619	155	641	301	1260
07:00	121	260			381	19:00	169	134			303		
07:15	117	228			345	19:15	147	127			274		
07:30	161	249			410	19:30	113	101			214		
07:45	150	549	259	996	409	1545	19:45	110	539	107	469	217	1008
08:00	160	227			387	20:00	122	96			218		
08:15	150	209			359	20:15	119	97			216		
08:30	142	185			327	20:30	104	63			167		
08:45	150	602	152	773	302	1375	20:45	88	433	79	335	167	768
09:00	143	181			324	21:00	96	86			182		
09:15	121	174			295	21:15	89	82			171		
09:30	172	190			362	21:30	94	70			164		
09:45	138	574	181	726	319	1300	21:45	62	341	54	292	116	633
10:00	172	177			349	22:00	52	70			122		
10:15	158	165			323	22:15	50	43			93		
10:30	164	187			351	22:30	32	39			71		
10:45	148	642	192	721	340	1363	22:45	40	174	27	179	67	353
11:00	179	199			378	23:00	18	19			37		
11:15	191	158			349	23:15	33	29			62		
11:30	169	198			367	23:30	19	22			41		
11:45	184	723	183	738	367	1461	23:45	19	89	14	84	33	173
TOTALS	3759	4998			8757	TOTALS	7177	6535			13712		
SPLIT %	42.9%	57.1%			39.0%	SPLIT %	52.3%	47.7%			61.0%		

DAILY TOTALS					NB	SB	EB	WB	Total
					10,936	11,533	0	0	22,469

AM Peak Hour	11:00	07:00			07:30	PM Peak Hour	16:15	16:00			16:15
AM Pk Volume	723	996			1565	PM Pk Volume	994	803			1776
PK Hr Factor	0.946	0.958			0.954	PK Hr Factor	0.959	0.965			0.957
7 - 9 Volume	1151	1769	0	0	2920	4 - 6 Volume	1795	1546	0	0	3341
7 - 9 Peak Hour	07:30	07:00			07:30	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	621	996	0	0	1565	PK Hr Factor	994	803	0	0	1776
PK Hr Factor	0.964	0.958	0.000	0.000	0.954	PK Hr Factor	0.959	0.965	0.000	0.000	0.957

VOLUME

Centre City Pkwy Bet. Grand Ave & 2nd Ave

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_024

DAILY TOTALS					NB	SB	EB	WB	Total
					10,389	11,253	0	0	21,642

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	9	16			25	12:00	175	213			388
00:15	9	7			16	12:15	162	160			322
00:30	5	9			14	12:30	145	180			325
00:45	14	37	15	47	29 84	12:45	216	698	209	762	425 1460
01:00	4	9			13	13:00	202	185			387
01:15	9	8			17	13:15	153	163			316
01:30	1	11			12	13:30	158	169			327
01:45	6	20	9	37	15 57	13:45	186	699	194	711	380 1410
02:00	8	8			16	14:00	183	192			375
02:15	1	7			8	14:15	187	192			379
02:30	9	6			15	14:30	188	195			383
02:45	4	22	8	29	12 51	14:45	204	762	160	739	364 1501
03:00	1	5			6	15:00	203	186			389
03:15	7	7			14	15:15	231	183			414
03:30	3	6			9	15:30	250	190			440
03:45	6	17	6	24	12 41	15:45	232	916	179	738	411 1654
04:00	2	13			15	16:00	222	194			416
04:15	6	8			14	16:15	227	187			414
04:30	14	17			31	16:30	253	198			451
04:45	14	36	26	64	40 100	16:45	240	942	210	789	450 1731
05:00	21	28			49	17:00	246	186			432
05:15	30	37			67	17:15	200	173			373
05:30	27	58			85	17:30	184	206			390
05:45	39	117	81	204	120 321	17:45	177	807	177	742	354 1549
06:00	55	109			164	18:00	176	169			345
06:15	83	155			238	18:15	153	153			306
06:30	92	164			256	18:30	122	155			277
06:45	113	343	196	624	309 967	18:45	130	581	143	620	273 1201
07:00	127	255			382	19:00	174	131			305
07:15	113	230			343	19:15	132	117			249
07:30	132	241			373	19:30	108	94			202
07:45	142	514	255	981	397 1495	19:45	106	520	109	451	215 971
08:00	150	213			363	20:00	118	91			209
08:15	145	189			334	20:15	108	97			205
08:30	130	191			321	20:30	100	64			164
08:45	135	560	151	744	286 1304	20:45	81	407	83	335	164 742
09:00	138	168			306	21:00	83	89			172
09:15	117	154			271	21:15	80	80			160
09:30	165	175			340	21:30	93	63			156
09:45	118	538	168	665	286 1203	21:45	57	313	55	287	112 600
10:00	165	178			343	22:00	47	76			123
10:15	149	157			306	22:15	46	39			85
10:30	154	169			323	22:30	27	41			68
10:45	151	619	174	678	325 1297	22:45	41	161	30	186	71 347
11:00	165	195			360	23:00	16	16			32
11:15	186	156			342	23:15	25	27			52
11:30	171	184			355	23:30	20	24			44
11:45	161	683	180	715	341 1398	23:45	16	77	14	81	30 158
TOTALS	3506	4812			8318	TOTALS	6883	6441			13324
SPLIT %	42.1%	57.9%			38.4%	SPLIT %	51.7%	48.3%			61.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,389	11,253	0	0	21,642

AM Peak Hour	11:15	07:00			07:00	PM Peak Hour	16:15	16:00			16:15
AM Pk Volume	693	981			1495	PM Pk Volume	966	789			1747
PK Hr Factor	0.931	0.962			0.941	PK Hr Factor	0.955	0.939			0.968
7 - 9 Volume	1074	1725	0	0	2799	4 - 6 Volume	1749	1531	0	0	3280
7 - 9 Peak Hour	07:30	07:00			07:00	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	569	981	0	0	1495	PK Hr Factor	966	789	0	0	1747
PK Hr Factor	0.948	0.962	0.000	0.000	0.941	PK Hr Factor	0.955	0.939	0.000	0.000	0.968

VOLUME

Centre City Pkwy Bet. 2nd Ave & 9th Ave

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_025

DAILY TOTALS					NB	SB	EB	WB	Total
					10,897	10,469	0	0	21,366

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	14	14			28	12:00	198	214			412
00:15	8	7			15	12:15	165	153			318
00:30	9	11			20	12:30	200	189			389
00:45	5	36	9	41	14	12:45	187	750	197	753	384
01:00	8	6			14	13:00	166	167			333
01:15	5	6			11	13:15	184	146			330
01:30	8	10			18	13:30	188	155			343
01:45	4	25	6	28	10	13:45	184	722	173	641	357
02:00	2	5			7	14:00	191	170			361
02:15	5	8			13	14:15	176	196			372
02:30	8	6			14	14:30	185	194			379
02:45	2	17	8	27	10	14:45	204	756	146	706	350
03:00	2	5			7	15:00	258	168			426
03:15	2	5			7	15:15	230	158			388
03:30	2	6			8	15:30	220	183			403
03:45	3	9	4	20	7	15:45	229	937	168	677	397
04:00	2	12			14	16:00	226	181			407
04:15	13	9			22	16:15	226	182			408
04:30	12	13			25	16:30	240	172			412
04:45	8	35	23	57	31	16:45	210	902	203	738	413
05:00	33	23			56	17:00	233	188			421
05:15	30	31			61	17:15	216	164			380
05:30	33	54			87	17:30	228	185			413
05:45	48	144	78	186	126	17:45	203	880	169	706	372
06:00	68	111			179	18:00	167	169			336
06:15	82	144			226	18:15	162	141			303
06:30	135	156			291	18:30	169	147			316
06:45	135	420	172	583	307	18:45	150	648	134	591	284
07:00	151	253			404	19:00	115	131			246
07:15	179	240			419	19:15	120	98			218
07:30	207	214			421	19:30	96	95			191
07:45	227	764	226	933	453	19:45	132	463	114	438	246
08:00	191	182			373	20:00	107	82			189
08:15	200	157			357	20:15	103	101			204
08:30	172	163			335	20:30	82	65			147
08:45	162	725	126	628	288	20:45	66	358	76	324	142
09:00	124	144			268	21:00	73	86			159
09:15	110	142			252	21:15	60	69			129
09:30	144	135			279	21:30	59	68			127
09:45	149	527	150	571	299	21:45	34	226	45	268	79
10:00	138	164			302	22:00	43	76			119
10:15	162	155			317	22:15	35	33			68
10:30	181	155			336	22:30	31	36			67
10:45	171	652	151	625	322	22:45	32	141	23	168	55
11:00	166	181			347	23:00	31	16			47
11:15	170	158			328	23:15	22	27			49
11:30	182	175			357	23:30	11	26			37
11:45	161	679	164	678	325	23:45	17	81	13	82	30
TOTALS	4033	4377			8410	TOTALS	6864	6092			12956
SPLIT %	48.0%	52.0%			39.4%	SPLIT %	53.0%	47.0%			60.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,897	10,469	0	0	21,366

AM Peak Hour	07:30	07:00			07:00	PM Peak Hour	15:00	12:00			16:15
AM Pk Volume	825	933			1697	PM Pk Volume	937	753			1654
PK Hr Factor	0.909	0.922			0.937	PK Hr Factor	0.908	0.880			0.982
7 - 9 Volume	1489	1561	0	0	3050	4 - 6 Volume	1782	1444	0	0	3226
7 - 9 Peak Hour	07:30	07:00			07:00	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	825	933	0	0	1697	PK Hr Factor	0.909	0.917	0.880	0.880	0.982
PK Hr Factor	0.909	0.922	0.880	0.880	0.937	PK Hr Factor	0.947	0.917	0.880	0.880	0.982

VOLUME

Centre City Pkwy Bet. 9th Ave & 13th Ave

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_026

DAILY TOTALS					NB	SB	EB	WB	Total
					11,568	12,580	0	0	24,148

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	9	15			24	12:00	194	240			434		
00:15	6	5			11	12:15	178	213			391		
00:30	7	14			21	12:30	179	225			404		
00:45	9	31	8	42	17	73	12:45	212	763	216	894	428	1657
01:00	7	6			13	13:00	235	190			425		
01:15	8	7			15	13:15	188	196			384		
01:30	6	11			17	13:30	202	203			405		
01:45	6	27	8	32	14	59	13:45	196	821	191	780	387	1601
02:00	4	6			10	14:00	214	177			391		
02:15	7	6			13	14:15	208	218			426		
02:30	7	7			14	14:30	199	236			435		
02:45	2	20	6	25	8	45	14:45	246	867	206	837	452	1704
03:00	4	7			11	15:00	237	217			454		
03:15	9	5			14	15:15	249	190			439		
03:30	6	6			12	15:30	229	225			454		
03:45	6	25	4	22	10	47	15:45	232	947	203	835	435	1782
04:00	10	16			26	16:00	249	234			483		
04:15	13	15			28	16:15	241	235			476		
04:30	27	23			50	16:30	246	251			497		
04:45	13	63	24	78	37	141	16:45	216	952	246	966	462	1918
05:00	23	41			64	17:00	249	239			488		
05:15	41	46			87	17:15	208	247			455		
05:30	46	63			109	17:30	220	231			451		
05:45	49	159	69	219	118	378	17:45	208	885	218	935	426	1820
06:00	73	141			214	18:00	178	184			362		
06:15	70	182			252	18:15	178	186			364		
06:30	118	181			299	18:30	166	153			319		
06:45	125	386	167	671	292	1057	18:45	173	695	159	682	332	1377
07:00	124	267			391	19:00	158	170			328		
07:15	130	242			372	19:15	140	118			258		
07:30	171	262			433	19:30	146	119			265		
07:45	172	597	245	1016	417	1613	19:45	125	569	120	527	245	1096
08:00	152	194			346	20:00	119	117			236		
08:15	174	192			366	20:15	111	123			234		
08:30	180	189			369	20:30	121	92			213		
08:45	160	666	165	740	325	1406	20:45	85	436	92	424	177	860
09:00	154	158			312	21:00	99	99			198		
09:15	161	166			327	21:15	76	89			165		
09:30	206	163			369	21:30	63	78			141		
09:45	152	673	174	661	326	1334	21:45	49	287	58	324	107	611
10:00	164	196			360	22:00	36	80			116		
10:15	156	176			332	22:15	38	42			80		
10:30	176	190			366	22:30	30	38			68		
10:45	195	691	175	737	370	1428	22:45	35	139	30	190	65	329
11:00	165	220			385	23:00	25	22			47		
11:15	221	191			412	23:15	23	28			51		
11:30	192	220			412	23:30	27	34			61		
11:45	197	775	206	837	403	1612	23:45	19	94	22	106	41	200
TOTALS	4113	5080			9193	TOTALS	7455	7500			14955		
SPLIT %	44.7%	55.3%			38.1%	SPLIT %	49.8%	50.2%			61.9%		

DAILY TOTALS					NB	SB	EB	WB	Total
					11,568	12,580	0	0	24,148

AM Peak Hour	11:15	07:00			11:15	PM Peak Hour	15:45	16:30			16:15
AM Pk Volume	804	1016			1661	PM Pk Volume	968	983			1923
PK Hr Factor	0.910	0.951			0.957	PK Hr Factor	0.972	0.979			0.967
7 - 9 Volume	1263	1756	0	0	3019	4 - 6 Volume	1837	1901	0	0	3738
7 - 9 Peak Hour	07:45	07:00			07:00	4 - 6 Peak Hour	16:00	16:30			16:15
7 - 9 Pk Volume	678	1016	0	0	1613	PK Hr Factor	0.952	0.983	0	0	1923
PK Hr Factor	0.942	0.951	0.000	0.000	0.931	PK Hr Factor	0.956	0.979	0.000	0.000	0.967

VOLUME

Centre City Pkwy Bet. 15th Ave & Felicita Ave

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_027

DAILY TOTALS					NB	SB	EB	WB	Total
					12,218	12,688	0	0	24,906

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	9	12			21	12:00	216	251			467		
00:15	8	6			14	12:15	189	213			402		
00:30	10	10			20	12:30	188	237			425		
00:45	9	36	6	34	15	70	12:45	210	803	218	919	428	1722
01:00	10	8			18	13:00	245	177			422		
01:15	10	8			18	13:15	195	198			393		
01:30	4	10			14	13:30	182	214			396		
01:45	8	32	7	33	15	65	13:45	209	831	189	778	398	1609
02:00	4	4			8	14:00	235	196			431		
02:15	6	5			11	14:15	215	210			425		
02:30	15	5			20	14:30	226	236			462		
02:45	2	27	4	18	6	45	14:45	243	919	198	840	441	1759
03:00	3	7			10	15:00	262	235			497		
03:15	8	7			15	15:15	287	201			488		
03:30	4	5			9	15:30	227	234			461		
03:45	6	21	8	27	14	48	15:45	270	1046	206	876	476	1922
04:00	11	16			27	16:00	264	216			480		
04:15	13	15			28	16:15	259	229			488		
04:30	20	28			48	16:30	268	265			533		
04:45	16	60	27	86	43	146	16:45	277	1068	243	953	520	2021
05:00	21	37			58	17:00	239	234			473		
05:15	36	56			92	17:15	255	229			484		
05:30	48	64			112	17:30	222	236			458		
05:45	43	148	87	244	130	392	17:45	237	953	218	917	455	1870
06:00	64	144			208	18:00	211	192			403		
06:15	70	194			264	18:15	188	190			378		
06:30	103	201			304	18:30	197	142			339		
06:45	112	349	185	724	297	1073	18:45	173	769	157	681	330	1450
07:00	110	286			396	19:00	173	148			321		
07:15	142	274			416	19:15	147	115			262		
07:30	169	278			447	19:30	149	118			267		
07:45	178	599	248	1086	426	1685	19:45	123	592	128	509	251	1101
08:00	149	207			356	20:00	132	115			247		
08:15	190	196			386	20:15	127	112			239		
08:30	177	211			388	20:30	127	89			216		
08:45	180	696	168	782	348	1478	20:45	82	468	79	395	161	863
09:00	158	138			296	21:00	107	79			186		
09:15	174	174			348	21:15	79	94			173		
09:30	174	169			343	21:30	79	76			155		
09:45	147	653	181	662	328	1315	21:45	54	319	62	311	116	630
10:00	173	196			369	22:00	53	84			137		
10:15	157	158			315	22:15	41	34			75		
10:30	186	183			369	22:30	42	32			74		
10:45	194	710	174	711	368	1421	22:45	45	181	31	181	76	362
11:00	195	206			401	23:00	31	25			56		
11:15	223	185			408	23:15	31	23			54		
11:30	206	225			431	23:30	29	33			62		
11:45	195	819	204	820	399	1639	23:45	28	119	20	101	48	220
TOTALS	4150	5227			9377	TOTALS	8068	7461			15529		
SPLIT %	44.3%	55.7%			37.6%	SPLIT %	52.0%	48.0%			62.4%		

DAILY TOTALS					NB	SB	EB	WB	Total
					12,218	12,688	0	0	24,906

AM Peak Hour	11:15	07:00			11:15	PM Peak Hour	16:00	16:15			16:00
AM Pk Volume	840	1086			1705	PM Pk Volume	1068	971			2021
PK Hr Factor	0.942	0.949			0.913	PK Hr Factor	0.964	0.916			0.948
7 - 9 Volume	1295	1868	0	0	3163	4 - 6 Volume	2021	1870	0	0	3891
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	696	1086	0	0	1685	PK Hr Factor	1068	971	0	0	2021
PK Hr Factor	0.916	0.949	0.000	0.000	0.942	PK Hr Factor	0.964	0.916	0.000	0.000	0.948

