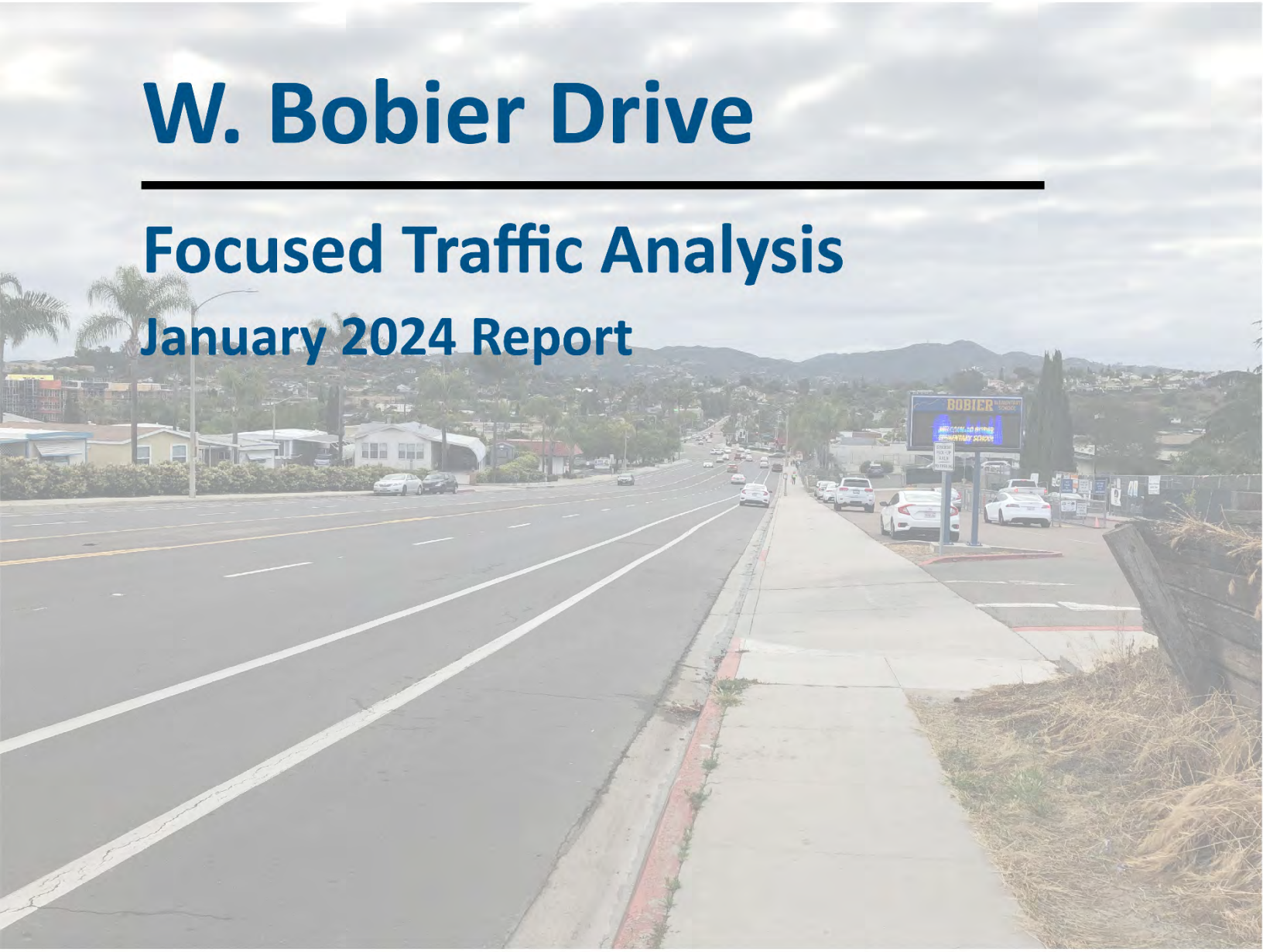
W. Bobier Drive

Focused Traffic Analysis

January 2024 Report



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1 INTRODUCTION

The traffic analysis for W. Bobier Drive was conducted to evaluate the operational conditions of the roadway spanning from N. Santa Fe Avenue to Bobolink Drive, considering both existing conditions and the potential impact of implementing a series of proposed traffic calming measures. In the past, residents in the area have raised concerns about pedestrian safety and vehicular speeds along this corridor. Furthermore, the presence of Bobier Elementary School within this segment of W. Bobier Drive underscores the importance of bolstering traffic calming measures in the area.

This focused traffic analysis (TA) report evaluates changes to traffic operations based on the proposed project. The TA analyzes existing and proposed conditions for the morning and evening peak hours and afternoon school dismissal time. The report summarizes analysis results regarding peak hour delay and level-of-service for the study area intersections and includes a traffic simulation that illustrates the roadway operations.

1.1 Background

A few years ago, City staff developed a complete streets concept designed to calm traffic and improve safety. However, the absence of funding has impeded the translation of that concept into an actionable project. Separately, the Vista Unified School District (VUSD) has been in the design phase of a major reconstruction of the Bobier Elementary School site. As part of their design process, VUSD engaged the City in a collaborative dialogue regarding persistent traffic challenges, seeking guidance on optimizing the configuration of the street segment in front of the school. City staff shared the previously devised complete streets concept with VUSD, encompassing an array of traffic calming features such as lane reductions, multi-modal improvements, and roundabouts. Both VUSD and the City reached a consensus on embracing a conceptual framework as the preferred solution to enhance traffic safety, bolster pedestrian access, and streamline school-related traffic.

The project's proposed improvements include:

- Reducing the number of travel lanes
- on W. Bobier Drive from four to two and the installation of Class II bike lanes in both directions.
- Installation of roundabouts at W. Knapp Drive and Dorsey Way and a traffic signal at the Bobier Elementary School easterly driveway.
- Installation of a raised median along W. Bobier Drive between Dorsey Way and N. Santa Fe Avenue.

The purpose of this project is to create a balanced multi-modal corridor with improved bicycle and pedestrian facilities that will increase mobility by making it reasonably safe for all users along the corridor. The project is located within the City of Vista's limits along W. Bobier Drive between N. Santa Fe Avenue and Bobolink Drive. The study site location is shown in **Figure 1-1.** A conceptual design of the roadway improvements is illustrated in **Figure 1-2.** The remainder of the report is organized into four sections: (2) Existing Conditions, (3) Traffic Operations Analysis, (4) SimTraffic Analysis, (5) Summary of Key Findings.

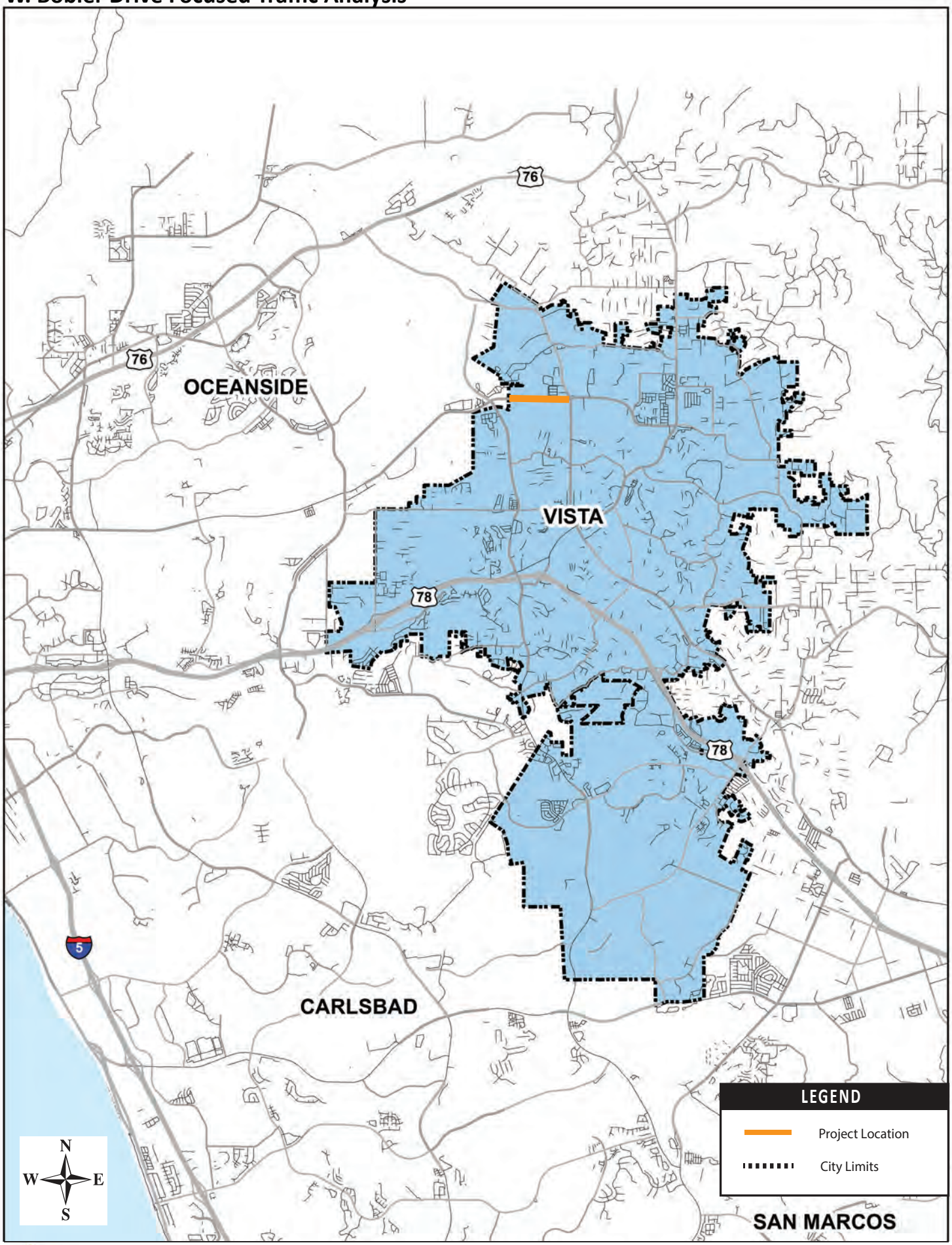
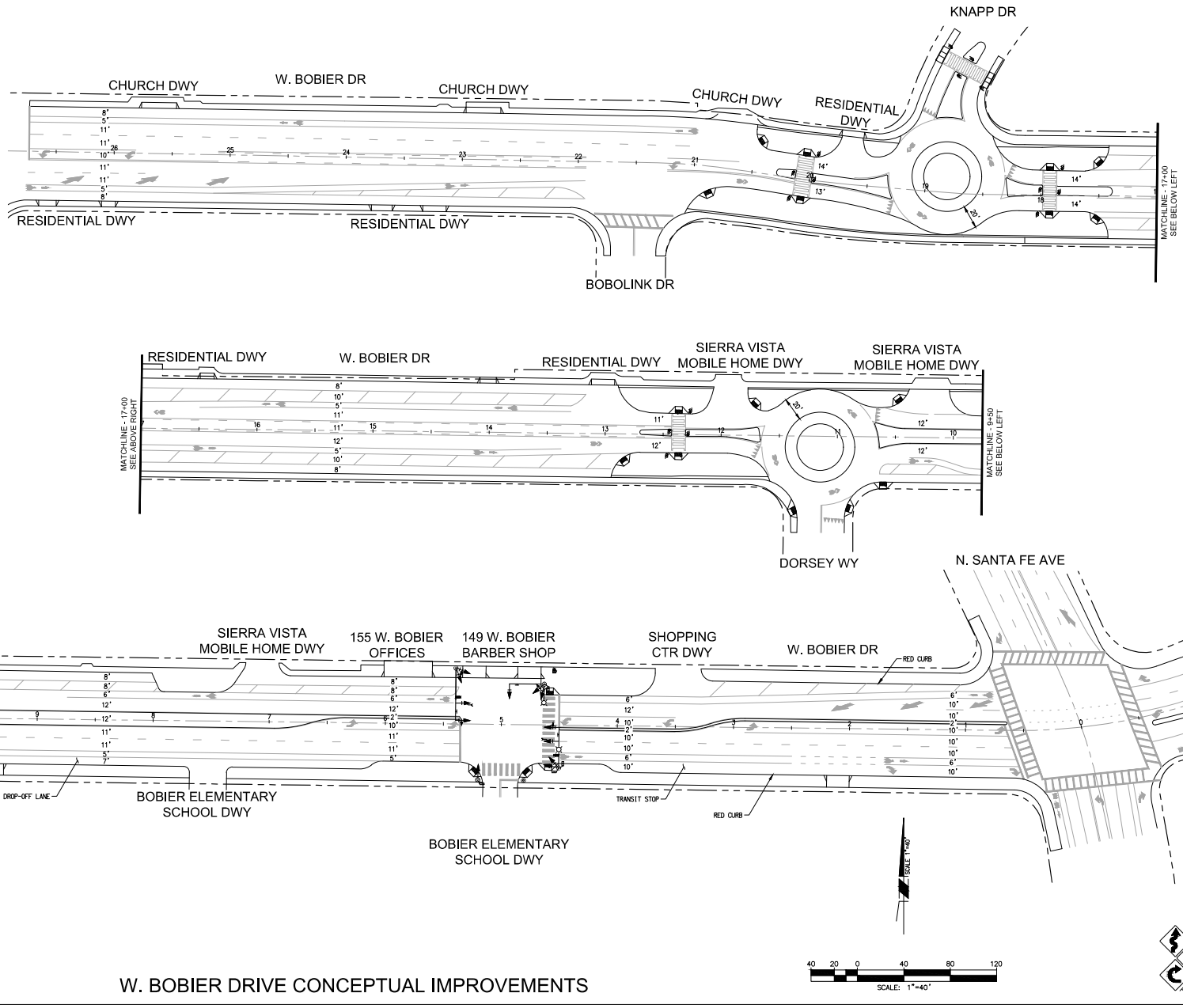


Figure 1-1
Site Location Map



W. BOBIER DRIVE CONCEPTUAL IMPROVEMENTS

5973 AVENIDA ENCINAS, #218
CARLSBAD, CA 92008
PH: 760-602-4290
WWW.STCTRAFFIC.COM

2 EXISTING CONDITIONS

The project study intersections include the three unsignalized intersections of W. Bobier Drive/Knapp Drive, W. Bobier Drive/Dorsey Way, and W. Bobier Drive/Bobier Elementary School easterly driveway; and the signalized intersection of W. Bobier Drive/N. Santa Fe Avenue. The project study area location along with the existing intersection geometry and traffic control are illustrated in **Figure 2-1** and **Figure 2-2**.

2.1 Roadway Network

W. Bobier Drive is classified as a four-lane major roadway in the City of Vista's General Plan Circulation Element. The roadway accommodates two-way traffic with two lanes in each direction separated by a two-way left turn lane (TWLTL). The roadway operates with a posted speed limit of 40 miles per hour (MPH). Bike lanes are provided in each direction and sidewalks are provided on both sides of the roadway. Parking is generally provided along both sides of the roadway adjacent to the curb. Adjacent land uses include retail, residential homes, a senior mobile home park and Bobier Elementary School.

2.2 Traffic Volumes and Speeds

Vehicle, pedestrian and bicycle counts were collected on Wednesday May 24, 2023 for a 24-hour period for each of the study area intersections. Additional turning movement counts were collected along W. Bobier Drive at the westerly Bobier Elementary School driveway and at Bobolink Drive to support the traffic simulation model. A speed survey was also conducted for a 24-hour period along W. Bobier Drive between Knapp Drive and Dorsey Way on July 20, 2023. Average daily traffic (ADT) and 85th percentile speeds for W. Bobier Drive are summarized in **Table 2-1**. **Figure 2-3** and **Figure 2-4** illustrate the existing vehicular traffic volumes for all intersections during the weekday morning and evening peak hours and the afternoon school dismissal time. Raw traffic count data is provided in **Appendix A**. Field visits were carried out by STC staff during the afternoon pick-up on May 24 and the morning drop-off on May 31, 2023.

Table 2-1 W. Bobier Drive ADT Data Summary

Location	Daily	Weekday Morning Peak Hour			Weekday Evening Peak Hour			85th Percentile Speed
	ADT[a]	Volume[b]	K-Factor[c]	Dir. Dist.[d]	Volume	K-Factor	Dir. Dist.	
W. Bobier Drive	19,929	1,733	8.7%	WB 55%	1,800	9.0%	EB 55%	44 MPH

a average daily traffic (ADT) volume expressed in vehicles per day.
b peak period traffic volumes expressed in vehicles per hour.
c percent of daily traffic that occurs during the peak hour.
d directional distribution of peak hour traffic.
Note: peak hours do not necessarily coincide with the peak hours of the individual intersection turning movement counts.

2.3 Crash History

Crash data was obtained from the City of Vista for the most recent 5 years of available data along W. Bobier Drive between N. Santa Fe Drive and Knapp Drive. Crash data from February 1, 2018, to January 31st, 2023, showed there was a total of 3 collisions reported during the period. These collisions include 2 injury related accidents and 1 property damage only (PDO) accident. A summary of the crash data can be found in **Table 2-2.**

Table 2-2 Accident History

Crash ID Number	Date	Location	Type of Collision	Severity
194104593	1/27/2019	W. Bobier Drive/Dorsey Way	Sideswipe	PDO
19117971	4/10/2019	W. Bobier Drive/Knapp Drive	Broadside	Severe Injury
22148299	10/27/2022	W. Bobier Drive/Knapp Drive	Head-On	Complaint of Pain

W. Bobier Drive Focused Traffic Analysis

Figure 2-1
Project Study Area

W. Bobier Drive Focused Traffic Analysis

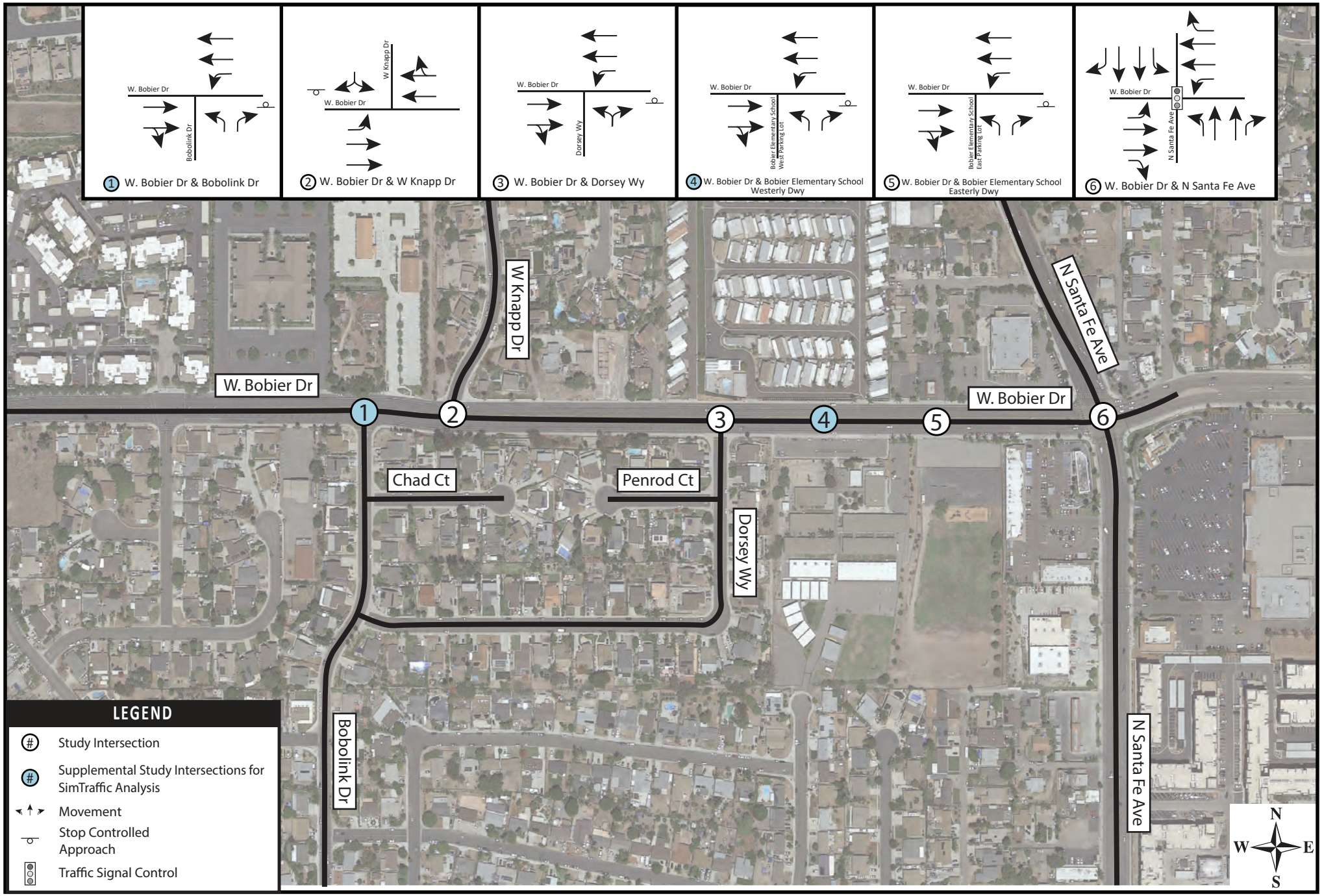


Figure 2-2
Exis. ng Intersection Geometry and Traffic Control

W. Bobier Drive Focused Traffic Analysis

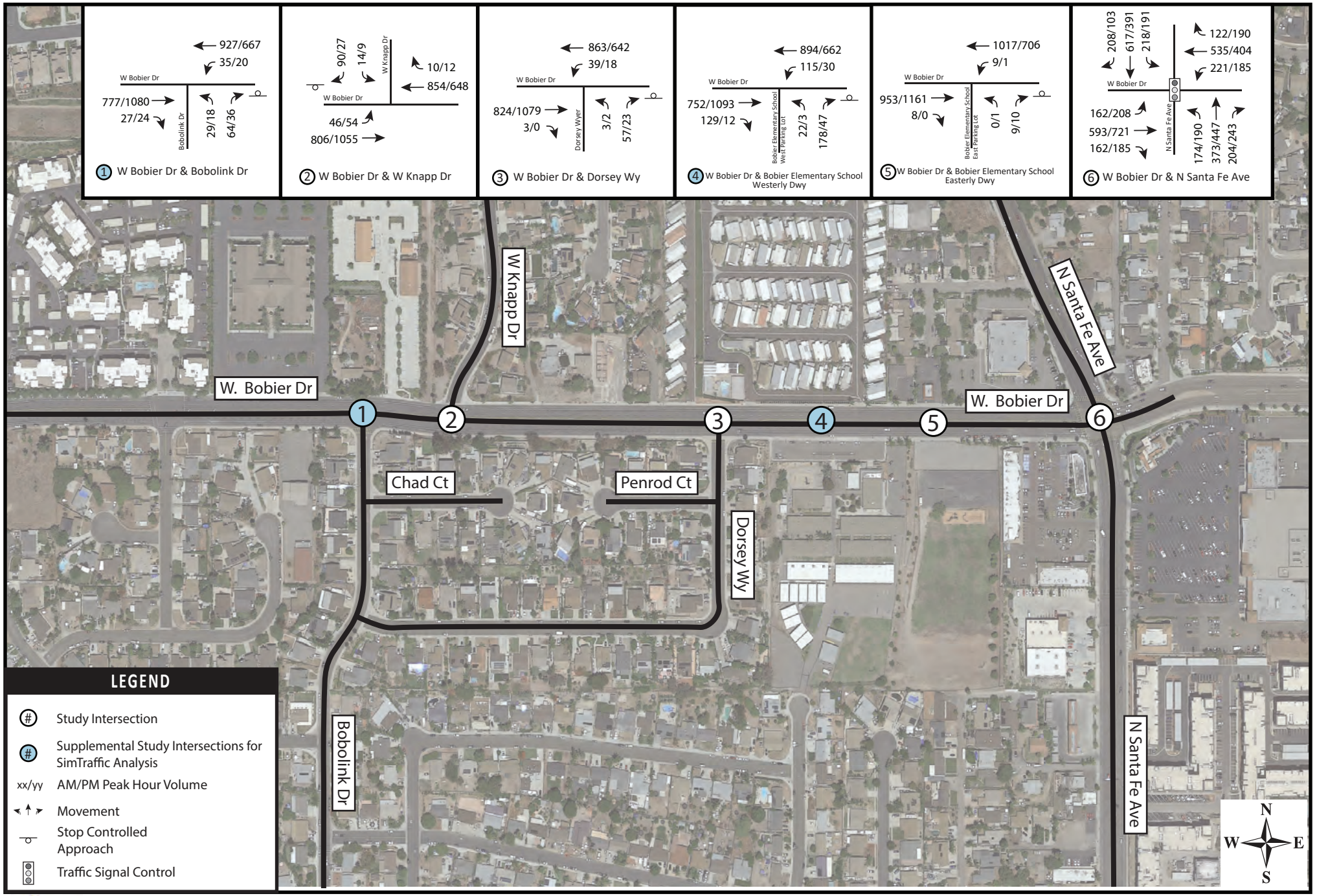


Figure 2-3
Exis. ng Conditions Traffic Volumes - Morning and Evening Peak Hour

W. Bobier Drive Focused Traffic Analysis

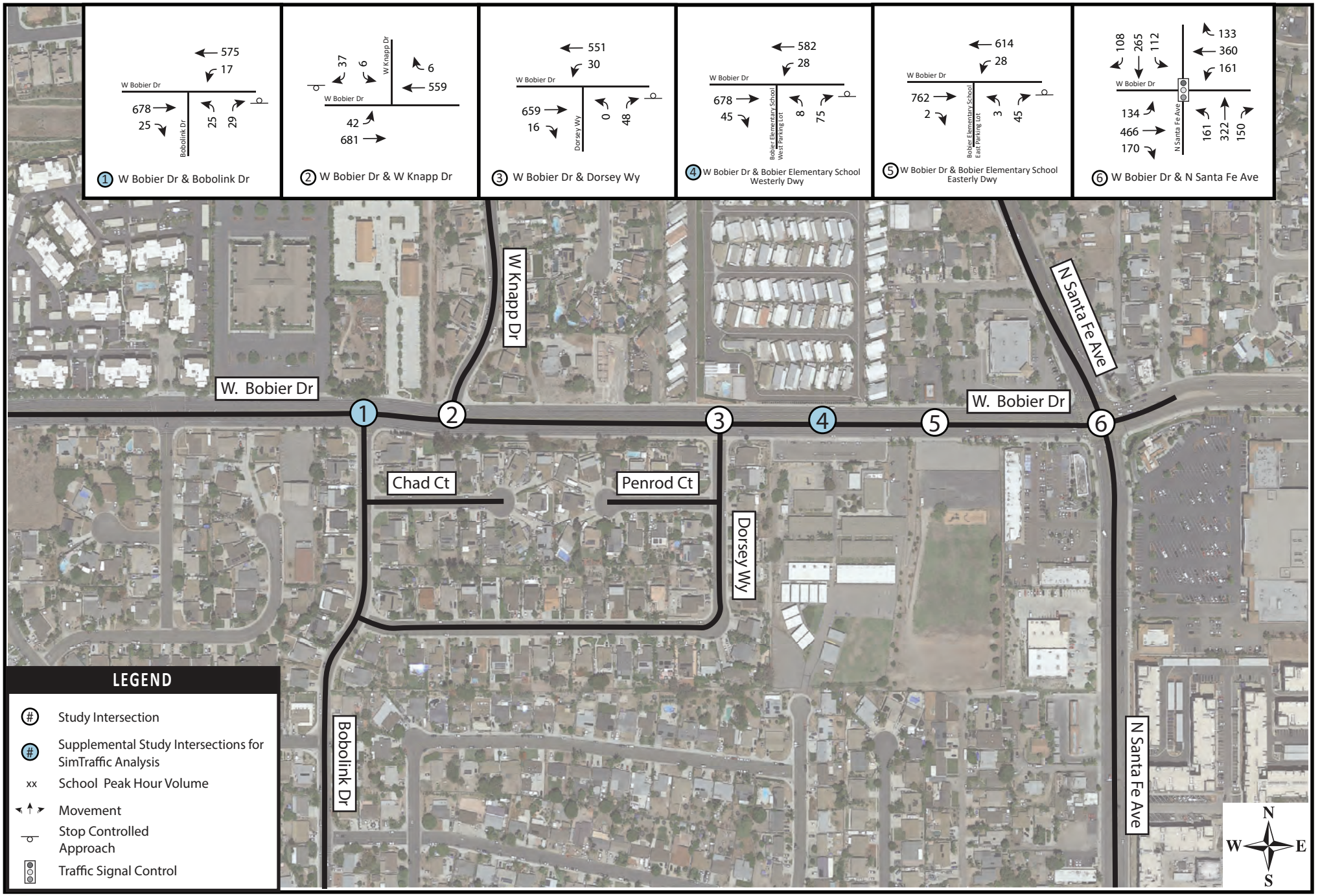


Figure 2-4

Exis. ng Conditions Traffic Volumes - Afternoon School Dismissal TIme

3 TRAFFIC OPERATIONS ANALYSIS

This section presents the methodology and results of the project volume development, traffic signal warrant analysis, and intersection operation analysis for the Existing conditions and Opening Year with Project conditions. The analysis was conducted for the typical peak hours in the morning (7:00 AM – 9:00 AM), evening (4:00 PM – 6:00 PM) and afternoon school dismissal time (2:00 PM – 3:00 PM). The project improvements incorporated in the analysis include the following:

- Installation of two roundabouts located on W. Bobier Drive/Knapp Drive and W. Bobier Drive/Dorsey Way.
- Installation of new traffic signal located on W. Bobier Drive/Bobier Elementary School easterly driveway.
- Installation of a raised median along W. Bobier Drive between Dorsey Way and N. Santa Fe Avenue.

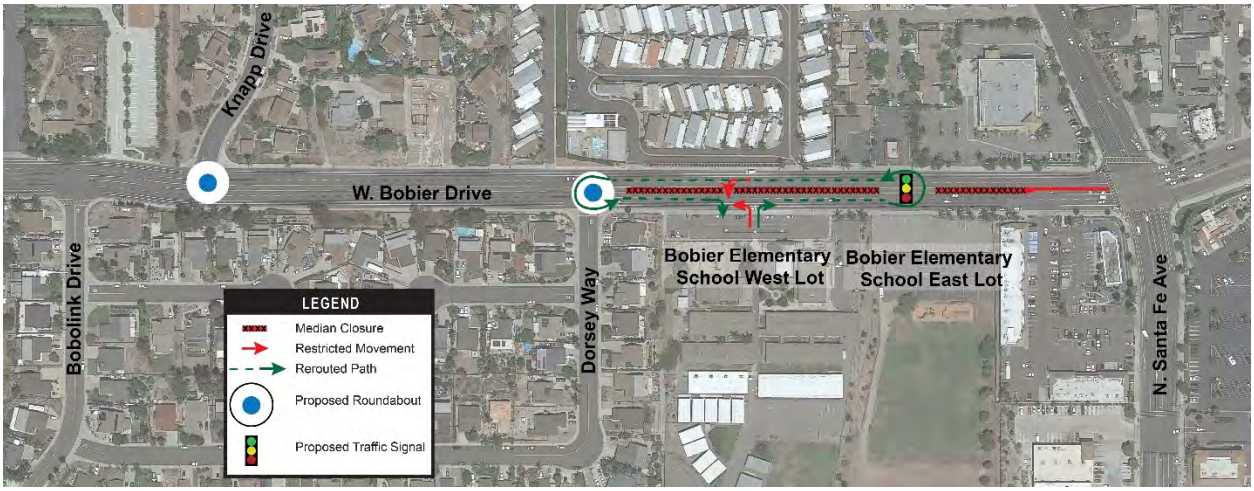
3.1 Volume Development

Opening year with project traffic volumes were developed based on the concept intersection geometry and associated traffic distribution and routing. Traffic volume forecasts were prepared as detailed below:

- **Opening Year with Project Conditions (Year 2026):** This scenario will analyze the roadway conditions in the opening year 2026 with the project. Traffic volumes are based on the proposed median closure and turn restrictions. An annual growth factor of 1% was applied to the existing year (2023) baseline traffic volumes to derive the opening year 2026 traffic volumes.

Traffic patterns will change along the corridor between Dorsey Way and the Bobier Elementary School easterly driveway due to the installation of a raised median. Traffic restricted from making left turns from the proposed Bobier Elementary School westerly driveway is rerouted to make a right turn followed by a U-turn at the W. Bobier Drive/ Bobier Elementary School easterly driveway intersection. Westbound left-turning traffic entering the Bobier Elementary School westerly driveway is rerouted to make a U-turn at the W. Bobier Drive/Dorsey Way intersection followed by a right turn into the Bobier Elementary School westerly driveway. An illustration of rerouted traffic is shown in **Figure 3-1**. The traffic volumes for the Opening Year with project conditions are shown in **Figure 3-2** and **Figure 3-3**.

Figure 3-1: Traffic Reroute Illustration



W. Bobier Drive Focused Traffic Analysis

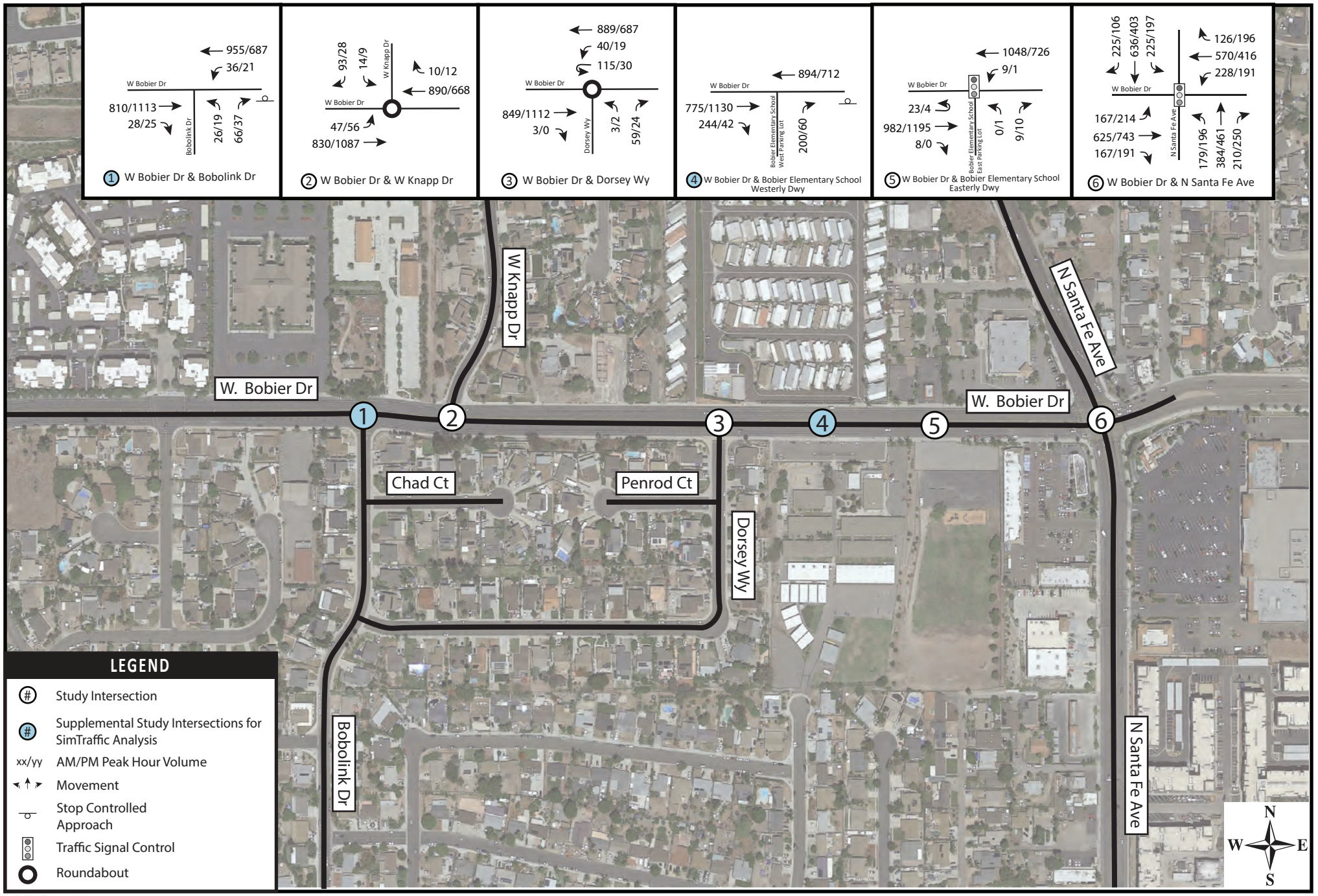


Figure 3-2
Opening Year Traffic Volumes - Morning and Evening Peak Hour

W. Bobier Drive Focused Traffic Analysis

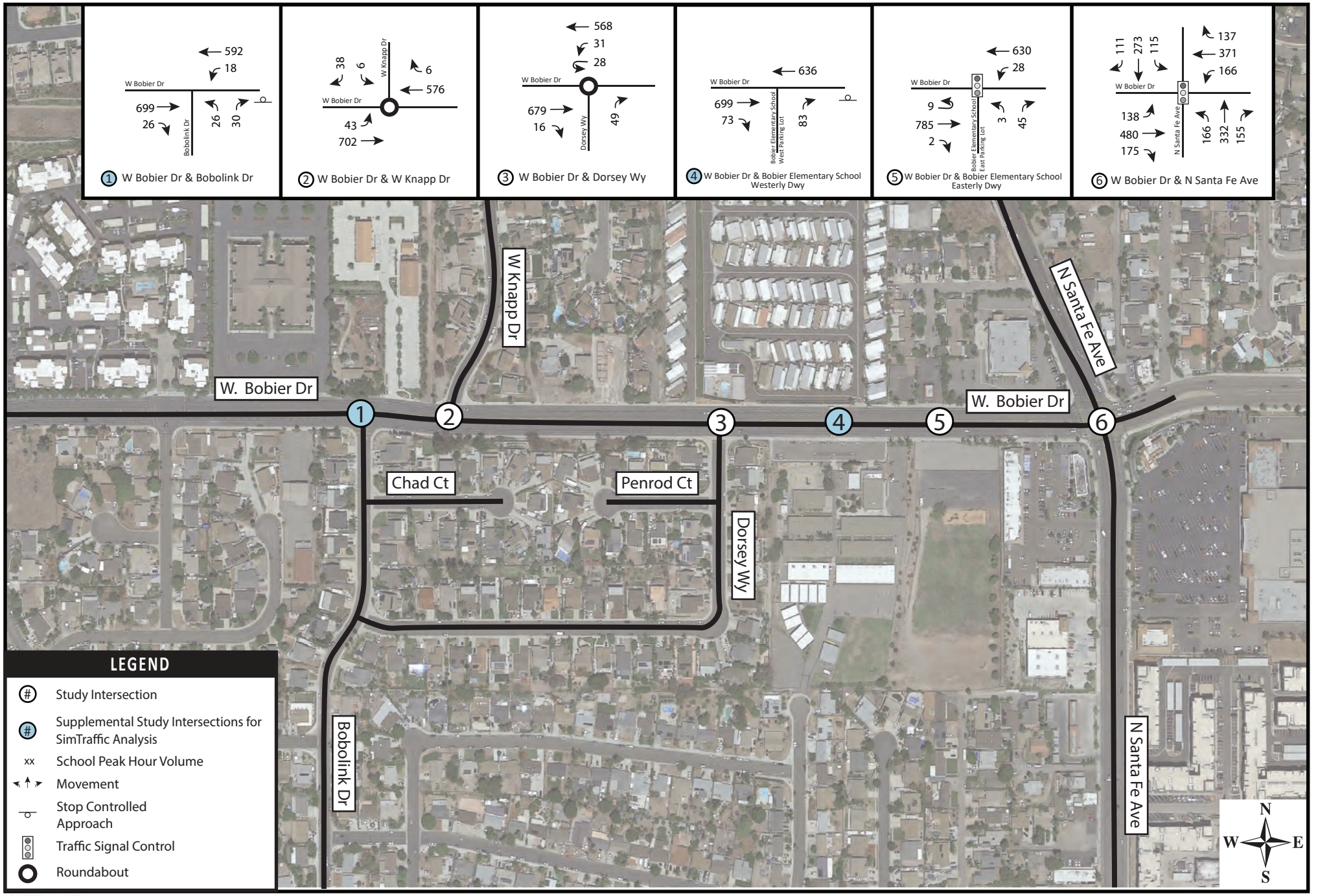


Figure 3-3
Opening Year Traffic Volumes - A. ernoon School Dismissal Time

3.2 Traffic Signal Warrant Analysis

A traffic signal warrant analysis was conducted in accordance with the CA MUTCD, Chapter 4C based on existing and opening year (2026) volumes . Listed below are the warrants that were reviewed:

- Warrant 1, Eight-Hour Vehicular Volume.
- Warrant 2, Four-Hour Vehicular Volume.
- Warrant 3, Peak-Hour.
- Warrant 4, Pedestrian Volume.
- Warrant 5, School Crossing.
- Warrant 6, Coordinated Signal System.
- Warrant 7, Crash Experience.
- Warrant 8, Roadway Network.
- Warrant 9, Intersection Near a Grade Crossing.

While all the warrants mentioned above were reviewed in accordance with the CA MUTCD, Chapter 4C, only the following warrants were considered applicable based on available data and analyzed further:

- Warrant 1, Eight-Hour Vehicular Volume.
- Warrant 2, Four-Hour Vehicular Volume.
- Warrant 3, Peak-Hour.
- Warrant 4, Pedestrian Volume.
- Warrant 7, Crash Experience.

The traffic signal warrant analyses are summarized in **Table 3-1**. The warrant analysis sheets and Figures 4C-2 and 4C-4 from the CA MUTCD, are included in **Appendix B.**

Table 3-1 Traffic Signal Warrant Analysis Summary

Intersection	Warrant 1 – Eight Hour Vehicular Volume			Warrant 2 – Four Hour Vehicular Volume	Warrant 3 – Peak Hour		Warrant 4 – Pedestrian Volume	Warrant 7- Crash Experience
	Condition A	Condition B	Combination of Conditions A & B		Part A	Part B		
W. Bobier Drive/ Bobier Elementary School Easterly Driveway	***2023 Existing Conditions***							
	No	No	No	No	No	No	No	No
	2026 Opening Year Conditions							
	N/A			N/A	No	No	No	N/A

NA-Not Applicable

As seen in Table 3-1, the results indicate that no warrant is met for the installation of a traffic signal at the intersection of W. Bobier Drive and the Bobier Elementary School easterly driveway under existing or opening year conditions. However, during the designated school arrival and dismissal periods, a total of 62 and 68 schoolchildren, respectively, were observed crossing W. Bobier Drive at the signalized intersection with N. Sante Fe Avenue. It is assumed that these schoolchildren would be inclined to utilize the new signalized crossing at the easterly school driveway rather than the major signalized crossing at the intersection with N. Sante Fe Avenue. This preference would likely be attributed to a reduced number of travel lanes to cross and less vehicular traffic volume to compete with, minimizing potential conflicts. Given these considerations, coupled with the volume of traffic that will be using the driveway, the installation of a traffic signal at the intersection of W. Bobier Drive and Bobier Elementary School Easterly Driveway is recommended.

3.3 Intersection Level of Service

3.3.1 Methodology

Signalized, unsignalized, and roundabout intersections were evaluated using the Highway Capacity Manual (HCM) 6th Edition methodology. The study area was modeled in Synchro 11 software to calculate delays and levels of service (LOS) for signalized and unsignalized intersections, while SIDRA software was utilized to calculate delays and LOS for the roundabouts. Existing signal timing data obtained from the City of Vista was used to model the signalized intersection. Signal timing sheets are included in **Appendix C**. Delay is reported for the overall intersection for signalized and roundabout intersections and the worst street approach for side street stop-controlled intersection. **Table 3-2** provides a description of the HCM signalized, unsignalized and roundabout intersection control delay and LOS thresholds. The HCM 6th Edition defines intersection control delay as the summation of the weighted average delay for all lane groups at the subject intersection. The City of Vista considers intersections operating at LOS D or better as acceptable. Intersections operating at LOS E and F are considered as failing and need improvement.

Table 3-2 Level of Service Threshold

LOS	Control Delay (sec/veh)			Description
	Signalized Intersection	Unsignalized Intersection	Roundabout	
A	≤10	≤10	≤10	Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	>10 and ≤15	Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	>15 and ≤25	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	>25 and ≤35	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	>35 and ≤50	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	>50	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source: HCM 6th Edition.

3.3.2 LOS Analysis Results

Table 3-3 provides the LOS analysis results for each intersection under Existing conditions and Opening Year with Project conditions. LOS analysis worksheets are included in **Appendix D**.

Table 3-3 Intersection LOS Analysis

Location	Existing Conditions		Opening Year with Project Conditions	
	Control Delay	LOS	Control Delay	LOS
W. Bobier Drive & Knapp Drive – Side Street Stop Control[a] / Roundabout[b]				
Morning Peak Hour	*11.7*	*B*	14.2	B
Afternoon School Dismissal	8.9	A	7.1	A
Evening Peak Hour	9.5	A	9.9	A
W. Bobier Drive & Dorsey Way – Side Street Stop Control / Roundabout[b]				
Morning Peak Hour	19.1	C	26.9	D
Afternoon School Dismissal	11.0	B	8.0	A
Evening Peak Hour	15.1	C	15.6	C
W. Bobier Drive & Bobier Elementary School Easterly Driveway – Side Street Stop Control / Signalized[b]				
Morning Peak Hour	14.0	B	5.1	A
Afternoon School Dismissal	14.2	B	7.7	A
Evening Peak Hour	15.7	C	5.0	A
W. Bobier Drive & N. Santa Fe Avenue – Signalized[b]				
Morning Peak Hour	*43.6*	*D*	*45.1*	*D*
Afternoon School Dismissal	*34.7*	*C*	*35.0*	*D*
Evening Peak Hour	*38.7*	*D*	*40.2*	*D*

Note: Roundabout control is for Opening Year only.

a Control Delay for a side street stop control intersection is defined as the weighted average delay for side street approach at the subject intersection, in seconds per vehicle.

b Control Delay for a signalized and roundabout intersection is defined as the summation of the weighted average delay for all lane groups at the subject intersection, in seconds per vehicle.

As seen in Table 3-3, all study intersections operate at LOS D or better under Existing and Opening Year with Project conditions. In the Opening Year condition during the morning peak hour, the addition of westbound U-Turn movement at W. Bobier Dr/Dorsey Way intersection, due to the proposed raised median, will result in increased delay and the intersection operating at LOS D. For the remaining peak hours at W. Bobier Dr/Dorsey Way, W. Bobier Dr/Knapp Drive, and W. Bobier Dr/ Bobier Elementary School easterly driveway, the LOS is expected to either maintain the same LOS as Existing conditions or improve LOS operations under the Opening Year with Project conditions. Additionally, during the afternoon school dismissal time, the forecasted volume in the Opening Year increases the delay for the signalized intersection of W. Bobier Drive/N. Santa Fe Avenue by 0.3 seconds, which results in the LOS changing from a C to a D.

4 SIMTRAFFIC ANALYSIS

SimTraffic is a microsimulation software which uses vehicle type and driver behavior methodology to simulate actual field conditions. The model allows users to visualize traffic operations and interactions between vehicles and pedestrians which can be used as a supplement to the synchro analysis results.

4.1 Model Calibration and Simulation Description Summary

The SimTraffic simulation was conducted to visually assess the operation of W. Bobier Drive with the proposed geometric changes under Opening Year with Project conditions. **Figures 4-1** through **Figures 4-3** provide snapshots of the simulation for morning and evening peak hours and the afternoon school dismissal time.

The following input parameters were used for the SimTraffic model calibration:

- Vehicular, pedestrian and bicycle volume data used for the morning peak was between 7:45-8:45 AM, for the evening peak hour was between 4:30-5:30 PM, and for the afternoon school dismissal time between 2:00-3:00 PM. Forecasted vehicle volume data was used for the opening year condition. To simulate the peak 15 minutes within the peak hour, peak hour factor (PHF) from the volume data was inputted into the model.
- Lane geometry (lane configuration and turn lane storage lengths) was obtained from the concept design plan (between Bobolink Drive and N. Santa Fe Avenue) and from Google Earth aerial (for W. Bobier Drive/N. Santa Fa Avenue intersection). Vehicular speed along W. Bobier Drive (between Bobolink Drive and N. Santa Fe Avenue) was set between 25-35 MPH and within the roundabout was set between 15-20 MPH.
- Signal timing and phase setting at W. Bobier Drive/N. Santa Fa Avenue was based on the signal timing sheets provided by the City of Vista.

The Bobier Elementary School driveway and drop off/pickup area was modeled into the SimTraffic model based on the proposed school site plan, see **Appendix E**. To simulate the student drop off/pickup activity and the corresponding traffic backup conditions, a traffic signal was created in the model at the start of the drop off/pickup area. Signal timing was set to simulate the vehicle wait and discharge rate. The vehicle wait time was simulated with a red interval and vehicles would be discharged with a short green interval. Since the drop-off activity takes less time than the pickup activity, the morning peak hour model consists of a shorter red interval representing drop-off activity and the afternoon school peak hour model has longer red interval representing pick-up activity. Contrary to the field discharge rate, which occurs on a random basis, the discharge in the model occurs at a regular interval.

The proposed signal at Bobier Elementary Lot Driveway was programmed in Synchro with eastbound and westbound approach left turns as protected phasing. All signal timing parameters (yellow, red, walk and flashing don't walk times) used in Synchro are in accordance with CAMUTCD. The cycle length was optimized based on the traffic volume, which varies between 80 – 130 seconds.

The following is a summary of the anticipated traffic condition with the proposed design that is shown in the SimTraffic simulation:

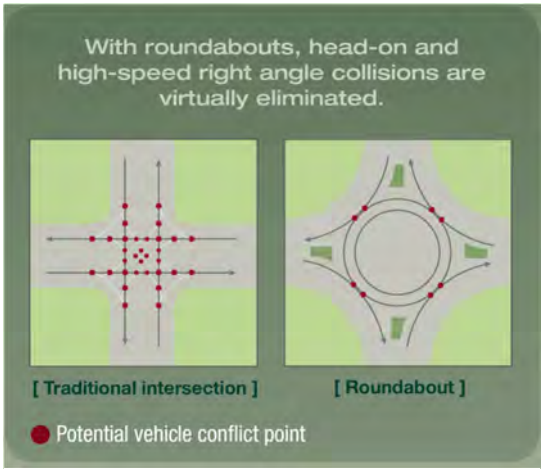
- Due to the proposed lane reduction and addition of roundabouts along the corridor, traffic in the peak direction of travel may experience lower travel speeds.
- Traffic is anticipated to slow from the lane drop area, due to merging activity, at Marabou Lane (eastbound direction) and N. Santa Fe Avenue (westbound direction) during peak hour for the peak direction of travel.
- The proposed traffic signal at the W. Bobier Drive & Bobier Elementary School easterly driveway intersection progresses traffic well with no significant queuing concerns along any of the approaches.
- With two eastbound travel lanes provided in front of the school's westerly driveway , coupled with the upstream roundabout and the prospective downstream traffic signal, traffic from the Bobier Elementary School westerly driveway does not appear to experience significant delays in finding a gap to merge into W. Bobier Drive traffic.
- The proposed west lot design layout of the school (with the internal roadway loop starting and ending at the driveway) provides more stacking capacity for the drop off/pickup activity, resulting in alleviating vehicle spill back onto W. Bobier Drive.

Figure 4-1 Opening Year with Project Morning Peak Hour Simulation Screen Capture

Figure 4-2 Opening Year with Project Afternoon School Peak Hour Simulation Screen Capture

Figure 4-3 Opening Year with Project Evening Peak Hour Simulation Screen Capture

5 BENEFITS OF A ROUNDABOUT



Source: Federal Highway Administration

Roundabouts have gained prominence as an effective traffic management and traffic calming solution with numerous benefits. Roundabouts offer a substantial reduction in conflict points compared to traditional signalized intersections, which results in overall safety enhancements. A study conducted by the Federal Highway Administration (FHWA) highlights a significant decrease in potential conflict points from 32 to 8 in roundabouts. Conflict points represent locations within an intersection where the paths of vehicles can intersect, leading to the potential for collisions. This reduction in conflict points is a critical factor contributing to the improved safety record of roundabouts. Studies have shown that roundabouts significantly decrease the likelihood of high-speed, right-angle crashes, which have led to a more than 90% reduction in fatality related collisions, 76% reduction in injury related collisions, and a 35% reduction in overall crashes when compared to signalized and unsignalized intersections.

Additional benefits of roundabouts include:

- Slower speeds are safer for pedestrians.
- When splitter islands are used, pedestrians are only crossing one travel lane at a time.
- Provides an opportunity to make U-turns.
- Roundabouts are recognized for their efficiency in handling varying traffic volumes. A study conducted by Iowa State University[1] states that single lane roundabouts can carry up to 25,000 vehicles per day.
- Reduction of pollution and fuel consumption with fewer stops and less time idling.
- Long-term cost savings due to no signal equipment to install, power to run the signal, and yearly maintainence.

[1] Iowa State University, Planning-Level Guidelines for Modern Roundabouts

6 SUMMARY OF KEY FINDINGS

Based on the traffic analysis results as presented in this report, a summary of key findings is provided below:

- W. Bobier Drive carries 19,929 vehicles on a typical weekday when school is in session.
- Prevailing speeds on W. Bobier Drive were shown to be 44 MPH, which is four miles per hour over the posted speed limit.
- A total of three collisions were reported along W. Bobier Drive between N. Santa Fe Avenue and Knapp Drive between the years 2018 and 2023, according to crash data obtained from the City of Vista.
- The level of service analysis shows that no study area intersection operates below a LOS D under Existing and Opening Year conditions.
- The anticipated addition of U-turn movements due to the proposed raised median in front of Bobier Elementary School results in an increase in delay and the LOS changing from a C to a D during the morning peak hour for the intersection of W. Bobier Drive/Dorsey Way.
- For the remaining peak hours at W. Bobier Dr/Dorsey Way, W. Bobier Dr/Knapp Drive, and W. Bobier Dr/ Bobier Elementary School easterly driveway, the LOS is expected to either maintain the same LOS as Existing conditions or improve LOS operations under the Opening Year with Project conditions.
- SimTraffic Analysis
  - Due to the proposed lane reduction and addition of roundabouts along the corridor, traffic in the peak direction of travel may experience lower travel speeds.
  - Traffic is anticipated to slow from the lane drop area, due to merging activity, at Marabou Lane (eastbound direction) and N. Santa Fe Avenue (westbound direction) during peak hour for the peak direction of travel.

Appendix A

Traffic Volume Data

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Knapp Drive
E/W: Bobier Drive
Weather: Clear

File Name : 01_VST_Knapp_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 1

Groups Printed- Total Volume

	Knapp Drive Southbound			Bobier Drive Westbound			Bobier Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
12:00 AM	0	0	0	5	0	5	0	15	15	20
12:15 AM	1	0	1	9	1	10	2	8	10	21
12:30 AM	1	0	1	4	1	5	0	20	20	26
12:45 AM	0	0	0	6	0	6	0	9	9	15
Total	2	0	2	24	2	26	2	52	54	82
01:00 AM	0	1	1	11	0	11	2	4	6	18
01:15 AM	0	0	0	8	0	8	0	9	9	17
01:30 AM	0	0	0	4	0	4	0	12	12	16
01:45 AM	0	0	0	6	0	6	1	6	7	13
Total	0	1	1	29	0	29	3	31	34	64
02:00 AM	1	0	1	3	0	3	0	4	4	8
02:15 AM	0	0	0	7	0	7	0	6	6	13
02:30 AM	0	0	0	6	0	6	0	3	3	9
02:45 AM	0	0	0	4	0	4	2	6	8	12
Total	1	0	1	20	0	20	2	19	21	42
03:00 AM	0	1	1	2	0	2	0	3	3	6
03:15 AM	0	1	1	9	0	9	0	5	5	15
03:30 AM	0	0	0	13	0	13	0	4	4	17
03:45 AM	0	1	1	10	0	10	0	4	4	15
Total	0	3	3	34	0	34	0	16	16	53
04:00 AM	0	0	0	11	0	11	0	10	10	21
04:15 AM	0	0	0	21	0	21	0	4	4	25
04:30 AM	0	2	2	24	0	24	0	10	10	36
04:45 AM	0	3	3	41	0	41	0	14	14	58
Total	0	5	5	97	0	97	0	38	38	140
05:00 AM	0	3	3	53	0	53	0	23	23	79
05:15 AM	1	7	8	70	0	70	1	24	25	103
05:30 AM	4	11	15	98	0	98	2	49	51	164
05:45 AM	0	6	6	76	0	76	1	37	38	120
Total	5	27	32	297	0	297	4	133	137	466
06:00 AM	3	8	11	79	0	79	1	40	41	131
06:15 AM	3	10	13	117	0	117	1	58	59	189
06:30 AM	1	9	10	130	1	131	2	51	53	194
06:45 AM	2	5	7	136	0	136	3	77	80	223
Total	9	32	41	462	1	463	7	226	233	737
07:00 AM	1	20	21	176	0	176	1	78	79	276
07:15 AM	4	21	25	194	0	194	4	121	125	344
07:30 AM	5	30	35	213	0	213	4	119	123	371
07:45 AM	9	28	37	226	2	228	10	184	194	459
Total	19	99	118	809	2	811	19	502	521	1450
08:00 AM	0	16	16	170	1	171	16	267	283	470
08:15 AM	2	26	28	246	3	249	11	212	223	500
08:30 AM	3	20	23	212	4	216	9	143	152	391
08:45 AM	1	9	10	151	0	151	11	135	146	307
Total	6	71	77	779	8	787	47	757	804	1668

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Knapp Drive
E/W: Bobier Drive
Weather: Clear

File Name : 01_VST_Knapp_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Knapp Drive Southbound			Bobier Drive Westbound			Bobier Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
09:00 AM	1	6	7	118	3	121	5	105	110	238
09:15 AM	0	5	5	148	4	152	12	95	107	264
09:30 AM	3	7	10	102	1	103	2	89	91	204
09:45 AM	4	4	8	121	4	125	9	122	131	264
Total	8	22	30	489	12	501	28	411	439	970
10:00 AM	0	4	4	135	0	135	4	109	113	252
10:15 AM	0	6	6	97	3	100	1	98	99	205
10:30 AM	2	8	10	115	2	117	3	91	94	221
10:45 AM	1	1	2	85	1	86	6	105	111	199
Total	3	19	22	432	6	438	14	403	417	877
11:00 AM	5	5	10	120	0	120	4	114	118	248
11:15 AM	0	7	7	97	1	98	3	121	124	229
11:30 AM	0	9	9	100	2	102	5	127	132	243
11:45 AM	1	6	7	94	5	99	6	104	110	216
Total	6	27	33	411	8	419	18	466	484	936
12:00 PM	4	3	7	104	4	108	5	129	134	249
12:15 PM	2	8	10	112	3	115	6	131	137	262
12:30 PM	0	3	3	116	2	118	6	139	145	266
12:45 PM	3	4	7	128	1	129	5	138	143	279
Total	9	18	27	460	10	470	22	537	559	1056
01:00 PM	3	4	7	126	2	128	6	119	125	260
01:15 PM	0	4	4	151	4	155	3	121	124	283
01:30 PM	1	13	14	143	0	143	5	132	137	294
01:45 PM	2	2	4	112	3	115	5	144	149	268
Total	6	23	29	532	9	541	19	516	535	1105
02:00 PM	1	12	13	149	1	150	7	120	127	290
02:15 PM	2	12	14	137	1	138	13	174	187	339
02:30 PM	2	7	9	141	2	143	10	194	204	356
02:45 PM	1	6	7	132	2	134	12	193	205	346
Total	6	37	43	559	6	565	42	681	723	1331
03:00 PM	0	9	9	145	5	150	12	202	214	373
03:15 PM	1	15	16	174	3	177	12	222	234	427
03:30 PM	1	10	11	227	1	228	17	233	250	489
03:45 PM	4	27	31	184	5	189	21	265	286	506
Total	6	61	67	730	14	744	62	922	984	1795
04:00 PM	1	9	10	194	5	199	12	229	241	450
04:15 PM	1	8	9	165	6	171	13	243	256	436
04:30 PM	2	8	10	141	2	143	15	252	267	420
04:45 PM	2	6	8	172	1	173	16	284	300	481
Total	6	31	37	672	14	686	56	1008	1064	1787
05:00 PM	4	5	9	170	3	173	10	276	286	468
05:15 PM	2	11	13	155	7	162	12	249	261	436
05:30 PM	1	2	3	138	4	142	15	236	251	396
05:45 PM	3	8	11	139	6	145	11	199	210	366
Total	10	26	36	602	20	622	48	960	1008	1666
06:00 PM	1	13	14	164	1	165	13	200	213	392
06:15 PM	1	8	9	165	4	169	8	172	180	358

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City of Vista
N/S: Knapp Drive
E/W: Bobier Drive
Weather: Clear

File Name : 01_VST_Knapp_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Knapp Drive Southbound			Bobier Drive Westbound			Bobier Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:30 PM	1	9	10	134	0	134	11	179	190	334
06:45 PM	1	10	11	131	0	131	20	169	189	331
Total	4	40	44	594	5	599	52	720	772	1415
07:00 PM	1	2	3	114	5	119	10	161	171	293
07:15 PM	2	3	5	123	5	128	7	121	128	261
07:30 PM	0	1	1	162	0	162	8	127	135	298
07:45 PM	0	2	2	150	4	154	6	108	114	270
Total	3	8	11	549	14	563	31	517	548	1122
08:00 PM	3	5	8	103	4	107	5	139	144	259
08:15 PM	3	3	6	82	0	82	11	113	124	212
08:30 PM	2	3	5	93	0	93	4	93	97	195
08:45 PM	0	2	2	76	2	78	9	119	128	208
Total	8	13	21	354	6	360	29	464	493	874
09:00 PM	2	6	8	63	0	63	11	132	143	214
09:15 PM	1	3	4	61	0	61	6	98	104	169
09:30 PM	0	0	0	55	1	56	9	76	85	141
09:45 PM	1	1	2	49	0	49	7	68	75	126
Total	4	10	14	228	1	229	33	374	407	650
10:00 PM	1	0	1	42	1	43	5	63	68	112
10:15 PM	0	1	1	40	0	40	3	54	57	98
10:30 PM	1	0	1	32	0	32	4	49	53	86
10:45 PM	0	1	1	31	2	33	2	33	35	69
Total	2	2	4	145	3	148	14	199	213	365
11:00 PM	0	0	0	23	0	23	6	28	34	57
11:15 PM	0	1	1	16	1	17	1	21	22	40
11:30 PM	0	0	0	13	1	14	0	17	17	31
11:45 PM	0	0	0	8	0	8	1	15	16	24
Total	0	1	1	60	2	62	8	81	89	152
Grand Total	123	576	699	9368	143	9511	560	10033	10593	20803
Apprch %	17.6	82.4		98.5	1.5		5.3	94.7		
Total %	0.6	2.8	3.4	45	0.7	45.7	2.7	48.2	50.9	

	Knapp Drive Southbound			Bobier Drive Westbound			Bobier Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:30 PM										
03:30 PM	1	10	11	**227**	1	**228**	17	233	250	489
03:45 PM	**4**	**27**	**31**	184	5	189	**21**	**265**	**286**	**506**
04:00 PM	1	9	10	194	5	199	12	229	241	450
04:15 PM	1	8	9	165	**6**	171	13	243	256	436
Total Volume	7	54	61	770	17	787	63	970	1033	1881
% App. Total	11.5	88.5		97.8	2.2		6.1	93.9		
PHF	.438	.500	.492	.848	.708	.863	.750	.915	.903	.929

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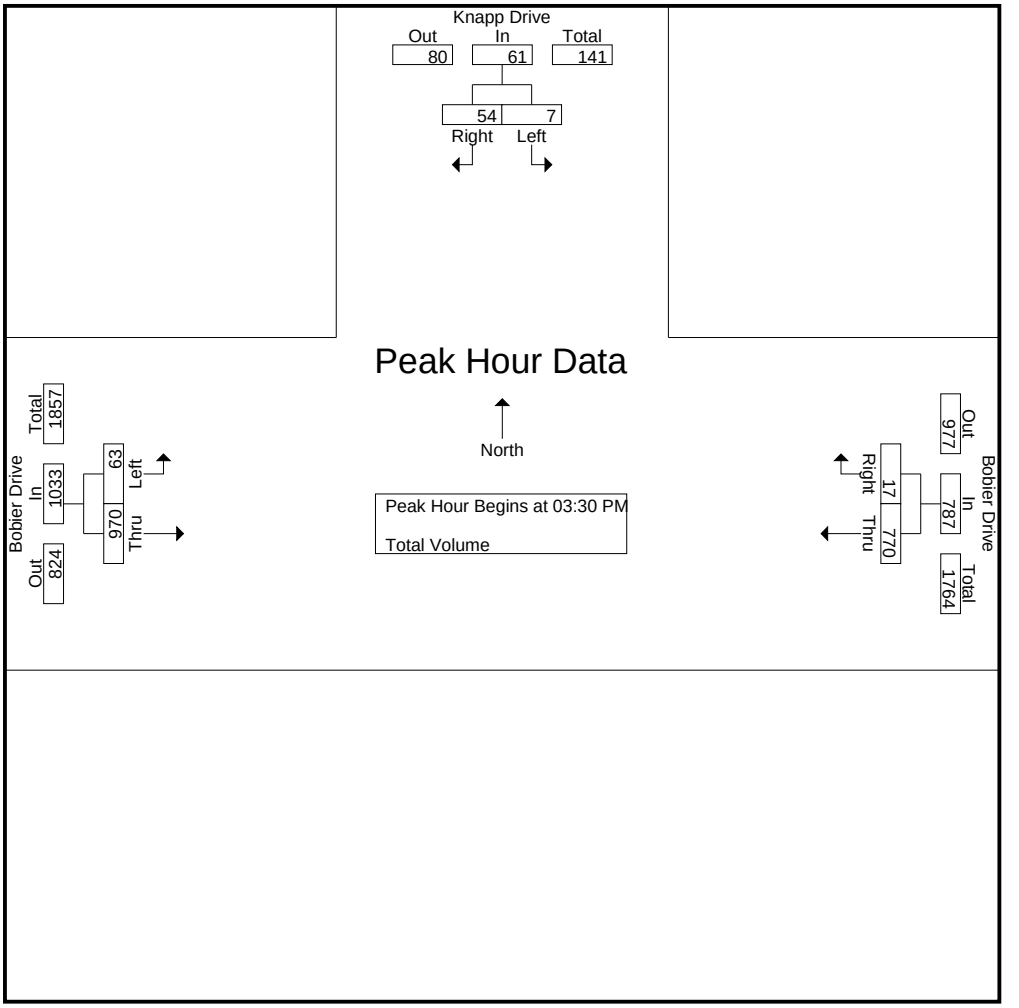
City of Vista
N/S: Knapp Drive
E/W: Bobier Drive
Weather: Clear