VOLUME

Felicita Ave Bet. Centre City Pkwy & Escondido Blvd

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_028

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	11,966	11,654	23,620				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			27	15	42	12:00			202	180	382			
00:15			23	19	42	12:15			213	160	373			
00:30			26	9	35	12:30			178	171	349			
00:45			14	90	14	57	12:45		202	795	156	667	358	1462
01:00			14	5	19	13:00			153	199	352			
01:15			9	7	16	13:15			168	150	318			
01:30			11	8	19	13:30			233	174	407			
01:45			6	40	6	26	13:45		199	753	143	666	342	1419
02:00			14	3	17	14:00			167	183	350			
02:15			7	8	15	14:15			188	176	364			
02:30			7	8	15	14:30			211	181	392			
02:45			2	30	3	22	14:45		245	811	162	702	407	1513
03:00			4	8	12	15:00			219	185	404			
03:15			6	7	13	15:15			232	169	401			
03:30			12	14	26	15:30			259	172	431			
03:45			6	28	14	43	15:45		269	979	185	711	454	1690
04:00			7	28	35	16:00			262	172	434			
04:15			9	34	43	16:15			292	170	462			
04:30			13	58	71	16:30			293	162	455			
04:45			14	43	48	168	16:45		258	1105	167	671	425	1776
05:00			22	79	101	17:00			285	205	490			
05:15			32	101	133	17:15			276	187	463			
05:30			34	125	159	17:30			297	175	472			
05:45			42	130	122	427	17:45		303	1161	161	728	464	1889
06:00			53	182	235	18:00			251	141	392			
06:15			45	205	250	18:15			243	159	402			
06:30			53	243	296	18:30			238	168	406			
06:45			74	225	208	838	18:45		201	933	116	584	317	1517
07:00			82	242	324	19:00			193	158	351			
07:15			107	229	336	19:15			165	139	304			
07:30			123	270	393	19:30			145	125	270			
07:45			119	431	217	958	19:45		156	659	122	544	278	1203
08:00			117	208	325	20:00			168	112	280			
08:15			117	218	335	20:15			170	115	285			
08:30			126	212	338	20:30			150	133	283			
08:45			161	521	189	827	20:45		109	597	74	434	183	1031
09:00			129	175	304	21:00			108	76	184			
09:15			150	188	338	21:15			133	83	216			
09:30			137	187	324	21:30			93	68	161			
09:45			130	546	142	692	21:45		83	417	60	287	143	704
10:00			145	167	312	22:00			99	46	145			
10:15			124	155	279	22:15			68	45	113			
10:30			140	160	300	22:30			60	32	92			
10:45			142	551	162	644	22:45		62	289	31	154	93	443
11:00			178	169	347	23:00			53	32	85			
11:15			152	175	327	23:15			39	34	73			
11:30			154	162	316	23:30			42	21	63			
11:45			188	672	185	691	23:45		26	160	26	113	52	273
TOTALS			3307	5393	8700	TOTALS			8659	6261	14920			
SPLIT %			38.0%	62.0%	36.8%	SPLIT %			58.0%	42.0%	63.2%			

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	11,966	11,654	23,620

AM Peak Hour			11:45	07:00	11:45	PM Peak Hour			17:00	16:45	17:00
AM Pk Volume			781	958	1477	PM Pk Volume			1161	734	1889
Pk Hr Factor			0.917	0.887	0.967	Pk Hr Factor			0.958	0.895	0.964
7 - 9 Volume	0	0	952	1785	2737	4 - 6 Volume	0	0	2266	1399	3665
7 - 9 Peak Hour			08:00	07:00	07:15	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	521	958	1390	4 - 6 Pk Volume	0	0	1161	734	1889
Pk Hr Factor	0.909	0.909	0.809	0.887	0.884	Pk Hr Factor	0.909	0.909	0.958	0.895	0.964

VOLUME

Felicita Ave Bet. Escondido Blvd & Juniper St

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_029

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	9,549	9,203	18,752

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			19	8	27	12:00			140	142	282			
00:15			15	21	36	12:15			154	119	273			
00:30			21	6	27	12:30			137	118	255			
00:45			10	65	8	43	12:45		151	582	112	491	263	1073
01:00			9	6	15	13:00			135	128	263			
01:15			6	6	12	13:15			148	117	265			
01:30			5	2	7	13:30			164	120	284			
01:45			6	26	8	22	13:45		169	616	114	479	283	1095
02:00			9	4	13	14:00			151	144	295			
02:15			5	4	9	14:15			154	120	274			
02:30			5	4	9	14:30			191	154	345			
02:45			4	23	3	15	14:45		172	668	111	529	283	1197
03:00			1	6	7	15:00			189	140	329			
03:15			4	5	9	15:15			182	116	298			
03:30			10	17	27	15:30			210	159	369			
03:45			7	22	10	38	15:45		218	799	134	549	352	1348
04:00			7	20	27	16:00			228	118	346			
04:15			5	25	30	16:15			235	126	361			
04:30			9	47	56	16:30			233	113	346			
04:45			15	36	44	136	16:45		223	919	141	498	364	1417
05:00			10	65	75	17:00			249	200	449			
05:15			19	88	107	17:15			236	157	393			
05:30			34	110	144	17:30			244	145	389			
05:45			29	92	115	378	17:45		174	903	136	638	310	1541
06:00			38	165	203	18:00			199	126	325			
06:15			47	189	236	18:15			189	132	321			
06:30			50	179	229	18:30			224	118	342			
06:45			60	195	164	697	18:45		178	790	103	479	281	1269
07:00			59	204	263	19:00			158	109	267			
07:15			72	170	242	19:15			135	92	227			
07:30			97	196	293	19:30			129	111	240			
07:45			74	302	171	741	19:45		130	552	90	402	220	954
08:00			79	170	249	20:00			131	94	225			
08:15			76	166	242	20:15			152	94	246			
08:30			97	190	287	20:30			107	109	216			
08:45			123	375	145	671	20:45		99	489	60	357	159	846
09:00			104	136	240	21:00			92	62	154			
09:15			130	132	262	21:15			98	66	164			
09:30			104	139	243	21:30			81	63	144			
09:45			97	435	131	538	21:45		85	356	46	237	131	593
10:00			109	126	235	22:00			96	37	133			
10:15			91	124	215	22:15			65	30	95			
10:30			93	119	212	22:30			49	28	77			
10:45			125	418	121	490	22:45		63	273	26	121	89	394
11:00			134	138	272	23:00			49	27	76			
11:15			120	136	256	23:15			34	27	61			
11:30			105	153	258	23:30			32	18	50			
11:45			121	480	141	568	23:45		18	133	14	86	32	219
TOTALS			2469	4337	6806	TOTALS			7080	4866	11946			
SPLIT %			36.3%	63.7%	36.3%	SPLIT %			59.3%	40.7%	63.7%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	9,549	9,203	18,752

AM Peak Hour			11:45	07:00	11:30	PM Peak Hour			16:45	16:45	16:45
AM Pk Volume			552	741	1075	PM Pk Volume			952	643	1595
Pk Hr Factor			0.896	0.908	0.953	Pk Hr Factor			0.956	0.804	0.888
7 - 9 Volume	0	0	677	1412	2089	4 - 6 Volume	0	0	1822	1136	2958
7 - 9 Peak Hour			08:00	07:00	08:00	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	375	741	1046	4 - 6 Pk Volume	0	0	952	643	1595
Pk Hr Factor	0.896	0.908	0.762	0.908	0.911	Pk Hr Factor	0.956	0.804	0.956	0.804	0.888

VOLUME

Felicita Ave Bet. Juniper St & Encino Dr

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_030

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	6,507	5,910	12,417

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			9	5	14	12:00			99	97	196			
00:15			8	12	20	12:15			116	84	200			
00:30			12	5	17	12:30			96	77	173			
00:45			6	35	5	27	12:45		108	419	74	332	182	751
01:00			6	7	13	13:00			105	83	188			
01:15			7	5	12	13:15			112	75	187			
01:30			3	3	6	13:30			100	81	181			
01:45			3	19	5	20	13:45		105	422	104	343	209	765
02:00			7	1	8	14:00			102	87	189			
02:15			1	1	2	14:15			107	74	181			
02:30			4	4	8	14:30			128	100	228			
02:45			1	13	2	8	14:45		108	445	73	334	181	779
03:00			0	2	2	15:00			113	82	195			
03:15			2	4	6	15:15			108	84	192			
03:30			6	7	13	15:30			145	86	231			
03:45			7	15	6	19	15:45		154	520	83	335	237	855
04:00			3	9	12	16:00			177	85	262			
04:15			4	23	27	16:15			152	93	245			
04:30			9	30	39	16:30			170	89	259			
04:45			7	23	24	86	16:45		143	642	100	367	243	1009
05:00			7	35	42	17:00			167	101	268			
05:15			17	48	65	17:15			167	77	244			
05:30			30	57	87	17:30			172	89	261			
05:45			15	69	60	200	17:45		136	642	78	345	214	987
06:00			27	95	122	18:00			153	76	229			
06:15			28	115	143	18:15			129	91	220			
06:30			34	96	130	18:30			141	75	216			
06:45			44	133	103	409	18:45		122	545	69	311	191	856
07:00			43	131	174	19:00			101	83	184			
07:15			48	108	156	19:15			96	70	166			
07:30			68	134	202	19:30			78	71	149			
07:45			52	211	124	497	19:45		78	353	62	286	140	639
08:00			61	104	165	20:00			94	59	153			
08:15			59	122	181	20:15			103	61	164			
08:30			68	121	189	20:30			76	67	143			
08:45			82	270	108	455	20:45		63	336	36	223	99	559
09:00			68	86	154	21:00			56	31	87			
09:15			88	94	182	21:15			55	36	91			
09:30			72	91	163	21:30			49	37	86			
09:45			73	301	85	356	21:45		50	210	27	131	77	341
10:00			80	77	157	22:00			53	21	74			
10:15			68	91	159	22:15			37	16	53			
10:30			76	78	154	22:30			31	17	48			
10:45			92	316	81	327	22:45		33	154	16	70	49	224
11:00			93	94	187	23:00			23	19	42			
11:15			87	105	192	23:15			17	15	32			
11:30			79	92	171	23:30			18	9	27			
11:45			82	341	87	378	23:45		15	73	8	51	23	124
TOTALS			1746	2782	4528	TOTALS			4761	3128	7889			
SPLIT %			38.6%	61.4%	36.5%	SPLIT %			60.3%	39.7%	63.5%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	6,507	5,910	12,417

AM Peak Hour			11:45	07:00	11:45	PM Peak Hour			15:45	16:15	16:45
AM Pk Volume			393	497	738	PM Pk Volume			653	383	1016
Pk Hr Factor			0.847	0.927	0.923	Pk Hr Factor			0.922	0.948	0.948
7 - 9 Volume	0	0	481	952	1433	4 - 6 Volume	0	0	1284	712	1996
7 - 9 Peak Hour			08:00	07:00	08:00	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	270	497	725	4 - 6 Pk Volume	0	0	649	383	1016
Pk Hr Factor	0.823	0.927	0.823	0.927	0.954	Pk Hr Factor	0.943	0.948	0.943	0.948	0.948

VOLUME

Encino Dr Bet. Felicita Ave & Eldorado Dr

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_031

DAILY TOTALS					NB	SB	EB	WB	Total
					738	752	0	0	1,490

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	0			1	12:00	14	13			27
00:15	1	1			2	12:15	7	12			19
00:30	2	1			3	12:30	14	10			24
00:45	0	4	1	3	1	12:45	11	46	12	47	23
01:00	0	1			1	13:00	9	4			13
01:15	0	0			0	13:15	10	14			24
01:30	0	2			2	13:30	7	9			16
01:45	2	2	1	4	3	13:45	16	42	6	33	22
02:00	1	0			1	14:00	14	11			25
02:15	1	0			1	14:15	8	11			19
02:30	0	0			0	14:30	6	12			18
02:45	0	2	1	1	1	14:45	7	35	9	43	16
03:00	0	0			0	15:00	16	8			24
03:15	3	3			6	15:15	18	16			34
03:30	0	0			0	15:30	12	9			21
03:45	0	3	0	3	0	15:45	7	53	12	45	19
04:00	1	1			2	16:00	12	23			35
04:15	0	1			1	16:15	22	18			40
04:30	2	1			3	16:30	10	17			27
04:45	1	4	0	3	1	16:45	17	61	15	73	32
05:00	0	2			2	17:00	15	12			27
05:15	1	2			3	17:15	24	12			36
05:30	4	3			7	17:30	12	15			27
05:45	1	6	6	13	7	17:45	9	60	13	52	22
06:00	2	5			7	18:00	17	7			24
06:15	3	3			6	18:15	7	16			23
06:30	3	13			16	18:30	15	16			31
06:45	10	18	15	36	25	18:45	7	46	18	57	25
07:00	12	20			32	19:00	18	20			38
07:15	12	18			30	19:15	14	8			22
07:30	7	21			28	19:30	8	3			11
07:45	11	42	26	85	37	19:45	11	51	6	37	17
08:00	12	14			26	20:00	16	6			22
08:15	6	7			13	20:15	9	8			17
08:30	6	16			22	20:30	3	2			5
08:45	7	31	7	44	14	20:45	9	37	2	18	11
09:00	12	9			21	21:00	15	8			23
09:15	6	12			18	21:15	14	8			22
09:30	15	12			27	21:30	11	6			17
09:45	9	42	7	40	16	21:45	6	46	2	24	8
10:00	10	9			19	22:00	4	3			7
10:15	10	16			26	22:15	2	2			4
10:30	4	15			19	22:30	5	1			6
10:45	10	34	8	48	18	22:45	2	13	0	6	2
11:00	6	8			14	23:00	2	0			2
11:15	15	6			21	23:15	3	2			5
11:30	16	9			25	23:30	2	0			2
11:45	16	53	10	33	26	23:45	0	7	2	4	2
TOTALS	241	313			554	TOTALS	497	439			936
SPLIT %	43.5%	56.5%			37.2%	SPLIT %	53.1%	46.9%			62.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					738	752	0	0	1,490

AM Peak Hour	11:15	07:00			07:00	PM Peak Hour	16:45	16:00			16:00
AM Pk Volume	61	85			127	PM Pk Volume	68	73			134
PK Hr Factor	0.953	0.817			0.858	PK Hr Factor	0.708	0.793			0.838
7 - 9 Volume	73	129	0	0	202	4 - 6 Volume	121	125	0	0	246
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	16:00			16:00
7 - 9 Pk Volume	42	85	0	0	127	4 - 6 Pk Volume	68	73	0	0	134
PK Hr Factor	0.875	0.817	0.000	0.000	0.858	PK Hr Factor	0.708	0.793	0.000	0.000	0.838

VOLUME

Encino Dr Bet. Eldorado Dr & Bear Valley Pkwy

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_032

DAILY TOTALS					NB	SB	EB	WB	Total
					561	536	0	0	1,097

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	0			1	12:00	8	6			14
00:15	2	0			2	12:15	8	6			14
00:30	1	0			1	12:30	9	11			20
00:45	1	5	0		1 5	12:45	6	31	4	27	10 58
01:00	0	0			0	13:00	8	9			17
01:15	1	1			2	13:15	6	6			12
01:30	0	0			0	13:30	6	2			8
01:45	1	2	0	1	1 3	13:45	12	32	13	30	25 62
02:00	0	0			0	14:00	7	7			14
02:15	0	0			0	14:15	6	5			11
02:30	0	0			0	14:30	4	2			6
02:45	0	0			0	14:45	10	27	4	18	14 45
03:00	0	0			0	15:00	6	6			12
03:15	0	0			0	15:15	8	4			12
03:30	0	0			0	15:30	8	8			16
03:45	0	0			0	15:45	6	28	7	25	13 53
04:00	0	0			0	16:00	9	5			14
04:15	0	0			0	16:15	15	12			27
04:30	1	0			1	16:30	6	4			10
04:45	0	1	0		0 1	16:45	17	47	11	32	28 79
05:00	0	1			1	17:00	9	15			24
05:15	0	0			0	17:15	10	7			17
05:30	1	4			5	17:30	19	8			27
05:45	5	6	5	10	10 16	17:45	11	49	13	43	24 92
06:00	2	4			6	18:00	10	4			14
06:15	0	4			4	18:15	10	7			17
06:30	1	3			4	18:30	12	28			40
06:45	2	5	6	17	8 22	18:45	10	42	22	61	32 103
07:00	4	8			12	19:00	16	40			56
07:15	1	7			8	19:15	7	27			34
07:30	6	13			19	19:30	12	11			23
07:45	5	16	4	32	9 48	19:45	6	41	3	81	9 122
08:00	6	10			16	20:00	10	2			12
08:15	4	4			8	20:15	4	9			13
08:30	5	10			15	20:30	5	5			10
08:45	5	20	18	42	23 62	20:45	17	36	3	19	20 55
09:00	18	5			23	21:00	19	6			25
09:15	7	8			15	21:15	29	4			33
09:30	8	5			13	21:30	24	2			26
09:45	10	43	12	30	22 73	21:45	10	82	2	14	12 96
10:00	4	4			8	22:00	2	0			2
10:15	6	7			13	22:15	2	0			2
10:30	7	5			12	22:30	0	2			2
10:45	4	21	6	22	10 43	22:45	1	5	2	4	3 9
11:00	3	5			8	23:00	0	2			2
11:15	3	5			8	23:15	2	1			3
11:30	5	6			11	23:30	1	1			2
11:45	8	19	8	24	16 43	23:45	0	3	0	4	0 7
TOTALS	138	178			316	TOTALS	423	358			781
SPLIT %	43.7%	56.3%			28.8%	SPLIT %	54.2%	45.8%			71.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					561	536	0	0	1,097

AM Peak Hour	09:00	08:00			08:30	PM Peak Hour	20:45	18:30		18:30	
AM Pk Volume	43	42			76	PM Pk Volume	89	117		162	
PK Hr Factor	0.597	0.583			0.826	PK Hr Factor	0.767	0.731		0.723	
7 - 9 Volume	36	74	0	0	110	4 - 6 Volume	96	75	0	0	171
7 - 9 Peak Hour	07:30	08:00			08:00	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	21	42	0	0	62	PK Hr Factor	55	43	0	0	96
PK Hr Factor	0.875	0.583	0.000	0.000	0.674	PK Hr Factor	0.724	0.717	0.000	0.000	0.857

VOLUME

Bear Valley Pkwy Bet. Encino Dr & Sunset Dr

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_033

DAILY TOTALS					NB	SB	EB	WB	Total
					11,244	11,306	0	0	22,550

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	39	21			60	12:00	129	123			252
00:15	40	22			62	12:15	142	140			282
00:30	34	20			54	12:30	155	161			316
00:45	31	144	21	84	52	12:45	127	553	125	549	252
01:00	20	13			33	13:00	138	143			281
01:15	25	17			42	13:15	139	142			281
01:30	9	17			26	13:30	157	140			297
01:45	13	67	10	57	23	13:45	142	576	150	575	292
02:00	11	11			22	14:00	185	149			334
02:15	9	11			20	14:15	160	142			302
02:30	8	11			19	14:30	181	149			330
02:45	6	34	13	46	19	14:45	192	718	113	553	305
03:00	3	20			23	15:00	214	136			350
03:15	7	13			20	15:15	223	136			359
03:30	10	21			31	15:30	253	122			375
03:45	4	24	24	78	28	15:45	234	924	124	518	358
04:00	5	48			53	16:00	274	153			427
04:15	7	63			70	16:15	305	124			429
04:30	6	92			98	16:30	300	161			461
04:45	9	27	93	296	102	16:45	274	1153	146	584	420
05:00	10	132			142	17:00	290	177			467
05:15	17	162			179	17:15	289	147			436
05:30	27	181			208	17:30	324	146			470
05:45	25	79	218	693	243	17:45	305	1208	120	590	425
06:00	43	276			319	18:00	285	166			451
06:15	38	275			313	18:15	262	130			392
06:30	52	315			367	18:30	243	148			391
06:45	65	198	282	1148	347	18:45	225	1015	127	571	352
07:00	61	266			327	19:00	213	109			322
07:15	77	243			320	19:15	181	114			295
07:30	75	260			335	19:30	172	113			285
07:45	87	300	242	1011	329	19:45	190	756	100	436	290
08:00	80	233			313	20:00	218	63			281
08:15	110	224			334	20:15	168	103			271
08:30	111	205			316	20:30	147	65			212
08:45	117	418	165	827	282	20:45	155	688	60	291	215
09:00	107	184			291	21:00	145	52			197
09:15	99	178			277	21:15	150	65			215
09:30	105	193			298	21:30	97	47			144
09:45	108	419	140	695	248	21:45	126	518	41	205	167
10:00	100	143			243	22:00	95	67			162
10:15	120	161			281	22:15	65	38			103
10:30	109	170			279	22:30	68	34			102
10:45	113	442	154	628	267	22:45	75	303	34	173	109
11:00	105	148			253	23:00	62	28			90
11:15	104	144			248	23:15	57	29			86
11:30	140	144			284	23:30	44	34			78
11:45	132	481	140	576	272	23:45	36	199	31	122	67
TOTALS	2633	6139			8772	TOTALS	8611	5167			13778
SPLIT %	30.0%	70.0%			38.9%	SPLIT %	62.5%	37.5%			61.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					11,244	11,306	0	0	22,550

AM Peak Hour	11:45	06:00			06:30	PM Peak Hour	17:00	16:30			17:00
AM Pk Volume	558	1148			1361	PM Pk Volume	1208	631			1798
PK Hr Factor	0.900	0.911			0.927	PK Hr Factor	0.932	0.891			0.956
7 - 9 Volume	718	1838	0	0	2556	4 - 6 Volume	2361	1174	0	0	3535
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	17:00	16:30			17:00
7 - 9 Pk Volume	418	1011	0	0	1311	PK Hr Factor	1208	631	0	0	1798
PK Hr Factor	0.893	0.950	0.000	0.000	0.978	PK Hr Factor	0.932	0.891	0.000	0.000	0.956

VOLUME

Bear Valley Pkwy Bet. Canyon Rd & Mary Ln

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_034

DAILY TOTALS					NB	SB	EB	WB	Total
					12,791	13,016	0	0	25,807

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	38	23			61	12:00	166	158			324
00:15	45	17			62	12:15	152	177			329
00:30	31	25			56	12:30	176	187			363
00:45	27	141	20	85	47	12:45	147	641	157	679	304
01:00	25	17			42	13:00	168	186			354
01:15	23	15			38	13:15	157	187			344
01:30	10	12			22	13:30	193	159			352
01:45	12	70	15	59	27	13:45	199	717	181	713	380
02:00	11	11			22	14:00	197	185			382
02:15	8	12			20	14:15	180	170			350
02:30	9	13			22	14:30	225	169			394
02:45	6	34	13	49	19	14:45	224	826	164	688	388
03:00	2	18			20	15:00	216	148			364
03:15	7	17			24	15:15	243	152			395
03:30	12	22			34	15:30	278	159			437
03:45	5	26	24	81	29	15:45	295	1032	151	610	446
04:00	8	44			52	16:00	285	188			473
04:15	6	61			67	16:15	327	159			486
04:30	9	86			95	16:30	332	173			505
04:45	12	35	85	276	97	16:45	315	1259	196	716	511
05:00	13	123			136	17:00	309	207			516
05:15	19	172			191	17:15	346	190			536
05:30	31	177			208	17:30	347	184			531
05:45	33	96	234	706	267	17:45	300	1302	138	719	438
06:00	65	280			345	18:00	306	169			475
06:15	50	302			352	18:15	293	178			471
06:30	69	322			391	18:30	280	168			448
06:45	76	260	314	1218	390	18:45	257	1136	168	683	425
07:00	72	313			385	19:00	229	145			374
07:15	102	285			387	19:15	216	127			343
07:30	98	259			357	19:30	184	129			313
07:45	125	397	269	1126	394	19:45	216	845	97	498	313
08:00	103	237			340	20:00	253	91			344
08:15	116	252			368	20:15	182	100			282
08:30	135	234			369	20:30	177	86			263
08:45	101	455	192	915	293	20:45	157	769	74	351	231
09:00	130	221			351	21:00	170	62			232
09:15	122	207			329	21:15	164	75			239
09:30	142	257			399	21:30	126	55			181
09:45	128	522	161	846	289	21:45	125	585	49	241	174
10:00	127	185			312	22:00	104	65			169
10:15	127	189			316	22:15	73	35			108
10:30	140	175			315	22:30	73	39			112
10:45	110	504	204	753	314	22:45	76	326	44	183	120
11:00	137	175			312	23:00	73	29			102
11:15	138	175			313	23:15	60	32			92
11:30	154	165			319	23:30	47	33			80
11:45	158	587	180	695	338	23:45	46	226	32	126	78
TOTALS	3127	6809			9936	TOTALS	9664	6207			15871
SPLIT %	31.5%	68.5%			38.5%	SPLIT %	60.9%	39.1%			61.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					12,791	13,016	0	0	25,807

AM Peak Hour	11:45	06:15			06:30	PM Peak Hour	16:45	16:45			16:45
AM Pk Volume	652	1251			1553	PM Pk Volume	1317	777			2094
PK Hr Factor	0.926	0.971			0.993	PK Hr Factor	0.949	0.938			0.977
7 - 9 Volume	852	2041	0	0	2893	4 - 6 Volume	2561	1435	0	0	3996
7 - 9 Peak Hour	07:45	07:00			07:00	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	479	1126	0	0	1523	PK Hr Factor	1317	777	0	0	2094
PK Hr Factor	0.887	0.899	0.000	0.000	0.966	PK Hr Factor	0.949	0.938	0.000	0.000	0.977

VOLUME

Bear Valley Pkwy Bet. Mary Ln & San Pasqual Rd

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_035

DAILY TOTALS					NB	SB	EB	WB	Total
					13,754	14,468	0	0	28,222

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	45	22			67	12:00	176	187			363	
00:15	51	19			70	12:15	162	191			353	
00:30	30	25			55	12:30	177	193			370	
00:45	32	158	18	84	50	242	186	701	174	745	360	1446
01:00	28	16			44	13:00	178	212			390	
01:15	22	17			39	13:15	172	200			372	
01:30	15	16			31	13:30	216	199			415	
01:45	13	78	16	65	29	143	197	763	194	805	391	1568
02:00	11	11			22	14:00	219	200			419	
02:15	11	14			25	14:15	181	192			373	
02:30	11	14			25	14:30	260	201			461	
02:45	8	41	12	51	20	92	237	897	169	762	406	1659
03:00	4	20			24	15:00	248	180			428	
03:15	9	15			24	15:15	265	169			434	
03:30	9	24			33	15:30	308	163			471	
03:45	8	30	27	86	35	116	325	1146	165	677	490	1823
04:00	7	47			54	16:00	301	210			511	
04:15	7	61			68	16:15	362	174			536	
04:30	9	97			106	16:30	369	180			549	
04:45	15	38	97	302	112	340	341	1373	193	757	534	2130
05:00	15	132			147	17:00	328	197			525	
05:15	22	189			211	17:15	364	190			554	
05:30	36	183			219	17:30	367	188			555	
05:45	33	106	256	760	289	866	334	1393	159	734	493	2127
06:00	65	294			359	18:00	331	180			511	
06:15	57	303			360	18:15	311	197			508	
06:30	66	368			434	18:30	294	191			485	
06:45	87	275	344	1309	431	1584	255	1191	173	741	428	1932
07:00	87	352			439	19:00	276	165			441	
07:15	106	327			433	19:15	217	154			371	
07:30	101	322			423	19:30	216	127			343	
07:45	130	424	309	1310	439	1734	218	927	109	555	327	1482
08:00	118	263			381	20:00	209	105			314	
08:15	125	295			420	20:15	176	121			297	
08:30	132	283			415	20:30	177	83			260	
08:45	124	499	225	1066	349	1565	178	740	82	391	260	1131
09:00	128	255			383	21:00	190	83			273	
09:15	138	245			383	21:15	191	78			269	
09:30	144	288			432	21:30	133	67			200	
09:45	128	538	195	983	323	1521	141	655	63	291	204	946
10:00	140	210			350	22:00	108	76			184	
10:15	144	207			351	22:15	81	42			123	
10:30	140	213			353	22:30	80	43			123	
10:45	123	547	210	840	333	1387	82	351	46	207	128	558
11:00	149	208			357	23:00	82	31			113	
11:15	150	203			353	23:15	64	39			103	
11:30	166	187			353	23:30	54	32			86	
11:45	169	634	215	813	384	1447	49	249	32	134	81	383
TOTALS	3368	7669			11037	TOTALS	10386	6799			17185	
SPLIT %	30.5%	69.5%			39.1%	SPLIT %	60.4%	39.6%			60.9%	

DAILY TOTALS					NB	SB	EB	WB	Total
					13,754	14,468	0	0	28,222

AM Peak Hour	11:45	06:30				PM Peak Hour	16:30	13:00			16:45
AM Pk Volume	684	1391			1737	PM Pk Volume	1402	805			2168
PK Hr Factor	0.966	0.945			0.989	PK Hr Factor	0.950	0.949			0.977
7 - 9 Volume	923	2376	0	0	3299	4 - 6 Volume	2766	1491	0	0	4257
7 - 9 Peak Hour	07:45	07:00			07:00	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	505	1310	0	0	1734	PK Hr Factor	1402	768	0	0	2168
PK Hr Factor	0.956	0.930	0.000	0.000	0.987	PK Hr Factor	0.950	0.975	0.000	0.000	0.977

VOLUME

Bear Valley Pkwy Bet. San Pasqual Rd & Beethoven Dr

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_036

DAILY TOTALS					NB	SB	EB	WB	Total
					19,048	19,464	0	0	38,512

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	62	29			91	12:00	244	258			502		
00:15	54	19			73	12:15	234	256			490		
00:30	39	33			72	12:30	235	266			501		
00:45	42	197	21	102	63	299	12:45	244	957	267	1047	511	2004
01:00	27	19			46	13:00	262	262			524		
01:15	26	18			44	13:15	263	257			520		
01:30	19	16			35	13:30	305	288			593		
01:45	16	88	19	72	35	160	13:45	275	1105	259	1066	534	2171
02:00	13	13			26	14:00	300	303			603		
02:15	16	10			26	14:15	287	250			537		
02:30	12	23			35	14:30	353	309			662		
02:45	7	48	15	61	22	109	14:45	301	1241	264	1126	565	2367
03:00	7	27			34	15:00	321	266			587		
03:15	11	25			36	15:15	341	271			612		
03:30	11	27			38	15:30	416	230			646		
03:45	9	38	35	114	44	152	15:45	424	1502	245	1012	669	2514
04:00	9	59			68	16:00	454	312			766		
04:15	10	69			79	16:15	476	242			718		
04:30	19	115			134	16:30	491	257			748		
04:45	25	63	129	372	154	435	16:45	478	1899	262	1073	740	2972
05:00	26	149			175	17:00	492	273			765		
05:15	42	231			273	17:15	542	249			791		
05:30	85	242			327	17:30	487	273			760		
05:45	59	212	278	900	337	1112	17:45	484	2005	226	1021	710	3026
06:00	91	365			456	18:00	474	239			713		
06:15	95	376			471	18:15	419	284			703		
06:30	125	455			580	18:30	387	243			630		
06:45	110	421	425	1621	535	2042	18:45	338	1618	235	1001	573	2619
07:00	117	457			574	19:00	324	287			611		
07:15	146	408			554	19:15	271	246			517		
07:30	120	416			536	19:30	267	180			447		
07:45	180	563	389	1670	569	2233	19:45	273	1135	159	872	432	2007
08:00	164	322			486	20:00	243	210			453		
08:15	206	395			601	20:15	223	170			393		
08:30	218	346			564	20:30	215	112			327		
08:45	219	807	320	1383	539	2190	20:45	234	915	111	603	345	1518
09:00	194	325			519	21:00	233	124			357		
09:15	231	320			551	21:15	206	140			346		
09:30	234	368			602	21:30	163	111			274		
09:45	203	862	249	1262	452	2124	21:45	152	754	99	474	251	1228
10:00	228	275			503	22:00	139	91			230		
10:15	208	257			465	22:15	105	61			166		
10:30	248	276			524	22:30	105	58			163		
10:45	201	885	287	1095	488	1980	22:45	92	441	52	262	144	703
11:00	233	274			507	23:00	98	36			134		
11:15	238	247			485	23:15	80	42			122		
11:30	268	296			564	23:30	78	37			115		
11:45	242	981	281	1098	523	2079	23:45	55	311	42	157	97	468
TOTALS	5165	9750			14915	TOTALS	13883	9714			23597		
SPLIT %	34.6%	65.4%			38.7%	SPLIT %	58.8%	41.2%			61.3%		

DAILY TOTALS					NB	SB	EB	WB	Total
					19,048	19,464	0	0	38,512

AM Peak Hour	11:15	06:30			06:30	PM Peak Hour	17:00	14:00			16:45
AM Pk Volume	992	1745			2243	PM Pk Volume	2005	1126			3056
PK Hr Factor	0.925	0.955			0.967	PK Hr Factor	0.925	0.911			0.966
7 - 9 Volume	1370	3053	0	0	4423	4 - 6 Volume	3904	2094	0	0	5998
7 - 9 Peak Hour	08:00	07:00			07:00	4 - 6 Peak Hour	17:00	16:00			16:45
7 - 9 Pk Volume	807	1670	0	0	2233	PK Hr Factor	2005	1073	0	0	3056
PK Hr Factor	0.921	0.914	0.925	0.925	0.973	PK Hr Factor	0.925	0.860	0.925	0.925	0.966

VOLUME

Highland Valley Rd E/O Pomerado Rd

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_037

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	984	959	1,943

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			1	0	1	12:00			12	9	21			
00:15			0	1	1	12:15			12	13	25			
00:30			1	0	1	12:30			11	9	20			
00:45			2	4	1	2	12:45		10	45	16	47	26	92
01:00			1	0	1	13:00			11	18	29			
01:15			0	0	0	13:15			10	9	19			
01:30			2	0	2	13:30			13	11	24			
01:45			0	3	0	13:45			18	52	19	57	37	109
02:00			0	0	0	14:00			18	12	30			
02:15			0	0	0	14:15			20	14	34			
02:30			2	0	2	14:30			15	19	34			
02:45			1	3	0	1	14:45		9	62	22	67	31	129
03:00			0	1	1	15:00			19	25	44			
03:15			0	1	1	15:15			16	14	30			
03:30			0	0	0	15:30			15	23	38			
03:45			0	0	2	0	15:45		14	64	16	78	30	142
04:00			0	1	1	16:00			28	14	42			
04:15			1	1	2	16:15			19	11	30			
04:30			1	2	3	16:30			31	17	48			
04:45			1	3	1	5	16:45		29	107	17	59	46	166
05:00			1	5	6	17:00			23	28	51			
05:15			2	6	8	17:15			24	14	38			
05:30			6	11	17	17:30			30	11	41			
05:45			20	29	11	33	17:45		23	100	8	61	31	161
06:00			15	8	23	18:00			24	7	31			
06:15			8	18	26	18:15			25	10	35			
06:30			11	21	32	18:30			13	6	19			
06:45			19	53	18	65	18:45		13	75	6	29	19	104
07:00			20	19	39	19:00			15	6	21			
07:15			12	19	31	19:15			17	6	23			
07:30			12	25	37	19:30			12	5	17			
07:45			16	60	17	80	19:45		9	53	3	20	12	73
08:00			8	35	43	20:00			9	4	13			
08:15			8	22	30	20:15			7	7	14			
08:30			5	29	34	20:30			6	3	9			
08:45			12	33	14	100	20:45		9	31	2	16	11	47
09:00			14	21	35	21:00			2	5	7			
09:15			12	21	33	21:15			3	3	6			
09:30			10	14	24	21:30			8	4	12			
09:45			9	45	20	76	21:45		6	19	3	15	9	34
10:00			10	11	21	22:00			10	1	11			
10:15			21	16	37	22:15			9	2	11			
10:30			11	13	24	22:30			7	1	8			
10:45			12	54	22	62	22:45		4	30	2	6	6	36
11:00			13	13	26	23:00			6	2	8			
11:15			9	19	28	23:15			1	2	3			
11:30			15	24	39	23:30			1	2	3			
11:45			12	49	15	71	23:45		2	10	2	8	4	18
TOTALS			336	496	832	TOTALS			648	463	1111			
SPLIT %			40.4%	59.6%	42.8%	SPLIT %			58.3%	41.7%	57.2%			