File Name : 01_VST_Knapp_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 4



Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			04:30 PM		
+0 mins.	1	20	21	226	2	228	15	252	267
+15 mins.	4	21	25	170	1	171	**16**	**284**	**300**
+30 mins.	5	**30**	35	**246**	3	**249**	10	276	286
+45 mins.	**9**	28	**37**	212	**4**	216	12	249	261
Total Volume	19	99	118	854	10	864	53	1061	1114
% App. Total	16.1	83.9		98.8	1.2		4.8	95.2	
PHF	.528	.825	.797	.868	.625	.867	.828	.934	.928

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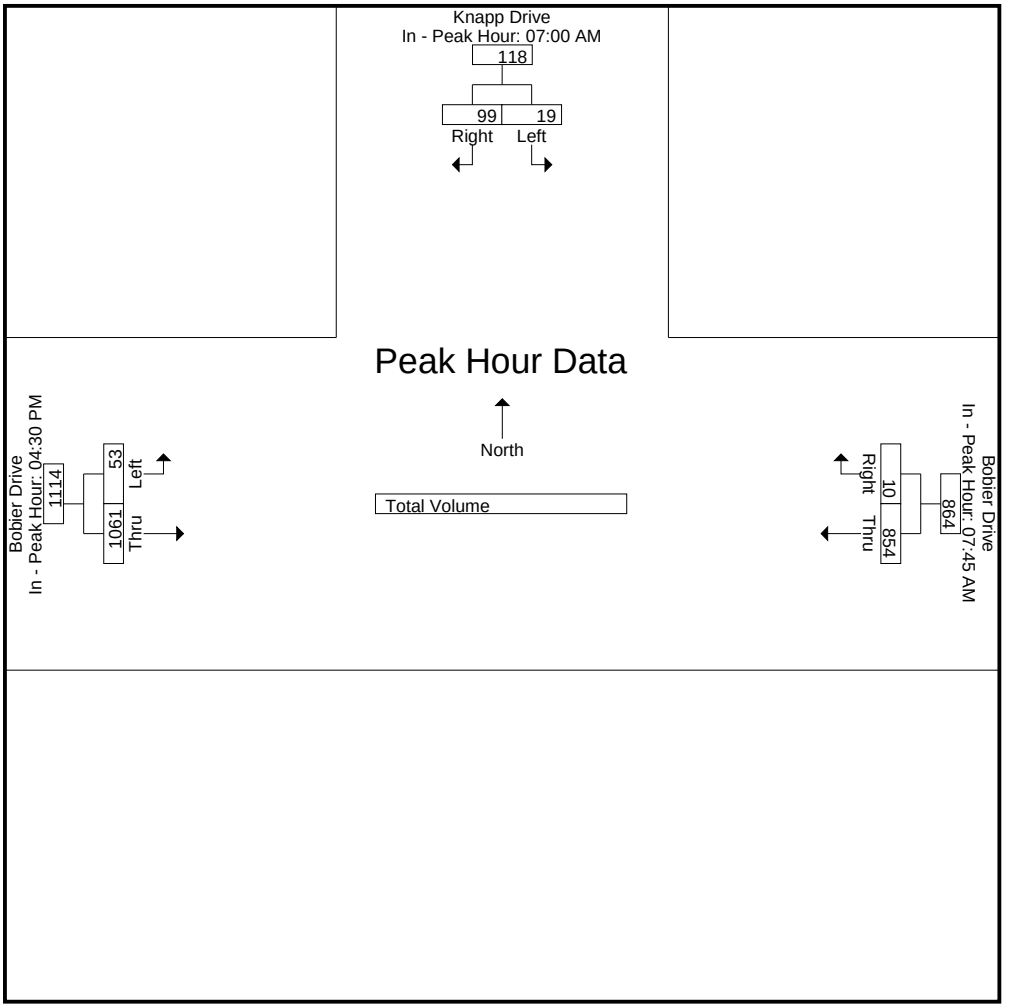
City of Vista
N/S: Knapp Drive
E/W: Bobier Drive
Weather: Clear

File Name : 01_VST_Knapp_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 5



Location: Vista
N/S: Knapp Drive
E/W: Bobier Drive

Date: 5/24/2023
Day Wednesday

PEDESTRIANS

Time	North Leg Knapp Drive	East Leg Bobier Drive	South Leg Knapp Drive	West Leg Bobier Drive	TOTAL
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:30 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:30 AM	0	0	0	0	0
4:45 AM	0	0	0	0	0
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:45 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	1	0	0	0	1
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	3	0	0	0	3
8:00 AM	3	0	0	0	3
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	5	0	0	0	5
10:00 AM	0	0	0	0	0
10:15 AM	1	0	0	0	1
10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	1	0	0	0	1
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	1	0	0	0	1
12:30 PM	1	0	0	0	1
12:45 PM	0	0	0	0	0
1:00 PM	0	1	0	0	1
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
2:00 PM	0	0	0	0	0
2:15 PM	1	0	0	0	1
2:30 PM	1	0	0	0	1
2:45 PM	1	0	0	0	1
3:00 PM	2	0	0	0	2
3:15 PM	1	0	0	0	1
3:30 PM	1	0	0	0	1
3:45 PM	1	0	0	0	1
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	4	0	0	0	4
4:45 PM	2	0	0	0	2
5:00 PM	2	0	0	0	2
5:15 PM	1	0	0	0	1
5:30 PM	2	0	0	0	2
5:45 PM	6	0	0	0	6
6:00 PM	2	0	0	0	2
6:15 PM	3	0	0	0	3
6:30 PM	2	0	0	0	2
6:45 PM	0	0	0	0	0
7:00 PM	3	0	0	0	3
7:15 PM	2	0	0	0	2
7:30 PM	1	0	0	0	1
7:45 PM	0	0	0	0	0
8:00 PM	0	0	0	0	0
8:15 PM	0	0	0	0	0
8:30 PM	0	0	0	0	0
8:45 PM	0	0	0	0	0
9:00 PM	0	1	0	0	1
9:15 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
TOTAL VOLUMES:	57	2	0	0	59

Location: Vista
N/S: Knapp Drive
E/W: Bobier Drive

Date: 5/24/2023
Day: Wednesday

BICYCLES

	Southbound Knapp Drive			Westbound Bobier Drive			Northbound Knapp Drive			Eastbound Bobier Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	1	0	2	0	0	0	0	0	1	0	4
4:00 PM	0	0	2	0	2	0	0	0	0	0	2	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	4	0	13	0	0	0	0	1	9	0	27

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Bobolink Drive
E/W: Bobier Drive
Weather: Clear

File Name : 02_VST_Bobo_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Bobolink Drive Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 AM	1	7	8	0	1	1	14	0	14	23
12:15 AM	0	9	9	0	1	1	7	0	7	17
12:30 AM	1	2	3	0	0	0	20	0	20	23
12:45 AM	0	7	7	0	0	0	9	0	9	16
Total	2	25	27	0	2	2	50	0	50	79
01:00 AM	0	12	12	0	0	0	9	0	9	21
01:15 AM	0	7	7	0	0	0	8	0	8	15
01:30 AM	0	3	3	0	0	0	13	0	13	16
01:45 AM	0	7	7	0	0	0	7	0	7	14
Total	0	29	29	0	0	0	37	0	37	66
02:00 AM	0	3	3	0	0	0	4	0	4	7
02:15 AM	0	7	7	0	0	0	5	0	5	12
02:30 AM	1	4	5	0	0	0	5	0	5	10
02:45 AM	0	5	5	2	2	4	6	0	6	15
Total	1	19	20	2	2	4	20	0	20	44
03:00 AM	0	3	3	0	0	0	3	0	3	6
03:15 AM	0	9	9	0	2	2	3	0	3	14
03:30 AM	1	13	14	0	1	1	3	0	3	18
03:45 AM	1	11	12	1	0	1	3	0	3	16
Total	2	36	38	1	3	4	12	0	12	54
04:00 AM	0	12	12	0	0	0	11	0	11	23
04:15 AM	1	17	18	0	0	0	4	0	4	22
04:30 AM	1	29	30	0	1	1	9	0	9	40
04:45 AM	0	42	42	3	0	3	13	1	14	59
Total	2	100	102	3	1	4	37	1	38	144
05:00 AM	0	55	55	2	2	4	20	0	20	79
05:15 AM	2	73	75	7	4	11	24	1	25	111
05:30 AM	2	107	109	4	6	10	41	1	42	161
05:45 AM	3	81	84	1	1	2	36	0	36	122
Total	7	316	323	14	13	27	121	2	123	473
06:00 AM	2	88	90	3	2	5	42	0	42	137
06:15 AM	0	124	124	6	4	10	52	4	56	190
06:30 AM	1	131	132	2	4	6	50	1	51	189
06:45 AM	2	145	147	7	6	13	71	2	73	233
Total	5	488	493	18	16	34	215	7	222	749
07:00 AM	4	169	173	1	12	13	69	1	70	256
07:15 AM	10	194	204	9	8	17	103	2	105	326
07:30 AM	8	231	239	13	6	19	126	1	127	385
07:45 AM	10	254	264	12	29	41	142	6	148	453
Total	32	848	880	35	55	90	440	10	450	1420
08:00 AM	8	183	191	6	20	26	274	8	282	499
08:15 AM	7	256	263	4	8	12	210	8	218	493
08:30 AM	10	234	244	7	7	14	151	5	156	414
08:45 AM	4	142	146	3	7	10	138	2	140	296
Total	29	815	844	20	42	62	773	23	796	1702

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City of Vista
N/S: Bobolink Drive
E/W: Bobier Drive
Weather: Clear

File Name : 02_VST_Bobo_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Bobolink Drive Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
09:00 AM	2	126	128	4	2	6	110	6	116	250
09:15 AM	3	120	123	4	4	8	106	4	110	241
09:30 AM	3	108	111	4	4	8	87	0	87	206
09:45 AM	1	120	121	1	9	10	112	1	113	244
Total	9	474	483	13	19	32	415	11	426	941
10:00 AM	5	117	122	1	3	4	110	4	114	240
10:15 AM	2	128	130	1	1	2	99	3	102	234
10:30 AM	2	105	107	3	1	4	95	4	99	210
10:45 AM	2	93	95	2	0	2	107	4	111	208
Total	11	443	454	7	5	12	411	15	426	892
11:00 AM	4	111	115	3	4	7	112	2	114	236
11:15 AM	1	113	114	3	5	8	120	2	122	244
11:30 AM	4	110	114	2	3	5	118	7	125	244
11:45 AM	2	96	98	3	4	7	116	3	119	224
Total	11	430	441	11	16	27	466	14	480	948
12:00 PM	3	109	112	1	4	5	114	3	117	234
12:15 PM	0	123	123	6	4	10	139	3	142	275
12:30 PM	1	115	116	2	3	5	133	3	136	257
12:45 PM	3	118	121	6	8	14	138	4	142	277
Total	7	465	472	15	19	34	524	13	537	1043
01:00 PM	1	125	126	1	1	2	122	3	125	253
01:15 PM	5	160	165	5	3	8	121	4	125	298
01:30 PM	0	146	146	2	5	7	117	4	121	274
01:45 PM	2	121	123	4	5	9	148	2	150	282
Total	8	552	560	12	14	26	508	13	521	1107
02:00 PM	2	164	166	5	10	15	121	5	126	307
02:15 PM	2	141	143	4	7	11	167	8	175	329
02:30 PM	7	142	149	9	5	14	194	9	203	366
02:45 PM	6	128	134	7	7	14	196	3	199	347
Total	17	575	592	25	29	54	678	25	703	1349
03:00 PM	12	141	153	11	8	19	207	6	213	385
03:15 PM	6	187	193	10	11	21	232	6	238	452
03:30 PM	18	219	237	6	18	24	214	9	223	484
03:45 PM	9	205	214	7	8	15	295	13	308	537
Total	45	752	797	34	45	79	948	34	982	1858
04:00 PM	11	195	206	3	10	13	227	7	234	453
04:15 PM	5	170	175	3	9	12	240	5	245	432
04:30 PM	6	159	165	4	3	7	267	7	274	446
04:45 PM	4	150	154	5	10	15	293	4	297	466
Total	26	674	700	15	32	47	1027	23	1050	1797
05:00 PM	5	188	193	6	14	20	280	8	288	501
05:15 PM	3	158	161	8	5	13	251	5	256	430
05:30 PM	3	149	152	3	12	15	248	7	255	422
05:45 PM	5	132	137	2	8	10	202	8	210	357
Total	16	627	643	19	39	58	981	28	1009	1710
06:00 PM	7	169	176	7	8	15	195	8	203	394
06:15 PM	8	152	160	3	3	6	177	5	182	348

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City of Vista
N/S: Bobolink Drive
E/W: Bobier Drive
Weather: Clear

File Name : 02_VST_Bobo_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Bobolink Drive Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:30 PM	4	128	132	5	10	15	178	7	185	332
06:45 PM	2	108	110	3	7	10	178	2	180	300
Total	21	557	578	18	28	46	728	22	750	1374
07:00 PM	4	106	110	2	7	9	160	6	166	285
07:15 PM	5	111	116	3	3	6	131	4	135	257
07:30 PM	12	144	156	2	5	7	116	7	123	286
07:45 PM	6	151	157	2	4	6	117	4	121	284
Total	27	512	539	9	19	28	524	21	545	1112
08:00 PM	5	105	110	1	9	10	120	10	130	250
08:15 PM	5	89	94	6	6	12	120	4	124	230
08:30 PM	0	98	98	2	5	7	98	4	102	207
08:45 PM	7	93	100	0	6	6	122	6	128	234
Total	17	385	402	9	26	35	460	24	484	921
09:00 PM	3	75	78	1	4	5	125	3	128	211
09:15 PM	0	68	68	0	1	1	106	1	107	176
09:30 PM	1	57	58	0	0	0	83	0	83	141
09:45 PM	1	51	52	0	0	0	77	2	79	131
Total	5	251	256	1	5	6	391	6	397	659
10:00 PM	1	46	47	0	1	1	64	1	65	113
10:15 PM	0	38	38	1	0	1	55	1	56	95
10:30 PM	2	35	37	0	1	1	52	0	52	90
10:45 PM	1	29	30	1	1	2	37	1	38	70
Total	4	148	152	2	3	5	208	3	211	368
11:00 PM	0	24	24	0	1	1	32	0	32	57
11:15 PM	1	17	18	0	0	0	22	0	22	40
11:30 PM	1	12	13	0	1	1	19	1	20	34
11:45 PM	1	7	8	0	1	1	14	0	14	23
Total	3	60	63	0	3	3	87	1	88	154
Grand Total	307	9581	9888	283	436	719	10061	296	10357	20964
Apprch %	3.1	96.9		39.4	60.6		97.1	2.9		
Total %	1.5	45.7	47.2	1.3	2.1	3.4	48	1.4	49.4	

	Bobier Drive Westbound			Bobolink Drive Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:15 PM										
03:15 PM	6	187	193	**10**	11	21	232	6	238	452
03:30 PM	**18**	**219**	**237**	6	**18**	**24**	214	9	223	484
03:45 PM	9	205	214	7	8	15	**295**	**13**	**308**	**537**
04:00 PM	11	195	206	3	10	13	227	7	234	453
Total Volume	44	806	850	26	47	73	968	35	1003	1926
% App. Total	5.2	94.8		35.6	64.4		96.5	3.5		
PHF	.611	.920	.897	.650	.653	.760	.820	.673	.814	.897

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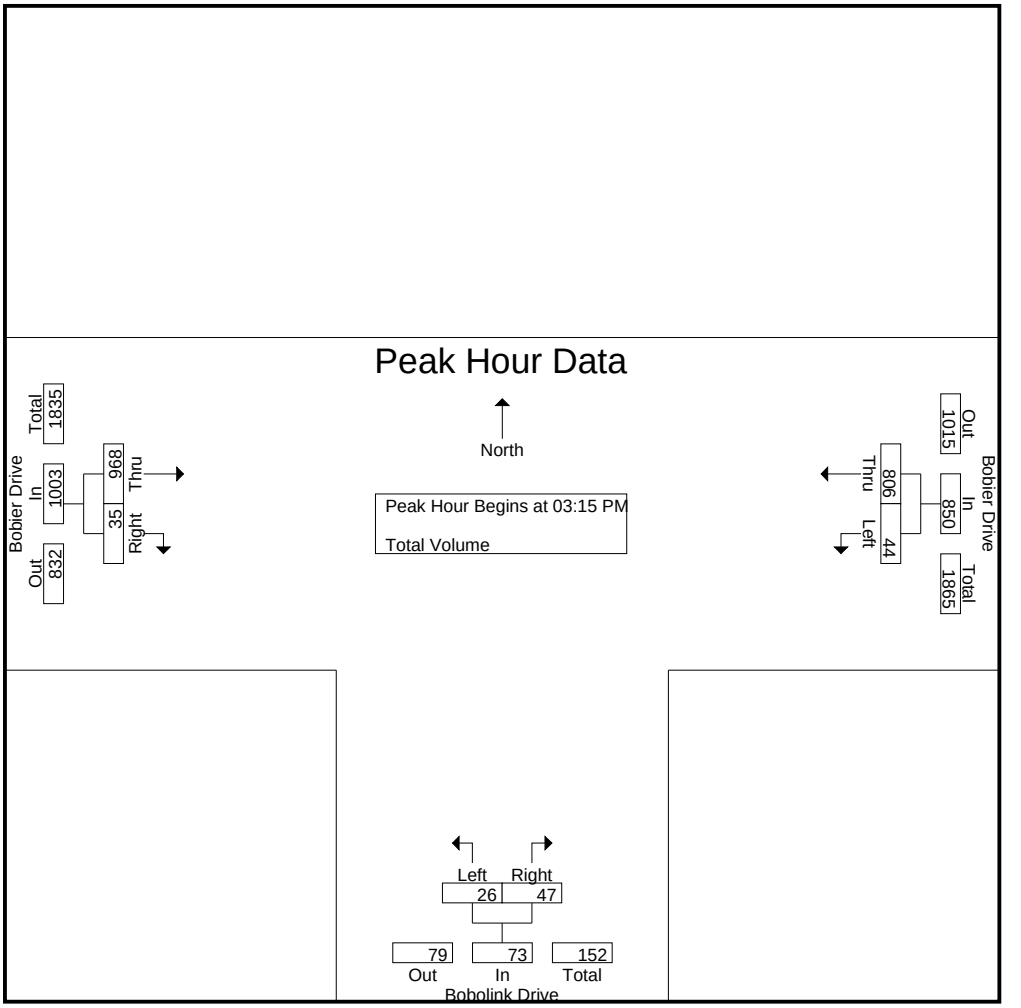
City of Vista
N/S: Bobolink Drive
E/W: Bobier Drive
Weather: Clear

File Name : 02_VST_Bobo_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 4



Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			04:30 PM		
+0 mins.	**10**	254	**264**	9	8	17	267	7	274
+15 mins.	8	183	191	**13**	6	19	**293**	4	**297**
+30 mins.	7	**256**	263	12	**29**	**41**	280	**8**	288
+45 mins.	10	234	244	6	20	26	251	5	256
Total Volume	35	927	962	40	63	103	1091	24	1115
% App. Total	3.6	96.4		38.8	61.2		97.8	2.2	
PHF	.875	.905	.911	.769	.543	.628	.931	.750	.939

Location: Vista
N/S: Bobolink Drive
E/W: Bobier Drive

Date: 5/24/2023
Day Wednesday

PEDESTRIANS

Time	North Leg Bobolink Drive	East Leg Bobier Drive	South Leg Bobolink Drive	West Leg Bobier Drive	TOTAL
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:30 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:30 AM	0	0	0	0	0
4:45 AM	0	0	0	0	0
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:45 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	1	0	1
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	3	0	3
7:45 AM	0	0	3	0	3
8:00 AM	1	1	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	1	0	1
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	4	0	0	0	4
10:00 AM	1	0	1	0	2
10:15 AM	2	0	0	0	2
10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
11:00 AM	1	0	0	0	1
11:15 AM	0	0	2	0	2
11:30 AM	1	0	1	0	2
11:45 AM	1	0	1	0	2
12:00 PM	1	0	0	0	1
12:15 PM	1	0	0	0	1
12:30 PM	1	0	0	0	1
12:45 PM	1	0	0	0	1
1:00 PM	1	0	0	0	1
1:15 PM	0	0	2	0	2
1:30 PM	0	0	0	0	0
1:45 PM	0	0	1	0	1
2:00 PM	2	0	0	0	2
2:15 PM	2	0	2	0	4
2:30 PM	2	0	0	0	2
2:45 PM	1	0	2	0	3
3:00 PM	1	0	3	0	4
3:15 PM	2	0	0	0	2
3:30 PM	1	0	2	0	3
3:45 PM	0	0	4	0	4
4:00 PM	2	0	1	0	3
4:15 PM	0	0	0	0	0
4:30 PM	3	0	0	0	3
4:45 PM	1	0	1	0	2
5:00 PM	3	1	2	0	6
5:15 PM	6	0	3	0	9
5:30 PM	2	0	0	0	2
5:45 PM	8	0	1	0	9
6:00 PM	4	0	1	0	5
6:15 PM	4	0	1	0	5
6:30 PM	0	0	0	0	0
6:45 PM	7	0	1	0	8
7:00 PM	3	0	1	0	4
7:15 PM	0	0	1	0	1
7:30 PM	1	0	1	0	2
7:45 PM	2	0	0	0	2
8:00 PM	1	0	0	0	1
8:15 PM	0	0	0	0	0
8:30 PM	0	0	0	0	0
8:45 PM	0	0	0	0	0
9:00 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
TOTAL VOLUMES:	75	2	44	0	121

Location: Vista
N/S: Bobolink Drive
E/W: Bobier Drive

Date: 5/24/2023
Day: Wednesday

BICYCLES

	Southbound Bobolink Drive			Westbound Bobier Drive			Northbound Bobolink Drive			Eastbound Bobier Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	9	0	0	0	0	0	9	1	19

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Dorsey Way
E/W: Bobier Drive
Weather: Clear

File Name : 03_VST_Dor_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 1

Groups Printed- Total Volume

	Bobier Drive Westbound			Dorsey Way Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 AM	1	6	7	0	1	1	15	0	15	23
12:15 AM	0	9	9	0	0	0	7	0	7	16
12:30 AM	0	5	5	0	0	0	18	0	18	23
12:45 AM	0	6	6	0	0	0	11	0	11	17
Total	1	26	27	0	1	1	51	0	51	79
01:00 AM	0	11	11	0	0	0	6	0	6	17
01:15 AM	0	7	7	0	0	0	8	0	8	15
01:30 AM	0	3	3	0	0	0	14	0	14	17
01:45 AM	0	7	7	0	0	0	5	1	6	13
Total	0	28	28	0	0	0	33	1	34	62
02:00 AM	0	3	3	0	0	0	5	0	5	8
02:15 AM	0	6	6	1	0	1	4	1	5	12
02:30 AM	0	6	6	0	0	0	4	0	4	10
02:45 AM	0	4	4	0	0	0	5	0	5	9
Total	0	19	19	1	0	1	18	1	19	39
03:00 AM	0	1	1	0	0	0	4	0	4	5
03:15 AM	0	8	8	0	0	0	5	0	5	13
03:30 AM	0	14	14	0	0	0	4	0	4	18
03:45 AM	0	10	10	0	0	0	4	0	4	14
Total	0	33	33	0	0	0	17	0	17	50
04:00 AM	0	12	12	0	0	0	11	0	11	23
04:15 AM	0	18	18	1	0	1	3	0	3	22
04:30 AM	0	26	26	0	0	0	11	0	11	37
04:45 AM	1	42	43	0	3	3	14	0	14	60
Total	1	98	99	1	3	4	39	0	39	142
05:00 AM	0	51	51	0	1	1	21	0	21	73
05:15 AM	1	71	72	1	1	2	25	0	25	99
05:30 AM	0	92	92	0	0	0	51	0	51	143
05:45 AM	0	78	78	0	1	1	38	0	38	117
Total	1	292	293	1	3	4	135	0	135	432
06:00 AM	0	79	79	0	3	3	46	0	46	128
06:15 AM	0	112	112	1	2	3	58	0	58	173
06:30 AM	0	132	132	0	1	1	55	0	55	188
06:45 AM	2	140	142	0	1	1	78	0	78	221
Total	2	463	465	1	7	8	237	0	237	710
07:00 AM	2	173	175	0	2	2	82	1	83	260
07:15 AM	4	185	189	2	4	6	118	1	119	314
07:30 AM	4	225	229	0	6	6	138	1	139	374
07:45 AM	31	219	250	0	44	44	191	0	191	485
Total	41	802	843	2	56	58	529	3	532	1433
08:00 AM	2	178	180	1	7	8	276	1	277	465
08:15 AM	5	246	251	0	3	3	205	0	205	459
08:30 AM	1	220	221	2	3	5	152	2	154	380
08:45 AM	5	146	151	0	1	1	133	1	134	286
Total	13	790	803	3	14	17	766	4	770	1590

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City of Vista
N/S: Dorsey Way
E/W: Bobier Drive
Weather: Clear

File Name : 03_VST_Dor_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Dorsey Way Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
09:00 AM	0	129	129	1	3	4	99	1	100	233
09:15 AM	0	151	151	1	6	7	102	0	102	260
09:30 AM	0	103	103	0	1	1	90	0	90	194
09:45 AM	0	124	124	0	3	3	119	0	119	246
Total	0	507	507	2	13	15	410	1	411	933
10:00 AM	2	125	127	2	2	4	109	0	109	240
10:15 AM	1	100	101	1	2	3	103	0	103	207
10:30 AM	1	110	111	2	1	3	92	0	92	206
10:45 AM	0	88	88	0	2	2	105	1	106	196
Total	4	423	427	5	7	12	409	1	410	849
11:00 AM	1	118	119	1	3	4	119	0	119	242
11:15 AM	2	103	105	1	4	5	117	0	117	227
11:30 AM	1	102	103	1	0	1	124	1	125	229
11:45 AM	5	97	102	1	0	1	112	1	113	216
Total	9	420	429	4	7	11	472	2	474	914
12:00 PM	3	105	108	0	0	0	123	1	124	232
12:15 PM	1	111	112	0	5	5	137	2	139	256
12:30 PM	0	115	115	1	3	4	131	0	131	250
12:45 PM	1	123	124	0	1	1	140	0	140	265
Total	5	454	459	1	9	10	531	3	534	1003
01:00 PM	1	128	129	0	1	1	120	0	120	250
01:15 PM	2	146	148	1	3	4	121	0	121	273
01:30 PM	2	141	143	0	1	1	125	2	127	271
01:45 PM	12	115	127	1	3	4	153	1	154	285
Total	17	530	547	2	8	10	519	3	522	1079
02:00 PM	6	152	158	0	2	2	115	4	119	279
02:15 PM	8	130	138	0	16	16	166	5	171	325
02:30 PM	12	136	148	0	28	28	187	7	194	370
02:45 PM	4	133	137	0	2	2	191	0	191	330
Total	30	551	581	0	48	48	659	16	675	1304
03:00 PM	4	144	148	1	1	2	198	2	200	350
03:15 PM	2	178	180	0	9	9	220	1	221	410
03:30 PM	8	219	227	2	4	6	242	1	243	476
03:45 PM	8	188	196	0	4	4	270	2	272	472
Total	22	729	751	3	18	21	930	6	936	1708
04:00 PM	1	196	197	0	2	2	226	1	227	426
04:15 PM	2	168	170	2	0	2	229	4	233	405
04:30 PM	3	142	145	1	7	8	252	0	252	405
04:45 PM	4	165	169	1	5	6	284	0	284	459
Total	10	671	681	4	14	18	991	5	996	1695
05:00 PM	6	179	185	0	5	5	288	0	288	478
05:15 PM	5	156	161	0	6	6	255	0	255	422
05:30 PM	2	146	148	1	3	4	244	0	244	396
05:45 PM	4	142	146	0	1	1	203	0	203	350
Total	17	623	640	1	15	16	990	0	990	1646
06:00 PM	3	167	170	0	6	6	185	0	185	361
06:15 PM	4	165	169	0	3	3	181	0	181	353

Counts Unlimited, Inc.
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City of Vista
N/S: Dorsey Way
E/W: Bobier Drive
Weather: Clear

File Name : 03_VST_Dor_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Dorsey Way Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:30 PM	2	131	133	1	0	1	180	3	183	317
06:45 PM	1	122	123	4	3	7	171	0	171	301
Total	10	585	595	5	12	17	717	3	720	1332
07:00 PM	0	123	123	0	0	0	154	0	154	277
07:15 PM	4	119	123	0	1	1	134	0	134	258
07:30 PM	1	161	162	0	1	1	112	0	112	275
07:45 PM	3	153	156	0	1	1	116	1	117	274
Total	8	556	564	0	3	3	516	1	517	1084
08:00 PM	3	105	108	1	3	4	134	0	134	246
08:15 PM	3	79	82	0	3	3	124	0	124	209
08:30 PM	1	95	96	0	0	0	91	0	91	187
08:45 PM	1	76	77	0	2	2	112	1	113	192
Total	8	355	363	1	8	9	461	1	462	834
09:00 PM	3	61	64	0	0	0	128	0	128	192
09:15 PM	0	64	64	0	0	0	105	0	105	169
09:30 PM	0	55	55	0	0	0	78	0	78	133
09:45 PM	0	46	46	0	0	0	73	0	73	119
Total	3	226	229	0	0	0	384	0	384	613
10:00 PM	0	43	43	0	0	0	62	0	62	105
10:15 PM	0	38	38	0	0	0	51	0	51	89
10:30 PM	0	35	35	0	0	0	46	0	46	81
10:45 PM	0	31	31	0	0	0	33	0	33	64
Total	0	147	147	0	0	0	192	0	192	339
11:00 PM	0	22	22	0	0	0	27	0	27	49
11:15 PM	0	19	19	0	0	0	18	0	18	37
11:30 PM	0	14	14	0	0	0	16	0	16	30
11:45 PM	0	9	9	0	0	0	15	0	15	24
Total	0	64	64	0	0	0	76	0	76	140
Grand Total	202	9392	9594	37	246	283	10082	51	10133	20010
Apprch %	2.1	97.9		13.1	86.9		99.5	0.5		
Total %	1	46.9	47.9	0.2	1.2	1.4	50.4	0.3	50.6	

	Bobier Drive Westbound			Dorsey Way Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**31**	219	250	0	**44**	**44**	191	0	191	**485**
08:00 AM	2	178	180	1	7	8	**276**	1	**277**	465
08:15 AM	5	**246**	**251**	0	3	3	205	0	205	459
08:30 AM	1	220	221	**2**	3	5	152	**2**	154	380
Total Volume	39	863	902	3	57	60	824	3	827	1789
% App. Total	4.3	95.7		5	95		99.6	0.4		
PHF	.315	.877	.898	.375	.324	.341	.746	.375	.746	.922

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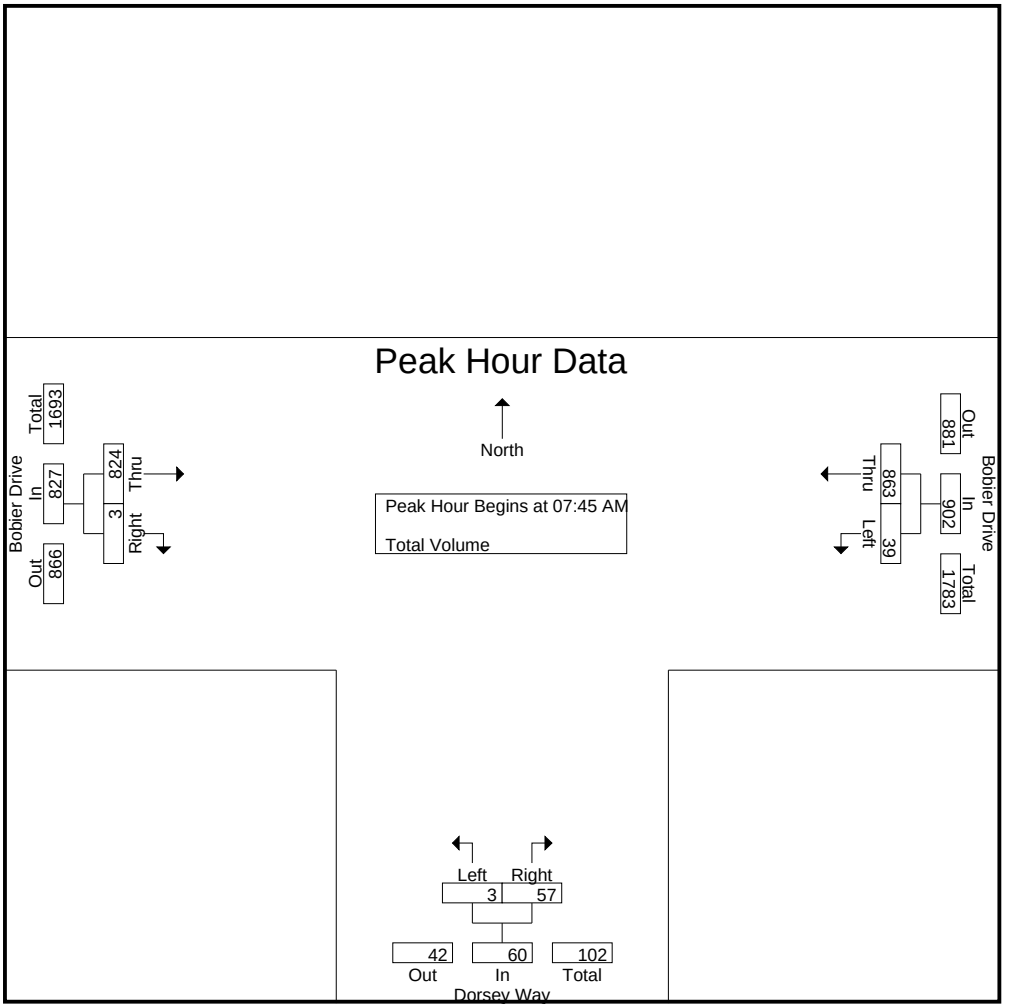
City of Vista
N/S: Dorsey Way
E/W: Bobier Drive
Weather: Clear