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	984	959	1,943

AM Peak Hour			06:45	07:45	06:45	PM Peak Hour			16:00	14:45	16:30
AM Pk Volume			63	103	144	PM Pk Volume			107	84	183
Pk Hr Factor			0.788	0.736	0.923	Pk Hr Factor			0.863	0.840	0.897
7 - 9 Volume	0	0	93	180	273	4 - 6 Volume	0	0	207	120	327
7 - 9 Peak Hour			07:00	07:45	07:15	4 - 6 Peak Hour			16:00	16:30	16:30
7 - 9 Pk Volume	0	0	60	103	144	4 - 6 Pk Volume	0	0	107	76	183
Pk Hr Factor	0.000	0.000	0.750	0.736	0.837	Pk Hr Factor	0.000	0.000	0.863	0.679	0.897

VOLUME

Pomerado Rd Bet. Fieldstone Dr & Cloudesly Dr

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_038

DAILY TOTALS					NB	SB	EB	WB	Total
					8,929	7,306	0	0	16,235

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	10	10			20	12:00	131	115			246		
00:15	5	12			17	12:15	137	116			253		
00:30	6	9			15	12:30	132	108			240		
00:45	5	26	6	37	11	63	12:45	144	544	121	460	265	1004
01:00	4	2			6	13:00	139	119			258		
01:15	4	3			7	13:15	147	114			261		
01:30	5	2			7	13:30	150	110			260		
01:45	6	19	5	12	11	31	13:45	136	572	108	451	244	1023
02:00	7	3			10	14:00	154	117			271		
02:15	2	3			5	14:15	132	118			250		
02:30	3	3			6	14:30	163	122			285		
02:45	4	16	5	14	9	30	14:45	145	594	112	469	257	1063
03:00	0	2			2	15:00	173	121			294		
03:15	6	2			8	15:15	163	121			284		
03:30	4	4			8	15:30	219	122			341		
03:45	7	17	6	14	13	31	15:45	196	751	130	494	326	1245
04:00	8	9			17	16:00	235	135			370		
04:15	5	9			14	16:15	241	126			367		
04:30	7	19			26	16:30	275	136			411		
04:45	9	29	19	56	28	85	16:45	228	979	125	522	353	1501
05:00	28	28			56	17:00	276	108			384		
05:15	36	34			70	17:15	248	131			379		
05:30	27	47			74	17:30	225	105			330		
05:45	40	131	38	147	78	278	17:45	194	943	110	454	304	1397
06:00	55	43			98	18:00	147	127			274		
06:15	81	82			163	18:15	150	128			278		
06:30	62	106			168	18:30	122	109			231		
06:45	79	277	135	366	214	643	18:45	93	512	84	448	177	960
07:00	113	108			221	19:00	95	82			177		
07:15	97	108			205	19:15	77	97			174		
07:30	137	157			294	19:30	74	85			159		
07:45	111	458	154	527	265	985	19:45	65	311	80	344	145	655
08:00	139	138			277	20:00	81	79			160		
08:15	145	130			275	20:15	66	67			133		
08:30	126	125			251	20:30	50	58			108		
08:45	123	533	131	524	254	1057	20:45	48	245	60	264	108	509
09:00	133	97			230	21:00	42	60			102		
09:15	128	110			238	21:15	29	47			76		
09:30	138	98			236	21:30	37	39			76		
09:45	132	531	128	433	260	964	21:45	28	136	53	199	81	335
10:00	152	100			252	22:00	37	27			64		
10:15	148	109			257	22:15	26	23			49		
10:30	157	106			263	22:30	29	31			60		
10:45	134	591	118	433	252	1024	22:45	25	117	27	108	52	225
11:00	143	114			257	23:00	17	32			49		
11:15	130	107			237	23:15	17	19			36		
11:30	151	124			275	23:30	13	21			34		
11:45	114	538	101	446	215	984	23:45	12	59	12	84	24	143
TOTALS	3166	3009			6175	TOTALS	5763	4297			10060		
SPLIT %	51.3%	48.7%			38.0%	SPLIT %	57.3%	42.7%			62.0%		

DAILY TOTALS					NB	SB	EB	WB	Total
					8,929	7,306	0	0	16,235

AM Peak Hour	10:00	07:30			07:30	PM Peak Hour	16:30	15:45			16:30
AM Pk Volume	591	579			1111	PM Pk Volume	1027	527			1527
PK Hr Factor	0.941	0.922			0.945	PK Hr Factor	0.930	0.969			0.929
7 - 9 Volume	991	1051	0	0	2042	4 - 6 Volume	1922	976	0	0	2898
7 - 9 Peak Hour	08:00	07:30			07:30	4 - 6 Peak Hour	16:30	16:00			16:30
7 - 9 Pk Volume	533	579	0	0	1111	PK Hr Factor	1027	522	0	0	1527
PK Hr Factor	0.919	0.922	0.000	0.000	0.945	PK Hr Factor	0.930	0.960	0.000	0.000	0.929

VOLUME

Pomerado Rd Bet. Bernardo Trails Dr & Paseo Del Verano Norte

Day: Thursday
Date: 8/6/2015

City: San Diego
Project #: CA15_4229_039

DAILY TOTALS					NB	SB	EB	WB	Total
					7,857	6,318	0	0	14,175

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	8	11			19	12:00	98	97			195	
00:15	2	12			14	12:15	125	115			240	
00:30	3	6			9	12:30	120	102			222	
00:45	5	18	2	31	7	12:45	114	457	106	420	220	877
01:00	2	1			3	13:00	117	102			219	
01:15	1	1			2	13:15	135	101			236	
01:30	4	2			6	13:30	117	113			230	
01:45	7	14	2	6	9	13:45	123	492	113	429	236	921
02:00	2	0			2	14:00	129	81			210	
02:15	2	3			5	14:15	108	112			220	
02:30	1	2			3	14:30	149	119			268	
02:45	2	7	2	7	4	14:45	144	530	137	449	281	979
03:00	0	1			1	15:00	166	113			279	
03:15	6	0			6	15:15	156	97			253	
03:30	2	4			6	15:30	212	117			329	
03:45	5	13	5	10	10	15:45	169	703	110	437	279	1140
04:00	6	9			15	16:00	189	100			289	
04:15	6	10			16	16:15	224	85			309	
04:30	1	10			11	16:30	242	101			343	
04:45	6	19	12	41	18	16:45	211	866	96	382	307	1248
05:00	14	24			38	17:00	265	119			384	
05:15	14	27			41	17:15	220	87			307	
05:30	22	42			64	17:30	202	101			303	
05:45	26	76	36	129	62	17:45	170	857	100	407	270	1264
06:00	43	38			81	18:00	147	98			245	
06:15	53	77			130	18:15	144	94			238	
06:30	45	98			143	18:30	113	80			193	
06:45	52	193	118	331	170	18:45	91	495	58	330	149	825
07:00	89	104			193	19:00	87	57			144	
07:15	79	106			185	19:15	77	62			139	
07:30	105	144			249	19:30	73	60			133	
07:45	89	362	139	493	228	19:45	71	308	40	219	111	527
08:00	100	124			224	20:00	74	57			131	
08:15	110	117			227	20:15	55	46			101	
08:30	117	124			241	20:30	55	59			114	
08:45	93	420	123	488	216	20:45	37	221	45	207	82	428
09:00	114	98			212	21:00	44	30			74	
09:15	113	107			220	21:15	38	36			74	
09:30	121	108			229	21:30	42	20			62	
09:45	124	472	119	432	243	21:45	39	163	31	117	70	280
10:00	134	111			245	22:00	19	24			43	
10:15	139	105			244	22:15	21	20			41	
10:30	141	102			243	22:30	19	11			30	
10:45	138	552	109	427	247	22:45	21	80	13	68	34	148
11:00	134	109			243	23:00	10	15			25	
11:15	113	102			215	23:15	17	10			27	
11:30	135	111			246	23:30	7	4			11	
11:45	115	497	101	423	216	23:45	8	42	6	35	14	77
TOTALS	2643	2818			5461	TOTALS	5214	3500			8714	
SPLIT %	48.4%	51.6%			38.5%	SPLIT %	59.8%	40.2%			61.5%	

DAILY TOTALS					NB	SB	EB	WB	Total
					7,857	6,318	0	0	14,175

AM Peak Hour	10:00	07:30			10:00	PM Peak Hour	16:15	14:15			16:15
AM Pk Volume	552	524			979	PM Pk Volume	942	481			1343
PK Hr Factor	0.979	0.910			0.991	PK Hr Factor	0.889	0.878			0.874
7 - 9 Volume	782	981	0	0	1763	4 - 6 Volume	1723	789	0	0	2512
7 - 9 Peak Hour	08:00	07:30			07:30	4 - 6 Peak Hour	16:15	17:00			16:15
7 - 9 Pk Volume	420	524	0	0	928	PK Hr Factor	0.889	0.855	0.889	0.889	0.874
PK Hr Factor	0.897	0.910	0.889	0.889	0.932	PK Hr Factor	0.889	0.855	0.889	0.889	0.874

VOLUME

Pomerado Rd Bet. Pomerado Ct & Racho Bernardo Rd

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_040

DAILY TOTALS					NB	SB	EB	WB	Total
					10,423	8,916	0	0	19,339

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	11	6			17	12:00	162	135			297
00:15	7	5			12	12:15	176	148			324
00:30	4	4			8	12:30	189	138			327
00:45	2	24	2	17	44	12:45	205	732	150	571	1358
01:00	6	4			10	13:00	143	154			297
01:15	5	6			11	13:15	181	175			356
01:30	2	4			6	13:30	211	162			373
01:45	3	16	1	15	35	13:45	187	722	161	652	1522
02:00	5	0			5	14:00	208	130			338
02:15	2	0			2	14:15	200	166			366
02:30	2	1			3	14:30	216	159			375
02:45	3	12	3	4	22	14:45	198	822	153	608	1481
03:00	0	2			2	15:00	247	169			416
03:15	4	3			7	15:15	208	137			345
03:30	0	6			6	15:30	250	157			407
03:45	4	8	7	18	37	15:45	263	968	143	606	1580
04:00	5	9			14	16:00	260	143			403
04:15	2	5			7	16:15	292	141			433
04:30	5	11			16	16:30	262	151			413
04:45	8	20	16	41	85	16:45	253	1067	135	570	1425
05:00	6	30			36	17:00	332	152			484
05:15	11	33			44	17:15	273	133			406
05:30	21	59			80	17:30	261	134			395
05:45	31	69	62	184	246	17:45	220	1086	129	548	1483
06:00	41	64			105	18:00	198	115			313
06:15	55	105			160	18:15	201	132			333
06:30	74	141			215	18:30	162	105			267
06:45	106	276	141	451	944	18:45	144	705	89	441	1379
07:00	102	165			267	19:00	153	90			243
07:15	95	157			252	19:15	115	87			202
07:30	107	206			313	19:30	100	97			197
07:45	120	424	193	721	1368	19:45	119	487	75	349	930
08:00	121	185			306	20:00	98	63			161
08:15	108	165			273	20:15	83	52			135
08:30	127	196			323	20:30	97	69			166
08:45	145	501	180	726	1352	20:45	58	336	64	248	606
09:00	127	163			290	21:00	61	45			106
09:15	118	149			267	21:15	54	38			92
09:30	147	164			311	21:30	41	21			62
09:45	148	540	154	630	1472	21:45	40	196	34	138	308
10:00	163	135			298	22:00	31	24			55
10:15	142	158			300	22:15	33	26			59
10:30	136	176			312	22:30	24	15			39
10:45	146	587	179	648	1560	22:45	26	114	13	78	1527
11:00	150	146			296	23:00	19	16			35
11:15	169	153			322	23:15	22	9			31
11:30	156	168			324	23:30	10	8			18
11:45	176	651	146	613	1586	23:45	9	60	6	39	104
TOTALS	3128	4068			7196	TOTALS	7295	4848			12143
SPLIT %	43.5%	56.5%			37.2%	SPLIT %	60.1%	39.9%			62.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,423	8,916	0	0	19,339

AM Peak Hour	11:45	07:30			11:45	PM Peak Hour	16:15	13:00			16:15
AM Pk Volume	703	749			1270	PM Pk Volume	1139	652			1718
PK Hr Factor	0.930	0.909			0.971	PK Hr Factor	0.858	0.931			0.887
7 - 9 Volume	925	1447	0	0	2372	4 - 6 Volume	2153	1118	0	0	3271
7 - 9 Peak Hour	08:00	07:30			08:00	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	501	749	0	0	1227	PK Hr Volume	1139	579	0	0	1718
PK Hr Factor	0.864	0.909	0.000	0.000	0.944	PK Hr Factor	0.858	0.952	0.000	0.000	0.887

VOLUME

Pomerado Rd Bet. Rancho Bernardo Rd & Rios Rd

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_041

DAILY TOTALS					NB	SB	EB	WB	Total
					8,862	8,297	0	0	17,159

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	6			13	12:00	152	137			289
00:15	6	11			17	12:15	148	129			277
00:30	7	2			9	12:30	145	161			306
00:45	4	24	6	25	10	12:45	126	571	143	570	269
01:00	3	2			5	13:00	147	145			292
01:15	4	3			7	13:15	139	147			286
01:30	5	2			7	13:30	144	148			292
01:45	4	16	3	10	7	13:45	157	587	123	563	280
02:00	5	1			6	14:00	164	132			296
02:15	6	2			8	14:15	146	130			276
02:30	3	2			5	14:30	163	134			297
02:45	3	17	1	6	4	14:45	182	655	135	531	317
03:00	1	0			1	15:00	172	131			303
03:15	3	0			3	15:15	184	143			327
03:30	3	3			6	15:30	206	129			335
03:45	7	14	6	9	13	15:45	211	773	136	539	347
04:00	4	5			9	16:00	220	126			346
04:15	4	8			12	16:15	255	139			394
04:30	7	11			18	16:30	254	125			379
04:45	5	20	7	31	12	16:45	260	989	147	537	407
05:00	9	15			24	17:00	290	137			427
05:15	8	24			32	17:15	250	151			401
05:30	14	34			48	17:30	197	159			356
05:45	18	49	31	104	49	17:45	203	940	151	598	354
06:00	27	42			69	18:00	175	141			316
06:15	25	70			95	18:15	143	120			263
06:30	40	94			134	18:30	129	84			213
06:45	40	132	126	332	166	18:45	114	561	103	448	217
07:00	56	117			173	19:00	119	71			190
07:15	60	134			194	19:15	105	85			190
07:30	73	184			257	19:30	101	79			180
07:45	84	273	175	610	259	19:45	91	416	58	293	149
08:00	100	142			242	20:00	92	66			158
08:15	88	192			280	20:15	68	68			136
08:30	93	179			272	20:30	73	53			126
08:45	89	370	189	702	278	20:45	48	281	43	230	91
09:00	111	138			249	21:00	57	40			97
09:15	122	136			258	21:15	78	22			100
09:30	159	177			336	21:30	42	27			69
09:45	161	553	184	635	345	21:45	37	214	23	112	60
10:00	155	170			325	22:00	30	26			56
10:15	142	157			299	22:15	23	18			41
10:30	186	152			338	22:30	24	19			43
10:45	151	634	175	654	326	22:45	25	102	24	87	49
11:00	167	165			332	23:00	11	20			31
11:15	150	161			311	23:15	20	18			38
11:30	158	137			295	23:30	11	14			25
11:45	141	616	152	615	293	23:45	13	55	4	56	17
TOTALS	2718	3733			6451	TOTALS	6144	4564			10708
SPLIT %	42.1%	57.9%			37.6%	SPLIT %	57.4%	42.6%			62.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					8,862	8,297	0	0	17,159

AM Peak Hour	10:30	08:00			09:45	PM Peak Hour	16:15	17:15			16:30
AM Pk Volume	654	702			1307	PM Pk Volume	1059	602			1614
PK Hr Factor	0.879	0.914			0.947	PK Hr Factor	0.913	0.947			0.945
7 - 9 Volume	643	1312	0	0	1955	4 - 6 Volume	1929	1135	0	0	3064
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:15	17:00			16:30
7 - 9 Pk Volume	370	702	0	0	1072	PK Hr Factor	1059	598	0	0	1614
PK Hr Factor	0.925	0.914	0.000	0.000	0.957	PK Hr Factor	0.913	0.940	0.000	0.000	0.945

VOLUME

Pomerado Rd Bet. Stone Cyn Rd & Bernardo Heights Pkwy

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_042

DAILY TOTALS					NB	SB	EB	WB	Total
					9,883	9,478	0	0	19,361

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	13	4			17	12:00	167	175			342	
00:15	12	1			13	12:15	194	160			354	
00:30	11	3			14	12:30	186	176			362	
00:45	4	40	3	11	7	12:45	202	749	165	676	367	1425
01:00	7	2			9	13:00	203	172			375	
01:15	2	2			4	13:15	177	173			350	
01:30	5	1			6	13:30	187	174			361	
01:45	1	15	3	8	4	13:45	193	760	185	704	378	1464
02:00	3	1			4	14:00	187	161			348	
02:15	2	1			3	14:15	179	166			345	
02:30	2	4			6	14:30	197	160			357	
02:45	3	10	1	7	4	14:45	205	768	167	654	372	1422
03:00	3	2			5	15:00	199	178			377	
03:15	3	0			3	15:15	191	152			343	
03:30	1	7			8	15:30	242	158			400	
03:45	8	15	6	15	14	15:45	249	881	136	624	385	1505
04:00	6	7			13	16:00	285	132			417	
04:15	4	2			6	16:15	262	147			409	
04:30	5	10			15	16:30	238	157			395	
04:45	6	21	9	28	15	16:45	278	1063	140	576	418	1639
05:00	8	22			30	17:00	325	154			479	
05:15	12	19			31	17:15	243	161			404	
05:30	6	41			47	17:30	245	134			379	
05:45	15	41	46	128	61	17:45	227	1040	124	573	351	1613
06:00	15	49			64	18:00	189	121			310	
06:15	24	73			97	18:15	170	130			300	
06:30	37	117			154	18:30	161	141			302	
06:45	55	131	110	349	165	18:45	145	665	105	497	250	1162
07:00	54	146			200	19:00	129	92			221	
07:15	72	179			251	19:15	124	86			210	
07:30	76	216			292	19:30	119	72			191	
07:45	79	281	221	762	300	19:45	108	480	84	334	192	814
08:00	97	200			297	20:00	102	82			184	
08:15	105	173			278	20:15	87	61			148	
08:30	90	201			291	20:30	88	51			139	
08:45	110	402	215	789	325	20:45	80	357	53	247	133	604
09:00	103	182			285	21:00	77	42			119	
09:15	123	168			291	21:15	60	28			88	
09:30	142	177			319	21:30	40	32			72	
09:45	131	499	201	728	332	21:45	45	222	28	130	73	352
10:00	130	171			301	22:00	33	20			53	
10:15	131	184			315	22:15	38	31			69	
10:30	155	226			381	22:30	27	16			43	
10:45	149	565	188	769	337	22:45	27	125	16	83	43	208
11:00	168	163			331	23:00	16	18			34	
11:15	170	195			365	23:15	17	10			27	
11:30	177	194			371	23:30	19	8			27	
11:45	179	694	193	745	372	23:45	7	59	5	41	12	100
TOTALS	2714	4339			7053	TOTALS	7169	5139			12308	
SPLIT %	38.5%	61.5%			36.4%	SPLIT %	58.2%	41.8%			63.6%	

DAILY TOTALS					NB	SB	EB	WB	Total
					9,883	9,478	0	0	19,361

AM Peak Hour	11:45	07:15			11:15	PM Peak Hour	16:15	13:00			16:15
AM Pk Volume	726	816			1450	PM Pk Volume	1103	704			1701
Pk Hr Factor	0.936	0.923			0.974	Pk Hr Factor	0.848	0.951			0.888
7 - 9 Volume	683	1551	0	0	2234	4 - 6 Volume	2103	1149	0	0	3252
7 - 9 Peak Hour	08:00	07:15			08:00	4 - 6 Peak Hour	16:15	16:30			16:15
7 - 9 Pk Volume	402	816	0	0	1191	4 - 6 Pk Volume	1103	612	0	0	1701
Pk Hr Factor	0.914	0.923	0.000	0.000	0.916	Pk Hr Factor	0.848	0.950	0.000	0.000	0.888

VOLUME

Pomerado Rd Bet. Bernardo Heights Pkwy & Monte Vista Rd

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_043

DAILY TOTALS					NB	SB	EB	WB	Total
					10,007	9,833	0	0	19,840

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	15	8			23	12:00	181	196			377
00:15	17	2			19	12:15	166	172			338
00:30	11	5			16	12:30	183	172			355
00:45	4	47	2	17	6	12:45	200	730	160	700	360
01:00	9	3			12	13:00	177	173			350
01:15	5	2			7	13:15	161	195			356
01:30	5	5			10	13:30	182	192			374
01:45	5	24	2	12	7	13:45	186	706	157	717	343
02:00	3	2			5	14:00	185	165			350
02:15	2	2			4	14:15	189	193			382
02:30	2	4			6	14:30	182	199			381
02:45	3	10	3	11	6	14:45	215	771	170	727	385
03:00	3	2			5	15:00	187	184			371
03:15	4	0			4	15:15	200	167			367
03:30	2	4			6	15:30	241	173			414
03:45	6	15	3	9	9	15:45	246	874	147	671	393
04:00	6	7			13	16:00	263	146			409
04:15	2	7			9	16:15	273	164			437
04:30	8	18			26	16:30	222	176			398
04:45	7	23	10	42	17	16:45	268	1026	137	623	405
05:00	6	24			30	17:00	313	166			479
05:15	9	23			32	17:15	234	153			387
05:30	9	49			58	17:30	224	148			372
05:45	16	40	52	148	68	17:45	221	992	114	581	335
06:00	15	51			66	18:00	171	118			289
06:15	31	89			120	18:15	164	132			296
06:30	48	115			163	18:30	147	138			285
06:45	63	157	136	391	199	18:45	136	618	102	490	238
07:00	67	171			238	19:00	136	94			230
07:15	74	182			256	19:15	121	80			201
07:30	90	216			306	19:30	107	71			178
07:45	104	335	225	794	329	19:45	109	473	67	312	176
08:00	114	191			305	20:00	104	93			197
08:15	127	174			301	20:15	85	58			143
08:30	131	228			359	20:30	81	49			130
08:45	148	520	234	827	382	20:45	64	334	42	242	106
09:00	122	197			319	21:00	47	50			97
09:15	147	187			334	21:15	51	34			85
09:30	150	179			329	21:30	33	35			68
09:45	147	566	199	762	346	21:45	38	169	30	149	68
10:00	145	178			323	22:00	40	17			57
10:15	163	187			350	22:15	39	30			69
10:30	156	217			373	22:30	30	30			60
10:45	159	623	173	755	332	22:45	34	143	14	91	48
11:00	183	172			355	23:00	18	28			46
11:15	189	190			379	23:15	18	15			33
11:30	168	163			331	23:30	20	9			29
11:45	203	743	182	707	385	23:45	12	68	3	55	15
TOTALS	3103	4475			7578	TOTALS	6904	5358			12262
SPLIT %	40.9%	59.1%			38.2%	SPLIT %	56.3%	43.7%			61.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,007	9,833	0	0	19,840

AM Peak Hour	11:00	08:30			11:15	PM Peak Hour	16:15	14:15			16:15
AM Pk Volume	743	846			1472	PM Pk Volume	1076	746			1719
PK Hr Factor	0.915	0.904			0.956	PK Hr Factor	0.859	0.937			0.897
7 - 9 Volume	855	1621	0	0	2476	4 - 6 Volume	2018	1204	0	0	3222
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	520	827	0	0	1347	PK Hr Factor	1076	643	0	0	1719
PK Hr Factor	0.878	0.884	0.000	0.000	0.882	PK Hr Factor	0.859	0.913	0.000	0.000	0.897

VOLUME

Pomerado Rd Bet. Kaitz St & Camino Del Norte

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_044

DAILY TOTALS					NB	SB	EB	WB	Total
					12,210	12,286	0	0	24,496

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	12	16			28	12:00	188	257			445	
00:15	17	8			25	12:15	196	233			429	
00:30	12	10			22	12:30	227	211			438	
00:45	4	45	7	41	11	86	240	851	218	919	458	1770
01:00	6	2			8	13:00	210	206			416	
01:15	9	6			15	13:15	208	216			424	
01:30	5	10			15	13:30	233	214			447	
01:45	5	25	1	19	6	44	227	878	198	834	425	1712
02:00	2	5			7	14:00	211	191			402	
02:15	3	8			11	14:15	238	232			470	
02:30	5	4			9	14:30	228	214			442	
02:45	3	13	6	23	9	36	242	919	222	859	464	1778
03:00	1	5			6	15:00	212	221			433	
03:15	5	2			7	15:15	255	248			503	
03:30	4	7			11	15:30	243	268			511	
03:45	6	16	8	22	14	38	247	957	217	954	464	1911
04:00	8	8			16	16:00	302	240			542	
04:15	5	14			19	16:15	254	261			515	
04:30	11	21			32	16:30	243	270			513	
04:45	15	39	16	59	31	98	275	1074	256	1027	531	2101
05:00	11	30			41	17:00	275	282			557	
05:15	21	30			51	17:15	239	222			461	
05:30	19	52			71	17:30	257	203			460	
05:45	33	84	51	163	84	247	234	1005	154	861	388	1866
06:00	40	63			103	18:00	195	163			358	
06:15	69	98			167	18:15	182	161			343	
06:30	128	133			261	18:30	185	168			353	
06:45	148	385	110	404	258	789	173	735	130	622	303	1357
07:00	137	141			278	19:00	154	135			289	
07:15	134	152			286	19:15	143	119			262	
07:30	182	201			383	19:30	116	147			263	
07:45	208	661	203	697	411	1358	109	522	111	512	220	1034
08:00	193	206			399	20:00	120	105			225	
08:15	203	189			392	20:15	98	78			176	
08:30	220	236			456	20:30	99	55			154	
08:45	244	860	229	860	473	1720	74	391	70	308	144	699
09:00	157	242			399	21:00	71	56			127	
09:15	209	211			420	21:15	62	45			107	
09:30	187	222			409	21:30	36	44			80	
09:45	183	736	224	899	407	1635	59	228	46	191	105	419
10:00	180	198			378	22:00	50	28			78	
10:15	194	241			435	22:15	48	40			88	
10:30	202	232			434	22:30	36	30			66	
10:45	186	762	216	887	402	1649	47	181	26	124	73	305
11:00	188	213			401	23:00	22	32			54	
11:15	198	229			427	23:15	16	31			47	
11:30	174	231			405	23:30	21	23			44	
11:45	202	762	234	907	436	1669	22	81	8	94	30	175
TOTALS	4388	4981			9369	TOTALS	7822	7305			15127	
SPLIT %	46.8%	53.2%			38.2%	SPLIT %	51.7%	48.3%			61.8%	

DAILY TOTALS					NB	SB	EB	WB	Total
					12,210	12,286	0	0	24,496

AM Peak Hour	08:00	11:30			08:30	PM Peak Hour	16:00	16:15			16:15
AM Pk Volume	860	955			1748	PM Pk Volume	1074	1069			2116
PK Hr Factor	0.881	0.929			0.924	PK Hr Factor	0.889	0.948			0.950
7 - 9 Volume	1521	1557	0	0	3078	4 - 6 Volume	2079	1888	0	0	3967
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	860	860	0	0	1720	PK Hr Factor	1074	1069	0	0	2116
PK Hr Factor	0.881	0.911	0.000	0.000	0.909	PK Hr Factor	0.889	0.948	0.000	0.000	0.950

VOLUME

Pomerado Rd Bet. Camino Del Norte & Ted Williams Pkwy

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_045

DAILY TOTALS					NB	SB	EB	WB	Total
					12,276	10,324	0	0	22,600

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	16			23	12:00	215	192			407
00:15	12	5			17	12:15	218	179			397
00:30	17	13			30	12:30	218	168			386
00:45	4	40	3	37	77	12:45	223	874	175	714	398 1588
01:00	5	3			8	13:00	212	178			390
01:15	7	4			11	13:15	208	168			376
01:30	5	6			11	13:30	206	173			379
01:45	5	22	4	17	39	13:45	210	836	155	674	365 1510
02:00	4	7			11	14:00	232	179			411
02:15	5	5			10	14:15	215	167			382
02:30	6	7			13	14:30	225	166			391
02:45	4	19	5	24	43	14:45	211	883	173	685	384 1568
03:00	6	7			13	15:00	237	179			416
03:15	6	2			8	15:15	247	194			441
03:30	5	5			10	15:30	250	214			464
03:45	8	25	7	21	46	15:45	222	956	198	785	420 1741
04:00	9	9			18	16:00	290	195			485
04:15	16	14			30	16:15	236	188			424
04:30	19	17			36	16:30	268	224			492
04:45	16	60	15	55	115	16:45	284	1078	230	837	514 1915
05:00	19	33			52	17:00	288	219			507
05:15	37	24			61	17:15	250	232			482
05:30	50	51			101	17:30	286	191			477
05:45	51	157	61	169	326	17:45	221	1045	182	824	403 1869
06:00	60	67			127	18:00	223	162			385
06:15	70	104			174	18:15	196	129			325
06:30	123	116			239	18:30	201	164			365
06:45	144	397	113	400	797	18:45	193	813	112	567	305 1380
07:00		132			#####	19:00	159	125			284
07:15	152	151			303	19:15	154	114			268
07:30	190	183			373	19:30	123	126			249
07:45	173	515	158	624	331 #####	19:45	144	580	89	454	233 1034
08:00	206	159			365	20:00	143	107			250
08:15	165	164			329	20:15	119	70			189
08:30	182	192			374	20:30	116	53			169
08:45	220	773	174	689	394 1462	20:45	86	464	65	295	151 759
09:00	166	169			335	21:00	88	74			162
09:15	169	162			331	21:15	78	49			127
09:30	176	181			357	21:30	59	34			93
09:45	161	672	173	685	334 1357	21:45	53	278	36	193	89 471
10:00	172	147			319	22:00	57	35			92
10:15	167	151			318	22:15	49	34			83
10:30	171	200			371	22:30	38	29			67
10:45	191	701	154	652	345 1353	22:45	47	191	21	119	68 310
11:00	223	170			393	23:00	23	27			50
11:15	177	166			343	23:15	22	28			50
11:30	205	186			391	23:30	23	23			46
11:45	207	812	189	711	396 1523	23:45	17	85	15	93	32 178
TOTALS	4193	4084			#VALUE!	TOTALS	8083	6240			14323
SPLIT %	#VALUE!	#VALUE!			#VALUE!	SPLIT %	56.4%	43.6%			#VALUE!

DAILY TOTALS					NB	SB	EB	WB	Total
					12,276	10,324	0	0	22,600

AM Peak Hour	11:45	11:30			11:30	PM Peak Hour	16:45	16:30			16:30
AM Pk Volume	858	746			1591	PM Pk Volume	1108	905			1995
Pk Hr Factor	0.984	0.971			0.977	Pk Hr Factor	0.962	0.975			0.970
7 - 9 Volume	1288	1313	0	0	2601	4 - 6 Volume	2123	1661	0	0	3784
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	16:30			16:30
7 - 9 Pk Volume	773	689	0	0	1462	4 - 6 Pk Volume	1108	905	0	0	1995
Pk Hr Factor	0.878	0.897	0.000	0.000	0.928	Pk Hr Factor	0.962	0.975	0.000	0.000	0.970

VOLUME

Pomerado Rd Bet. Ted Williams Pkwy & Glen Oak Rd

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_046

DAILY TOTALS					NB	SB	EB	WB	Total
					11,390	11,566	0	0	22,956

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	5	14			19	12:00	179	196			375	
00:15	10	19			29	12:15	171	186			357	
00:30	15	14			29	12:30	165	185			350	
00:45	5	35	9	56	14	91	185	700	171	738	356	1438
01:00	4	6			10	13:00	180	170			350	
01:15	5	8			13	13:15	185	167			352	
01:30	4	10			14	13:30	173	183			356	
01:45	3	16	5	29	8	45	178	716	168	688	346	1404
02:00	2	4			6	14:00	205	173			378	
02:15	4	5			9	14:15	198	165			363	
02:30	5	2			7	14:30	191	191			382	
02:45	5	16	7	18	12	34	189	783	183	712	372	1495
03:00	4	2			6	15:00	202	190			392	
03:15	6	2			8	15:15	213	182			395	
03:30	5	5			10	15:30	223	211			434	
03:45	15	30	10	19	25	49	201	839	220	803	421	1642
04:00	13	8			21	16:00	302	220			522	
04:15	17	13			30	16:15	207	217			424	
04:30	30	12			42	16:30	266	278			544	
04:45	19	79	19	52	38	131	285	1060	252	967	537	2027
05:00	29	17			46	17:00	278	284			562	
05:15	40	24			64	17:15	244	275			519	
05:30	64	53			117	17:30	295	266			561	
05:45	60	193	39	133	99	326	216	1033	266	1091	482	2124
06:00	66	61			127	18:00	214	205			419	
06:15	71	57			128	18:15	171	198			369	
06:30	120	117			237	18:30	172	206			378	
06:45	127	384	114	349	241	733	169	726	175	784	344	1510
07:00	159	116			275	19:00	169	183			352	
07:15	140	186			326	19:15	134	145			279	
07:30	198	210			408	19:30	124	148			272	
07:45	170	667	165	677	335	1344	117	544	126	602	243	1146
08:00	176	172			348	20:00	139	125			264	
08:15	161	176			337	20:15	110	101			211	
08:30	174	199			373	20:30	109	100			209	
08:45	191	702	198	745	389	1447	84	442	97	423	181	865
09:00	167	158			325	21:00	83	70			153	
09:15	160	158			318	21:15	60	63			123	
09:30	164	171			335	21:30	48	70			118	
09:45	151	642	159	646	310	1288	38	229	63	266	101	495
10:00	176	156			332	22:00	45	70			115	
10:15	161	169			330	22:15	37	35			72	
10:30	153	154			307	22:30	28	50			78	
10:45	165	655	194	673	359	1328	27	137	34	189	61	326
11:00	194	198			392	23:00	24	38			62	
11:15	167	198			365	23:15	19	31			50	
11:30	164	212			376	23:30	17	30			47	
11:45	169	694	183	791	352	1485	8	68	16	115	24	183
TOTALS	4113	4188			8301	TOTALS	7277	7378			14655	
SPLIT %	49.5%	50.5%			36.2%	SPLIT %	49.7%	50.3%			63.8%	

DAILY TOTALS					NB	SB	EB	WB	Total
					11,390	11,566	0	0	22,956

AM Peak Hour	07:30	10:45			10:45	PM Peak Hour	16:45	17:00			16:45
AM Pk Volume	705	802			1492	PM Pk Volume	1102	1091			2179
PK Hr Factor	0.890	0.946			0.952	PK Hr Factor	0.934	0.960			0.969
7 - 9 Volume	1369	1422	0	0	2791	4 - 6 Volume	2093	2058	0	0	4151
7 - 9 Peak Hour	07:30	08:00			08:00	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	705	745	0	0	1447	PK Hr Factor	1102	1091	0	0	2179
PK Hr Factor	0.890	0.936	0.000	0.000	0.930	PK Hr Factor	0.934	0.960	0.000	0.000	0.969