File Name : 03_VST_Dor_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 4



Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			04:30 PM		
+0 mins.	4	225	229	**2**	4	6	252	0	252
+15 mins.	**31**	219	250	0	6	6	284	0	284
+30 mins.	2	178	180	0	**44**	**44**	**288**	0	**288**
+45 mins.	5	**246**	**251**	1	7	8	255	0	255
Total Volume	42	868	910	3	61	64	1079	0	1079
% App. Total	4.6	95.4		4.7	95.3		100	0	
PHF	.339	.882	.906	.375	.347	.364	.937	.000	.937

Location: Vista
N/S: Dorsey Way
E/W: Bobier Drive

Date: 5/24/2023
Day Wednesday

PEDESTRIANS

Time	North Leg Dorsey Way	East Leg Bobier Drive	South Leg Dorsey Way	West Leg Bobier Drive	TOTAL
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:30 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:30 AM	0	0	0	0	0
4:45 AM	0	0	0	0	0
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:45 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	2	0	2
6:45 AM	0	0	1	1	2
7:00 AM	0	0	2	2	4
7:15 AM	0	0	1	1	2
7:30 AM	0	0	2	2	4
7:45 AM	0	0	13	6	19
8:00 AM	0	0	2	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	1	0	1
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	1	1	2
10:00 AM	0	0	2	1	3
10:15 AM	0	0	0	0	0
10:30 AM	0	0	1	1	2
10:45 AM	0	0	0	0	0
11:00 AM	0	0	2	0	2
11:15 AM	0	0	0	0	0
11:30 AM	0	0	1	0	1
11:45 AM	0	0	2	1	3
12:00 PM	0	0	1	1	2
12:15 PM	0	0	0	0	0
12:30 PM	0	1	0	0	1
12:45 PM	0	0	1	1	2
1:00 PM	0	0	0	0	0
1:15 PM	0	0	3	2	5
1:30 PM	0	0	1	0	1
1:45 PM	0	0	0	0	0
2:00 PM	0	0	8	0	8
2:15 PM	0	0	30	4	34
2:30 PM	0	0	7	0	7
2:45 PM	0	0	1	0	1
3:00 PM	0	0	4	1	5
3:15 PM	0	0	0	0	0
3:30 PM	0	0	7	0	7
3:45 PM	0	0	1	0	1
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	1	1
4:30 PM	0	0	2	4	6
4:45 PM	0	0	3	0	3
5:00 PM	0	0	3	2	5
5:15 PM	0	0	2	2	4
5:30 PM	0	0	2	1	3
5:45 PM	0	0	2	2	4
6:00 PM	0	0	1	0	1
6:15 PM	0	0	4	2	6
6:30 PM	0	0	0	0	0
6:45 PM	0	0	1	1	2
7:00 PM	0	0	5	2	7
7:15 PM	0	0	0	0	0
7:30 PM	0	0	2	0	2
7:45 PM	0	0	1	1	2
8:00 PM	0	0	1	0	1
8:15 PM	0	0	1	0	1
8:30 PM	0	0	2	1	3
8:45 PM	0	0	0	0	0
9:00 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	130	44	175

Location: Vista
N/S: Dorsey Way
E/W: Bobier Drive

Date: 5/24/2023
Day: Wednesday

BICYCLES

	Southbound Dorsey Way			Westbound Bobier Drive			Northbound Dorsey Way			Eastbound Bobier Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	6	0	0	0	2	0	10	1	19

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City of Vista
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File Name : 04_VST_SF_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
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Groups Printed- Total Volume

	Santa Fe Avenue Southbound				Bobier Drive Westbound				Santa Fe Avenue Northbound				Bobier Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 AM	3	5	1	9	4	4	2	10	0	15	1	16	6	6	4	16	51
12:15 AM	2	6	1	9	5	6	0	11	1	9	6	16	2	4	5	11	47
12:30 AM	1	6	2	9	5	2	2	9	1	5	0	6	2	11	4	17	41
12:45 AM	0	4	0	4	0	5	0	5	1	6	2	9	2	4	4	10	28
Total	6	21	4	31	14	17	4	35	3	35	9	47	12	25	17	54	167
01:00 AM	1	2	2	5	2	6	1	9	1	2	3	6	2	4	0	6	26
01:15 AM	1	3	4	8	5	3	1	9	0	5	1	6	3	6	0	9	32
01:30 AM	0	2	0	2	1	2	0	3	0	8	2	10	2	10	0	12	27
01:45 AM	0	2	0	2	2	5	2	9	1	4	2	7	1	5	0	6	24
Total	2	9	6	17	10	16	4	30	2	19	8	29	8	25	0	33	109
02:00 AM	4	1	0	5	1	2	2	5	1	2	1	4	1	3	2	6	20
02:15 AM	0	3	1	4	2	5	0	7	0	3	3	6	0	4	0	4	21
02:30 AM	0	0	1	1	2	4	0	6	2	2	0	4	0	4	0	4	15
02:45 AM	4	1	0	5	2	4	1	7	0	3	1	4	1	1	3	5	21
Total	8	5	2	15	7	15	3	25	3	10	5	18	2	12	5	19	77
03:00 AM	1	2	0	3	0	1	1	2	0	1	0	1	1	2	2	5	11
03:15 AM	2	3	3	8	0	5	1	6	2	3	2	7	1	4	0	5	26
03:30 AM	2	2	2	6	3	12	0	15	1	4	0	5	1	2	0	3	29
03:45 AM	0	5	4	9	4	5	2	11	1	5	3	9	0	3	1	4	33
Total	5	12	9	26	7	23	4	34	4	13	5	22	3	11	3	17	99
04:00 AM	1	5	5	11	4	5	0	9	2	6	4	12	3	7	1	11	43
04:15 AM	2	13	5	20	6	12	4	22	2	9	5	16	0	1	1	2	60
04:30 AM	3	19	6	28	16	14	4	34	2	11	3	16	1	9	1	11	89
04:45 AM	7	24	8	39	9	25	6	40	4	15	2	21	2	6	8	16	116
Total	13	61	24	98	35	56	14	105	10	41	14	65	6	23	11	40	308
05:00 AM	14	20	14	48	8	33	4	45	3	17	6	26	4	13	6	23	142
05:15 AM	17	30	20	67	10	37	5	52	10	23	11	44	5	15	7	27	190
05:30 AM	18	60	20	98	30	58	9	97	12	22	18	52	4	36	11	51	298
05:45 AM	18	53	19	90	29	41	16	86	12	44	14	70	4	29	11	44	290
Total	67	163	73	303	77	169	34	280	37	106	49	192	17	93	35	145	920
06:00 AM	22	64	18	104	25	54	9	88	9	48	16	73	10	32	12	54	319
06:15 AM	13	58	24	95	23	71	8	102	18	52	13	83	11	39	6	56	336
06:30 AM	17	95	39	151	34	78	17	129	19	66	16	101	12	42	12	66	447
06:45 AM	21	96	35	152	33	80	24	137	21	56	19	96	8	56	14	78	463
Total	73	313	116	502	115	283	58	456	67	222	64	353	41	169	44	254	1565
07:00 AM	28	98	50	176	33	100	24	157	22	71	33	126	13	53	12	78	537
07:15 AM	38	152	40	230	52	135	34	221	28	70	28	126	18	81	22	121	698
07:30 AM	37	117	51	205	43	149	30	222	53	90	21	164	37	87	39	163	754
07:45 AM	48	138	61	247	46	148	32	226	54	75	29	158	49	133	61	243	874
Total	151	505	202	858	174	532	120	826	157	306	111	574	117	354	134	605	2863
08:00 AM	65	161	44	270	47	101	28	176	37	126	64	227	58	171	55	284	957
08:15 AM	63	127	55	245	72	152	21	245	49	95	74	218	28	175	20	223	931
08:30 AM	42	191	48	281	56	134	41	231	34	77	37	148	27	114	26	167	827
08:45 AM	54	119	25	198	39	102	28	169	29	67	23	119	18	97	37	152	638
Total	224	598	172	994	214	489	118	821	149	365	198	712	131	557	138	826	3353

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City of Vista
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E/W: Bobier Drive
Weather: Clear

File Name : 04_VST_SF_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 2

Groups Printed- Total Volume

	Santa Fe Avenue Southbound				Bobier Drive Westbound				Santa Fe Avenue Northbound				Bobier Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 AM	42	90	28	160	46	66	25	137	27	49	24	100	16	70	19	105	502
09:15 AM	17	64	29	110	21	80	22	123	28	47	16	91	17	74	16	107	431
09:30 AM	26	75	21	122	28	65	17	110	13	47	29	89	12	79	16	107	428
09:45 AM	17	49	37	103	29	69	17	115	20	41	27	88	17	79	25	121	427
Total	102	278	115	495	124	280	81	485	88	184	96	368	62	302	76	440	1788
10:00 AM	21	48	23	92	24	77	14	115	25	42	24	91	22	85	25	132	430
10:15 AM	15	54	24	93	33	56	14	103	22	45	21	88	18	62	25	105	389
10:30 AM	19	57	28	104	32	65	20	117	27	56	17	100	18	63	22	103	424
10:45 AM	24	63	9	96	23	64	20	107	23	69	21	113	16	72	18	106	422
Total	79	222	84	385	112	262	68	442	97	212	83	392	74	282	90	446	1665
11:00 AM	29	73	17	119	31	77	13	121	28	57	20	105	24	79	29	132	477
11:15 AM	22	71	24	117	39	61	30	130	27	56	20	103	21	67	28	116	466
11:30 AM	22	56	17	95	38	70	26	134	28	45	21	94	28	88	36	152	475
11:45 AM	33	59	16	108	41	63	18	122	25	55	29	109	27	77	26	130	469
Total	106	259	74	439	149	271	87	507	108	213	90	411	100	311	119	530	1887
12:00 PM	17	61	20	98	28	73	27	128	29	65	34	128	27	80	25	132	486
12:15 PM	24	55	20	99	19	71	23	113	30	83	19	132	27	94	33	154	498
12:30 PM	29	69	20	118	34	75	28	137	32	53	22	107	18	93	28	139	501
12:45 PM	34	66	20	120	19	78	23	120	27	56	27	110	24	95	24	143	493
Total	104	251	80	435	100	297	101	498	118	257	102	477	96	362	110	568	1978
01:00 PM	31	72	13	116	32	95	22	149	19	55	25	99	26	86	17	129	493
01:15 PM	24	67	18	109	58	105	32	195	45	67	26	138	26	71	39	136	578
01:30 PM	34	68	22	124	33	96	23	152	36	63	20	119	14	80	27	121	516
01:45 PM	31	78	26	135	35	64	29	128	41	81	23	145	11	95	34	140	548
Total	120	285	79	484	158	360	106	624	141	266	94	501	77	332	117	526	2135
02:00 PM	26	67	32	125	36	99	42	177	35	59	22	116	16	90	19	125	543
02:15 PM	22	74	22	118	40	86	35	161	45	71	33	149	39	101	34	174	602
02:30 PM	34	64	30	128	50	93	31	174	45	95	45	185	42	135	71	248	735
02:45 PM	30	60	24	114	35	82	25	142	36	97	50	183	37	140	46	223	662
Total	112	265	108	485	161	360	133	654	161	322	150	633	134	466	170	770	2542
03:00 PM	40	73	23	136	43	99	41	183	29	134	46	209	35	139	24	198	726
03:15 PM	46	95	21	162	39	124	48	211	42	145	62	249	45	138	41	224	846
03:30 PM	39	96	41	176	55	134	45	234	36	126	33	195	50	134	44	228	833
03:45 PM	53	181	57	291	54	97	44	195	44	152	41	237	58	185	48	291	1014
Total	178	445	142	765	191	454	178	823	151	557	182	890	188	596	157	941	3419
04:00 PM	56	163	56	275	48	107	54	209	40	139	51	230	53	117	40	210	924
04:15 PM	45	109	33	187	44	90	26	160	56	126	47	229	41	152	37	230	806
04:30 PM	44	95	27	166	46	82	50	178	47	128	43	218	53	159	39	251	813
04:45 PM	44	87	26	157	38	116	51	205	42	107	74	223	50	190	54	294	879
Total	189	454	142	785	176	395	181	752	185	500	215	900	197	618	170	985	3422
05:00 PM	57	106	28	191	50	108	40	198	58	111	76	245	56	185	50	291	925
05:15 PM	46	103	22	171	51	98	49	198	43	101	50	194	49	187	42	278	841
05:30 PM	58	104	19	181	32	90	35	157	31	129	52	212	46	168	34	248	798
05:45 PM	48	87	16	151	30	95	32	157	41	114	39	194	37	134	40	211	713
Total	209	400	85	694	163	391	156	710	173	455	217	845	188	674	166	1028	3277
06:00 PM	39	81	34	154	53	91	45	189	44	98	51	193	38	126	34	198	734
06:15 PM	38	57	21	116	38	107	34	179	51	104	54	209	37	123	30	190	694

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Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

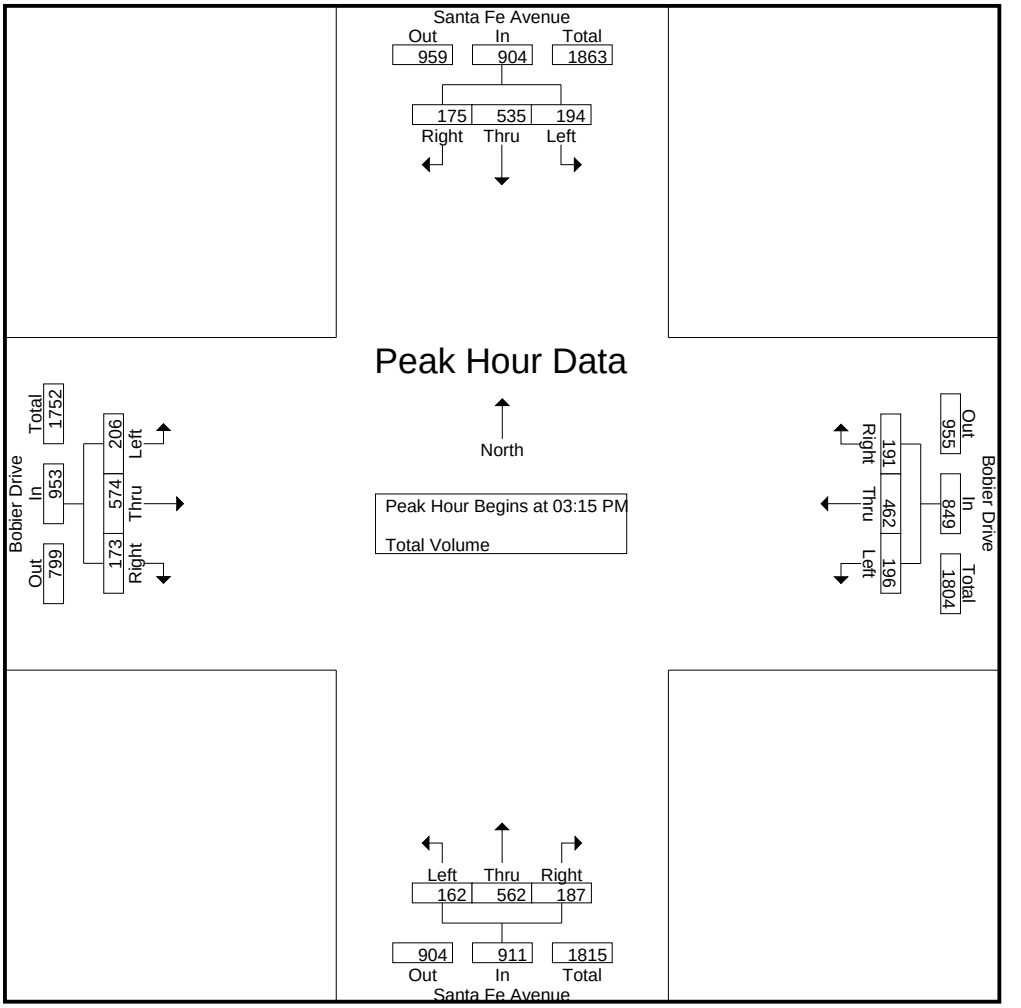
	Santa Fe Avenue Southbound				Bobier Drive Westbound				Santa Fe Avenue Northbound				Bobier Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 PM	41	67	13	121	42	77	22	141	42	99	36	177	35	118	44	197	636
06:45 PM	37	61	13	111	33	66	30	129	36	90	27	153	23	86	47	156	549
Total	155	266	81	502	166	341	131	638	173	391	168	732	133	453	155	741	2613
07:00 PM	33	59	26	118	31	61	19	111	27	92	31	150	32	112	23	167	546
07:15 PM	30	58	10	98	59	89	24	172	36	86	36	158	28	78	32	138	566
07:30 PM	37	55	15	107	75	120	46	241	31	78	18	127	33	68	24	125	600
07:45 PM	19	51	9	79	84	124	24	232	31	77	24	132	24	74	31	129	572
Total	119	223	60	402	249	394	113	756	125	333	109	567	117	332	110	559	2284
08:00 PM	19	46	18	83	38	63	22	123	25	70	21	116	24	89	26	139	461
08:15 PM	33	55	8	96	30	59	28	117	22	58	24	104	27	79	27	133	450
08:30 PM	23	55	5	83	26	60	28	114	28	57	24	109	18	61	21	100	406
08:45 PM	11	24	5	40	14	59	17	90	15	46	18	79	16	76	12	104	313
Total	86	180	36	302	108	241	95	444	90	231	87	408	85	305	86	476	1630
09:00 PM	14	29	1	44	20	45	12	77	18	39	21	78	11	83	16	110	309
09:15 PM	9	23	3	35	17	43	19	79	13	33	16	62	15	81	11	107	283
09:30 PM	10	19	2	31	12	35	13	60	16	28	19	63	18	45	18	81	235
09:45 PM	7	20	1	28	16	29	14	59	11	26	15	52	12	49	12	73	212
Total	40	91	7	138	65	152	58	275	58	126	71	255	56	258	57	371	1039
10:00 PM	6	17	6	29	10	26	9	45	9	21	12	42	9	45	9	63	179
10:15 PM	5	14	2	21	13	29	7	49	10	27	16	53	13	22	13	48	171
10:30 PM	7	21	4	32	9	21	12	42	6	20	10	36	8	23	10	41	151
10:45 PM	3	16	1	20	6	20	6	32	7	17	13	37	4	26	8	38	127
Total	21	68	13	102	38	96	34	168	32	85	51	168	34	116	40	190	628
11:00 PM	6	11	3	20	8	16	8	32	5	16	9	30	6	11	6	23	105
11:15 PM	5	12	2	19	5	11	7	23	5	12	5	22	6	10	7	23	87
11:30 PM	4	9	1	14	4	9	4	17	3	13	4	20	7	5	5	17	68
11:45 PM	2	6	2	10	5	5	3	13	2	12	2	16	5	4	6	15	54
Total	17	38	8	63	22	41	22	85	15	53	20	88	24	30	24	78	314
Grand Total	2186	5412	1722	9320	2635	5935	1903	10473	2147	5302	2198	9647	1902	6706	2034	10642	40082
Apprch %	23.5	58.1	18.5		25.2	56.7	18.2		22.3	55	22.8		17.9	63	19.1		
Total %	5.5	13.5	4.3	23.3	6.6	14.8	4.7	26.1	5.4	13.2	5.5	24.1	4.7	16.7	5.1	26.6	

	Santa Fe Avenue Southbound				Bobier Drive Westbound				Santa Fe Avenue Northbound				Bobier Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	46	95	21	162	39	124	48	211	42	145	**62**	**249**	45	138	41	224	846
03:30 PM	39	96	41	176	**55**	**134**	45	**234**	36	126	33	195	50	134	44	228	833
03:45 PM	53	**181**	**57**	**291**	54	97	44	195	**44**	**152**	41	237	**58**	**185**	**48**	**291**	**1014**
04:00 PM	**56**	163	56	275	48	107	**54**	209	40	139	51	230	53	117	40	210	924
Total Volume	194	535	175	904	196	462	191	849	162	562	187	911	206	574	173	953	3617
% App. Total	21.5	59.2	19.4		23.1	54.4	22.5		17.8	61.7	20.5		21.6	60.2	18.2		
PHF	.866	.739	.768	.777	.891	.862	.884	.907	.920	.924	.754	.915	.888	.776	.901	.819	.892

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Santa Fe Avenue
E/W: Bobier Drive
Weather: Clear

File Name : 04_VST_SF_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 4



Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				04:15 PM				04:30 PM			
+0 mins.	48	138	**61**	247	46	148	32	226	56	126	47	229	53	159	39	251
+15 mins.	**65**	161	44	270	47	101	28	176	47	**128**	43	218	50	**190**	**54**	**294**
+30 mins.	63	127	55	245	**72**	**152**	21	**245**	42	107	74	223	**56**	185	50	291
+45 mins.	42	**191**	48	**281**	56	134	**41**	231	**58**	111	**76**	**245**	49	187	42	278
Total Volume	218	617	208	1043	221	535	122	878	203	472	240	915	208	721	185	1114
% App. Total	20.9	59.2	19.9		25.2	60.9	13.9		22.2	51.6	26.2		18.7	64.7	16.6	
PHF	.838	.808	.852	.928	.767	.880	.744	.896	.875	.922	.789	.934	.929	.949	.856	.947

Location: Vista
N/S: Santa Fe Avenue
E/W: Bobier Drive

Date: 5/24/2023
Day Wednesday

PEDESTRIANS

Time	North Leg Santa Fe Avenue	East Leg Bobier Drive	South Leg Santa Fe Avenue	West Leg Bobier Drive	TOTAL
12:00 AM	0	1	0	0	1
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:30 AM	0	4	2	0	6
1:45 AM	0	3	0	0	3
2:00 AM	1	0	0	0	1
2:15 AM	0	0	0	0	0
2:30 AM	3	3	0	0	6
2:45 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:15 AM	1	2	0	0	3
3:30 AM	1	0	0	0	1
3:45 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:30 AM	2	0	0	0	2
4:45 AM	0	1	0	0	1
5:00 AM	0	1	0	0	1
5:15 AM	0	0	0	0	0
5:30 AM	1	0	1	1	3
5:45 AM	2	2	2	2	8
6:00 AM	0	0	0	1	1
6:15 AM	0	1	1	0	2
6:30 AM	0	0	2	3	5
6:45 AM	1	1	2	3	7
7:00 AM	2	1	3	2	8
7:15 AM	3	2	4	2	11
7:30 AM	0	1	11	14	26
7:45 AM	1	3	7	24	35
8:00 AM	11	3	10	10	34
8:15 AM	13	3	6	4	26
8:30 AM	0	5	10	5	20
8:45 AM	2	1	2	3	8
9:00 AM	2	2	3	7	14
9:15 AM	2	0	0	3	5
9:30 AM	0	3	1	1	5
9:45 AM	2	2	4	2	10
10:00 AM	0	0	6	2	8
10:15 AM	3	1	9	2	15
10:30 AM	2	3	1	4	10
10:45 AM	1	1	4	2	8
11:00 AM	0	0	0	2	2
11:15 AM	3	2	3	3	11
11:30 AM	3	0	7	8	18
11:45 AM	0	3	2	0	5
12:00 PM	1	0	3	3	7
12:15 PM	1	3	2	1	7
12:30 PM	1	1	1	4	7
12:45 PM	1	1	2	3	7
1:00 PM	4	0	1	9	14
1:15 PM	0	1	8	1	10
1:30 PM	0	3	4	3	10
1:45 PM	4	1	7	2	14
2:00 PM	0	3	11	8	22
2:15 PM	2	0	10	26	38
2:30 PM	5	5	18	15	43
2:45 PM	4	6	2	5	17
3:00 PM	3	1	4	3	11
3:15 PM	42	12	19	8	81
3:30 PM	18	12	34	10	74
3:45 PM	12	4	12	32	60
4:00 PM	6	3	11	18	38
4:15 PM	6	4	20	12	42
4:30 PM	0	4	12	2	18
4:45 PM	5	3	2	6	16
5:00 PM	6	3	1	2	12
5:15 PM	1	2	2	4	9
5:30 PM	1	2	2	4	9
5:45 PM	4	1	4	3	12
6:00 PM	2	1	2	4	9
6:15 PM	7	1	3	3	14
6:30 PM	2	1	7	7	17
6:45 PM	1	1	3	2	7
7:00 PM	4	3	4	2	13
7:15 PM	1	4	2	2	9
7:30 PM	1	0	3	6	10
7:45 PM	4	3	0	3	10
8:00 PM	7	2	1	0	10
8:15 PM	1	0	0	0	1
8:30 PM	1	0	0	0	1
8:45 PM	0	1	0	1	2
9:00 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
TOTAL VOLUMES:	220	147	320	324	1011

Location: Vista
N/S: Santa Fe Avenue
E/W: Bobier Drive

Date: 5/24/2023
Day: Wednesday

BICYCLES

	Southbound Santa Fe Avenue			Westbound Bobier Drive			Northbound Santa Fe Avenue			Eastbound Bobier Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
12:30 PM	0	1	0	0	0	0	0	1	0	1	0	0	3
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
3:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:15 PM	0	0	0	0	1	0	0	1	1	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	16	1	2	5	2	0	16	1	3	3	0	49

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Bobier Elementary Entry Driveway
E/W: Bobier Drive
Weather: Clear

File Name : 05_VST_BE Entry_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Bobier Elementary Entry Driveway Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 AM	0	7	7	0	0	0	16	0	16	23
12:15 AM	0	9	9	0	0	0	7	0	7	16
12:30 AM	0	5	5	0	0	0	19	0	19	24
12:45 AM	0	6	6	0	0	0	9	0	9	15
Total	0	27	27	0	0	0	51	0	51	78
01:00 AM	0	11	11	0	0	0	7	0	7	18
01:15 AM	0	8	8	0	0	0	8	0	8	16
01:30 AM	0	3	3	0	0	0	14	0	14	17
01:45 AM	0	7	7	0	0	0	5	0	5	12
Total	0	29	29	0	0	0	34	0	34	63
02:00 AM	0	3	3	0	0	0	5	0	5	8
02:15 AM	1	6	7	0	0	0	4	0	4	11
02:30 AM	0	7	7	0	0	0	4	0	4	11
02:45 AM	0	4	4	0	0	0	5	0	5	9
Total	1	20	21	0	0	0	18	0	18	39
03:00 AM	0	1	1	0	0	0	4	0	4	5
03:15 AM	0	9	9	0	0	0	5	0	5	14
03:30 AM	0	14	14	0	0	0	4	0	4	18
03:45 AM	0	11	11	0	0	0	3	0	3	14
Total	0	35	35	0	0	0	16	0	16	51
04:00 AM	0	12	12	0	0	0	11	0	11	23
04:15 AM	0	17	17	0	0	0	4	0	4	21
04:30 AM	0	27	27	0	0	0	10	0	10	37
04:45 AM	0	43	43	0	0	0	17	0	17	60
Total	0	99	99	0	0	0	42	0	42	141
05:00 AM	0	51	51	0	0	0	24	0	24	75
05:15 AM	0	72	72	0	0	0	27	0	27	99
05:30 AM	0	93	93	0	0	0	51	0	51	144
05:45 AM	1	77	78	0	0	0	40	0	40	118
Total	1	293	294	0	0	0	142	0	142	436
06:00 AM	0	78	78	0	0	0	49	0	49	127
06:15 AM	1	114	115	0	0	0	59	0	59	174
06:30 AM	4	141	145	0	0	0	56	0	56	201
06:45 AM	3	139	142	0	0	0	74	2	76	218
Total	8	472	480	0	0	0	238	2	240	720
07:00 AM	2	171	173	0	0	0	80	2	82	255
07:15 AM	21	184	205	0	0	0	95	18	113	318
07:30 AM	51	226	277	0	0	0	121	18	139	416
07:45 AM	39	246	285	0	0	0	154	88	242	527
Total	113	827	940	0	0	0	450	126	576	1516
08:00 AM	16	175	191	0	0	0	271	20	291	482
08:15 AM	9	247	256	0	0	0	206	3	209	465
08:30 AM	10	222	232	0	0	0	153	4	157	389
08:45 AM	3	143	146	0	0	0	142	0	142	288
Total	38	787	825	0	0	0	772	27	799	1624

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Bobier Elementary Entry Driveway
E/W: Bobier Drive
Weather: Clear

File Name : 05_VST_BE Entry_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Bobier Elementary Entry Driveway Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
09:00 AM	4	128	132	0	0	0	103	0	103	235
09:15 AM	0	148	148	0	0	0	107	0	107	255
09:30 AM	0	96	96	0	0	0	92	1	93	189
09:45 AM	2	125	127	0	0	0	124	3	127	254
Total	6	497	503	0	0	0	426	4	430	933
10:00 AM	2	127	129	0	0	0	111	2	113	242
10:15 AM	0	109	109	0	0	0	102	0	102	211
10:30 AM	0	110	110	0	0	0	97	1	98	208
10:45 AM	0	88	88	0	0	0	107	0	107	195
Total	2	434	436	0	0	0	417	3	420	856
11:00 AM	3	120	123	0	0	0	119	3	122	245
11:15 AM	12	105	117	0	0	0	121	7	128	245
11:30 AM	8	101	109	0	0	0	113	3	116	225
11:45 AM	2	99	101	0	0	0	113	0	113	214
Total	25	425	450	0	0	0	466	13	479	929
12:00 PM	1	107	108	0	0	0	123	0	123	231
12:15 PM	2	113	115	0	0	0	146	0	146	261
12:30 PM	0	119	119	0	0	0	130	1	131	250
12:45 PM	1	128	129	0	0	0	138	1	139	268
Total	4	467	471	0	0	0	537	2	539	1010
01:00 PM	1	131	132	0	0	0	118	3	121	253
01:15 PM	10	154	164	0	0	0	112	4	116	280
01:30 PM	3	148	151	0	0	0	116	4	120	271
01:45 PM	3	122	125	0	0	0	155	0	155	280
Total	17	555	572	0	0	0	501	11	512	1084
02:00 PM	1	156	157	0	0	0	127	1	128	285
02:15 PM	1	138	139	0	0	0	166	10	176	315
02:30 PM	20	149	169	0	0	0	193	32	225	394
02:45 PM	6	139	145	0	0	0	192	2	194	339
Total	28	582	610	0	0	0	678	45	723	1333
03:00 PM	4	143	147	0	0	0	195	1	196	343
03:15 PM	2	183	185	0	0	0	233	5	238	423
03:30 PM	3	218	221	0	0	0	253	4	257	478
03:45 PM	4	196	200	0	0	0	283	1	284	484
Total	13	740	753	0	0	0	964	11	975	1728
04:00 PM	3	200	203	0	0	0	225	2	227	430
04:15 PM	11	171	182	0	0	0	227	4	231	413
04:30 PM	11	151	162	0	0	0	259	7	266	428
04:45 PM	8	157	165	0	0	0	290	2	292	457
Total	33	679	712	0	0	0	1001	15	1016	1728
05:00 PM	10	197	207	0	0	0	291	0	291	498
05:15 PM	1	157	158	0	0	0	253	3	256	414
05:30 PM	7	147	154	0	0	0	239	2	241	395
05:45 PM	6	150	156	0	0	0	205	2	207	363
Total	24	651	675	0	0	0	988	7	995	1670
06:00 PM	0	168	168	0	0	0	189	0	189	357
06:15 PM	1	168	169	0	0	0	182	0	182	351

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Bobier Elementary Entry Driveway
E/W: Bobier Drive
Weather: Clear