VOLUME

Pomerado Rd Bet. Meadowbrook Ln & McFeron Rd

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_047

DAILY TOTALS					NB	SB	EB	WB	Total
					11,008	10,488	0	0	21,496

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	9	12			21	12:00	184	192			376	
00:15	11	7			18	12:15	191	159			350	
00:30	13	12			25	12:30	153	156			309	
00:45	12	45	5	36	17	12:45	178	706	181	688	359	1394
01:00	5	2			7	13:00	178	168			346	
01:15	4	2			6	13:15	176	174			350	
01:30	11	1			12	13:30	185	188			373	
01:45	7	27	10	15	17	13:45	159	698	151	681	310	1379
02:00	2	7			9	14:00	150	154			304	
02:15	3	5			8	14:15	166	165			331	
02:30	1	3			4	14:30	178	173			351	
02:45	5	11	5	20	10	14:45	190	684	169	661	359	1345
03:00	4	8			12	15:00	196	174			370	
03:15	7	4			11	15:15	196	149			345	
03:30	4	3			7	15:30	199	209			408	
03:45	7	22	11	26	18	15:45	227	818	210	742	437	1560
04:00	10	10			20	16:00	226	172			398	
04:15	6	11			17	16:15	259	171			430	
04:30	18	16			34	16:30	267	219			486	
04:45	18	52	18	55	36	16:45	265	1017	240	802	505	1819
05:00	23	24			47	17:00	298	207			505	
05:15	24	32			56	17:15	264	225			489	
05:30	43	60			103	17:30	247	197			444	
05:45	38	128	65	181	103	17:45	218	1027	165	794	383	1821
06:00	53	58			111	18:00	194	171			365	
06:15	53	94			147	18:15	157	153			310	
06:30	86	127			213	18:30	190	141			331	
06:45	80	272	113	392	193	18:45	161	702	168	633	329	1335
07:00	106	106			212	19:00	186	127			313	
07:15	120	147			267	19:15	134	111			245	
07:30	141	189			330	19:30	121	129			250	
07:45	180	547	173	615	353	19:45	128	569	115	482	243	1051
08:00	152	162			314	20:00	129	142			271	
08:15	158	178			336	20:15	102	85			187	
08:30	173	197			370	20:30	101	80			181	
08:45	162	645	190	727	352	20:45	101	433	82	389	183	822
09:00	158	191			349	21:00	86	78			164	
09:15	155	191			346	21:15	82	64			146	
09:30	197	171			368	21:30	68	54			122	
09:45	193	703	161	714	354	21:45	50	286	36	232	86	518
10:00	153	128			281	22:00	46	42			88	
10:15	185	168			353	22:15	44	29			73	
10:30	217	178			395	22:30	41	34			75	
10:45	173	728	157	631	330	22:45	35	166	23	128	58	294
11:00	182	179			361	23:00	14	27			41	
11:15	148	152			300	23:15	23	16			39	
11:30	155	218			373	23:30	26	19			45	
11:45	155	640	217	766	372	23:45	19	82	16	78	35	160
TOTALS	3820	4178			7998	TOTALS	7188	6310			13498	
SPLIT %	47.8%	52.2%			37.2%	SPLIT %	53.3%	46.7%			62.8%	

DAILY TOTALS					NB	SB	EB	WB	Total
					11,008	10,488	0	0	21,496

AM Peak Hour	10:15	11:30			11:30	PM Peak Hour	16:30	16:30			16:30
AM Pk Volume	757	786			1471	PM Pk Volume	1094	891			1985
PK Hr Factor	0.872	0.901			0.978	PK Hr Factor	0.918	0.928			0.983
7 - 9 Volume	1192	1342	0	0	2534	4 - 6 Volume	2044	1596	0	0	3640
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	663	727	0	0	1373	PK Hr Factor	1094	891	0	0	1985
PK Hr Factor	0.921	0.923	0.000	0.000	0.928	PK Hr Factor	0.918	0.928	0.000	0.000	0.983

VOLUME

Pomerado Rd Bet. Robinson Blvd & Poway Rd

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_048

DAILY TOTALS					NB	SB	EB	WB	Total
					10,925	10,403	0	0	21,328

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	12	10			22	12:00	163	188			351	
00:15	15	4			19	12:15	176	140			316	
00:30	19	13			32	12:30	172	165			337	
00:45	4	50	6	33	10	83	196	707	175	668	371	1375
01:00	5	2			7	13:00	178	174			352	
01:15	4	1			5	13:15	166	164			330	
01:30	8	1			9	13:30	172	184			356	
01:45	4	21	6	10	10	31	177	693	148	670	325	1363
02:00	3	7			10	14:00	180	154			334	
02:15	7	6			13	14:15	146	162			308	
02:30	6	3			9	14:30	212	168			380	
02:45	3	19	5	21	8	40	204	742	154	638	358	1380
03:00	5	10			15	15:00	204	167			371	
03:15	4	4			8	15:15	190	153			343	
03:30	2	3			5	15:30	231	204			435	
03:45	10	21	13	30	23	51	231	856	192	716	423	1572
04:00	8	13			21	16:00	305	162			467	
04:15	10	15			25	16:15	220	160			380	
04:30	16	14			30	16:30	287	202			489	
04:45	13	47	21	63	34	110	299	1111	222	746	521	1857
05:00	21	27			48	17:00	323	212			535	
05:15	21	36			57	17:15	268	201			469	
05:30	33	66			99	17:30	273	186			459	
05:45	43	118	71	200	114	318	228	1092	161	760	389	1852
06:00	42	75			117	18:00	225	149			374	
06:15	33	101			134	18:15	207	158			365	
06:30	69	131			200	18:30	197	134			331	
06:45	81	225	124	431	205	656	173	802	144	585	317	1387
07:00	100	130			230	19:00	158	132			290	
07:15	95	162			257	19:15	124	105			229	
07:30	132	185			317	19:30	122	121			243	
07:45	127	454	192	669	319	1123	133	537	115	473	248	1010
08:00	152	174			326	20:00	127	126			253	
08:15	149	193			342	20:15	100	90			190	
08:30	178	211			389	20:30	117	89			206	
08:45	136	615	202	780	338	1395	86	430	86	391	172	821
09:00	150	195			345	21:00	86	68			154	
09:15	128	182			310	21:15	59	58			117	
09:30	147	182			329	21:30	61	56			117	
09:45	137	562	163	722	300	1284	64	270	39	221	103	491
10:00	154	138			292	22:00	64	34			98	
10:15	133	185			318	22:15	38	24			62	
10:30	164	177			341	22:30	37	31			68	
10:45	171	622	167	667	338	1289	31	170	21	110	52	280
11:00	175	167			342	23:00	24	18			42	
11:15	160	154			314	23:15	24	15			39	
11:30	168	201			369	23:30	28	14			42	
11:45	167	670	219	741	386	1411	15	91	11	58	26	149
TOTALS	3424	4367			7791	TOTALS	7501	6036			13537	
SPLIT %	43.9%	56.1%			36.5%	SPLIT %	55.4%	44.6%			63.5%	

DAILY TOTALS					NB	SB	EB	WB	Total
					10,925	10,403	0	0	21,328

AM Peak Hour	11:45	08:15			11:30	PM Peak Hour	16:30	16:30			16:30
AM Pk Volume	678	801			1422	PM Pk Volume	1177	837			2014
PK Hr Factor	0.963	0.949			0.921	PK Hr Factor	0.911	0.943			0.941
7 - 9 Volume	1069	1449	0	0	2518	4 - 6 Volume	2203	1506	0	0	3709
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	615	780	0	0	1395	PK Hr Factor	1177	837	0	0	2014
PK Hr Factor	0.864	0.924	0.000	0.000	0.897	PK Hr Factor	0.911	0.943	0.000	0.000	0.941

VOLUME

Pomerado Rd Bet. Poway Rd & Oak Knoll Rd

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_049

DAILY TOTALS					NB	SB	EB	WB	Total
					8,251	8,327	0	0	16,578

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	8			13	12:00	146	142			288
00:15	11	3			14	12:15	130	150			280
00:30	15	7			22	12:30	130	166			296
00:45	4	35	5	23	9	12:45	132	538	153	611	285
01:00	7	3			10	13:00	126	146			272
01:15	8	0			8	13:15	117	143			260
01:30	3	0			3	13:30	102	128			230
01:45	2	20	7	10	9	13:45	123	468	131	548	254
02:00	4	7			11	14:00	142	157			299
02:15	4	6			10	14:15	107	141			248
02:30	4	3			7	14:30	139	132			271
02:45	4	16	1	17	5	14:45	121	509	136	566	257
03:00	6	7			13	15:00	136	142			278
03:15	7	5			12	15:15	152	114			266
03:30	3	3			6	15:30	191	135			326
03:45	10	26	4	19	14	15:45	175	654	143	534	318
04:00	16	4			20	16:00	222	132			354
04:15	13	13			26	16:15	178	157			335
04:30	15	18			33	16:30	221	147			368
04:45	22	66	14	49	36	16:45	230	851	178	614	408
05:00	17	17			34	17:00	240	172			412
05:15	20	19			39	17:15	200	149			349
05:30	43	52			95	17:30	221	129			350
05:45	34	114	46	134	80	17:45	154	815	150	600	304
06:00	56	51			107	18:00	162	143			305
06:15	61	67			128	18:15	150	121			271
06:30	73	107			180	18:30	137	100			237
06:45	80	270	92	317	172	18:45	112	561	111	475	223
07:00	79	112			191	19:00	98	113			211
07:15	89	127			216	19:15	90	95			185
07:30	145	166			311	19:30	80	88			168
07:45	125	438	157	562	282	19:45	69	337	102	398	171
08:00	142	143			285	20:00	73	80			153
08:15	129	139			268	20:15	54	84			138
08:30	141	136			277	20:30	47	74			121
08:45	111	523	144	562	255	20:45	52	226	75	313	127
09:00	122	143			265	21:00	50	72			122
09:15	93	121			214	21:15	38	64			102
09:30	111	119			230	21:30	24	53			77
09:45	130	456	118	501	248	21:45	28	140	37	226	65
10:00	105	124			229	22:00	27	35			62
10:15	112	129			241	22:15	23	27			50
10:30	113	142			255	22:30	20	20			40
10:45	157	487	157	552	314	22:45	23	93	21	103	44
11:00	139	124			263	23:00	14	19			33
11:15	126	122			248	23:15	15	13			28
11:30	162	147			309	23:30	15	8			23
11:45	131	558	150	543	281	23:45	6	50	10	50	16
TOTALS	3009	3289			6298	TOTALS	5242	5038			10280
SPLIT %	47.8%	52.2%			38.0%	SPLIT %	51.0%	49.0%			62.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					8,251	8,327	0	0	16,578

AM Peak Hour	10:45	11:45			11:30	PM Peak Hour	16:30	16:15			16:30
AM Pk Volume	584	608			1158	PM Pk Volume	891	654			1537
PK Hr Factor	0.901	0.916			0.937	PK Hr Factor	0.928	0.919			0.933
7 - 9 Volume	961	1124	0	0	2085	4 - 6 Volume	1666	1214	0	0	2880
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	16:15			16:30
7 - 9 Pk Volume	541	605	0	0	1146	PK Hr Factor	0.928	0.919	0.933	0.933	0.933
PK Hr Factor	0.933	0.911	0.933	0.933	0.921	PK Hr Factor	0.928	0.919	0.933	0.933	0.933

VOLUME

Pomerado Rd Bet. Oak Knoll Rd & Metate Ln

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_050

DAILY TOTALS					NB	SB	EB	WB	Total
					9,318	9,697	0	0	19,015

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	9	9			18	12:00	161	148			309		
00:15	11	6			17	12:15	138	171			309		
00:30	21	7			28	12:30	134	171			305		
00:45	5	46	5	27	10	73	138	571	176	666	314	1237	
01:00	7	4			11	13:00	127	143			270		
01:15	6	1			7	13:15	133	143			276		
01:30	4	0			4	13:30	129	122			251		
01:45	4	21	6	11	10	32	13:45	127	516	142	550	269	1066
02:00	4	8			12	14:00	127	152			279		
02:15	5	6			11	14:15	124	158			282		
02:30	4	4			8	14:30	164	147			311		
02:45	8	21	1	19	9	40	14:45	144	559	137	594	281	1153
03:00	8	5			13	15:00	202	145			347		
03:15	3	6			9	15:15	170	142			312		
03:30	5	5			10	15:30	227	155			382		
03:45	11	27	5	21	16	48	15:45	209	808	153	595	362	1403
04:00	14	8			22	16:00	267	151			418		
04:15	15	18			33	16:15	248	162			410		
04:30	19	26			45	16:30	282	148			430		
04:45	20	68	27	79	47	147	16:45	249	1046	169	630	418	1676
05:00	18	32			50	17:00	280	194			474		
05:15	22	36			58	17:15	253	157			410		
05:30	47	101			148	17:30	236	154			390		
05:45	42	129	95	264	137	393	17:45	213	982	159	664	372	1646
06:00	71	84			155	18:00	190	167			357		
06:15	82	118			200	18:15	155	133			288		
06:30	86	165			251	18:30	120	144			264		
06:45	84	323	181	548	265	871	18:45	144	609	115	559	259	1168
07:00	97	184			281	19:00	90	122			212		
07:15	95	224			319	19:15	110	97			207		
07:30	150	244			394	19:30	82	96			178		
07:45	144	486	232	884	376	1370	19:45	83	365	101	416	184	781
08:00	146	202			348	20:00	77	94			171		
08:15	141	183			324	20:15	71	102			173		
08:30	148	168			316	20:30	63	85			148		
08:45	122	557	193	746	315	1303	20:45	47	258	87	368	134	626
09:00	135	158			293	21:00	45	76			121		
09:15	100	123			223	21:15	43	65			108		
09:30	115	132			247	21:30	35	71			106		
09:45	137	487	127	540	264	1027	21:45	32	155	48	260	80	415
10:00	119	118			237	22:00	28	36			64		
10:15	122	132			254	22:15	16	28			44		
10:30	139	125			264	22:30	17	25			42		
10:45	165	545	162	537	327	1082	22:45	17	78	25	114	42	192
11:00	128	106			234	23:00	30	25			55		
11:15	145	111			256	23:15	10	18			28		
11:30	177	162			339	23:30	13	13			26		
11:45	148	598	155	534	303	1132	23:45	10	63	15	71	25	134
TOTALS	3308	4210			7518	TOTALS	6010	5487			11497		
SPLIT %	44.0%	56.0%			39.5%	SPLIT %	52.3%	47.7%			60.5%		

DAILY TOTALS					NB	SB	EB	WB	Total
					9,318	9,697	0	0	19,015

AM Peak Hour	11:15	07:15			07:30	PM Peak Hour	16:30	16:45			16:15
AM Pk Volume	631	902			1442	PM Pk Volume	1064	674			1732
PK Hr Factor	0.891	0.924			0.915	PK Hr Factor	0.943	0.869			0.914
7 - 9 Volume	1043	1630	0	0	2673	4 - 6 Volume	2028	1294	0	0	3322
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:30	16:45			16:15
7 - 9 Pk Volume	581	902	0	0	1442	PK Hr Factor	0.943	0.869	0.899	0.899	0.914
PK Hr Factor	0.968	0.924	0.899	0.899	0.915	PK Hr Factor	0.943	0.869	0.899	0.899	0.914

VOLUME

Pomerado Rd Bet. Old Pomerado Rd & Stowe Dr

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_051

DAILY TOTALS					NB	SB	EB	WB	Total
					8,072	8,235	0	0	16,307

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	9	3			12	12:00	140	112			252
00:15	13	5			18	12:15	113	145			258
00:30	17	1			18	12:30	112	148			260
00:45	6	45	1	10	7	12:45	121	486	146	551	267
01:00	5	3			8	13:00	110	124			234
01:15	8	0			8	13:15	119	129			248
01:30	4	0			4	13:30	115	121			236
01:45	4	21	6	9	10	13:45	112	456	107	481	219
02:00	5	7			12	14:00	119	138			257
02:15	5	6			11	14:15	120	145			265
02:30	2	5			7	14:30	153	109			262
02:45	6	18	1	19	7	14:45	131	523	114	506	245
03:00	6	7			13	15:00	156	105			261
03:15	5	4			9	15:15	165	97			262
03:30	4	5			9	15:30	221	122			343
03:45	10	25	5	21	15	15:45	200	742	124	448	324
04:00	8	8			16	16:00	255	124			379
04:15	8	22			30	16:15	213	111			324
04:30	12	24			36	16:30	282	115			397
04:45	13	41	36	90	49	16:45	264	1014	121	471	385
05:00	8	32			40	17:00	290	138			428
05:15	8	41			49	17:15	226	114			340
05:30	24	97			121	17:30	234	123			357
05:45	28	68	107	277	135	17:45	195	945	101	476	296
06:00	35	76			111	18:00	176	117			293
06:15	40	127			167	18:15	173	84			257
06:30	47	176			223	18:30	146	101			247
06:45	51	173	178	557	229	18:45	122	617	82	384	204
07:00	60	196			256	19:00	92	94			186
07:15	63	234			297	19:15	78	74			152
07:30	94	258			352	19:30	74	65			139
07:45	77	294	244	932	321	19:45	81	325	75	308	156
08:00	96	204			300	20:00	72	62			134
08:15	109	188			297	20:15	66	70			136
08:30	110	164			274	20:30	45	58			103
08:45	86	401	173	729	259	20:45	51	234	69	259	120
09:00	88	143			231	21:00	44	50			94
09:15	86	124			210	21:15	46	50			96
09:30	89	122			211	21:30	26	47			73
09:45	111	374	113	502	224	21:45	34	150	28	175	62
10:00	86	102			188	22:00	29	21			50
10:15	90	109			199	22:15	34	20			54
10:30	109	118			227	22:30	24	14			38
10:45	135	420	131	460	266	22:45	26	113	14	69	40
11:00	122	96			218	23:00	19	13			32
11:15	121	98			219	23:15	21	6			27
11:30	144	136			280	23:30	14	7			21
11:45	137	524	135	465	272	23:45	9	63	10	36	19
TOTALS	2404	4071			6475	TOTALS	5668	4164			9832
SPLIT %	37.1%	62.9%			39.7%	SPLIT %	57.6%	42.4%			60.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					8,072	8,235	0	0	16,307

AM Peak Hour	11:15	07:15			07:15	PM Peak Hour	16:30	12:15			16:30
AM Pk Volume	542	940			1270	PM Pk Volume	1062	563			1550
PK Hr Factor	0.941	0.911			0.902	PK Hr Factor	0.916	0.951			0.905
7 - 9 Volume	695	1661	0	0	2356	4 - 6 Volume	1959	947	0	0	2906
7 - 9 Peak Hour	08:00	07:15			07:15	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	401	940	0	0	1270	PK Hr Factor	1062	496	0	0	1550
PK Hr Factor	0.911	0.911	0.000	0.000	0.902	PK Hr Factor	0.916	0.899	0.000	0.000	0.905

VOLUME

Pomerado Rd Bet. Stowe Dr & Scripps Poway Pkwy

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_052

DAILY TOTALS					NB	SB	EB	WB	Total
					6,113	6,192	0	0	12,305

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	9	3			12	12:00	82	84			166
00:15	13	3			16	12:15	89	101			190
00:30	9	0			9	12:30	89	99			188
00:45	3	34	1	7	44	12:45	102	362	96	380	198
01:00	4	3			7	13:00	97	89			186
01:15	8	0			8	13:15	89	90			179
01:30	0	0			0	13:30	91	98			189
01:45	1	13	3	6	23	13:45	98	375	93	370	191
02:00	3	3			6	14:00	85	99			184
02:15	4	6			10	14:15	90	117			207
02:30	3	2			5	14:30	75	112			187
02:45	2	12	1	12	27	14:45	83	333	103	431	186
03:00	1	5			6	15:00	83	95			178
03:15	2	1			3	15:15	114	95			209
03:30	2	3			5	15:30	130	105			235
03:45	7	12	4	13	36	15:45	129	456	105	400	234
04:00	3	4			7	16:00	163	134			297
04:15	1	10			11	16:15	134	125			259
04:30	9	18			27	16:30	145	123			268
04:45	16	29	21	53	119	16:45	158	600	128	510	286
05:00	9	13			22	17:00	162	139			301
05:15	26	21			47	17:15	167	111			278
05:30	50	34			84	17:30	142	118			260
05:45	55	140	29	97	321	17:45	149	620	92	460	241
06:00	24	49			73	18:00	144	112			256
06:15	48	63			111	18:15	131	83			214
06:30	49	80			129	18:30	117	92			209
06:45	57	178	87	279	521	18:45	92	484	88	375	180
07:00	70	99			169	19:00	70	78			148
07:15	70	129			199	19:15	60	68			128
07:30	95	145			240	19:30	61	58			119
07:45	83	318	125	498	1024	19:45	71	262	67	271	138
08:00	114	117			231	20:00	56	55			111
08:15	96	114			210	20:15	45	65			110
08:30	100	126			226	20:30	39	54			93
08:45	88	398	113	470	1069	20:45	40	180	64	238	104
09:00	91	94			185	21:00	33	47			80
09:15	86	96			182	21:15	37	40			77
09:30	77	80			157	21:30	22	38			60
09:45	92	346	81	351	1070	21:45	21	113	25	150	46
10:00	66	86			152	22:00	25	19			44
10:15	87	75			162	22:15	24	20			44
10:30	89	90			179	22:30	20	12			32
10:45	107	349	83	334	873	22:45	20	89	12	63	32
11:00	82	94			176	23:00	14	12			26
11:15	87	86			173	23:15	12	9			21
11:30	102	101			203	23:30	6	5			11
11:45	102	373	110	391	1076	23:45	5	37	7	33	12
TOTALS	2202	2511			4713	TOTALS	3911	3681			7592
SPLIT %	46.7%	53.3%			38.3%	SPLIT %	51.5%	48.5%			61.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					6,113	6,192	0	0	12,305

AM Peak Hour	08:00	07:15			07:30	PM Peak Hour	16:30	16:15			16:30
AM Pk Volume	398	516			889	PM Pk Volume	632	515			1133
Pk Hr Factor	0.873	0.890			0.926	Pk Hr Factor	0.946	0.926			0.941
7 - 9 Volume	716	968	0	0	1684	4 - 6 Volume	1220	970	0	0	2190
7 - 9 Peak Hour	08:00	07:15			07:30	4 - 6 Peak Hour	16:30	16:15			16:30
7 - 9 Pk Volume	398	516	0	0	889	Pk Volume	632	515	0	0	1133
Pk Hr Factor	0.873	0.890	0.000	0.000	0.926	Pk Hr Factor	0.946	0.926	0.000	0.000	0.941

VOLUME

Pomerado Rd Bet. Scripps Poway Pkwy & Treadwell Dr

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_053

DAILY TOTALS					NB	SB	EB	WB	Total
					12,603	10,078	0	0	22,681

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	16	11			27	12:00	167	166			333
00:15	7	17			24	12:15	189	160			349
00:30	10	12			22	12:30	174	152			326
00:45	6	39	9	49	15 88	12:45	200	730	130	608	330 1338
01:00	1	6			7	13:00	199	148			347
01:15	4	3			7	13:15	196	144			340
01:30	1	3			4	13:30	202	131			333
01:45	2	8	4	16	6 24	13:45	201	798	119	542	320 1340
02:00	7	6			13	14:00	182	164			346
02:15	4	6			10	14:15	207	165			372
02:30	6	5			11	14:30	200	237			437
02:45	9	26	3	20	12 46	14:45	213	802	184	750	397 1552
03:00	5	3			8	15:00	202	202			404
03:15	8	4			12	15:15	246	186			432
03:30	17	12			29	15:30	214	231			445
03:45	12	42	6	25	18 67	15:45	247	909	189	808	436 1717
04:00	14	7			21	16:00	271	241			512
04:15	34	16			50	16:15	259	191			450
04:30	62	19			81	16:30	246	307			553
04:45	59	169	20	62	79 231	16:45	266	1042	264	1003	530 2045
05:00	47	28			75	17:00	253	256			509
05:15	84	51			135	17:15	281	224			505
05:30	169	47			216	17:30	254	209			463
05:45	148	448	52	178	200 626	17:45	238	1026	214	903	452 1929
06:00	130	101			231	18:00	276	214			490
06:15	135	112			247	18:15	227	165			392
06:30	198	106			304	18:30	186	202			388
06:45	185	648	103	422	288 1070	18:45	129	818	169	750	298 1568
07:00	180	124			304	19:00	161	130			291
07:15	234	140			374	19:15	125	136			261
07:30	252	144			396	19:30	100	124			224
07:45	224	890	134	542	358 1432	19:45	99	485	101	491	200 976
08:00	236	157			393	20:00	94	96			190
08:15	226	134			360	20:15	85	102			187
08:30	245	157			402	20:30	74	86			160
08:45	216	923	134	582	350 1505	20:45	67	320	66	350	133 670
09:00	189	132			321	21:00	66	72			138
09:15	176	133			309	21:15	62	64			126
09:30	182	117			299	21:30	43	47			90
09:45	179	726	110	492	289 1218	21:45	33	204	37	220	70 424
10:00	154	105			259	22:00	38	37			75
10:15	149	112			261	22:15	29	21			50
10:30	165	111			276	22:30	23	22			45
10:45	202	670	131	459	333 1129	22:45	23	113	22	102	45 215
11:00	176	139			315	23:00	7	20			27
11:15	175	133			308	23:15	20	19			39
11:30	180	191			371	23:30	11	19			30
11:45	182	713	163	626	345 1339	23:45	16	54	20	78	36 132
TOTALS	5302	3473			8775	TOTALS	7301	6605			13906
SPLIT %	60.4%	39.6%			38.7%	SPLIT %	52.5%	47.5%			61.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					12,603	10,078	0	0	22,681

AM Peak Hour	07:15	11:30			07:15	PM Peak Hour	16:45	16:30			16:30
AM Pk Volume	946	680			1521	PM Pk Volume	1054	1051			2097
PK Hr Factor	0.938	0.890			0.960	PK Hr Factor	0.938	0.856			0.948
7 - 9 Volume	1813	1124	0	0	2937	4 - 6 Volume	2068	1906	0	0	3974
7 - 9 Peak Hour	07:15	07:45			07:15	4 - 6 Peak Hour	16:45	16:30			16:30
7 - 9 Pk Volume	946	582	0	0	1521	PK Hr Factor	1054	1051	0	0	2097
PK Hr Factor	0.938	0.927	0.000	0.000	0.960	PK Hr Factor	0.938	0.856	0.000	0.000	0.948

VOLUME

Pomerado Rd Bet. Legacy Rd & Stonebridge Pkwy

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_054

DAILY TOTALS					NB	SB	EB	WB	Total
					10,757	9,672	0	0	20,429

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	13	10			23	12:00	137	131			268	
00:15	7	10			17	12:15	131	155			286	
00:30	6	17			23	12:30	147	129			276	
00:45	8	34	8	45	16	79	134	549	109	524	243	1073
01:00	1	7			8	13:00	147	127			274	
01:15	4	4			8	13:15	143	130			273	
01:30	1	2			3	13:30	160	128			288	
01:45	4	10	6	19	10	29	158	608	113	498	271	1106
02:00	6	7			13	14:00	136	132			268	
02:15	4	2			6	14:15	175	159			334	
02:30	5	5			10	14:30	161	231			392	
02:45	6	21	3	17	9	38	191	663	198	720	389	1383
03:00	5	2			7	15:00	166	200			366	
03:15	7	6			13	15:15	214	160			374	
03:30	16	5			21	15:30	197	236			433	
03:45	8	36	6	19	14	55	209	786	186	782	395	1568
04:00	13	7			20	16:00	250	231			481	
04:15	33	7			40	16:15	229	174			403	
04:30	57	26			83	16:30	248	313			561	
04:45	51	154	22	62	73	216	246	973	248	966	494	1939
05:00	49	30			79	17:00	241	244			485	
05:15	74	52			126	17:15	262	212			474	
05:30	149	46			195	17:30	226	227			453	
05:45	139	411	46	174	185	585	219	948	202	885	421	1833
06:00	113	101			214	18:00	235	214			449	
06:15	123	116			239	18:15	216	153			369	
06:30	167	119			286	18:30	136	207			343	
06:45	153	556	126	462	279	1018	133	720	153	727	286	1447
07:00	161	112			273	19:00	136	133			269	
07:15	184	167			351	19:15	110	127			237	
07:30	226	145			371	19:30	83	121			204	
07:45	188	759	156	580	344	1339	89	418	82	463	171	881
08:00	207	169			376	20:00	78	86			164	
08:15	200	137			337	20:15	71	107			178	
08:30	205	147			352	20:30	61	84			145	
08:45	209	821	154	607	363	1428	53	263	70	347	123	610
09:00	154	129			283	21:00	64	59			123	
09:15	149	141			290	21:15	46	62			108	
09:30	146	110			256	21:30	37	48			85	
09:45	139	588	99	479	238	1067	29	176	28	197	57	373
10:00	127	96			223	22:00	35	27			62	
10:15	127	105			232	22:15	28	17			45	
10:30	151	118			269	22:30	20	23			43	
10:45	145	550	93	412	238	962	24	107	22	89	46	196
11:00	133	129			262	23:00	9	21			30	
11:15	145	117			262	23:15	20	18			38	
11:30	139	144			283	23:30	10	13			23	
11:45	137	554	143	533	280	1087	13	52	13	65	26	117
TOTALS	4494	3409			7903	TOTALS	6263	6263			12526	
SPLIT %	56.9%	43.1%			38.7%	SPLIT %	50.0%	50.0%			61.3%	

DAILY TOTALS					NB	SB	EB	WB	Total
					10,757	9,672	0	0	20,429

AM Peak Hour	07:30	07:15			07:15	PM Peak Hour	16:30	16:30			16:30
AM Pk Volume	821	637			1442	PM Pk Volume	997	1017			2014
Pk Hr Factor	0.908	0.942			0.959	Pk Hr Factor	0.951	0.812			0.898
7 - 9 Volume	1580	1187	0	0	2767	4 - 6 Volume	1921	1851	0	0	3772
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	821	637	0	0	1442	Pk Volume	997	1017	0	0	2014
Pk Hr Factor	0.908	0.942	0.000	0.000	0.959	Pk Hr Factor	0.951	0.812	0.000	0.000	0.898

VOLUME

Pomerado Rd Bet. Stonebridge Pkwy & Spring Cyn Rd

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_055

DAILY TOTALS					NB	SB	EB	WB	Total
					11,114	9,243	0	0	20,357

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	16	12			28	12:00	134	121			255	
00:15	11	10			21	12:15	146	142			288	
00:30	5	17			22	12:30	146	120			266	
00:45	7	39	8	47	15	86	138	564	103	486	241	1050
01:00	3	5			8	13:00	159	114			273	
01:15	6	3			9	13:15	160	125			285	
01:30	5	2			7	13:30	158	130			288	
01:45	8	22	4	14	12	36	156	633	102	471	258	1104
02:00	8	5			13	14:00	162	125			287	
02:15	4	3			7	14:15	176	145			321	
02:30	7	4			11	14:30	178	207			385	
02:45	6	25	7	19	13	44	189	705	180	657	369	1362
03:00	8	2			10	15:00	171	195			366	
03:15	7	8			15	15:15	205	164			369	
03:30	16	5			21	15:30	209	211			420	
03:45	8	39	6	21	14	60	216	801	173	743	389	1544
04:00	18	9			27	16:00	266	215			481	
04:15	37	10			47	16:15	242	168			410	
04:30	62	31			93	16:30	251	289			540	
04:45	52	169	29	79	81	248	243	1002	216	888	459	1890
05:00	50	30			80	17:00	244	215			459	
05:15	76	57			133	17:15	266	213			479	
05:30	145	52			197	17:30	238	230			468	
05:45	141	412	59	198	200	610	230	978	183	841	413	1819
06:00	112	113			225	18:00	226	205			431	
06:15	131	118			249	18:15	212	156			368	
06:30	185	139			324	18:30	159	179			338	
06:45	173	601	125	495	298	1096	154	751	147	687	301	1438
07:00	148	126			274	19:00	145	122			267	
07:15	175	168			343	19:15	119	112			231	
07:30	218	156			374	19:30	99	107			206	
07:45	189	730	172	622	361	1352	99	462	68	409	167	871
08:00	195	182			377	20:00	93	76			169	
08:15	182	138			320	20:15	79	93			172	
08:30	198	156			354	20:30	73	73			146	
08:45	200	775	148	624	348	1399	70	315	61	303	131	618
09:00	144	130			274	21:00	70	47			117	
09:15	145	135			280	21:15	47	56			103	
09:30	141	99			240	21:30	50	39			89	
09:45	140	570	89	453	229	1023	40	207	33	175	73	382
10:00	124	95			219	22:00	48	26			74	
10:15	122	94			216	22:15	40	13			53	
10:30	135	91			226	22:30	33	21			54	
10:45	150	531	100	380	250	911	31	152	26	86	57	238
11:00	138	113			251	23:00	17	14			31	
11:15	144	105			249	23:15	20	15			35	
11:30	137	141			278	23:30	23	14			37	
11:45	131	550	126	485	257	1035	21	81	17	60	38	141
TOTALS	4463	3437			7900	TOTALS	6651	5806			12457	
SPLIT %	56.5%	43.5%			38.8%	SPLIT %	53.4%	46.6%			61.2%	

DAILY TOTALS					NB	SB	EB	WB	Total
					11,114	9,243	0	0	20,357

AM Peak Hour	07:30	07:15			07:15	PM Peak Hour	16:30	16:30			16:30
AM Pk Volume	784	678			1455	PM Pk Volume	1004	933			1937
PK Hr Factor	0.899	0.931			0.965	PK Hr Factor	0.944	0.807			0.897
7 - 9 Volume	1505	1246	0	0	2751	4 - 6 Volume	1980	1729	0	0	3709
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	784	678	0	0	1455	PK Hr Factor	1004	933	0	0	1937
PK Hr Factor	0.899	0.931	0.899	0.931	0.965	PK Hr Factor	0.944	0.807	0.899	0.899	0.897