File Name : 05_VST_BE Entry_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Bobier Elementary Entry Driveway Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:30 PM	0	134	134	0	0	0	176	0	176	310
06:45 PM	0	118	118	0	0	0	164	0	164	282
Total	1	588	589	0	0	0	711	0	711	1300
07:00 PM	0	124	124	0	0	0	160	0	160	284
07:15 PM	0	123	123	0	0	0	132	0	132	255
07:30 PM	0	170	170	0	0	0	113	0	113	283
07:45 PM	1	160	161	0	0	0	117	0	117	278
Total	1	577	578	0	0	0	522	0	522	1100
08:00 PM	0	112	112	0	0	0	134	0	134	246
08:15 PM	0	87	87	0	0	0	120	0	120	207
08:30 PM	0	103	103	0	0	0	88	0	88	191
08:45 PM	1	79	80	0	0	0	114	0	114	194
Total	1	381	382	0	0	0	456	0	456	838
09:00 PM	0	66	66	0	0	0	121	0	121	187
09:15 PM	0	63	63	0	0	0	108	0	108	171
09:30 PM	0	55	55	0	0	0	76	0	76	131
09:45 PM	0	42	42	0	0	0	78	0	78	120
Total	0	226	226	0	0	0	383	0	383	609
10:00 PM	0	45	45	0	0	0	63	0	63	108
10:15 PM	0	39	39	0	0	0	52	0	52	91
10:30 PM	0	33	33	0	0	0	41	0	41	74
10:45 PM	0	28	28	0	0	0	35	0	35	63
Total	0	145	145	0	0	0	191	0	191	336
11:00 PM	0	23	23	0	0	0	26	0	26	49
11:15 PM	0	18	18	0	0	0	19	0	19	37
11:30 PM	0	15	15	0	0	0	15	0	15	30
11:45 PM	0	8	8	0	0	0	16	0	16	24
Total	0	64	64	0	0	0	76	0	76	140
Grand Total	316	9600	9916	0	0	0	10080	266	10346	20262
Apprch %	3.2	96.8		0	0		97.4	2.6		
Total %	1.6	47.4	48.9	0	0	0	49.7	1.3	51.1	

	Bobier Drive Westbound			Bobier Elementary Entry Driveway Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**51**	226	277	0	0	0	121	18	139	416
07:45 AM	39	246	**285**	0	0	0	154	**88**	242	**527**
08:00 AM	16	175	191	0	0	0	**271**	20	**291**	482
08:15 AM	9	**247**	256	0	0	0	206	3	209	465
Total Volume	115	894	1009	0	0	0	752	129	881	1890
% App. Total	11.4	88.6		0	0		85.4	14.6		
PHF	.564	.905	.885	.000	.000	.000	.694	.366	.757	.897

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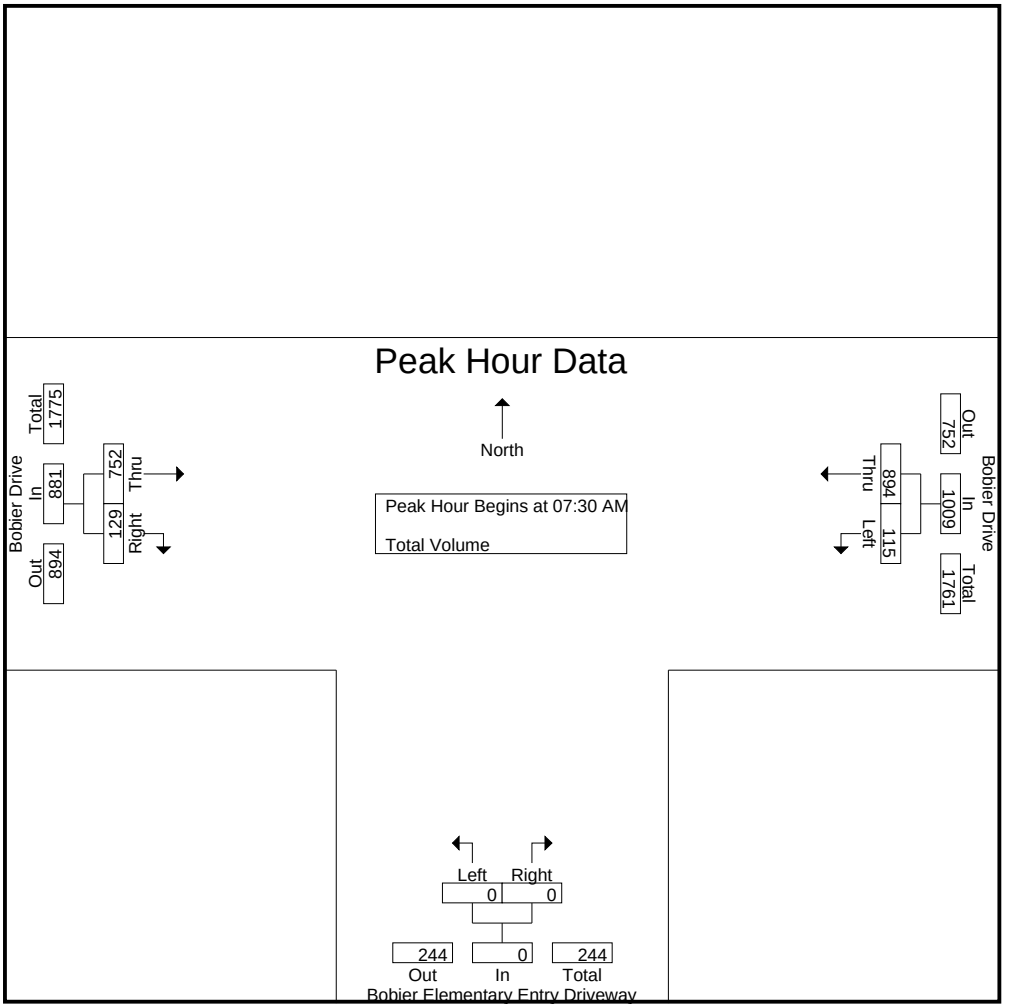
City of Vista
N/S: Bobier Elementary Entry Driveway
E/W: Bobier Drive
Weather: Clear

File Name : 05_VST_BE Entry_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 4



Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			12:00 AM			04:30 PM		
+0 mins.	**51**	226	277	0	0	0	259	**7**	266
+15 mins.	39	246	**285**	0	0	0	290	2	**292**
+30 mins.	16	175	191	0	0	0	**291**	0	291
+45 mins.	9	**247**	256	0	0	0	253	3	256
Total Volume	115	894	1009	0	0	0	1093	12	1105
% App. Total	11.4	88.6		0	0		98.9	1.1	
PHF	.564	.905	.885	.000	.000	.000	.939	.429	.946

Location: Vista
N/S: Bobier Elem Entry Driveway
E/W: Bobier Drive

Date: 5/24/2023
Day Wednesday

PEDESTRIANS

Time	North Leg Dead End	East Leg Bobier Drive	South Leg Bobier Elem Entry Driveway	West Leg Bobier Drive	TOTAL
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:30 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:30 AM	0	0	0	0	0
4:45 AM	0	0	1	0	1
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:45 AM	0	0	1	0	1
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	1	0	1
6:45 AM	0	0	1	0	1
7:00 AM	0	0	3	0	3
7:15 AM	0	0	1	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	2	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
9:00 AM	0	0	1	0	1
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	1	0	1
10:00 AM	0	0	1	0	1
10:15 AM	0	0	1	0	1
10:30 AM	0	0	2	0	2
10:45 AM	0	0	0	0	0
11:00 AM	0	0	2	0	2
11:15 AM	0	0	0	0	0
11:30 AM	0	0	1	0	1
11:45 AM	0	0	2	0	2
12:00 PM	0	0	1	0	1
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	1	1
12:45 PM	0	0	1	0	1
1:00 PM	0	0	0	0	0
1:15 PM	0	0	2	0	2
1:30 PM	0	0	1	0	1
1:45 PM	0	0	1	0	1
2:00 PM	0	2	5	0	7
2:15 PM	0	0	9	1	10
2:30 PM	0	0	5	0	5
2:45 PM	0	2	2	0	4
3:00 PM	0	0	2	0	2
3:15 PM	0	0	1	0	1
3:30 PM	0	0	10	1	11
3:45 PM	0	0	2	0	2
4:00 PM	0	0	2	0	2
4:15 PM	0	0	2	0	2
4:30 PM	0	0	2	0	2
4:45 PM	0	0	3	0	3
5:00 PM	0	0	3	0	3
5:15 PM	0	0	2	0	2
5:30 PM	0	0	3	0	3
5:45 PM	0	0	5	0	5
6:00 PM	0	0	1	0	1
6:15 PM	0	0	4	0	4
6:30 PM	0	0	0	0	0
6:45 PM	0	0	3	0	3
7:00 PM	0	0	5	0	5
7:15 PM	0	0	1	0	1
7:30 PM	0	0	2	0	2
7:45 PM	0	0	1	0	1
8:00 PM	0	0	1	0	1
8:15 PM	0	0	1	0	1
8:30 PM	0	0	0	0	0
8:45 PM	0	0	0	0	0
9:00 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	4	107	3	114

Location: Vista
N/S: Bobier Elem Entry
E/W: Bobier Drive

Date: 5/24/2023
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Bobier Drive			Northbound Bobier Elem Entry Driveway			Eastbound Bobier Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	8	0	0	0	0	0	15	0	23

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Bobier Elementary Exit Driveway
E/W: Bobier Drive
Weather: Clear

File Name : 06_VST_BE Exit_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Bobier Elementary Exit Driveway Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 AM	0	7	7	0	0	0	16	0	16	23
12:15 AM	0	9	9	0	0	0	7	0	7	16
12:30 AM	0	5	5	0	0	0	19	0	19	24
12:45 AM	0	6	6	0	0	0	9	0	9	15
Total	0	27	27	0	0	0	51	0	51	78
01:00 AM	0	11	11	0	0	0	7	0	7	18
01:15 AM	0	8	8	0	0	0	8	0	8	16
01:30 AM	0	3	3	0	0	0	14	0	14	17
01:45 AM	0	7	7	0	0	0	5	0	5	12
Total	0	29	29	0	0	0	34	0	34	63
02:00 AM	0	3	3	0	0	0	5	0	5	8
02:15 AM	0	7	7	0	0	0	4	0	4	11
02:30 AM	0	7	7	0	0	0	4	0	4	11
02:45 AM	0	4	4	0	0	0	5	0	5	9
Total	0	21	21	0	0	0	18	0	18	39
03:00 AM	0	1	1	0	0	0	4	0	4	5
03:15 AM	0	9	9	0	0	0	5	0	5	14
03:30 AM	0	14	14	0	0	0	4	0	4	18
03:45 AM	0	11	11	0	0	0	3	0	3	14
Total	0	35	35	0	0	0	16	0	16	51
04:00 AM	0	12	12	0	0	0	11	0	11	23
04:15 AM	0	17	17	0	0	0	4	0	4	21
04:30 AM	0	27	27	0	0	0	10	0	10	37
04:45 AM	0	43	43	0	0	0	17	0	17	60
Total	0	99	99	0	0	0	42	0	42	141
05:00 AM	0	51	51	0	0	0	24	0	24	75
05:15 AM	0	72	72	0	0	0	27	0	27	99
05:30 AM	0	93	93	0	0	0	51	0	51	144
05:45 AM	0	78	78	0	0	0	40	0	40	118
Total	0	294	294	0	0	0	142	0	142	436
06:00 AM	1	78	79	0	0	0	49	0	49	128
06:15 AM	2	115	117	0	3	3	59	0	59	179
06:30 AM	1	144	145	1	3	4	56	0	56	205
06:45 AM	0	142	142	0	4	4	74	0	74	220
Total	4	479	483	1	10	11	238	0	238	732
07:00 AM	0	173	173	0	4	4	80	0	80	257
07:15 AM	0	202	202	3	19	22	95	0	95	319
07:30 AM	0	270	270	7	60	67	121	0	121	458
07:45 AM	0	273	273	12	98	110	154	0	154	537
Total	0	918	918	22	181	203	450	0	450	1571
08:00 AM	0	190	190	1	14	15	271	0	271	476
08:15 AM	0	254	254	2	6	8	206	0	206	468
08:30 AM	1	232	233	0	20	20	153	0	153	406
08:45 AM	0	144	144	2	1	3	142	0	142	289
Total	1	820	821	5	41	46	772	0	772	1639

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Vista
N/S: Bobier Elementary Exit Driveway
E/W: Bobier Drive
Weather: Clear

File Name : 06_VST_BE Exit_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Bobier Elementary Exit Driveway Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
09:00 AM	0	132	132	0	3	3	103	0	103	238
09:15 AM	0	148	148	0	1	1	107	0	107	256
09:30 AM	1	96	97	0	1	1	92	0	92	190
09:45 AM	0	126	126	1	4	5	124	0	124	255
Total	1	502	503	1	9	10	426	0	426	939
10:00 AM	0	127	127	2	4	6	111	0	111	244
10:15 AM	0	109	109	0	1	1	102	0	102	212
10:30 AM	0	110	110	0	1	1	97	0	97	208
10:45 AM	0	88	88	0	0	0	107	0	107	195
Total	0	434	434	2	6	8	417	0	417	859
11:00 AM	0	120	120	3	3	6	119	0	119	245
11:15 AM	0	114	114	3	11	14	121	0	121	249
11:30 AM	0	109	109	0	12	12	113	0	113	234
11:45 AM	1	101	102	0	4	4	113	0	113	219
Total	1	444	445	6	30	36	466	0	466	947
12:00 PM	0	108	108	0	1	1	123	0	123	232
12:15 PM	0	115	115	0	1	1	146	0	146	262
12:30 PM	0	118	118	1	1	2	130	0	130	250
12:45 PM	0	128	128	1	1	2	138	0	138	268
Total	0	469	469	2	4	6	537	0	537	1012
01:00 PM	0	132	132	0	1	1	118	0	118	251
01:15 PM	0	161	161	3	0	3	112	0	112	276
01:30 PM	0	149	149	2	3	5	116	0	116	270
01:45 PM	0	124	124	1	1	2	155	0	155	281
Total	0	566	566	6	5	11	501	0	501	1078
02:00 PM	0	157	157	0	0	0	126	1	127	284
02:15 PM	0	137	137	2	11	13	165	1	166	316
02:30 PM	0	165	165	4	55	59	193	0	193	417
02:45 PM	0	143	143	2	9	11	192	0	192	346
Total	0	602	602	8	75	83	676	2	678	1363
03:00 PM	0	146	146	1	4	5	195	0	195	346
03:15 PM	0	185	185	0	4	4	233	0	233	422
03:30 PM	0	219	219	2	15	17	253	0	253	489
03:45 PM	0	200	200	0	4	4	283	0	283	487
Total	0	750	750	3	27	30	964	0	964	1744
04:00 PM	0	202	202	1	6	7	225	0	225	434
04:15 PM	0	181	181	1	5	6	227	0	227	414
04:30 PM	0	160	160	2	20	22	259	0	259	441
04:45 PM	0	164	164	1	11	12	290	0	290	466
Total	0	707	707	5	42	47	1001	0	1001	1755
05:00 PM	0	207	207	0	11	11	291	0	291	509
05:15 PM	0	158	158	0	5	5	253	0	253	416
05:30 PM	0	154	154	0	6	6	239	0	239	399
05:45 PM	0	155	155	1	11	12	205	0	205	372
Total	0	674	674	1	33	34	988	0	988	1696
06:00 PM	0	168	168	0	0	0	189	0	189	357

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City of Vista
N/S: Bobier Elementary Exit Driveway
E/W: Bobier Drive
Weather: Clear

File Name : 06_VST_BE Exit_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Bobier Drive Westbound			Bobier Elementary Exit Driveway Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:15 PM	1	167	168	2	2	4	182	0	182	354
06:30 PM	0	134	134	0	0	0	176	0	176	310
06:45 PM	0	118	118	0	0	0	164	0	164	282
Total	1	587	588	2	2	4	711	0	711	1303
07:00 PM	0	124	124	0	0	0	160	0	160	284
07:15 PM	0	123	123	0	0	0	132	0	132	255
07:30 PM	0	170	170	0	0	0	113	0	113	283
07:45 PM	0	160	160	1	1	2	117	0	117	279
Total	0	577	577	1	1	2	522	0	522	1101
08:00 PM	0	112	112	0	0	0	134	0	134	246
08:15 PM	0	87	87	0	0	0	120	0	120	207
08:30 PM	0	103	103	0	0	0	88	0	88	191
08:45 PM	0	80	80	0	0	0	114	0	114	194
Total	0	382	382	0	0	0	456	0	456	838
09:00 PM	0	66	66	0	0	0	121	0	121	187
09:15 PM	0	63	63	0	0	0	108	0	108	171
09:30 PM	0	55	55	0	0	0	76	0	76	131
09:45 PM	0	42	42	0	0	0	78	0	78	120
Total	0	226	226	0	0	0	383	0	383	609
10:00 PM	0	45	45	0	0	0	63	0	63	108
10:15 PM	0	39	39	0	0	0	52	0	52	91
10:30 PM	0	33	33	0	0	0	41	0	41	74
10:45 PM	0	28	28	0	0	0	35	0	35	63
Total	0	145	145	0	0	0	191	0	191	336
11:00 PM	0	23	23	0	0	0	26	0	26	49
11:15 PM	0	18	18	0	0	0	19	0	19	37
11:30 PM	0	15	15	0	0	0	15	0	15	30
11:45 PM	0	8	8	0	0	0	16	0	16	24
Total	0	64	64	0	0	0	76	0	76	140
Grand Total	8	9851	9859	65	466	531	10078	2	10080	20470
Apprch %	0.1	99.9		12.2	87.8		100	0		
Total %	0	48.1	48.2	0.3	2.3	2.6	49.2	0	49.2	

	Bobier Drive Westbound			Bobier Elementary Exit Driveway Northbound			Bobier Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	270	270	7	60	67	121	0	121	458
07:45 AM	0	**273**	**273**	**12**	**98**	**110**	154	0	154	**537**
08:00 AM	0	190	190	1	14	15	**271**	0	**271**	476
08:15 AM	0	254	254	2	6	8	206	0	206	468
Total Volume	0	987	987	22	178	200	752	0	752	1939
% App. Total	0	100		11	89		100	0		
PHF	.000	.904	.904	.458	.454	.455	.694	.000	.694	.903

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City of Vista
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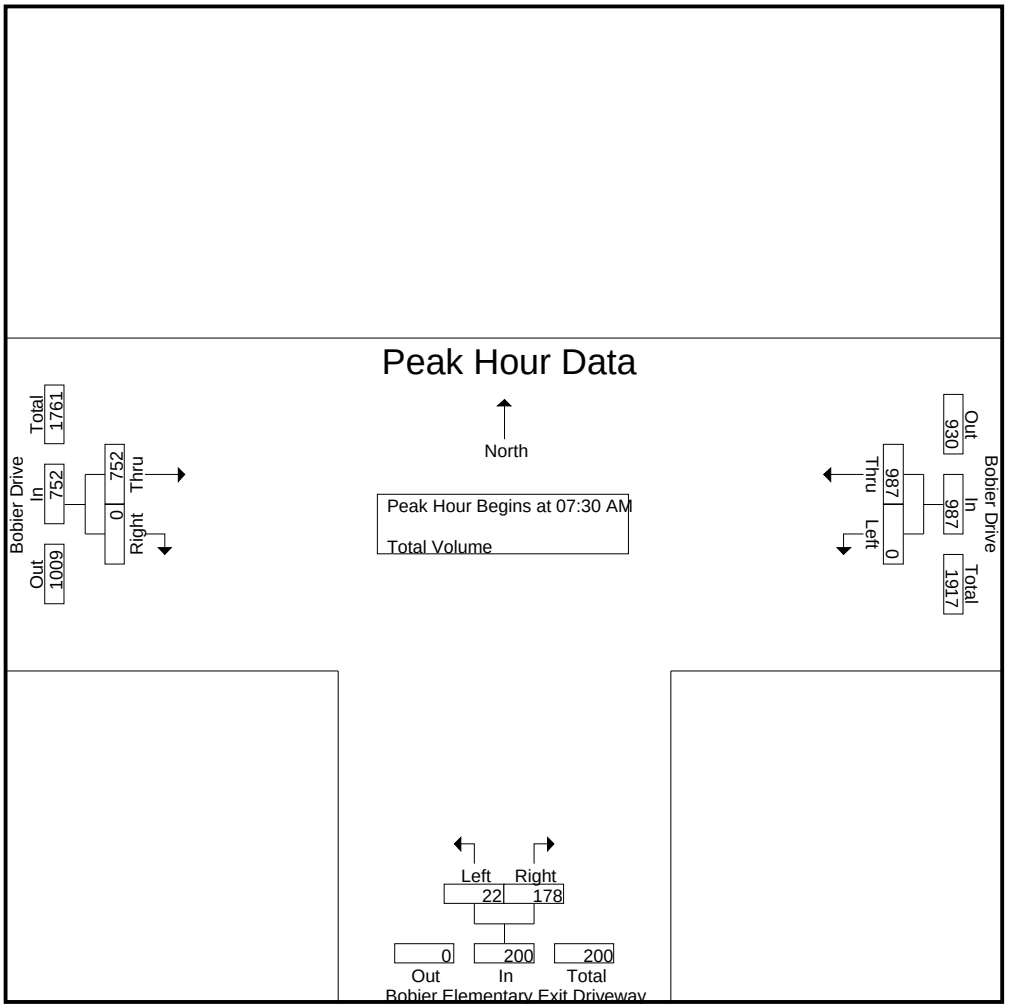
File Name : 06_VST_BE Exit_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023



Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			04:30 PM		
+0 mins.	0	270	270	3	19	22	259	0	259
+15 mins.	0	**273**	**273**	7	60	67	290	0	290
+30 mins.	0	190	190	**12**	**98**	**110**	**291**	0	**291**
+45 mins.	0	254	254	1	14	15	253	0	253
Total Volume	0	987	987	23	191	214	1093	0	1093
% App. Total	0	100		10.7	89.3		100	0	
PHF	.000	.904	.904	.479	.487	.486	.939	.000	.939

Location: Vista
N/S: Bobier Elem Exit Driveway
E/W: Bobier Drive

Date: 5/24/2023
Day Wednesday

PEDESTRIANS

Time	North Leg Dead End	East Leg Bobier Drive	South Leg Bobier Elem Exit Driveway	West Leg Bobier Drive	TOTAL
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:30 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:30 AM	0	0	0	0	0
4:45 AM	0	0	0	0	0
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:45 AM	0	0	1	0	1
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	3	0	3
6:45 AM	0	0	1	0	1
7:00 AM	0	0	3	0	3
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	2	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	2	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
9:00 AM	0	0	1	0	1
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	1	0	1
10:00 AM	0	0	2	0	2
10:15 AM	0	0	0	1	1
10:30 AM	0	0	1	0	1
10:45 AM	0	0	0	0	0
11:00 AM	0	0	2	0	2
11:15 AM	0	0	2	0	2
11:30 AM	0	0	1	0	1
11:45 AM	0	0	1	0	1
12:00 PM	0	0	2	0	2
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	1	0	1
1:00 PM	0	0	0	0	0
1:15 PM	0	0	2	0	2
1:30 PM	0	0	1	0	1
1:45 PM	0	0	1	0	1
2:00 PM	0	1	2	0	3
2:15 PM	0	0	17	0	17
2:30 PM	0	0	4	0	4
2:45 PM	0	1	4	0	5
3:00 PM	0	0	2	0	2
3:15 PM	0	0	1	0	1
3:30 PM	0	0	8	0	8
3:45 PM	0	0	3	0	3
4:00 PM	0	0	1	0	1
4:15 PM	0	0	2	0	2
4:30 PM	0	0	1	0	1
4:45 PM	0	0	2	0	2
5:00 PM	0	0	2	0	2
5:15 PM	0	0	2	0	2
5:30 PM	0	0	3	0	3
5:45 PM	0	0	2	0	2
6:00 PM	0	0	4	0	4
6:15 PM	0	0	3	0	3
6:30 PM	0	0	1	0	1
6:45 PM	0	0	2	0	2
7:00 PM	0	0	4	0	4
7:15 PM	0	0	3	0	3
7:30 PM	0	0	1	0	1
7:45 PM	0	0	2	0	2
8:00 PM	0	0	1	0	1
8:15 PM	0	0	1	0	1
8:30 PM	0	0	0	0	0
8:45 PM	0	0	0	0	0
9:00 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	109	2	113

Location: Vista
N/S: Bobier Elem Exit
E/W: Bobier Drive

Date: 5/24/2023
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Bobier Drive			Northbound Bobier Elem Exit Driveway			Eastbound Bobier Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	10	0	0	0	0	0	10	0	20

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City of Vista
N/S: Bobier Elementary East Lot Driveway
E/W: Bobier Drive
Weather: Clear

File Name : 07_VST_BE E Lot_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023
Page No : 1

Groups Printed- Total Volume

	Hair House Barbershop Driveway Southbound				Bobier Drive Westbound				Bobier Elementary East Lot Driveway Northbound				Bobier Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	16	0	16	23
12:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
12:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	19	0	19	24
12:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	9	0	9	16
Total	0	0	0	0	0	28	0	28	0	0	0	0	0	51	0	51	79
01:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
01:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
01:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	13	0	13	16
01:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Total	0	0	0	0	0	26	0	26	0	0	0	0	0	34	0	34	60
02:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
02:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
02:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
02:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	0	0	0	0	0	21	0	21	0	0	0	0	0	18	0	18	39
03:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
03:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
03:30 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	4	0	4	18
03:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	3	0	3	13
Total	0	0	0	0	0	34	0	34	0	0	0	0	0	17	0	17	51
04:00 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11	23
04:15 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	3	0	3	19
04:30 AM	0	0	0	0	0	25	0	25	0	0	0	0	0	11	0	11	36
04:45 AM	0	0	0	0	0	43	0	43	0	0	0	0	0	16	0	16	59
Total	0	0	0	0	0	96	0	96	0	0	0	0	0	41	0	41	137
05:00 AM	0	0	0	0	0	49	0	49	0	0	0	0	0	24	0	24	73
05:15 AM	0	0	0	0	0	69	0	69	0	0	0	0	0	27	0	27	96
05:30 AM	0	0	0	0	1	97	0	98	0	0	0	0	0	52	0	52	150
05:45 AM	0	0	0	0	0	75	0	75	0	0	0	0	0	37	0	37	112
Total	0	0	0	0	1	290	0	291	0	0	0	0	0	140	0	140	431
06:00 AM	0	0	0	0	0	78	0	78	0	0	0	0	0	50	0	50	128
06:15 AM	0	0	0	0	0	120	0	120	0	0	0	0	0	63	0	63	183
06:30 AM	0	0	0	0	1	145	0	146	0	0	0	0	0	60	0	60	206
06:45 AM	0	0	0	0	0	142	0	142	0	0	1	1	0	77	0	77	220
Total	0	0	0	0	1	485	0	486	0	0	1	1	0	250	0	250	737
07:00 AM	0	0	0	0	1	174	0	175	0	0	0	0	0	85	1	86	261
07:15 AM	0	0	0	0	2	207	0	209	0	0	0	0	0	111	1	112	321
07:30 AM	0	0	0	0	2	271	0	273	0	0	0	0	1	170	2	173	446
07:45 AM	0	0	0	0	5	291	0	296	0	0	1	1	0	252	5	257	554
Total	0	0	0	0	10	943	0	953	0	0	1	1	1	618	9	628	1582
08:00 AM	0	0	0	0	2	185	0	187	0	0	7	7	0	316	0	316	510
08:15 AM	0	0	0	0	0	270	0	270	0	0	1	1	0	215	1	216	487
08:30 AM	0	0	0	0	1	226	0	227	0	0	1	1	0	170	1	171	399
08:45 AM	0	0	0	0	0	149	0	149	0	0	1	1	0	143	1	144	294
Total	0	0	0	0	3	830	0	833	0	0	10	10	0	844	3	847	1690

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City of Vista
N/S: Bobier Elementary East Lot Driveway
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Weather: Clear

File Name : 07_VST_BE E Lot_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Hair House Barbershop Driveway Southbound				Bobier Drive Westbound				Bobier Elementary East Lot Driveway Northbound				Bobier Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 AM	0	0	2	2	0	127	0	127	0	0	1	1	1	106	0	107	237
09:15 AM	0	0	0	0	0	146	0	146	2	0	0	2	0	111	1	112	260
09:30 AM	1	0	0	1	0	97	1	98	0	0	0	0	0	94	0	94	193
09:45 AM	0	0	0	0	1	127	0	128	0	0	0	0	0	127	0	127	255
Total	1	0	2	3	1	497	1	499	2	0	1	3	1	438	1	440	945
10:00 AM	0	0	0	0	1	125	0	126	0	0	0	0	0	117	0	117	243
10:15 AM	0	0	0	0	0	106	0	106	0	0	0	0	0	105	0	105	211
10:30 AM	0	0	0	0	0	113	0	113	0	0	0	0	0	97	0	97	210
10:45 AM	1	0	0	1	0	88	1	89	0	0	0	0	0	106	0	106	196
Total	1	0	0	1	1	432	1	434	0	0	0	0	0	425	0	425	860
11:00 AM	0	0	0	0	1	123	0	124	1	0	0	1	0	120	0	120	245
11:15 AM	0	0	1	1	0	111	1	112	0	0	2	2	0	126	0	126	241
11:30 AM	0	0	0	0	1	111	0	112	0	0	0	0	1	133	0	134	246
11:45 AM	1	0	1	2	0	102	1	103	0	0	1	1	0	114	1	115	221
Total	1	0	2	3	2	447	2	451	1	0	3	4	1	493	1	495	953
12:00 PM	1	0	0	1	0	110	1	111	0	0	0	0	0	126	1	127	239
12:15 PM	0	0	0	0	0	120	0	120	0	0	0	0	0	143	1	144	264
12:30 PM	0	0	0	0	2	120	0	122	0	0	1	1	0	137	0	137	260
12:45 PM	0	0	1	1	0	130	0	130	0	0	0	0	1	136	0	137	268
Total	1	0	1	2	2	480	1	483	0	0	1	1	1	542	2	545	1031
01:00 PM	0	0	0	0	1	130	0	131	0	0	0	0	0	122	0	122	253
01:15 PM	0	0	0	0	0	163	0	163	0	0	1	1	0	121	1	122	286
01:30 PM	0	0	0	0	0	156	0	156	0	0	1	1	0	117	1	118	275
01:45 PM	0	0	0	0	10	125	0	135	0	0	0	0	0	146	5	151	286
Total	0	0	0	0	11	574	0	585	0	0	2	2	0	506	7	513	1100
02:00 PM	0	0	0	0	17	156	0	173	1	0	3	4	0	120	2	122	299
02:15 PM	0	0	0	0	8	146	0	154	0	0	23	23	0	176	0	176	353
02:30 PM	0	0	1	1	3	167	0	170	1	0	18	19	1	254	0	255	445
02:45 PM	0	0	0	0	0	142	0	142	1	0	1	2	0	212	0	212	356
Total	0	0	1	1	28	611	0	639	3	0	45	48	1	762	2	765	1453
03:00 PM	1	0	0	1	0	153	0	153	0	0	1	1	1	200	0	201	356
03:15 PM	0	0	1	1	2	190	1	193	0	0	2	2	0	241	0	241	437
03:30 PM	0	0	0	0	2	233	0	235	1	0	1	2	0	274	0	274	511
03:45 PM	1	0	0	1	0	204	0	204	1	0	0	1	2	297	0	299	505
Total	2	0	1	3	4	780	1	785	2	0	4	6	3	1012	0	1015	1809
04:00 PM	1	0	0	1	0	205	1	206	0	0	0	0	0	230	0	230	437
04:15 PM	0	0	0	0	1	185	0	186	0	0	1	1	0	231	0	231	418
04:30 PM	1	0	0	1	0	160	0	160	0	0	2	2	0	283	0	283	446
04:45 PM	0	0	1	1	1	172	0	173	0	0	1	1	1	294	0	295	470
Total	2	0	1	3	2	722	1	725	0	0	4	4	1	1038	0	1039	1771
05:00 PM	0	0	0	0	0	210	0	210	0	0	0	0	0	323	0	323	533
05:15 PM	0	0	0	0	0	163	0	163	1	0	7	8	0	260	0	260	431
05:30 PM	1	0	0	1	0	156	1	157	0	0	0	0	0	247	0	247	405
05:45 PM	0	0	0	0	0	157	0	157	0	0	0	0	1	208	0	209	366
Total	1	0	0	1	0	686	1	687	1	0	7	8	1	1038	0	1039	1735
06:00 PM	1	0	0	1	0	168	1	169	1	0	1	2	0	198	0	198	370

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City of Vista
N/S: Bobier Elementary East Lot Driveway
E/W: Bobier Drive
Weather: Clear

File Name : 07_VST_BE E Lot_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