VOLUME

Pomerado Rd Bet. Spring Cyn Rd & Semillon Blvd

Day: Tuesday
Date: 8/11/2015

City: San Diego
Project #: CA15_4229_056

DAILY TOTALS					NB	SB	EB	WB	Total
					8,588	7,994	0	0	16,582

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	16	15			31	12:00	97	111			208
00:15	12	7			19	12:15	97	101			198
00:30	6	14			20	12:30	96	112			208
00:45	5	39	7	43	12	12:45	120	410	87	411	207
01:00	6	4			10	13:00	116	98			214
01:15	4	1			5	13:15	114	112			226
01:30	2	2			4	13:30	109	119			228
01:45	7	19	2	9	9	13:45	117	456	89	418	206
02:00	9	6			15	14:00	116	103			219
02:15	3	4			7	14:15	130	119			249
02:30	4	4			8	14:30	141	183			324
02:45	5	21	5	19	10	14:45	133	520	145	550	278
03:00	7	2			9	15:00	141	159			300
03:15	4	7			11	15:15	148	140			288
03:30	14	4			18	15:30	162	203			365
03:45	5	30	7	20	12	15:45	180	631	156	658	336
04:00	15	7			22	16:00	206	182			388
04:15	30	11			41	16:15	182	142			324
04:30	55	32			87	16:30	186	244			430
04:45	43	143	34	84	77	16:45	189	763	172	740	361
05:00	46	40			86	17:00	201	182			383
05:15	64	56			120	17:15	197	161			358
05:30	156	47			203	17:30	175	172			347
05:45	119	385	65	208	184	17:45	195	768	139	654	334
06:00	101	112			213	18:00	188	143			331
06:15	111	109			220	18:15	159	135			294
06:30	141	148			289	18:30	134	142			276
06:45	136	489	143	512	279	18:45	124	605	111	531	235
07:00	115	127			242	19:00	116	77			193
07:15	113	161			274	19:15	98	70			168
07:30	152	139			291	19:30	80	65			145
07:45	118	498	177	604	295	19:45	75	369	57	269	132
08:00	141	177			318	20:00	87	44			131
08:15	133	143			276	20:15	64	55			119
08:30	138	141			279	20:30	63	49			112
08:45	144	556	142	603	286	20:45	58	272	38	186	96
09:00	95	127			222	21:00	62	37			99
09:15	112	127			239	21:15	55	40			95
09:30	115	107			222	21:30	49	30			79
09:45	94	416	92	453	186	21:45	50	216	22	129	72
10:00	92	100			192	22:00	43	22			65
10:15	101	96			197	22:15	36	11			47
10:30	86	88			174	22:30	36	14			50
10:45	112	391	117	401	229	22:45	21	136	21	68	42
11:00	99	84			183	23:00	17	11			28
11:15	96	90			186	23:15	16	9			25
11:30	81	111			192	23:30	24	16			40
11:45	99	375	91	376	190	23:45	23	80	12	48	35
TOTALS	3362	3332			6694	TOTALS	5226	4662			9888
SPLIT %	50.2%	49.8%			40.4%	SPLIT %	52.9%	47.1%			59.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					8,588	7,994	0	0	16,582

AM Peak Hour	08:00	07:15			07:30	PM Peak Hour	16:30	16:30			16:30
AM Pk Volume	556	654			1180	PM Pk Volume	773	759			1532
Pk Hr Factor	0.965	0.924			0.928	Pk Hr Factor	0.961	0.778			0.891
7 - 9 Volume	1054	1207	0	0	2261	4 - 6 Volume	1531	1394	0	0	2925
7 - 9 Peak Hour	08:00	07:15			07:30	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	556	654	0	0	1180	4 - 6 Pk Volume	773	759	0	0	1532
Pk Hr Factor	0.965	0.924	0.000	0.000	0.928	Pk Hr Factor	0.961	0.778	0.000	0.000	0.891

VOLUME

Pomerado Rd Bet. Semillon Blvd & Fairbrook Rd

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_057

DAILY TOTALS					NB	SB	EB	WB	Total
					9,338	8,431	0	0	17,769

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	14	8			22	12:00	107	99			206	
00:15	9	4			13	12:15	107	95			202	
00:30	13	17			30	12:30	131	106			237	
00:45	11	47	11	40	22	12:45	105	450	87	387	192	837
01:00	4	8			12	13:00	133	106			239	
01:15	6	6			12	13:15	112	92			204	
01:30	5	3			8	13:30	132	123			255	
01:45	6	21	2	19	8	13:45	141	518	93	414	234	932
02:00	3	7			10	14:00	136	100			236	
02:15	1	7			8	14:15	161	126			287	
02:30	6	4			10	14:30	122	188			310	
02:45	2	12	3	21	5	14:45	142	561	137	551	279	1112
03:00	6	1			7	15:00	143	162			305	
03:15	11	5			16	15:15	168	151			319	
03:30	12	4			16	15:30	175	178			353	
03:45	8	37	4	14	12	15:45	195	681	152	643	347	1324
04:00	13	3			16	16:00	235	173			408	
04:15	29	19			48	16:15	197	154			351	
04:30	54	34			88	16:30	227	220			447	
04:45	27	123	25	81	52	16:45	210	869	167	714	377	1583
05:00	43	38			81	17:00	202	207			409	
05:15	68	54			122	17:15	220	195			415	
05:30	146	54			200	17:30	208	166			374	
05:45	105	362	73	219	178	17:45	162	792	162	730	324	1522
06:00	99	123			222	18:00	153	140			293	
06:15	107	129			236	18:15	153	103			256	
06:30	157	183			340	18:30	138	107			245	
06:45	142	505	156	591	298	18:45	144	588	102	452	246	1040
07:00	130	189			319	19:00	128	90			218	
07:15	138	199			337	19:15	87	69			156	
07:30	131	188			319	19:30	110	52			162	
07:45	127	526	147	723	274	19:45	89	414	51	262	140	676
08:00	167	224			391	20:00	101	65			166	
08:15	150	196			346	20:15	96	50			146	
08:30	150	160			310	20:30	97	33			130	
08:45	139	606	143	723	282	20:45	100	394	29	177	129	571
09:00	113	166			279	21:00	69	39			108	
09:15	107	132			239	21:15	69	36			105	
09:30	117	113			230	21:30	72	39			111	
09:45	103	440	118	529	221	21:45	78	288	24	138	102	426
10:00	90	86			176	22:00	57	19			76	
10:15	92	117			209	22:15	45	21			66	
10:30	109	97			206	22:30	33	36			69	
10:45	102	393	116	416	218	22:45	27	162	24	100	51	262
11:00	111	117			228	23:00	25	14			39	
11:15	99	116			215	23:15	33	10			43	
11:30	135	100			235	23:30	28	15			43	
11:45	90	435	98	431	188	23:45	28	114	17	56	45	170
TOTALS	3507	3807			7314	TOTALS	5831	4624			10455	
SPLIT %	47.9%	52.1%			41.2%	SPLIT %	55.8%	44.2%			58.8%	

DAILY TOTALS					NB	SB	EB	WB	Total
					9,338	8,431	0	0	17,769

AM Peak Hour	08:00	07:15			07:30	PM Peak Hour	16:00	16:30			16:30
AM Pk Volume	606	758			1330	PM Pk Volume	869	789			1648
PK Hr Factor	0.907	0.846			0.850	PK Hr Factor	0.924	0.897			0.922
7 - 9 Volume	1132	1446	0	0	2578	4 - 6 Volume	1661	1444	0	0	3105
7 - 9 Peak Hour	08:00	07:15			07:30	4 - 6 Peak Hour	16:00	16:30			16:30
7 - 9 Pk Volume	606	758	0	0	1330	PK Hr Factor	869	789	0	0	1648
PK Hr Factor	0.907	0.846	0.000	0.000	0.850	PK Hr Factor	0.924	0.897	0.000	0.000	0.922

VOLUME

Pomerado Rd Bet. Fairbrook Rd & Avenida Magnifica

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_058

DAILY TOTALS					NB	SB	EB	WB	Total
					10,424	9,516	0	0	19,940

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	14	15			29	12:00	118	118			236
00:15	13	11			24	12:15	125	120			245
00:30	11	19			30	12:30	146	135			281
00:45	11	49	7	52	18	12:45	122	511	112	485	234
01:00	5	5			10	13:00	140	127			267
01:15	8	4			12	13:15	129	102			231
01:30	9	4			13	13:30	144	113			257
01:45	7	29	3	16	10	13:45	156	569	115	457	271
02:00	4	4			8	14:00	160	111			271
02:15	2	2			4	14:15	170	112			282
02:30	8	2			10	14:30	141	180			321
02:45	5	19	2	10	7	14:45	169	640	153	556	322
03:00	8	8			16	15:00	168	193			361
03:15	13	3			16	15:15	195	172			367
03:30	13	5			18	15:30	182	178			360
03:45	10	44	7	23	17	15:45	232	777	158	701	390
04:00	15	10			25	16:00	251	192			443
04:15	36	23			59	16:15	229	137			366
04:30	57	25			82	16:30	248	208			456
04:45	31	139	34	92	65	16:45	240	968	172	709	412
05:00	46	51			97	17:00	243	174			417
05:15	77	68			145	17:15	245	167			412
05:30	146	83			229	17:30	257	157			414
05:45	111	380	93	295	204	17:45	180	925	165	663	345
06:00	95	127			222	18:00	177	141			318
06:15	110	189			299	18:15	171	111			282
06:30	176	206			382	18:30	170	125			295
06:45	126	507	180	702	306	18:45	167	685	107	484	274
07:00	142	198			340	19:00	144	126			270
07:15	132	214			346	19:15	112	101			213
07:30	151	244			395	19:30	127	82			209
07:45	143	568	220	876	363	19:45	107	490	70	379	177
08:00	173	240			413	20:00	108	62			170
08:15	161	247			408	20:15	117	44			161
08:30	157	208			365	20:30	105	56			161
08:45	142	633	173	868	315	20:45	108	438	43	205	151
09:00	122	182			304	21:00	81	38			119
09:15	117	160			277	21:15	82	43			125
09:30	119	144			263	21:30	80	39			119
09:45	116	474	124	610	240	21:45	85	328	37	157	122
10:00	111	128			239	22:00	61	39			100
10:15	104	121			225	22:15	52	16			68
10:30	115	132			247	22:30	47	18			65
10:45	104	434	130	511	234	22:45	33	193	25	98	58
11:00	117	123			240	23:00	27	16			43
11:15	119	143			262	23:15	40	9			49
11:30	143	134			277	23:30	31	18			49
11:45	116	495	112	512	228	23:45	31	129	12	55	43
TOTALS	3771	4567			8338	TOTALS	6653	4949			11602
SPLIT %	45.2%	54.8%			41.8%	SPLIT %	57.3%	42.7%			58.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,424	9,516	0	0	19,940

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	16:45	16:30			16:30
AM Pk Volume	634	951			1579	PM Pk Volume	985	721			1697
PK Hr Factor	0.916	0.963			0.956	PK Hr Factor	0.958	0.867			0.930
7 - 9 Volume	1201	1744	0	0	2945	4 - 6 Volume	1893	1372	0	0	3265
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	16:45	16:30			16:30
7 - 9 Pk Volume	634	951	0	0	1579	PK Hr Factor	985	721	0	0	1697
PK Hr Factor	0.916	0.963	0.000	0.000	0.956	PK Hr Factor	0.958	0.867	0.000	0.000	0.930

VOLUME

Pomerado Rd Bet. Avenida Magnifica & Scripps Ranch Row

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_059

DAILY TOTALS					NB	SB	EB	WB	Total
					11,556	11,079	0	0	22,635

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	19	15			34	12:00	137	131			268
00:15	14	7			21	12:15	154	142			296
00:30	11	19			30	12:30	140	174			314
00:45	11	55	13	54	24 109	12:45	154	585	136	583	290 1168
01:00	9	8			17	13:00	160	133			293
01:15	10	9			19	13:15	154	150			304
01:30	9	4			13	13:30	169	158			327
01:45	10	38	2	23	12 61	13:45	178	661	140	581	318 1242
02:00	6	8			14	14:00	196	127			323
02:15	2	9			11	14:15	178	147			325
02:30	10	5			15	14:30	169	221			390
02:45	4	22	4	26	8 48	14:45	208	751	199	694	407 1445
03:00	10	4			14	15:00	184	188			372
03:15	13	11			24	15:15	202	165			367
03:30	13	8			21	15:30	222	238			460
03:45	13	49	8	31	21 80	15:45	249	857	194	785	443 1642
04:00	12	8			20	16:00	278	190			468
04:15	34	26			60	16:15	239	174			413
04:30	58	40			98	16:30	253	229			482
04:45	29	133	39	113	68 246	16:45	267	1037	215	808	482 1845
05:00	48	52			100	17:00	265	229			494
05:15	81	71			152	17:15	259	227			486
05:30	148	79			227	17:30	268	187			455
05:45	105	382	103	305	208 687	17:45	208	1000	180	823	388 1823
06:00	100	146			246	18:00	206	184			390
06:15	110	185			295	18:15	203	127			330
06:30	196	246			442	18:30	184	137			321
06:45	128	534	207	784	335 1318	18:45	170	763	125	573	295 1336
07:00	148	238			386	19:00	177	100			277
07:15	137	262			399	19:15	138	83			221
07:30	152	259			411	19:30	141	81			222
07:45	155	592	254	1013	409 1605	19:45	125	581	54	318	179 899
08:00	182	282			464	20:00	138	67			205
08:15	168	249			417	20:15	128	57			185
08:30	161	256			417	20:30	119	46			165
08:45	156	667	212	999	368 1666	20:45	110	495	41	211	151 706
09:00	136	205			341	21:00	100	52			152
09:15	134	204			338	21:15	107	53			160
09:30	128	193			321	21:30	97	46			143
09:45	124	522	154	756	278 1278	21:45	105	409	34	185	139 594
10:00	109	164			273	22:00	73	25			98
10:15	124	144			268	22:15	65	32			97
10:30	120	170			290	22:30	59	35			94
10:45	112	465	150	628	262 1093	22:45	39	236	28	120	67 356
11:00	138	137			275	23:00	39	24			63
11:15	130	152			282	23:15	42	8			50
11:30	166	169			335	23:30	33	18			51
11:45	135	569	138	596	273 1165	23:45	39	153	20	70	59 223
TOTALS	4028	5328			9356	TOTALS	7528	5751			13279
SPLIT %	43.1%	56.9%			41.3%	SPLIT %	56.7%	43.3%			58.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					11,556	11,079	0	0	22,635

AM Peak Hour	08:00	07:15			07:45	PM Peak Hour	16:45	16:30			16:30
AM Pk Volume	667	1057			1707	PM Pk Volume	1059	900			1944
PK Hr Factor	0.916	0.937			0.920	PK Hr Factor	0.988	0.983			0.984
7 - 9 Volume	1259	2012	0	0	3271	4 - 6 Volume	2037	1631	0	0	3668
7 - 9 Peak Hour	08:00	07:15			07:45	4 - 6 Peak Hour	16:45	16:30			16:30
7 - 9 Pk Volume	667	1057	0	0	1707	4 - 6 Pk Volume	1059	900	0	0	1944
PK Hr Factor	0.916	0.937	0.000	0.000	0.920	PK Hr Factor	0.988	0.983	0.000	0.000	0.984

VOLUME

Pomerado Rd Bet. Scripps Ranch Row & Avenue of Nations

Day: Thursday
Date: 8/13/2015

City: San Diego
Project #: CA15_4229_060

DAILY TOTALS					NB	SB	EB	WB	Total
					11,634	11,434	0	0	23,068

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	23	15			38	12:00	127	139			266
00:15	20	7			27	12:15	164	146			310
00:30	11	19			30	12:30	158	175			333
00:45	13	67	13	54	26 121	12:45	160	609	149	609	309 1218
01:00	12	9			21	13:00	169	155			324
01:15	11	9			20	13:15	166	147			313
01:30	9	3			12	13:30	176	163			339
01:45	12	44	3	24	15 68	13:45	179	690	162	627	341 1317
02:00	5	7			12	14:00	190	144			334
02:15	4	9			13	14:15	188	152			340
02:30	10	4			14	14:30	179	230			409
02:45	8	27	4	24	12 51	14:45	200	757	195	721	395 1478
03:00	11	4			15	15:00	194	180			374
03:15	14	10			24	15:15	205	177			382
03:30	11	7			18	15:30	231	218			449
03:45	15	51	14	35	29 86	15:45	234	864	204	779	438 1643
04:00	16	13			29	16:00	256	178			434
04:15	36	25			61	16:15	229	184			413
04:30	59	46			105	16:30	238	231			469
04:45	32	143	42	126	74 269	16:45	248	971	213	806	461 1777
05:00	50	61			111	17:00	249	234			483
05:15	83	76			159	17:15	229	218			447
05:30	154	89			243	17:30	237	193			430
05:45	103	390	106	332	209 722	17:45	177	892	172	817	349 1709
06:00	105	152			257	18:00	191	177			368
06:15	117	197			314	18:15	198	143			341
06:30	194	258			452	18:30	177	156			333
06:45	131	547	230	837	361 1384	18:45	177	743	109	585	286 1328
07:00	140	245			385	19:00	169	114			283
07:15	143	268			411	19:15	144	78			222
07:30	160	256			416	19:30	141	83			224
07:45	168	611	249	1018	417 1629	19:45	150	604	63	338	213 942
08:00	162	251			413	20:00	145	66			211
08:15	163	233			396	20:15	133	68			201
08:30	156	249			405	20:30	117	50			167
08:45	148	629	217	950	365 1579	20:45	114	509	50	234	164 743
09:00	140	220			360	21:00	108	59			167
09:15	133	205			338	21:15	117	49			166
09:30	126	207			333	21:30	117	46			163
09:45	133	532	159	791	292 1323	21:45	109	451	37	191	146 642
10:00	121	190			311	22:00	77	25			102
10:15	117	158			275	22:15	77	33			110
10:30	123	185			308	22:30	60	38			98
10:45	120	481	148	681	268 1162	22:45	47	261	31	127	78 388
11:00	135	150			285	23:00	51	28			79
11:15	143	160			303	23:15	41	18			59
11:30	163	182			345	23:30	40	19			59
11:45	148	589	149	641	297 1230	23:45	40	172	22	87	62 259
TOTALS	4111	5513			9624	TOTALS	7523	5921			13444
SPLIT %	42.7%	57.3%			41.7%	SPLIT %	56.0%	44.0%			58.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					11,634	11,434	0	0	23,068

AM Peak Hour	07:30	07:15			07:15	PM Peak Hour	16:00	16:30			16:30
AM Pk Volume	653	1024			1657	PM Pk Volume	971	896			1860
PK Hr Factor	0.972	0.955			0.993	PK Hr Factor	0.948	0.957			0.963
7 - 9 Volume	1240	1968	0	0	3208	4 - 6 Volume	1863	1623	0	0	3486
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	16:00	16:30			16:30
7 - 9 Pk Volume	653	1024	0	0	1657	PK Hr Factor	971	896	0	0	1860
PK Hr Factor	0.972	0.955	0.000	0.000	0.993	PK Hr Factor	0.948	0.957	0.000	0.000	0.963