Groups Printed- Total Volume

	Hair House Barbershop Driveway Southbound				Bobier Drive Westbound				Bobier Elementary East Lot Driveway Northbound				Bobier Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:15 PM	0	0	0	0	0	172	0	172	0	0	0	0	0	187	0	187	359
06:30 PM	0	0	0	0	0	137	0	137	0	0	0	0	0	179	0	179	316
06:45 PM	0	0	0	0	0	120	0	120	0	0	0	0	0	165	0	165	285
Total	1	0	0	1	0	597	1	598	1	0	1	2	0	729	0	729	1330
07:00 PM	0	0	0	0	0	119	0	119	0	0	0	0	0	161	0	161	280
07:15 PM	0	0	0	0	0	130	0	130	0	0	0	0	0	133	0	133	263
07:30 PM	0	0	0	0	0	166	0	166	0	0	0	0	0	117	0	117	283
07:45 PM	0	0	0	0	4	162	0	166	0	0	2	2	0	121	0	121	289
Total	0	0	0	0	4	577	0	581	0	0	2	2	0	532	0	532	1115
08:00 PM	0	0	0	0	0	115	0	115	0	0	0	0	0	131	0	131	246
08:15 PM	0	0	0	0	0	96	0	96	0	0	0	0	0	129	0	129	225
08:30 PM	0	0	0	0	0	95	0	95	0	0	0	0	0	92	0	92	187
08:45 PM	0	0	0	0	0	82	1	83	0	0	0	0	0	116	0	116	199
Total	0	0	0	0	0	388	1	389	0	0	0	0	0	468	0	468	857
09:00 PM	0	0	0	0	0	63	0	63	0	0	0	0	0	119	0	119	182
09:15 PM	0	0	0	0	0	65	0	65	0	0	0	0	0	110	0	110	175
09:30 PM	0	0	0	0	0	55	0	55	0	0	0	0	0	79	0	79	134
09:45 PM	0	0	0	0	0	43	0	43	0	0	0	0	0	76	0	76	119
Total	0	0	0	0	0	226	0	226	0	0	0	0	0	384	0	384	610
10:00 PM	0	0	0	0	0	45	0	45	0	0	0	0	0	65	0	65	110
10:15 PM	0	0	0	0	0	39	0	39	0	0	0	0	0	53	0	53	92
10:30 PM	0	0	0	0	0	33	0	33	0	0	0	0	0	39	0	39	72
10:45 PM	0	0	0	0	0	25	0	25	0	0	0	0	0	35	0	35	60
Total	0	0	0	0	0	142	0	142	0	0	0	0	0	192	0	192	334
11:00 PM	0	0	0	0	0	23	0	23	0	0	0	0	0	24	0	24	47
11:15 PM	0	0	0	0	0	17	0	17	0	0	0	0	0	22	0	22	39
11:30 PM	0	0	0	0	0	15	0	15	0	0	0	0	0	16	0	16	31
11:45 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	15	0	15	24
Total	0	0	0	0	0	64	0	64	0	0	0	0	0	77	0	77	141
Grand Total	10	0	8	18	70	9976	10	10056	10	0	82	92	10	10649	25	10684	20850
Apprch %	55.6	0	44.4		0.7	99.2	0.1		10.9	0	89.1		0.1	99.7	0.2		
Total %	0	0	0	0.1	0.3	47.8	0	48.2	0	0	0.4	0.4	0	51.1	0.1	51.2	

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City of Vista
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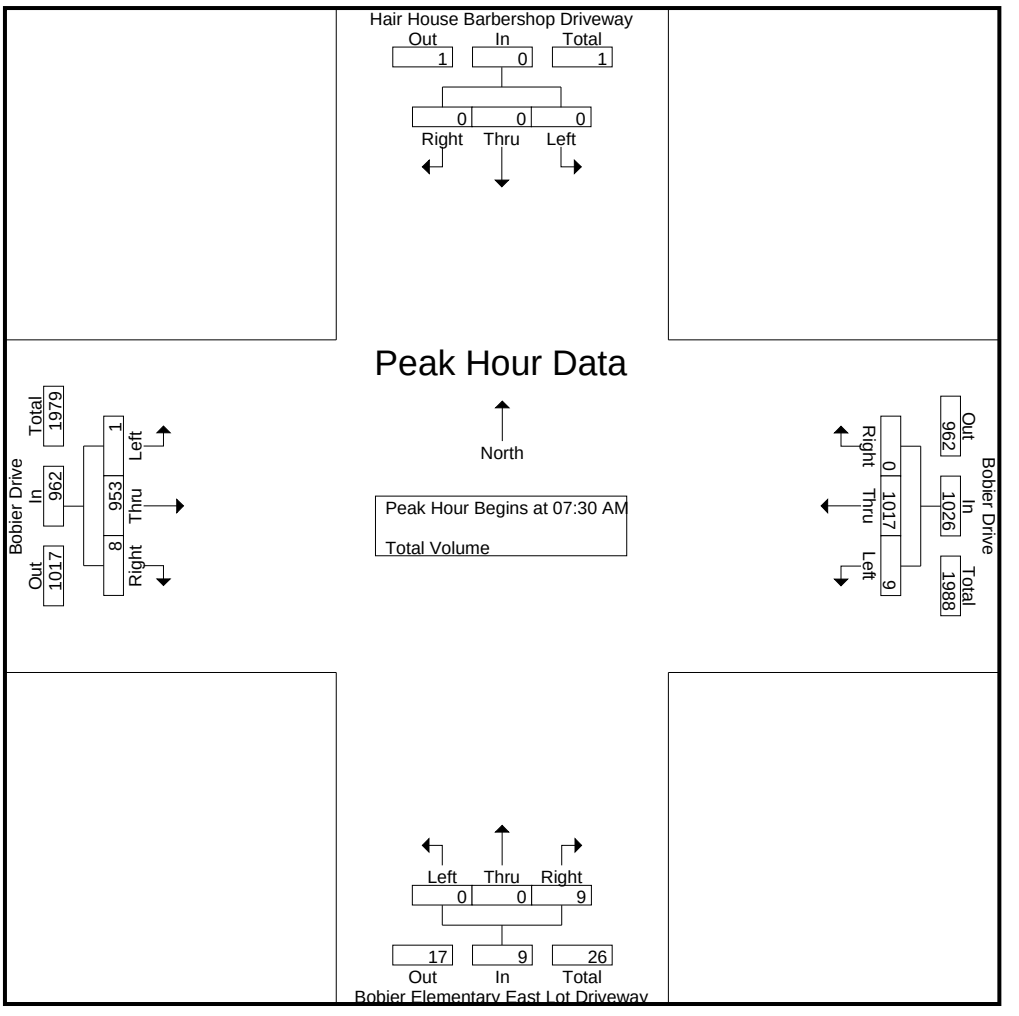
File Name : 07_VST_BE E Lot_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

	Hair House Barbershop Driveway Southbound				Bobier Drive Westbound				Bobier Elementary East Lot Driveway Northbound				Bobier Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	2	271	0	273	0	0	0	0	**1**	170	2	173	446
07:45 AM	0	0	0	0	**5**	**291**	0	**296**	0	0	1	1	0	252	**5**	257	**554**
08:00 AM	0	0	0	0	2	185	0	187	0	0	**7**	**7**	0	**316**	0	**316**	510
08:15 AM	0	0	0	0	0	270	0	270	0	0	1	1	0	215	1	216	487
Total Volume	0	0	0	0	9	1017	0	1026	0	0	9	9	1	953	8	962	1997
% App. Total	0	0	0		0.9	99.1	0		0	0	100		0.1	99.1	0.8		
PHF	.000	.000	.000	.000	.450	.874	.000	.867	.000	.000	.321	.321	.250	.754	.400	.761	.901



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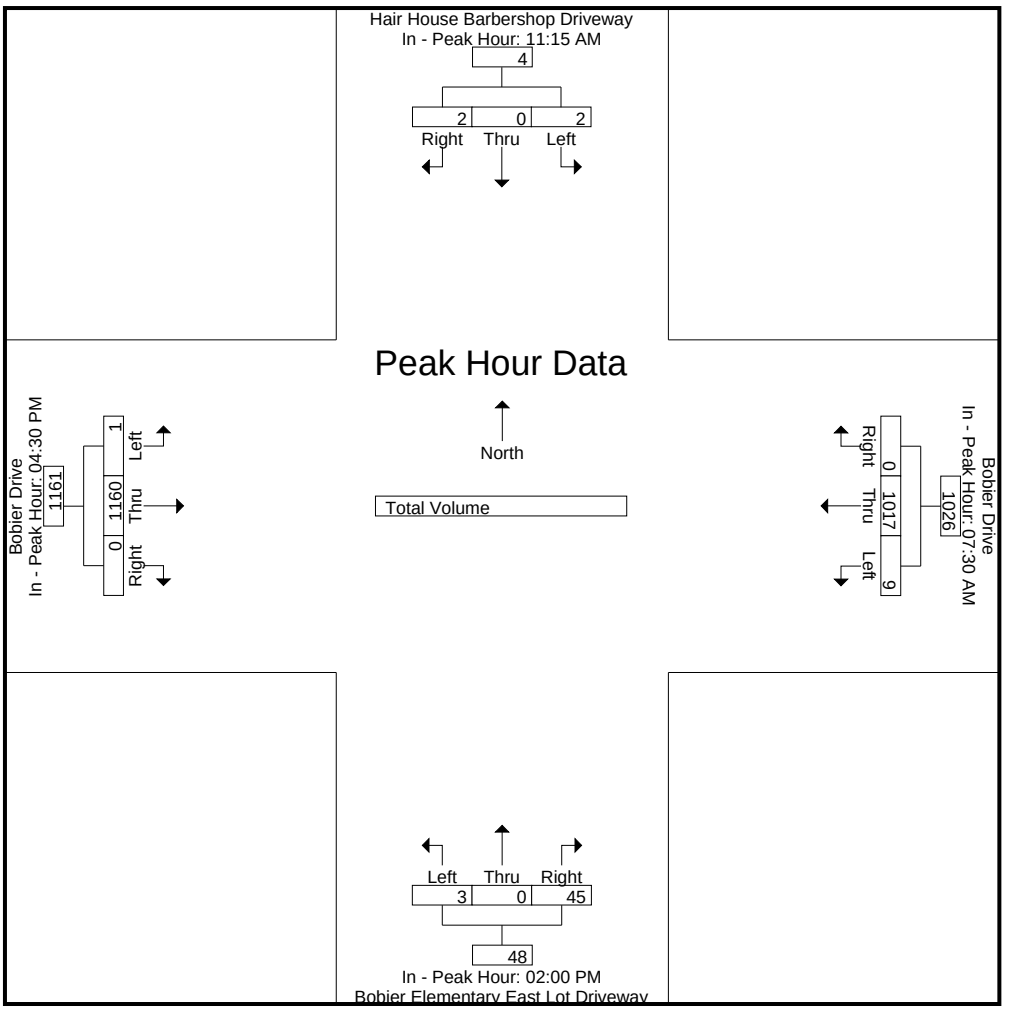
File Name : 07_VST_BE E Lot_Bobier 24hr
Site Code : 23223539
Start Date : 5/24/2023

	Hair House Barbershop Driveway Southbound				Bobier Drive Westbound				Bobier Elementary East Lot Driveway Northbound				Bobier Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				07:30 AM				02:00 PM				04:30 PM				
+0 mins.	0	0	**1**	1	2	271	0	273	**1**	0	3	4	0	283	0	283	
+15 mins.	0	0	0	0	**5**	**291**	0	**296**	0	0	**23**	**23**	**1**	294	0	295	
+30 mins.	**1**	0	1	**2**	2	185	0	187	1	0	18	19	0	**323**	0	**323**	
+45 mins.	1	0	0	1	0	270	0	270	1	0	1	2	0	260	0	260	
Total Volume	2	0	2	4	9	1017	0	1026	3	0	45	48	1	1160	0	1161	
% App. Total	50	0	50		0.9	99.1	0		6.2	0	93.8		0.1	99.9	0		
PHF	.500	.000	.500	.500	.450	.874	.000	.867	.750	.000	.489	.522	.250	.898	.000	.899	



Location: Vista
N/S: BE Parking West Driveway
E/W: Bobier Drive

Date: 5/24/2023
Day Wednesday

PEDESTRIANS

Time	North Leg Hair House Barbarshop DW	East Leg Bobier Drive	South Leg BE Parking West Driveway	West Leg Bobier Drive	TOTAL
12:00 AM	0	0	0	0	0
12:15 AM	0	0	0	0	0
12:30 AM	0	0	0	0	0
12:45 AM	0	0	0	0	0
1:00 AM	0	0	0	0	0
1:15 AM	0	0	0	0	0
1:30 AM	0	0	0	0	0
1:45 AM	0	0	0	0	0
2:00 AM	0	0	0	0	0
2:15 AM	0	0	0	0	0
2:30 AM	0	0	0	0	0
2:45 AM	0	0	0	0	0
3:00 AM	0	0	0	0	0
3:15 AM	0	0	0	0	0
3:30 AM	0	0	0	0	0
3:45 AM	0	0	0	0	0
4:00 AM	0	0	0	0	0
4:15 AM	0	0	0	0	0
4:30 AM	0	0	0	0	0
4:45 AM	0	0	0	0	0
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	1	1	2
5:45 AM	0	0	1	0	1
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	5	0	5
6:45 AM	0	0	1	0	1
7:00 AM	0	0	0	1	1
7:15 AM	0	0	5	0	5
7:30 AM	0	0	22	0	22
7:45 AM	0	0	41	0	41
8:00 AM	0	0	13	0	13
8:15 AM	1	0	6	0	7
8:30 AM	0	0	3	0	3
8:45 AM	0	0	0	0	0
9:00 AM	0	0	1	0	1
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	6	0	6
10:00 AM	0	0	2	0	2
10:15 AM	0	0	4	0	4
10:30 AM	0	0	3	0	3
10:45 AM	0	0	0	0	0
11:00 AM	0	0	4	0	4
11:15 AM	0	0	16	0	16
11:30 AM	0	0	5	0	5
11:45 AM	0	0	1	0	1
12:00 PM	0	0	2	0	2
12:15 PM	0	0	0	0	0
12:30 PM	0	0	1	0	1
12:45 PM	0	0	3	0	3
1:00 PM	0	0	5	0	5
1:15 PM	0	0	3	0	3
1:30 PM	0	0	14	0	14
1:45 PM	0	0	0	0	0
2:00 PM	0	0	14	0	14
2:15 PM	0	0	157	0	157
2:30 PM	0	0	45	0	45
2:45 PM	0	0	6	1	7
3:00 PM	0	0	2	0	2
3:15 PM	0	0	3	0	3
3:30 PM	0	0	16	0	16
3:45 PM	0	0	9	0	9
4:00 PM	1	0	1	0	2
4:15 PM	0	0	4	1	5
4:30 PM	0	0	3	0	3
4:45 PM	0	0	1	0	1
5:00 PM	1	0	5	0	6
5:15 PM	0	0	8	0	8
5:30 PM	0	0	0	0	0
5:45 PM	1	0	4	0	5
6:00 PM	0	0	4	0	4
6:15 PM	0	0	2	0	2
6:30 PM	0	0	1	0	1
6:45 PM	2	0	2	0	4
7:00 PM	0	0	4	0	4
7:15 PM	0	0	3	0	3
7:30 PM	1	0	1	0	2
7:45 PM	0	0	2	0	2
8:00 PM	0	0	0	0	0
8:15 PM	0	0	0	0	0
8:30 PM	0	0	0	0	0
8:45 PM	0	0	0	0	0
9:00 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
TOTAL VOLUMES:	7	0	465	4	476

Location: Vista
N/S: BE Parking West
E/W: Bobier Drive

Date: 5/24/2023
Day: Wednesday

BICYCLES

	Southbound Hair House Barbarshop DW			Westbound Bobier Drive			Northbound BE Parking West Driveway			Eastbound Bobier Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	10	0	0	0	0	0	10	1	21

Counts Unlimited, Inc.

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City of Vista
Bobier Drive
B/ Knapp Drive - Dorsey Way
24 Hour Directional Speed Survey

VST001S
Site Code: 232-23539

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/20/23	1	0	0	0	6	24	18	6	0	0	0	0	0	0	55
01:00	0	0	0	0	3	9	8	5	1	0	0	0	0	0	26
02:00	0	0	0	0	3	5	7	2	0	0	0	0	0	0	17
03:00	0	0	0	1	5	6	6	2	0	0	0	0	0	0	20
04:00	0	0	0	1	7	16	12	3	1	2	0	0	0	0	42
05:00	0	0	0	6	15	36	31	16	4	0	0	0	0	0	108
06:00	2	0	2	2	30	65	65	16	6	1	0	0	1	0	190
07:00	2	0	2	8	46	116	98	38	12	1	0	0	0	0	323
08:00	3	0	2	5	48	151	155	35	5	0	0	0	0	0	404
09:00	1	1	0	6	56	161	97	21	3	1	0	0	0	0	347
10:00	8	0	4	5	65	152	151	37	8	0	0	0	0	0	430
11:00	5	1	6	7	61	182	128	25	4	1	1	0	0	0	421
12 PM	8	2	2	8	82	221	148	40	9	1	0	0	0	0	521
13:00	5	0	1	12	55	213	138	41	8	0	0	0	0	0	473
14:00	3	2	0	14	63	212	211	42	8	2	0	0	0	0	557
15:00	7	2	1	17	105	272	214	62	11	1	1	0	0	0	693
16:00	21	1	3	19	147	353	220	35	5	0	0	0	0	0	804
17:00	11	1	1	11	89	337	291	65	11	3	0	1	0	0	821
18:00	7	0	2	9	87	269	201	43	9	1	0	0	0	0	628
19:00	2	0	3	6	72	207	149	33	9	0	0	0	0	0	481
20:00	6	0	0	9	56	176	109	29	2	2	0	0	0	0	389
21:00	2	0	2	7	65	163	103	17	6	1	0	0	0	0	366
22:00	0	0	1	1	23	85	70	25	8	1	0	0	0	0	214
23:00	1	0	1	0	16	35	39	8	5	4	1	0	0	0	110
Total	95	10	33	154	1205	3466	2669	646	135	22	3	1	1	0	8440

Daily

15th Percentile :	34 MPH
50th Percentile :	38 MPH
85th Percentile :	44 MPH
95th Percentile :	47 MPH

Statistics

Mean Speed(Average) :	39 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	6135
Percent in Pace :	72.7%
Number of Vehicles > 55 MPH :	27
Percent of Vehicles > 55 MPH :	0.3%

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City of Vista
Bobier Drive
B/ Knapp Drive - Dorsey Way
24 Hour Directional Speed Survey
Westbound

VST001S
Site Code: 232-23539

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/20/23	0	0	1	1	6	8	10	1	1	0	0	0	0	0	28
01:00	0	0	0	2	1	12	6	3	0	1	0	0	0	0	25
02:00	0	0	0	0	1	11	11	4	2	1	0	0	0	0	30
03:00	0	0	0	0	6	13	13	6	3	0	0	0	0	0	41
04:00	3	0	1	5	8	33	24	13	2	3	0	0	0	0	92
05:00	4	3	3	6	19	84	101	45	5	3	1	0	0	0	274
06:00	3	2	2	9	57	189	129	38	4	3	1	0	0	0	437
07:00	10	2	1	10	115	250	142	20	2	0	1	0	0	0	553
08:00	9	2	2	9	70	233	171	49	11	2	0	1	0	0	559
09:00	5	1	4	9	68	179	171	40	8	2	0	0	0	0	487
10:00	4	2	2	9	56	156	134	38	10	1	0	0	0	0	412
11:00	2	0	2	11	43	163	139	21	8	1	0	0	0	0	390
12 PM	11	2	9	18	73	206	131	23	3	1	0	0	0	0	477
13:00	7	1	0	11	81	207	109	34	6	0	1	1	0	0	458
14:00	5	1	2	8	48	166	145	34	6	1	1	1	0	0	418
15:00	13	1	2	8	62	187	171	38	5	2	1	0	0	0	490
16:00	10	2	1	11	66	257	165	30	8	0	0	0	0	0	550
17:00	6	1	3	7	75	238	168	45	4	0	1	0	0	0	548
18:00	11	1	8	7	39	207	174	65	13	4	0	0	0	0	529
19:00	4	0	2	8	44	184	122	35	9	1	0	0	0	0	409
20:00	9	2	3	10	73	173	90	18	4	0	0	0	0	0	382
21:00	7	0	3	7	44	89	73	21	8	1	0	0	0	0	253
22:00	2	0	1	4	39	89	50	11	4	2	0	0	1	0	203
23:00	0	0	0	5	12	28	13	2	2	0	0	0	0	0	62
Total	125	23	52	175	1106	3362	2462	634	128	29	7	3	1	0	8107

Daily

15th Percentile :	33 MPH
50th Percentile :	38 MPH
85th Percentile :	44 MPH
95th Percentile :	48 MPH

Statistics

Mean Speed(Average) :	39 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	5824
Percent in Pace :	71.8%
Number of Vehicles > 55 MPH :	40
Percent of Vehicles > 55 MPH :	0.5%

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City of Vista
Bobier Drive
B/ Knapp Drive - Dorsey Way
24 Hour Directional Speed Survey
Eastbound, Westbound

VST001S
Site Code: 232-23539

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/20/23	1	0	1	1	12	32	28	7	1	0	0	0	0	0	83
01:00	0	0	0	2	4	21	14	8	1	1	0	0	0	0	51
02:00	0	0	0	0	4	16	18	6	2	1	0	0	0	0	47
03:00	0	0	0	1	11	19	19	8	3	0	0	0	0	0	61
04:00	3	0	1	6	15	49	36	16	3	5	0	0	0	0	134
05:00	4	3	3	12	34	120	132	61	9	3	1	0	0	0	382
06:00	5	2	4	11	87	254	194	54	10	4	1	0	1	0	627
07:00	12	2	3	18	161	366	240	58	14	1	1	0	0	0	876
08:00	12	2	4	14	118	384	326	84	16	2	0	1	0	0	963
09:00	6	2	4	15	124	340	268	61	11	3	0	0	0	0	834
10:00	12	2	6	14	121	308	285	75	18	1	0	0	0	0	842
11:00	7	1	8	18	104	345	267	46	12	2	1	0	0	0	811
12 PM	19	4	11	26	155	427	279	63	12	2	0	0	0	0	998
13:00	12	1	1	23	136	420	247	75	14	0	1	1	0	0	931
14:00	8	3	2	22	111	378	356	76	14	3	1	1	0	0	975
15:00	20	3	3	25	167	459	385	100	16	3	2	0	0	0	1183
16:00	31	3	4	30	213	610	385	65	13	0	0	0	0	0	1354
17:00	17	2	4	18	164	575	459	110	15	3	1	1	0	0	1369
18:00	18	1	10	16	126	476	375	108	22	5	0	0	0	0	1157
19:00	6	0	5	14	116	391	271	68	18	1	0	0	0	0	890
20:00	15	2	3	19	129	349	199	47	6	2	0	0	0	0	771
21:00	9	0	5	14	109	252	176	38	14	2	0	0	0	0	619
22:00	2	0	2	5	62	174	120	36	12	3	0	0	1	0	417
23:00	1	0	1	5	28	63	52	10	7	4	1	0	0	0	172
Total	220	33	85	329	2311	6828	5131	1280	263	51	10	4	2	0	16547

Daily

15th Percentile :	33 MPH
50th Percentile :	38 MPH
85th Percentile :	44 MPH
95th Percentile :	48 MPH

Statistics

Mean Speed(Average) :	39 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	11959
Percent in Pace :	72.3%
Number of Vehicles > 55 MPH :	67
Percent of Vehicles > 55 MPH :	0.4%

Appendix B

Traffic Signal Warrant Analysis

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

Existing Conditions

DIST ____ CO ____ RTE ____ PM ____

COUNT DATE _____
CALC _____ DATE _____
CHK _____ DATE _____

Major St: Bobier Drive
Minor St: Bobier Elementary School East Lot Driveway

Critical Approach Speed 44 MPH mph
Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☐ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☒**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☒**
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1680	946	1404	1800	1764	1726	1327	1113
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	10	4	48	6	4	8	2	2

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☒**
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				8:00 AM	11:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1680	946	1404	1800	1764	1726	1327	1113
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	10	4	48	6	4	8	2	2

Combination of Conditions A & B **SATISFIED YES ☐ NO ☒**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

Record hourly vehicular volumes for any four hours of an average day

APPROACH LANES	One	2 or More	8:00 AM	2:00 PM	3:00 PM	5:00 PM
			Hour			
Both Approaches - Major Street	X		1680	1404	1800	1726
Higher Approach - Minor Street	X		10	48	6	8

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☒

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒	No ☐

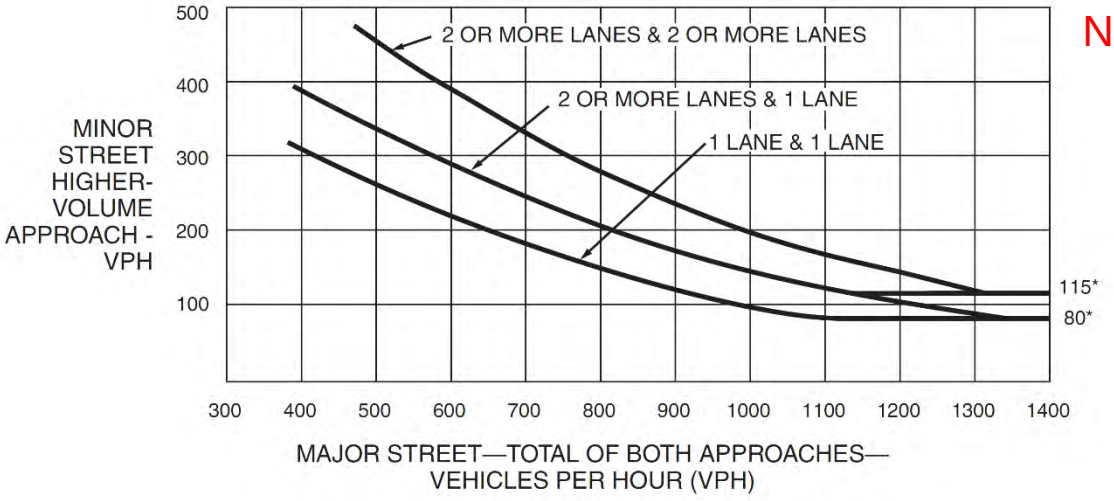
PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	2:00 PM
			Hour
Both Approaches - Major Street	X		1404
Higher Approach - Minor Street	X		48

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

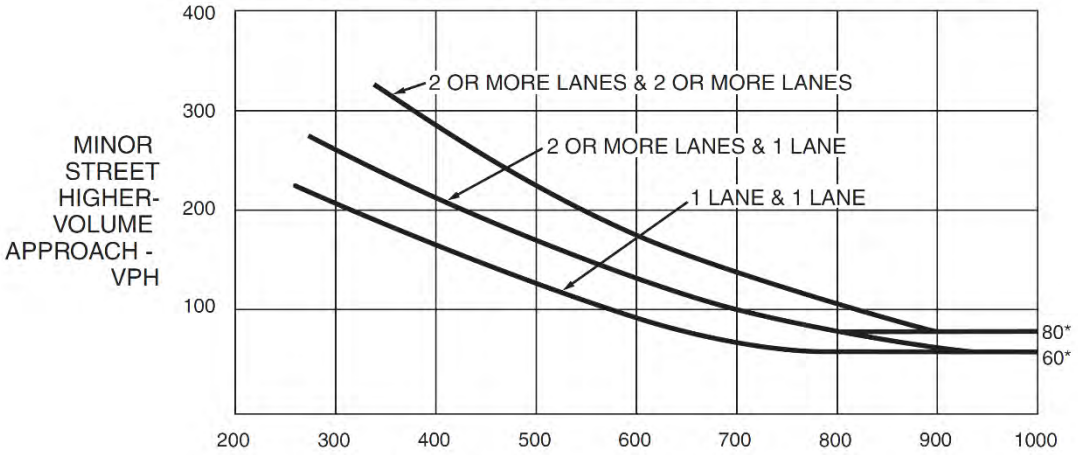


N/A

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

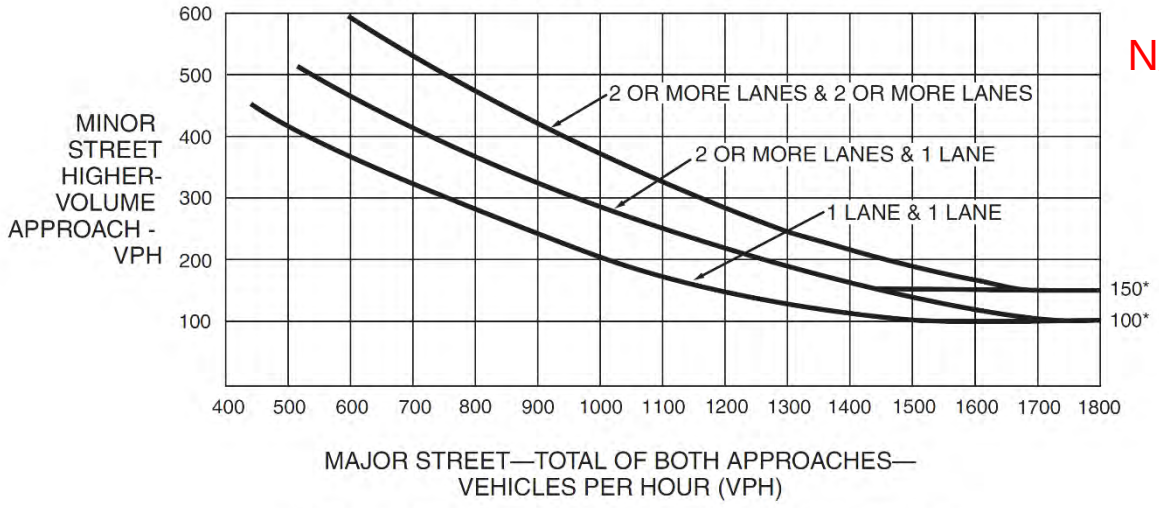
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



1404, 48
1680, 10
1726, 6
1800, 6
X X X X

*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour

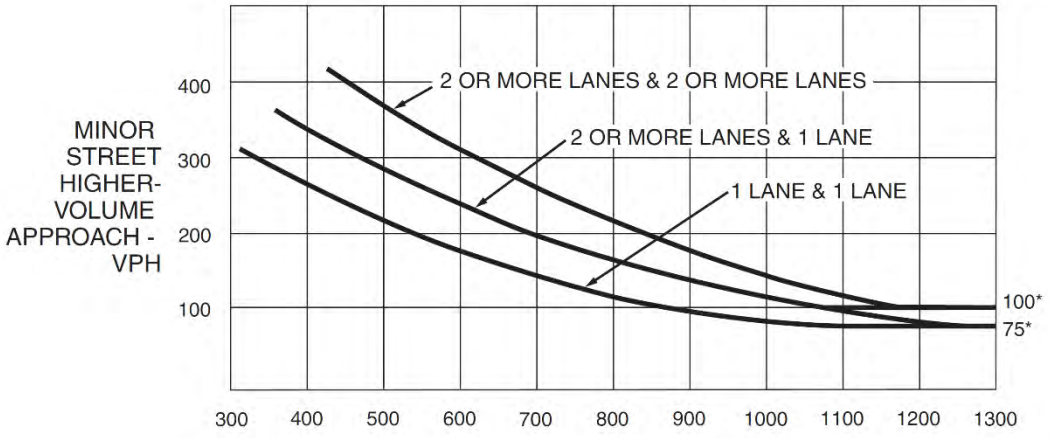


N/A

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



1404, 48

X

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 **(Parts A or B must be satisfied)**

A.

Hours - - ->	7:00 AM	2:00 PM	3:00 PM	4:00 PM
Vehicles per hour for any 4 hours	1581	1404	1800	1764
Pedestrians per hour for any 4 hours	0	1	0	1

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☒

B.

Hours - - ->	4:00 PM			
Vehicles per hour for any 1 hour	1764			
Pedestrians per hour for any 1 hour	1			

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☒

Part 2 **SATISFIED YES ☒ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☒ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☒ No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

Data Not Available

SATISFIED YES ☐ NO ☐

Part A **SATISFIED YES ☐ NO ☐**

Gap/Minutes and # of Children

Gaps vs Minutes	Hour
Minutes Children Using Crossing	
Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

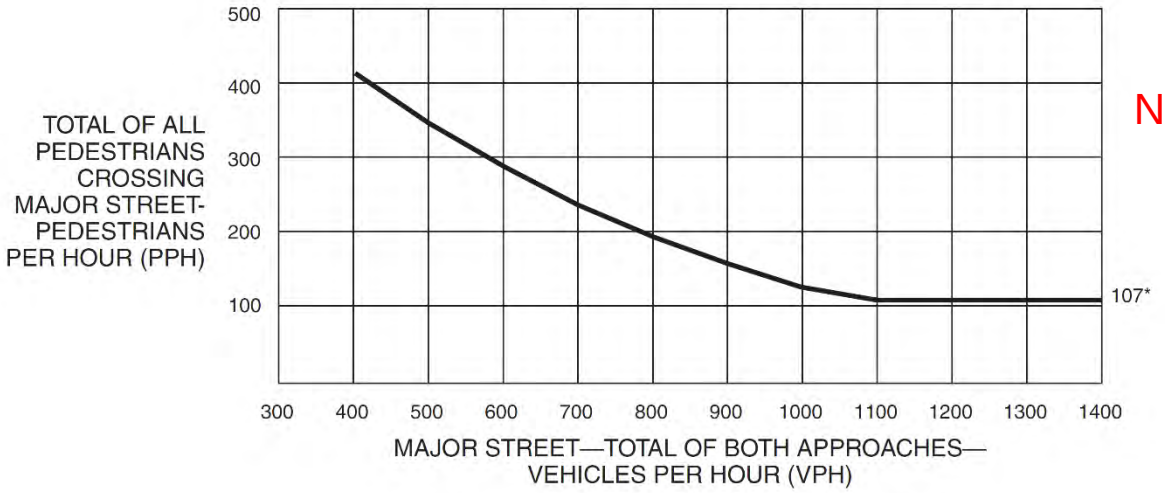
AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

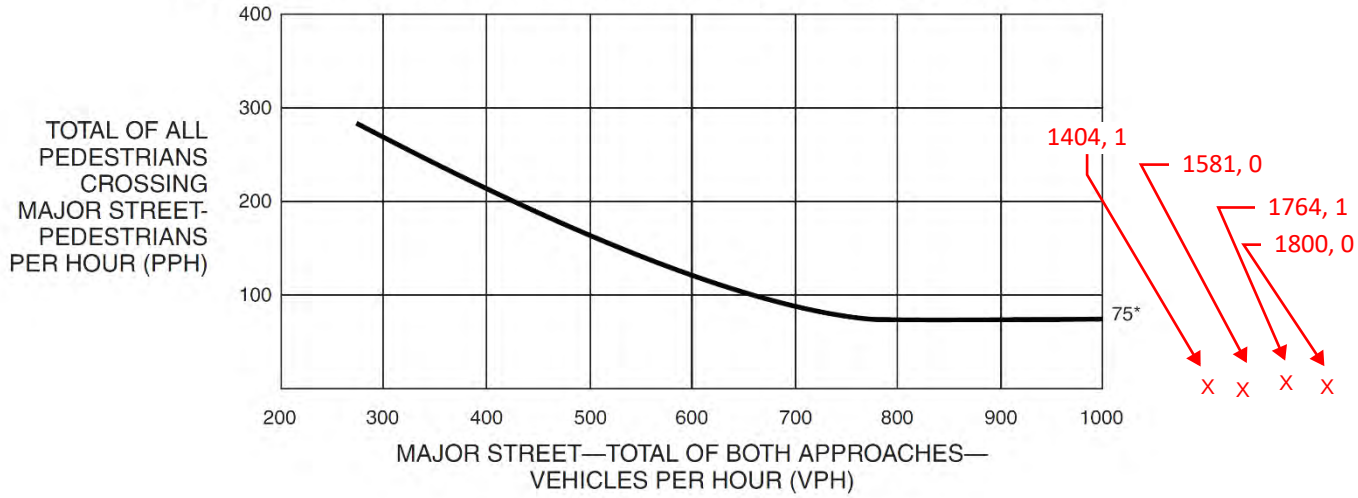
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour

N/A

*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

1764, 1

X

*Note: 93 pph applies as the lower threshold volume.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E 375 ft, W _____ ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☒
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☒
5 OR MORE			
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☒
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

N/A

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied)

N/A

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

N/A

Part 1 **(Parts A or B must be satisfied)**

	Hours - - ->				
A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

	Hours - - ->				
B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2 **SATISFIED YES ☐ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

Data Not Available

SATISFIED YES ☐ NO ☐

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes		Hour
	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

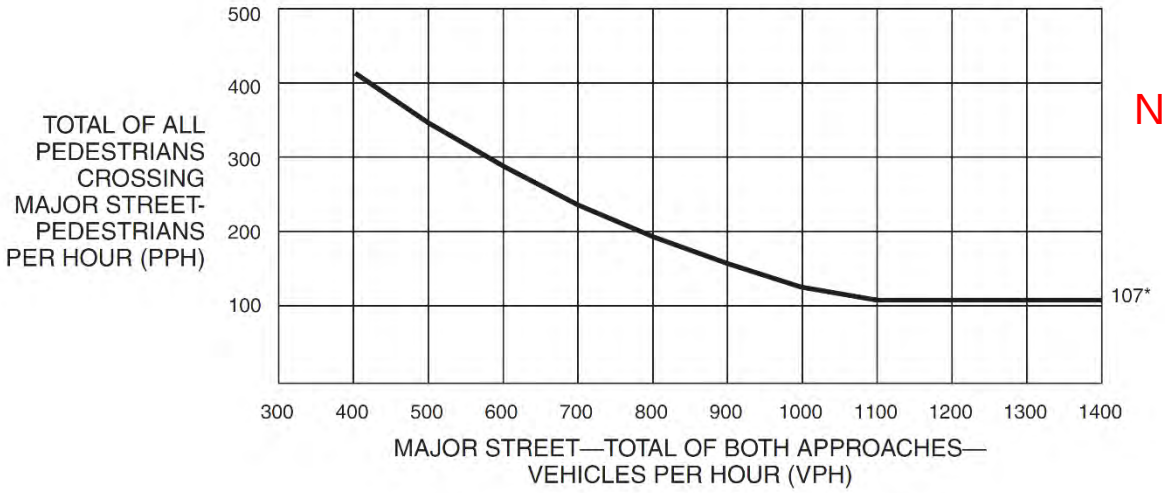
AND, Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

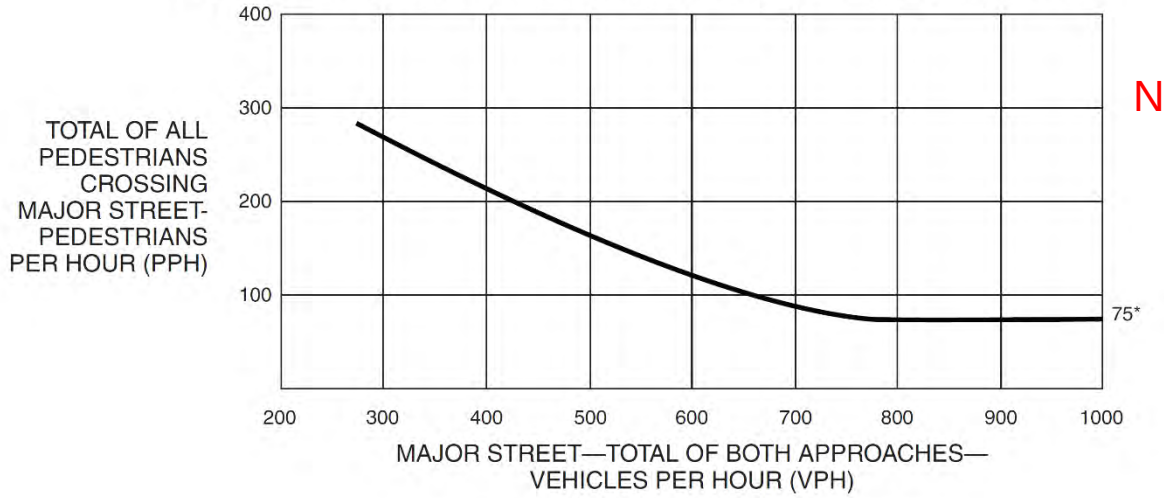
Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



N/A

*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



N/A

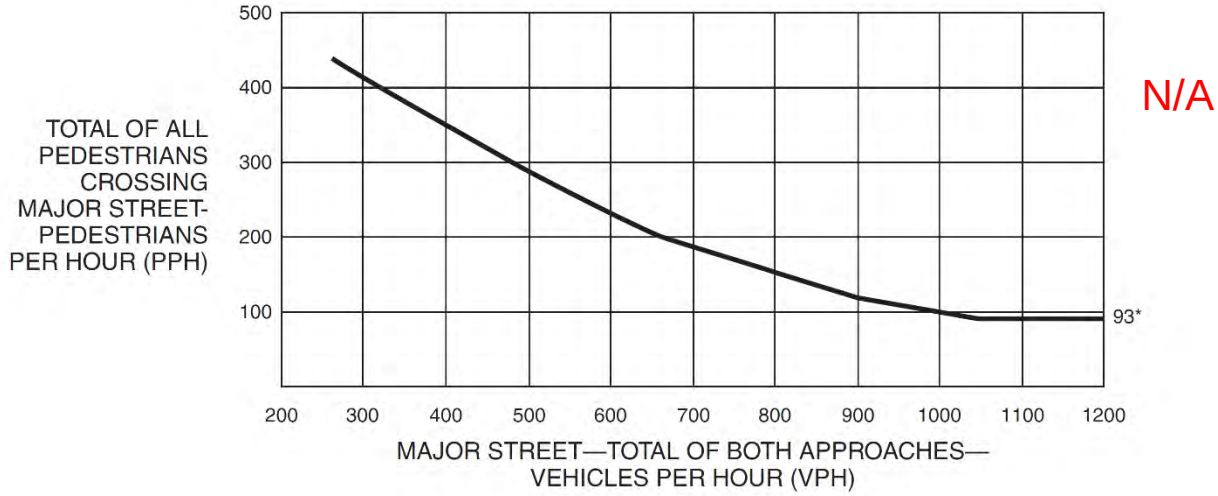
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour

N/A

*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



N/A

*Note: 93 pph applies as the lower threshold volume.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

N/A

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☐
5 OR MORE			
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

N/A

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

2026 Opening Year Conditions

DIST ____ CO ____ RTE ____ PM ____

COUNT DATE _____
CALC _____ DATE _____
CHK _____ DATE _____

Major St: Bobier Drive
Minor St: Bobier Elementary School East Lot Driveway

Critical Approach Speed 44 MPH mph
Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒
or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☐ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☐ N/A
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)									Hour
	U	R	U	R						
APPROACH LANES	1		2 or More							
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)						
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)						

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

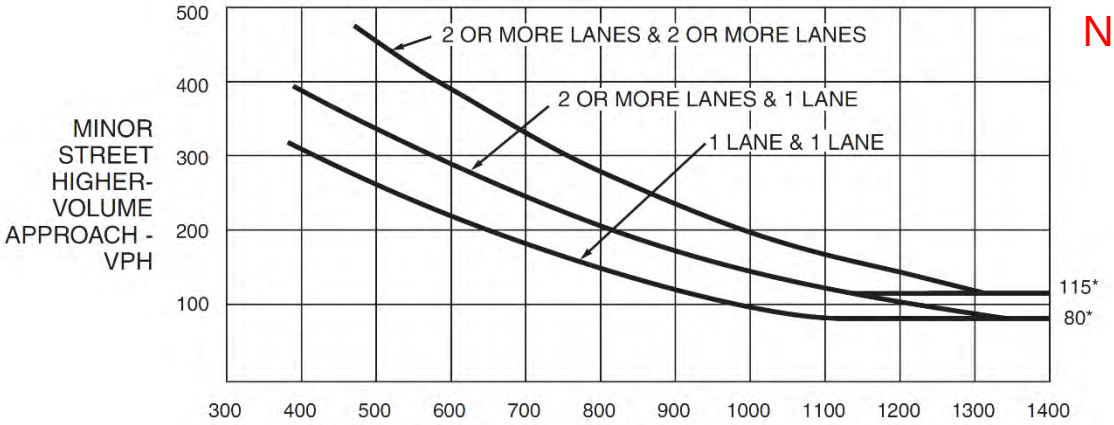
	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)									Hour
	U	R	U	R						
APPROACH LANES	1		2 or More							
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)						
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)						

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

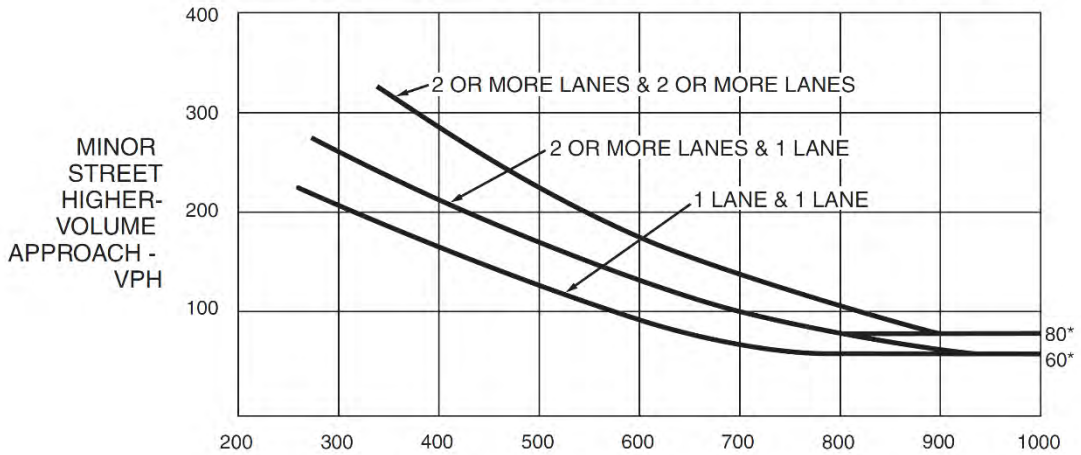


N/A

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

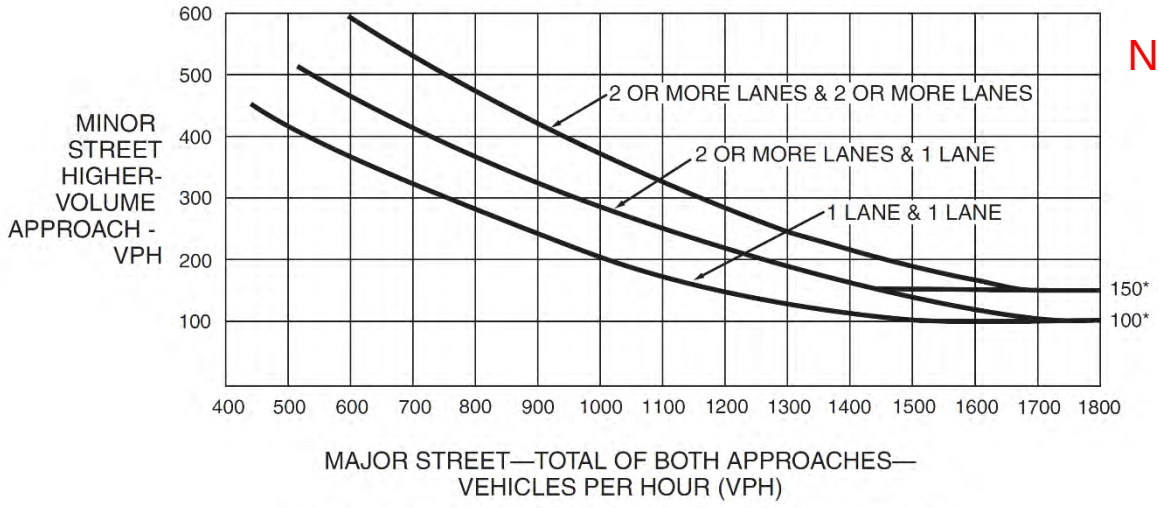
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



N/A

*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour

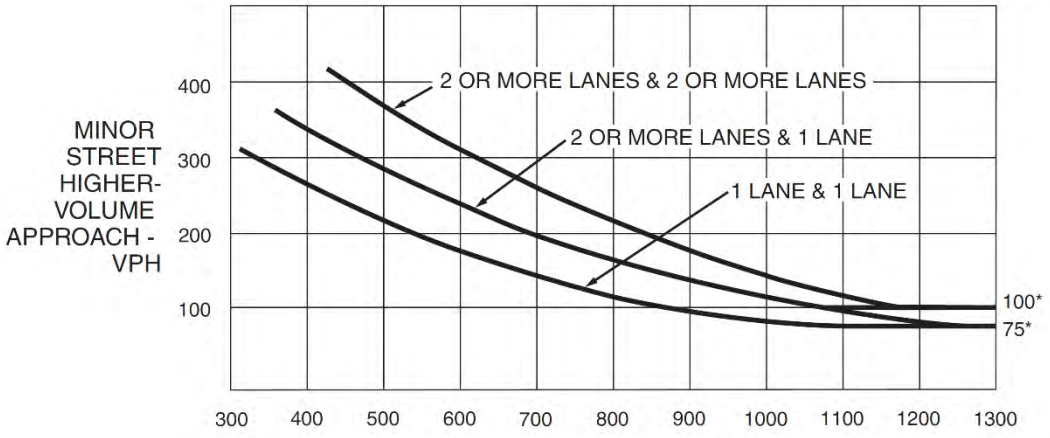


N/A

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



1454, 48

X

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied)

N/A

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

Appendix C

Signal Timing Worksheet

Intersection: **N Santa Fe Ave @ Bobier Dr**
Controller: **20**
Date/Time: **Wed Jun 07 2023 20:20:49 GMT+0000 (Coordinated Universal Time)**
Device Database: **f1417345-5a35-4794-8579-be8037e74d13**

Table: **Unit Parameters**

Extended Mode	StartUp Flash	Auto Ped Clear	Red Revert	Backup Time	Startup Clearance Hold Time	Green Flash Frequency	Yellow Flash Frequency	Manual Control Sequence
Disable		Disable	5.0	600		60	60	14

Table: **Unit Parameters Continued**

Manual Control Enable	Start Yellow Override	Start Red Override	Free Sequence	All Red Flash Exit Time	Local Flash through CVM	3-Phase Diamond Seq	4-Pase Diamond Seq	Separate Diamond Seq	Master By TOD
Enable			14	5	Disable				Disable

Table: **Phase Timing Plans [Timing Plan: 1]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk		7		7		7		7												
Ped Clear		30		27		30		27												
Min Green	5	10	5	7	5	10	5	7	0	0	0	0	0	0	0	0	0	0	0	0
Passage	2.0	2.5	2.0	2.5	2.0	2.5	2.0	2.5												
Max 1	20	30	20	25	30	30	20	25	0	0	0	0	0	0	0	0	0	0	0	0
Max 2			30	30			30	30												
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change		4.1		4.4		4.1		4.4												
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0												

Table: **Phase Timing Plans [Timing Plan: 1] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk																				
Ped Clear																				
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage																				
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 2																				
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change																				
Red Clear																				

Table: **Phase Timing Plans [Timing Plan: 2]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 2] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 3]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 3] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 4]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 4] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 5]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 5] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 6]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 6] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 7]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 7] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 8]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 8] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 9]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 9] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 10]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 10] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 11]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 11] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 12]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 12] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 13]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 13] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 14]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 14] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 15]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 15] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 16]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 16] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 17]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 17] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 18]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 18] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 19]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 19] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 20]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 20] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 21]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 21] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 22]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 22] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 23]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 23] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 24]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 24] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 25]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 25] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 26]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 26] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 27]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 27] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 28]**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 28] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 29]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 29] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 30]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 30] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 31]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 31] Continued**

Phase	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 32]**

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Timing Plans [Timing Plan: 32] Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table: **Phase Options Plans [Phase Plan: 1]**

Phase	1	2	3	4	5	6	7	8
Enable	✓	✓	✓	✓	✓	✓	✓	✓
Auto Flash Entry				✓				✓
Auto Flash Exit		✓				✓		
Non Actuated 1								
Non Actuated 2								
Non Lock Detector	✓	✓	✓	✓	✓	✓	✓	✓
Min Vehicle Recall		✓				✓		
Max Vehicle Recall				✓				✓
Ped Recall								
Soft Vehicle Recall								
Dual Entry								
Simultaneous Gap Disable								
Guaranteed Passage								
Actuated Rest in Walk		✓		✓		✓		✓
Conditional Service Enable								
Add Initial Calculation								
Ped Clear During Yellow								
Ped Clear During Red Clear								
Conditional Reservice								
Yellow Change Min Override								
No Startup Call								
Advanced Warning								
No Ped Startup Call								
Ped Clear During OVTG								
Flash Exit Veh Call								
Flash Exit Ped Call								
Min Green 2								
Max Green 2								
Max Green 3								
Ped 2								
Ped Clear During Pre Clear								
Ped NA+ Mode								
Red Rest								
Serve Every Other Even								
Serve Every Other Odd								
Force Coord Ped Yield								
Ped Recycle		✓		✓		✓		✓
Countdown								
Simultaneous Start								

Table: **Phase Configuration**

Phase	Startup	Ring	Concurrency	Phase Startup Min	Description
1	Phase Not On	1	5,6		NB Left
2	Secondary Start	1	5,6		SB
3	Phase Not On	1	7,8		EB Left
4	YellowChange	1	7,8		WB
5	Phase Not On	2	1,2		SB Left
6	Secondary Start	2	1,2		NB

7	Phase Not On	2	3,4		WB Left
8	YellowChange	2	3,4		EB

Table: **Backup Through Red**

Sequence	Backup Through Red
1	No
2	No
3	No
4	No
5	No
6	No
7	No
8	No
9	No
10	No
11	No
12	No
13	No
14	No
15	No
16	No
17	No
18	No
19	No
20	No

Table: **Sequence Parameters [Sequence: 1]**

Ring	Sequence Data
1	1,2,a,3,4,b
2	5,6,a,7,8,b

Table: **Sequence Parameters [Sequence: 2]**

Ring	Sequence Data
1	1,2,a,3,4,b
2	5,6,a,7,8,b

Table: **Sequence Parameters [Sequence: 3]**

Ring	Sequence Data
1	1,2,a,3,4,b
2	5,6,a,7,8,b

Table: **Sequence Parameters [Sequence: 14]**

Ring	Sequence Data
1	1,2,a,3,4,b
2	5,6,a,7,8,b

Table: **Global Vehicle Detector Parameters**

Global No Activity	Global Max Presence	Global Erratic Count	Global Failed Recall	Det Reset Enable
	20		Max Recall	Disabled

Table: **Vehicle Detector Plans [Plan: 1]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description

1	1															I-1
2	2															I-2U
3	2															I-2L
4	2															I-3U
5	2															I-3L
6	2															I-4
7	3															I-5
8	4															I-6U
9	4															I-6L
10	4															I-7U
11	4															I-7L
12	4															I-8
13	1															I-9U
14	3															I-9L
15	5															J-1
16	6															J-2U
17	6															J-2L
18	6															J-3U
19	6															J-3L
20	6															J-4
21	7															J-5
22	8															J-6U
23	8															J-6L
24	8															J-7U
25	8															J-7L
26	8															J-8
27	5															J-9U
28	7															J-9L

Table: **Vehicle Detector Plans [Plan: 2]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1																I-1
2																I-2U
3																I-2L
4																I-3U
5																I-3L
6																I-4
7																I-5
8																I-6U
9																I-6L
10																I-7U
11																I-7L
12																I-8
13																I-9U
14																I-9L
15																J-1
16																J-2U
17																J-2L
18																J-3U
19																J-3L
20																J-4
21																J-5
22																J-6U
23																J-6L
24																J-7U
25																J-7L
26																J-8
27																J-9U
28																J-9L

Table: **Vehicle Detector Plans [Plan: 3]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1																I-1
2																I-2U
3																I-2L
4																I-3U
5																I-3L
6																I-4
7																I-5
8																I-6U
9																I-6L
10																I-7U
11																I-7L
12																I-8
13																I-9U
14																I-9L
15																J-1
16																J-2U
17																J-2L
18																J-3U
19																J-3L
20																J-4
21																J-5
22																J-6U
23																J-6L
24																J-7U
25																J-7L
26																J-8
27																J-9U
28																J-9L

Table: **Vehicle Detector Plans [Plan: 4]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1																I-1
2																I-2U
3																I-2L
4																I-3U
5																I-3L
6																I-4
7																I-5
8																I-6U
9																I-6L
10																I-7U
11																I-7L
12																I-8
13																I-9U
14																I-9L
15																J-1
16																J-2U
17																J-2L
18																J-3U
19																J-3L
20																J-4
21																J-5
22																J-6U
23																J-6L
24																J-7U
25																J-7L

26															J-8
27															J-9U
28															J-9L

Table: **Vehicle Detector Plans [Plan: 5]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1																I-1
2																I-2U
3																I-2L
4																I-3U
5																I-3L
6																I-4
7																I-5
8																I-6U
9																I-6L
10																I-7U
11																I-7L
12																I-8
13																I-9U
14																I-9L
15																J-1
16																J-2U
17																J-2L
18																J-3U
19																J-3L
20																J-4
21																J-5
22																J-6U
23																J-6L
24																J-7U
25																J-7L
26																J-8
27																J-9U
28																J-9L

Table: **Vehicle Detector Plans [Plan: 6]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1																I-1
2																I-2U
3																I-2L
4																I-3U
5																I-3L
6																I-4
7																I-5
8																I-6U
9																I-6L
10																I-7U
11																I-7L
12																I-8
13																I-9U
14																I-9L
15																J-1
16																J-2U
17																J-2L
18																J-3U
19																J-3L
20																J-4
21																J-5

22															J-6U
23															J-6L
24															J-7U
25															J-7L
26															J-8
27															J-9U
28															J-9L

Table: **Vehicle Detector Plans [Plan: 7]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1																I-1
2																I-2U
3																I-2L
4																I-3U
5																I-3L
6																I-4
7																I-5
8																I-6U
9																I-6L
10																I-7U
11																I-7L
12																I-8
13																I-9U
14																I-9L
15																J-1
16																J-2U
17																J-2L
18																J-3U
19																J-3L
20																J-4
21																J-5
22																J-6U
23																J-6L
24																J-7U
25																J-7L
26																J-8
27																J-9U
28																J-9L

Table: **Vehicle Detector Plans [Plan: 8]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1																I-1
2																I-2U
3																I-2L
4																I-3U
5																I-3L
6																I-4
7																I-5
8																I-6U
9																I-6L
10																I-7U
11																I-7L
12																I-8
13																I-9U
14																I-9L
15																J-1
16																J-2U
17																J-2L

18															J-3U
19															J-3L
20															J-4
21															J-5
22															J-6U
23															J-6L
24															J-7U
25															J-7L
26															J-8
27															J-9U
28															J-9L

Table: **Vehicle Detector Plans [Plan: 9]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1																I-1
2																I-2U
3																I-2L
4																I-3U
5																I-3L
6																I-4
7																I-5
8																I-6U
9																I-6L
10																I-7U
11																I-7L
12																I-8
13																I-9U
14																I-9L
15																J-1
16																J-2U
17																J-2L
18																J-3U
19																J-3L
20																J-4
21																J-5
22																J-6U
23																J-6L
24																J-7U
25																J-7L
26																J-8
27																J-9U
28																J-9L

Table: **Vehicle Detector Plans [Plan: 10]**

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1																I-1
2																I-2U
3																I-2L
4																I-3U
5																I-3L
6																I-4
7																I-5
8																I-6U
9																I-6L
10																I-7U
11																I-7L
12																I-8
13																I-9U

14																I-9L
15																J-1
16																J-2U
17																J-2L
18																J-3U
19																J-3L
20																J-4
21																J-5
22																J-6U
23																J-6L
24																J-7U
25																J-7L
26																J-8
27																J-9U
28																J-9L

Table: **Vehicle Detector Options**

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volume Detector																				
Occupancy Detector																				
Yellow Lock Call																				
Red Lock Call																				
Extend	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
Added Initial	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
Queue						✓						✓								✓
Call	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Table: **Vehicle Detector Options Continued**

Detector	21	22	23	24	25	26	27	28
Volume Detector								
Occupancy Detector								
Yellow Lock Call								
Red Lock Call								
Extend	✓	✓	✓	✓	✓		✓	✓
Added Initial	✓	✓	✓	✓	✓		✓	✓
Queue						✓		
Call	✓	✓	✓	✓	✓	✓	✓	✓

Table: **Data Collection Periods**

Data Collection Period	Number of Periods
	1

Table: **Global Pedestrian Detector Parameters**

Global No Activity	Global Max Presence	Global Erratic Count
	5	

Table: **Pedestrian Detectors [Plan: 1]**

Detector	Call Phase	Call Overlap	Additional Call Phases	Cancel Phases	Alt Time	Ped Clear 2 Enable Time	No Activity	Max Presence	Erratic Count
2	2								
4	4								
6	6								
8	8								

Table: **Global Pri Pre Detector Parameters**

Global No Activity	Global Max Presence	Global Erratic Count

Table: **Wavetronix Settings**

Wavetronix Number	Sensor ID	IP	IP Port	Serial Port	Sensor Type	Push/Poll	Poll Rate	Response Time	Phases	# Errors	auxWavetronixSensorStopBarOffset	auxWavetronixSensorVehicleLifetime	Model Type	Model Param One	Model Param Two	Speed Threshold	Distance Threshold	Projected Speed Threshold
1					None	Pushed	50					10000	None			0.000	0.000	0.000
2					None	Pushed	50					10000	None			0.000	0.000	0.000
3					None	Pushed	50					10000	None			0.000	0.000	0.000
4					None	Pushed	50					10000	None			0.000	0.000	0.000
5					None	Pushed	50					10000	None			0.000	0.000	0.000
6					None	Pushed	50					10000	None			0.000	0.000	0.000
7					None	Pushed	50					10000	None			0.000	0.000	0.000
8					None	Pushed	50					10000	None			0.000	0.000	0.000
9					None	Pushed	50					10000	None			0.000	0.000	0.000
10					None	Pushed	50					10000	None			0.000	0.000	0.000
11					None	Pushed	50					10000	None			0.000	0.000	0.000
12					None	Pushed	50					10000	None			0.000	0.000	0.000
13					None	Pushed	50					10000	None			0.000	0.000	0.000
14					None	Pushed	50					10000	None			0.000	0.000	0.000
15					None	Pushed	50					10000	None			0.000	0.000	0.000
16					None	Pushed	50					10000	None			0.000	0.000	0.000

Table: **Standard Overlaps [Plan: 1]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Enabled	Minus Green Yellow	1,8	8								Off	EB Right
2	Enabled	Minus Green Yellow	2,3	2								Off	SB RIght
3	Enabled	Minus Green Yellow	4,5	4								Off	WB Right
4	Enabled	Minus Green Yellow	6,7	6								Off	NB Right
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	
8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	
20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	

32	Disabled	Off										Off	

Table: **Standard Overlaps [Plan: 2]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Disabled	Off										Off	
2	Disabled	Off										Off	
3	Disabled	Off										Off	
4	Disabled	Off										Off	
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	
8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	
20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	
32	Disabled	Off										Off	

Table: **Standard Overlaps [Plan: 3]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Disabled	Off										Off	
2	Disabled	Off										Off	
3	Disabled	Off										Off	
4	Disabled	Off										Off	
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	
8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	

20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	
32	Disabled	Off										Off	

Table: **Standard Overlaps [Plan: 4]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Disabled	Off										Off	
2	Disabled	Off										Off	
3	Disabled	Off										Off	
4	Disabled	Off										Off	
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	
8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	
20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	
32	Disabled	Off										Off	

Table: **Standard Overlaps [Plan: 5]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Disabled	Off										Off	
2	Disabled	Off										Off	
3	Disabled	Off										Off	
4	Disabled	Off										Off	
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	

8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	
20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	
32	Disabled	Off										Off	

Table: **Standard Overlaps [Plan: 6]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Disabled	Off										Off	
2	Disabled	Off										Off	
3	Disabled	Off										Off	
4	Disabled	Off										Off	
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	
8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	
20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	

32	Disabled	Off										Off	

Table: **Standard Overlaps [Plan: 7]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Disabled	Off										Off	
2	Disabled	Off										Off	
3	Disabled	Off										Off	
4	Disabled	Off										Off	
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	
8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	
20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	
32	Disabled	Off										Off	

Table: **Standard Overlaps [Plan: 8]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Disabled	Off										Off	
2	Disabled	Off										Off	
3	Disabled	Off										Off	
4	Disabled	Off										Off	
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	
8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	

20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	
32	Disabled	Off										Off	

Table: **Standard Overlaps [Plan: 9]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Disabled	Off										Off	
2	Disabled	Off										Off	
3	Disabled	Off										Off	
4	Disabled	Off										Off	
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	
8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	
20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	
32	Disabled	Off										Off	

Table: **Standard Overlaps [Plan: 10]**

Overlap	Enabled	Type	Included Phases	Modifier Phases	Negative Phases	Trail Green	Trail Yellow	Trail Red	Walk	Ped Clear	Delay	Flash	Description
1	Disabled	Off										Off	
2	Disabled	Off										Off	
3	Disabled	Off										Off	
4	Disabled	Off										Off	
5	Disabled	Off										Off	
6	Disabled	Off										Off	
7	Disabled	Off										Off	

8	Disabled	Off										Off	
9	Disabled	Off										Off	
10	Disabled	Off										Off	
11	Disabled	Off										Off	
12	Disabled	Off										Off	
13	Disabled	Off										Off	
14	Disabled	Off										Off	
15	Disabled	Off										Off	
16	Disabled	Off										Off	
17	Disabled	Off										Off	
18	Disabled	Off										Off	
19	Disabled	Off										Off	
20	Disabled	Off										Off	
21	Disabled	Off										Off	
22	Disabled	Off										Off	
23	Disabled	Off										Off	
24	Disabled	Off										Off	
25	Disabled	Off										Off	
26	Disabled	Off										Off	
27	Disabled	Off										Off	
28	Disabled	Off										Off	
29	Disabled	Off										Off	
30	Disabled	Off										Off	
31	Disabled	Off										Off	
32	Disabled	Off										Off	

Table: **Additional Overlap Parameters [Plan: 1]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		
4															Off	Off	Off		
5															Off	Off	Off		
6															Off	Off	Off		
7															Off	Off	Off		
8															Off	Off	Off		
9															Off	Off	Off		
10															Off	Off	Off		
11															Off	Off	Off		
12															Off	Off	Off		
13															Off	Off	Off		
14															Off	Off	Off		
15															Off	Off	Off		
16															Off	Off	Off		
17															Off	Off	Off		
18															Off	Off	Off		
19															Off	Off	Off		
20															Off	Off	Off		
21															Off	Off	Off		
22															Off	Off	Off		
23															Off	Off	Off		
24															Off	Off	Off		
25															Off	Off	Off		
26															Off	Off	Off		
27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		
30															Off	Off	Off		
31															Off	Off	Off		

32															Off	Off	Off		

Table: **Additional Overlap Parameters [Plan: 2]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		
4															Off	Off	Off		
5															Off	Off	Off		
6															Off	Off	Off		
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26															Off	Off	Off		
27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		
30															Off	Off	Off		
31															Off	Off	Off		
32															Off	Off	Off		

Table: **Additional Overlap Parameters [Plan: 3]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		
4															Off	Off	Off		
5															Off	Off	Off		
6															Off	Off	Off		
7															Off	Off	Off		
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16															Off	Off	Off		
17															Off	Off	Off		
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19															Off	Off	Off		
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21															Off	Off	Off		
22															Off	Off	Off		
23															Off	Off	Off		
24															Off	Off	Off		
25															Off	Off	Off		
26															Off	Off	Off		
27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		
30															Off	Off	Off		
31															Off	Off	Off		
32															Off	Off	Off		

Table: **Additional Overlap Parameters [Plan: 4]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		
4															Off	Off	Off		
5															Off	Off	Off		
6															Off	Off	Off		
7															Off	Off	Off		
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26															Off	Off	Off		
27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		
30															Off	Off	Off		
31															Off	Off	Off		
32															Off	Off	Off		

Table: **Additional Overlap Parameters [Plan: 5]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		
4															Off	Off	Off		
5															Off	Off	Off		

6															Off	Off	Off		
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26															Off	Off	Off		
27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		
30															Off	Off	Off		
31															Off	Off	Off		
32															Off	Off	Off		

Table: **Additional Overlap Parameters [Plan: 6]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		
4															Off	Off	Off		
5															Off	Off	Off		
6															Off	Off	Off		
7															Off	Off	Off		
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12															Off	Off	Off		
13															Off	Off	Off		
14															Off	Off	Off		
15															Off	Off	Off		
16															Off	Off	Off		
17															Off	Off	Off		
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19															Off	Off	Off		
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21															Off	Off	Off		
22															Off	Off	Off		
23															Off	Off	Off		
24															Off	Off	Off		
25															Off	Off	Off		
26															Off	Off	Off		
27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		

30															Off	Off	Off		
31															Off	Off	Off		
32															Off	Off	Off		

Table: **Additional Overlap Parameters [Plan: 7]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		
4															Off	Off	Off		
5															Off	Off	Off		
6															Off	Off	Off		
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24															Off	Off	Off		
25															Off	Off	Off		
26															Off	Off	Off		
27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		
30															Off	Off	Off		
31															Off	Off	Off		
32															Off	Off	Off		

Table: **Additional Overlap Parameters [Plan: 8]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		
4															Off	Off	Off		
5															Off	Off	Off		
6															Off	Off	Off		
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10															Off	Off	Off		
11															Off	Off	Off		
12															Off	Off	Off		
13															Off	Off	Off		
14															Off	Off	Off		
15															Off	Off	Off		
16															Off	Off	Off		

17															Off	Off	Off		
18															Off	Off	Off		
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24															Off	Off	Off		
25															Off	Off	Off		
26															Off	Off	Off		
27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		
30															Off	Off	Off		
31															Off	Off	Off		
32															Off	Off	Off		

Table: **Additional Overlap Parameters [Plan: 9]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		
4															Off	Off	Off		
5															Off	Off	Off		
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24															Off	Off	Off		
25															Off	Off	Off		
26															Off	Off	Off		
27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		
30															Off	Off	Off		
31															Off	Off	Off		
32															Off	Off	Off		

Table: **Additional Overlap Parameters [Plan: 10]**

Overlap	Modifier Overlaps	Inhibit Negative Phases	Negative Overlaps	Green Omit Phases	Negative Peds	Call Phs on Neg Ped	Neg Ped Overlaps	Green Supress Phases	Call Phases	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest	LRT PTG	FYA Ped Delay
1															Off	Off	Off		
2															Off	Off	Off		
3															Off	Off	Off		

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22															Off	Off	Off		
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24															Off	Off	Off		
25															Off	Off	Off		
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27															Off	Off	Off		
28															Off	Off	Off		
29															Off	Off	Off		
30															Off	Off	Off		
31															Off	Off	Off		
32															Off	Off	Off		

Table: **Coordination Parameters**

Operational Mode	**Coordination Mode**	**Max Mode**	**Force Mode**	**Correction Mode**	**Max Cyc Limit %%**	**Min Cyc Limit %%**	**Max Dwell**	**Transition Ped Mode**
Manual Free	Full Permissive	Per Pattern	Floating	Shortway (Auto)	25	25		Pattern

Table: **Schedule**

Schedule	**Enabled**	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**
1	Enabled	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	
2	Enabled	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						✓
3	Disabled																			
4	Disabled																			
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100	Disabled																			

Table: **Schedule Continued**

Schedule	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
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Table: **Schedule Continued**

Schedule	22	23	24	25	26	27	28	29	30	31	Day Plan	Description
1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	Weekday
2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	Weekend
3												
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Table: **Day Plan Events [Day Plan: 1]**

Event	Hour	Minute	Action	Description
1	7	15	10	MAX2 3,4,7,8
2	8	35	14	Free
3	14	25	12	MAX2 ph7
4	14	45	11	MAX2 ph3
5	15		14	Free

Table: **Action Parameters**

Action	Pattern	1	2	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Pattern 1																			
2	Pattern 2																			
3	Pattern 3																			
4	Pattern 4																			

5	Pattern 5																		
6	Pattern 6																		
7	Pattern 7																		
8	Pattern 8																		
9	Pattern 9																		
10	Free																		
11	Free																		
12	Free																		
14	Free																		
64	Free																		

Table: **Action Commands [Action: 10]**

Cmd	Command	Indexes
1	Phase Max 2	3,4,7,8

Table: **Action Commands [Action: 11]**

Cmd	Command	Indexes
1	Phase Max 2	3

Table: **Action Commands [Action: 12]**

Cmd	Command	Indexes
1	Phase Max 2	7

Table: **Preempt Phasing**

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enabled	Enabled	Disabled	Enabled	Enabled	Enabled	Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Type	Rail Road	Rail Road	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh
Description	BBS Low Battery															
Dwell Phase			2,5	4,7	1,6	3,8										

Table: **Preempt Timings**

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Presence			255	255	255	255										
Max Presence Action	Terminate	Terminate	All Red Flash	All Red Flash	All Red Flash	All Red Flash	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Ped Clear			255	255	255	255	255	255	255	255	255	255	255	255	255	255
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Green			5	5	5	5										
Exit Ped Clear	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Type	Exit Phases	Exit Phases	First Phase Skipped	First Phase Skipped	First Phase Skipped	First Phase Skipped	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled

Table: **Preempt Options**

Preempt	3	4	5	6

Non Locking Memory	✓	✓	✓	✓
Not Override Flash	✓	✓	✓	✓
Not Override Next Preempt	✓	✓	✓	✓
Flash Dwell				
Ped Recycle in Dwell Cycle				

Table: **Preempt Additional Options**

Preempt	**1**
Immediate Ped Clear	
Dwell Only Status Output	
All Red Flash Dwell	✓
Allow All Overlaps	
Require All Red Entry	
Require Gate Down Track Exit	
Require Gate Up Dwell Exit	
Use Normal On/Normal Off Input	

Table: **Phase Intervals**

Interval	Description	Red	Yellow	Green	Type
1	Not Active	On	Off	Off	Red
2	Delay Green	On	Off	Off	Red
3	Pre Green	Off	Off	On	Green
4	Min Green	Off	Off	On	Green
5	Green Extension	Off	Off	On	Green
6	Green Dwell	Off	Off	On	Green
7	Pre Clear	Off	Off	On	Green
8	Yellow Change	Off	On	Off	Yellow
9	Red Clear	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12	Pre Clear2	Off	Off	Off	Not Def.

Table: **Pedestrian Intervals**

Interval	Description	Dont Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Delay Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flash Don't Walk	Flash	On	Off	Ped Clear
6	Don't Walk	On	Off	Off	Dont Walk

Table: **Prioritor Configuration**

Enabled	Lock Out Time	PRS Time to Live
Inactive		300

Table: **Prioritor Phase Settings**

Prioritor	Enabled	Priority	Priority Phases	Skippable Phases	Skip Ped	Delay Time	Arrival Time	Max Presence	Reservice Lockout	Free Min Green	Free Max Green	Veh Flush Time	Max Flush Time	Description
1	Disabled									Min Green	Max Green			
2	Disabled									Min Green	Max Green			
3	Disabled		2					120		Min Green	Max Green			
4	Disabled		4					120		Min Green	Max Green			
5	Disabled		6					120		Min Green	Max Green			
6	Disabled		8					120		Min Green	Max Green			

7	Disabled									Min Green	Max Green			
8	Disabled									Min Green	Max Green			
9	Disabled									Min Green	Max Green			
10	Disabled									Min Green	Max Green			
11	Disabled									Min Green	Max Green			
12	Disabled									Min Green	Max Green			
13	Disabled									Min Green	Max Green			
14	Disabled									Min Green	Max Green			
15	Disabled									Min Green	Max Green			
16	Disabled									Min Green	Max Green			

Table: **Prioritor Options**

PriorNum	**3**	**4**	**5**	**6**
Lockout After First Service				
Presence Only Check-in	✓	✓	✓	✓
Extend Walk Rest				
Use Phase History				

Table: **PRS Reservice Times**

Class 1	**Class 2**	**Class 3**	**Class 4**	**Class 5**	**Class 6**	**Class 7**	**Class 8**	**Class 9**	**Class 10**

Table: **MaxViewUserProgramDescriptionGrid**

Program	**Enabled**	**Description**
1	Enabled	
2	Disabled	
3	Disabled	
4	Disabled	
5	Disabled	
6	Disabled	
7	Disabled	
8	Disabled	
9	Disabled	
10	Disabled	
11	Disabled	
12	Disabled	
13	Disabled	
14	Disabled	
15	Disabled	
16	Disabled	
17	Disabled	
18	Disabled	
19	Disabled	
20	Disabled	
21	Disabled	
22	Disabled	
23	Disabled	
24	Disabled	
25	Disabled	
26	Disabled	
27	Disabled	
28	Disabled	
29	Disabled	
30	Disabled	
31	Disabled	
32	Disabled	

Table: **Program 1: Main, Other Programs: Sub Routines [Program: 1]**

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1		Unit Stop Time	1	Result=A	Aux Switch State						AUX switch stop time

Table: **Signatures**

Plan	Detectors	Vol On (vph)	Vol Off (vph)	Mult Det	Occupancy On	Occupancy Off	Det On Limit
1				Average			
2				Average			
3				Average			
4				Average			
5				Average			
6				Average			
7				Average			
8				Average			

Table: **Unit Information**

Controller ID	Main Street	Side Street	Agency	Database Description
20	Santa Fe	Bobier	City of Vista	Vista_332-Default

Table: **Version Information**

Module No.	Version	Make	Model
1	2.3.0	Intelight	MaxTime
2	Buildroot ATC - 2015.05.152	Intelight	Linux

Table: **Local Database Info**

Database Name	Current Status	Database to Load	Last User Backup Name	Database Load Mode	USB Database Backup	Max Database Changes
N Santa Fe @ Bobier	Database Loaded	None	N Santa Fe @ Bobier	Require All Red	Disabled	50

Table: **Ethernet**

Adapter	IP Address	Subnet Mask	Gateway	ARP Request	Mode	Nameserver
1	10.9.12.130	255.255.255.0	10.9.12.1	Disable	Static	0.0.0.0
2	10.20.70.51	255.255.255.0	0.0.0.0	Disable	Static	0.0.0.0

Table: **WiFi**

SSID	Encryption	Password	Mode
IntelightATC1	WPA	intelight	DHCP Server AP

Table: **DHCP Server**

Address	Subnet	Start	End
192.168.0.1	255.255.255.0	192.168.0.200	192.168.0.254

Table: **Serial Port Settings**

Port	Description	Function	Drop Address	Speed	Data Bits	Stop Bits	Parity	Flow Control	CTS Delay	RTS Extension	Chomp Echo
1	PORT 2/C21S	None	1	9600	8	1	None	None			Off
2	AUX_P3/C22S	None	1	9600	8	1	None	None			Off
3	PORT 1	None	1	9600	8	1	None	None			Off
4	COMA/C50S	None	1	9600	8	1	None	None			Off
5	FIELD_IO	None	1	9600	8	1	None	None			Off
6	DISPLAY/C60M	None	1	9600	8	1	None	None			Off

7	SP7	None	1	9600	8	1	None	None			Off
8	SP8	None	1	9600	8	1	None	None			Off
9	NEMA X3 Port 2	None	1	9600	8	1	None	None			Off
10	NEMA X3 Aux	None	1	9600	8	1	None	None			Off

Table: **NTCIP Settings**

Administrator Community Name	NTCIP Enable	UDP Port	TCP Port
Administrator	Enable	161	

Table: **Extra Community Names**

#	Community Name	Access Level
1	public	Read-Write
2	public	Read-Write
3	public	Read-Write
4	public	Read-Write
5	public	Read-Write
6	public	Read-Write
7	public	Read-Write
8	public	Read-Write
9	public	Read-Write
10	public	Read-Write

Table: **SNMP In Statistics**

In Pkts	Out Pkts	In Bad Versions	In Bad Community Names	In Bad Community Uses	In ASN Parse Errors	In Too Bigs	In No Such Names	In Bad Values
482311	482170	119	18		4			

Table: **SNMP In Statistics Continued**

In Read Onlys	In Gen Errs	In Total Req Vars	In Total Set Vars	In Get Requests	In Get Nexts	In Set Requests	In Get Responses	In Traps
		1468895		25449	456721			

Table: **SNMP Out Statistics**

Out Too Bigs	Out No Such Names	Out Bad Values	Out Gen Errs	Out Get Requests	Out Get Nexts	Out Set Requests	Out Get Responses	Out Traps
	70398						482170	

Table: **MaxView Statistics**

Set Request Count	Get Request Count	Secs Since Last Time Sync
12954	12641812	33298244

Table: **Hostname**

Protocol	Hostname
HTTP	ATC

Table: **MaxViewEDIMMUServerGrid**

Server Ip	Port

Table: **MaxViewMetroCSPGrid**

Address Code	City Code	Headway Threshold	Server Address	Server Port

Table: **Network Status**

Interface	Name	IPv4
1	eth0	10.9.12.130/
2	eth1	10.20.70.51/
3	lo	127.0.0.1/

Table: **Ping**

Num	Action	Host	Status	Time MS
1	None		Unknown	
2	None		Unknown	
3	None		Unknown	
4	None		Unknown	

Table: **Time Zone and Daylight Saving**

Time Zone	Daylight Saving
GMT-8 PST	Enable US DST

Table: **Daylight Saving Custom Settings**

Begin Month	Begin Sunday Week	End Month	End Sunday Week
March	Second	November	First

Table: **Time Source**

Time Source Control	Time Source Status	Time Source Sync
NTP	NTP	Synchronized

Table: **Clock Input**

Clock Input Reset Hour	Clock Input Reset Min
2	

Table: **Sync Reference Time**

Sync Ref Hour	Sync Ref Minute	Sync Ref Second
0	0	0

Table: **MaxViewEventLogGrid_2**

Log Number	Description
1	08/25/22 18:20:07 On Line: Exit Preempt 6
2	08/25/22 18:20:02 Preempt Input 6 off
3	08/25/22 18:20:01 Pri High Low 6 off
4	08/25/22 18:19:39 Preempt Input 6 on
5	08/25/22 18:19:39 Preempt 6 Active
6	08/25/22 18:19:38 Pri High Low 6 on
7	08/25/22 16:48:34 System clock updated
8	08/25/22 16:48:30 System clock updated
9	08/25/22 16:48:22 System clock updated
10	08/25/22 16:48:16 System clock updated
11	08/25/22 16:48:18 System clock updated
12	08/25/22 16:48:10 System clock updated
13	08/25/22 06:57:20 On Line: Exit Preempt 4
14	08/25/22 06:56:47 Preempt Input 4 off
15	08/25/22 06:56:46 Pri High Low 4 off
16	08/25/22 06:56:38 Preempt Input 4 on

17	08/25/22 06:56:38 Preempt 4 Active
18	08/25/22 06:56:37 Pri High Low 4 on
19	08/24/22 23:33:51 System clock updated
20	08/24/22 23:33:44 System clock updated
21	08/24/22 23:33:45 System clock updated
22	08/24/22 23:33:42 System clock updated
23	08/24/22 23:32:47 System clock updated
24	08/24/22 23:32:39 System clock updated
25	08/24/22 17:33:28 On Line: Exit Preempt 4
26	08/24/22 17:33:24 Preempt Input 4 off
27	08/24/22 17:33:23 Pri High Low 4 off
28	08/24/22 17:32:51 Preempt Input 4 on
29	08/24/22 17:32:51 Preempt 4 Active
30	08/24/22 17:32:51 Pri High Low 4 on
31	08/24/22 14:23:24 On Line: Exit Preempt 3
32	08/24/22 14:23:19 Preempt Input 3 off
33	08/24/22 14:23:18 Pri High Low 3 off
34	08/24/22 14:23:07 Preempt Input 3 on
35	08/24/22 14:23:07 Preempt 3 Active
36	08/24/22 14:23:06 Pri High Low 3 on
37	08/24/22 12:32:02 Preempt Input 4 off
38	08/24/22 12:32:02 On Line: Exit Preempt 4
39	08/24/22 12:32:01 Pri High Low 4 off
40	08/24/22 12:31:39 Preempt Input 4 on
41	08/24/22 12:31:39 Preempt 4 Active
42	08/24/22 12:31:38 Pri High Low 4 on
43	08/24/22 12:14:04 Preempt Input 4 off
44	08/24/22 12:14:04 On Line: Exit Preempt 4
45	08/24/22 12:14:03 Pri High Low 4 off
46	08/24/22 12:13:48 Preempt Input 4 on
47	08/24/22 12:13:48 Preempt 4 Active
48	08/24/22 12:13:47 Pri High Low 4 on
49	08/23/22 14:00:04 On Line: Exit Preempt 3
50	08/23/22 13:59:59 Preempt Input 3 off
51	08/23/22 13:59:58 Pri High Low 3 off
52	08/23/22 13:59:35 Preempt Input 3 on
53	08/23/22 13:59:35 Preempt 3 Active
54	08/23/22 13:59:34 Pri High Low 3 on
55	08/22/22 19:10:49 Veh Detector 1 online
56	08/22/22 19:02:38 Veh Detector 1 failed
57	08/22/22 15:00:07 On Line: Exit Preempt 6
58	08/22/22 14:59:41 Preempt Input 6 off
59	08/22/22 14:59:40 Pri High Low 6 off
60	08/22/22 14:59:21 Preempt Input 6 on
61	08/22/22 14:59:21 Preempt 6 Active
62	08/22/22 14:59:21 Pri High Low 6 on
63	08/22/22 14:22:56 Preempt Input 6 off
64	08/22/22 14:22:56 On Line: Exit Preempt 6
65	08/22/22 14:22:55 Pri High Low 6 off
66	08/22/22 14:22:37 Preempt Input 6 on
67	08/22/22 14:22:37 Preempt 6 Active
68	08/22/22 14:22:37 Pri High Low 6 on
69	08/22/22 12:16:48 On Line: Exit Preempt 4
70	08/22/22 12:16:42 Preempt Input 6 off
71	08/22/22 12:16:41 Pri High Low 6 off
72	08/22/22 12:16:35 Preempt Input 6 on
73	08/22/22 12:16:35 Preempt Input 4 off
74	08/22/22 12:16:34 Pri High Low 6 on
75	08/22/22 12:16:34 Pri High Low 4 off
76	08/22/22 12:16:32 Preempt 4 Active
77	08/22/22 12:16:32 Preempt Input 5 off

78	08/22/22 12:16:32 On Line: Exit Preempt 5
79	08/22/22 12:16:31 Pri High Low 5 off
80	08/22/22 12:16:28 Preempt Input 4 on
81	08/22/22 12:16:27 Pri High Low 4 on
82	08/22/22 12:16:04 Preempt Input 5 on
83	08/22/22 12:16:04 Preempt 5 Active
84	08/22/22 12:16:03 Pri High Low 5 on
85	08/22/22 11:27:03 On Line: Exit Preempt 4
86	08/22/22 11:26:48 Preempt Input 4 off
87	08/22/22 11:26:47 Pri High Low 4 off
88	08/22/22 11:26:37 Preempt Input 4 on
89	08/22/22 11:26:37 Preempt 4 Active
90	08/22/22 11:26:36 Pri High Low 4 on
91	08/22/22 11:17:27 On Line: Exit Preempt 4
92	08/22/22 11:17:07 Preempt Input 4 off
93	08/22/22 11:17:06 Pri High Low 4 off
94	08/22/22 11:16:41 Preempt Input 4 on
95	08/22/22 11:16:41 Preempt 4 Active
96	08/22/22 11:16:40 Pri High Low 4 on
97	08/22/22 10:00:21 On Line: Exit Preempt 6
98	08/22/22 10:00:15 Preempt Input 6 off
99	08/22/22 10:00:14 Pri High Low 6 off
100	08/22/22 09:59:55 Preempt Input 6 on
101	08/22/22 09:59:55 Preempt 6 Active
102	08/22/22 09:59:54 Pri High Low 6 on
103	08/22/22 06:52:37 On Line: Exit Preempt 4
104	08/22/22 06:52:37 Preempt Input 4 off
105	08/22/22 06:52:35 Pri High Low 4 off
106	08/22/22 06:52:27 Preempt Input 4 on
107	08/22/22 06:52:27 Preempt 4 Active
108	08/22/22 06:52:26 Pri High Low 4 on
109	08/21/22 10:37:33 On Line: Exit Preempt 6
110	08/21/22 10:37:29 Preempt Input 4 off
111	08/21/22 10:37:28 Pri High Low 4 off
112	08/21/22 10:37:24 Preempt Input 4 on
113	08/21/22 10:37:24 Preempt Input 6 off
114	08/21/22 10:37:23 Pri High Low 4 on
115	08/21/22 10:37:23 Pri High Low 6 off
116	08/21/22 10:36:54 Preempt Input 6 on
117	08/21/22 10:36:54 Preempt 6 Active
118	08/21/22 10:36:54 Pri High Low 6 on
119	08/20/22 00:08:35 Preempt Input 3 off
120	08/20/22 00:08:35 On Line: Exit Preempt 3
121	08/20/22 00:08:34 Pri High Low 3 off
122	08/20/22 00:08:24 Preempt 3 Active
123	08/20/22 00:08:24 Preempt Input 3 on
124	08/20/22 00:08:24 On Line: Exit Preempt 5
125	08/20/22 00:08:23 Pri High Low 3 on
126	08/20/22 00:08:23 Preempt Input 5 off
127	08/20/22 00:08:22 Pri High Low 5 off
128	08/20/22 00:07:53 Preempt Input 5 on
129	08/20/22 00:07:53 Preempt 5 Active
130	08/20/22 00:07:52 Pri High Low 5 on
131	08/19/22 19:01:07 On Line: Exit Preempt 4
132	08/19/22 19:01:02 Preempt Input 4 off
133	08/19/22 19:01:00 Pri High Low 4 off
134	08/19/22 19:00:37 Preempt Input 4 on
135	08/19/22 19:00:37 Preempt 4 Active
136	08/19/22 19:00:37 Pri High Low 4 on
137	08/19/22 18:54:28 On Line: Exit Preempt 4
138	08/19/22 18:54:00 Preempt Input 4 off

139	08/19/22 18:53:59 Pri High Low 4 off
140	08/19/22 18:53:44 Preempt Input 4 on
141	08/19/22 18:53:44 Preempt 4 Active
142	08/19/22 18:53:44 Pri High Low 4 on
143	08/19/22 18:33:13 On Line: Exit Preempt 6
144	08/19/22 18:33:08 Preempt Input 6 off
145	08/19/22 18:33:06 Pri High Low 6 off
146	08/19/22 18:32:51 Preempt Input 6 on
147	08/19/22 18:32:51 Preempt 6 Active
148	08/19/22 18:32:51 Pri High Low 6 on
149	08/19/22 18:31:07 On Line: Exit Preempt 5
150	08/19/22 18:31:05 Preempt Input 5 off
151	08/19/22 18:31:04 Pri High Low 5 off
152	08/19/22 18:30:29 Preempt Input 5 on
153	08/19/22 18:30:29 Preempt 5 Active
154	08/19/22 18:30:28 Pri High Low 5 on
155	08/19/22 18:29:37 On Line: Exit Preempt 5
156	08/19/22 18:29:32 Preempt Input 5 off
157	08/19/22 18:29:31 Pri High Low 5 off
158	08/19/22 18:29:12 Preempt Input 5 on
159	08/19/22 18:29:11 Pri High Low 5 on
160	08/19/22 18:29:03 On Line: Exit Preempt 3
161	08/19/22 18:28:53 Preempt Input 4 off
162	08/19/22 18:28:52 Pri High Low 4 off
163	08/19/22 18:28:48 Preempt Input 4 on
164	08/19/22 18:28:47 Pri High Low 4 on
165	08/19/22 18:28:46 Preempt Input 3 off
166	08/19/22 18:28:45 Pri High Low 3 off
167	08/19/22 18:28:26 Preempt Input 3 on
168	08/19/22 18:28:26 Preempt 3 Active
169	08/19/22 18:28:26 Pri High Low 3 on
170	08/19/22 17:34:56 On Line: Exit Preempt 4
171	08/19/22 17:34:51 Preempt Input 4 off
172	08/19/22 17:34:50 Pri High Low 4 off
173	08/19/22 17:34:24 Preempt Input 4 on
174	08/19/22 17:34:24 Preempt 4 Active
175	08/19/22 17:34:24 Pri High Low 4 on
176	08/19/22 17:22:38 On Line: Exit Preempt 6
177	08/19/22 17:22:32 Preempt Input 6 off
178	08/19/22 17:22:31 Pri High Low 6 off
179	08/19/22 17:22:09 Preempt Input 6 on
180	08/19/22 17:22:09 Preempt 6 Active
181	08/19/22 17:22:08 Pri High Low 6 on
182	08/19/22 17:20:46 On Line: Exit Preempt 6
183	08/19/22 17:20:41 Preempt Input 6 off
184	08/19/22 17:20:40 Pri High Low 6 off
185	08/19/22 17:20:24 Preempt Input 6 on
186	08/19/22 17:20:24 Preempt 6 Active
187	08/19/22 17:20:23 Pri High Low 6 on
188	08/19/22 17:17:03 On Line: Exit Preempt 6
189	08/19/22 17:16:46 Preempt Input 6 off
190	08/19/22 17:16:45 Pri High Low 6 off
191	08/19/22 17:16:21 Preempt Input 6 on
192	08/19/22 17:16:21 Preempt 6 Active
193	08/19/22 17:16:21 Pri High Low 6 on
194	08/19/22 11:38:14 On Line: Exit Preempt 3
195	08/19/22 11:38:09 Preempt Input 3 off
196	08/19/22 11:38:08 Pri High Low 3 off
197	08/19/22 11:37:54 Preempt Input 3 on
198	08/19/22 11:37:54 Preempt 3 Active
199	08/19/22 11:37:54 Pri High Low 3 on

200	08/19/22 10:31:44 On Line: Exit Preempt 6
201	08/19/22 10:31:39 Preempt Input 6 off
202	08/19/22 10:31:37 Pri High Low 6 off
203	08/19/22 10:31:24 Preempt Input 6 on
204	08/19/22 10:31:24 Preempt 6 Active
205	08/19/22 10:31:23 Pri High Low 6 on
206	08/19/22 08:13:04 On Line: Exit Preempt 4
207	08/19/22 08:12:58 Preempt Input 4 off
208	08/19/22 08:12:57 Pri High Low 4 off
209	08/19/22 08:12:06 Preempt Input 4 on
210	08/19/22 08:12:06 Preempt 4 Active
211	08/19/22 08:12:06 Pri High Low 4 on
212	08/19/22 06:38:22 On Line: Exit Preempt 5
213	08/19/22 06:38:17 Preempt Input 5 off
214	08/19/22 06:38:16 Pri High Low 5 off
215	08/19/22 06:37:48 Preempt 5 Active
216	08/19/22 06:37:48 Preempt Input 5 on
217	08/19/22 06:37:48 On Line: Exit Preempt 5
218	08/19/22 06:37:48 Pri High Low 5 on
219	08/19/22 06:37:44 Preempt Input 5 off
220	08/19/22 06:37:42 Pri High Low 5 off
221	08/19/22 06:37:20 Preempt Input 5 on
222	08/19/22 06:37:20 Preempt 5 Active
223	08/19/22 06:37:19 Pri High Low 5 on
224	08/18/22 15:31:08 On Line: Exit Preempt 4
225	08/18/22 15:31:04 Preempt Input 4 off
226	08/18/22 15:31:03 Pri High Low 4 off
227	08/18/22 15:30:58 Preempt 4 Active
228	08/18/22 15:30:58 Preempt Input 4 on
229	08/18/22 15:30:58 On Line: Exit Preempt 3
230	08/18/22 15:30:58 Preempt Input 3 off
231	08/18/22 15:30:57 Pri High Low 4 on
232	08/18/22 15:30:57 Pri High Low 3 off
233	08/18/22 15:30:46 Preempt 3 Active
234	08/18/22 15:30:46 On Line: Exit Preempt 4
235	08/18/22 15:30:41 Preempt Input 4 off
236	08/18/22 15:30:39 Pri High Low 4 off
237	08/18/22 15:30:39 Preempt Input 3 on
238	08/18/22 15:30:38 Pri High Low 3 on
239	08/18/22 15:30:36 Preempt 4 Active
240	08/18/22 15:30:36 Preempt Input 3 off
241	08/18/22 15:30:36 On Line: Exit Preempt 3
242	08/18/22 15:30:35 Pri High Low 3 off
243	08/18/22 15:30:33 Preempt Input 4 on
244	08/18/22 15:30:32 Pri High Low 4 on
245	08/18/22 15:30:10 Preempt Input 3 on
246	08/18/22 15:30:10 Preempt 3 Active
247	08/18/22 15:30:10 Pri High Low 3 on
248	08/18/22 15:11:40 On Line: Exit Preempt 3
249	08/18/22 15:11:34 Preempt Input 3 off
250	08/18/22 15:11:33 Pri High Low 3 off
251	08/18/22 15:11:22 Preempt 3 Active
252	08/18/22 15:11:22 Preempt Input 3 on
253	08/18/22 15:11:22 On Line: Exit Preempt 4
254	08/18/22 15:11:22 Pri High Low 3 on
255	08/18/22 15:11:21 Preempt Input 4 off
256	08/18/22 15:11:20 Pri High Low 4 off
257	08/18/22 15:10:52 Preempt Input 4 on
258	08/18/22 15:10:52 Preempt 4 Active
259	08/18/22 15:10:51 Pri High Low 4 on
260	08/18/22 00:29:59 On Line: Exit Preempt 3

261	08/18/22 00:29:54 Preempt Input 3 off
262	08/18/22 00:29:53 Pri High Low 3 off
263	08/18/22 00:29:42 Preempt Input 3 on
264	08/18/22 00:29:42 Preempt 3 Active
265	08/18/22 00:29:42 Pri High Low 3 on
266	08/17/22 14:05:18 On Line: Exit Preempt 5
267	08/17/22 14:04:53 Preempt Input 5 off
268	08/17/22 14:04:52 Pri High Low 5 off
269	08/17/22 14:04:48 Preempt Input 5 on
270	08/17/22 14:04:48 Preempt 5 Active
271	08/17/22 14:04:47 Pri High Low 5 on
272	08/17/22 09:33:00 On Line: Exit Preempt 6
273	08/17/22 09:32:46 Preempt Input 6 off
274	08/17/22 09:32:45 Pri High Low 6 off
275	08/17/22 09:32:24 Preempt Input 6 on
276	08/17/22 09:32:24 Preempt 6 Active
277	08/17/22 09:32:23 Pri High Low 6 on
278	08/17/22 09:27:45 On Line: Exit Preempt 4
279	08/17/22 09:27:40 Preempt Input 4 off
280	08/17/22 09:27:39 Pri High Low 4 off
281	08/17/22 09:27:28 Preempt Input 4 on
282	08/17/22 09:27:28 Preempt 4 Active
283	08/17/22 09:27:27 Pri High Low 4 on
284	08/17/22 06:01:44 On Line: Exit Preempt 6
285	08/17/22 06:01:39 Preempt Input 6 off
286	08/17/22 06:01:38 Pri High Low 6 off
287	08/17/22 06:01:24 Preempt Input 6 on
288	08/17/22 06:01:24 Preempt 6 Active
289	08/17/22 06:01:24 Pri High Low 6 on
290	08/17/22 05:15:19 Preempt Input 3 off
291	08/17/22 05:15:19 On Line: Exit Preempt 3
292	08/17/22 05:15:18 Pri High Low 3 off
293	08/17/22 05:15:04 Preempt Input 3 on
294	08/17/22 05:15:04 Preempt 3 Active
295	08/17/22 05:15:04 Pri High Low 3 on
296	08/17/22 01:21:48 Veh Detector 1 online
297	08/17/22 00:47:37 Veh Detector 1 failed
298	08/16/22 18:37:34 On Line: Exit Preempt 3
299	08/16/22 18:37:29 Preempt Input 3 off
300	08/16/22 18:37:28 Pri High Low 3 off
301	08/16/22 18:37:11 Preempt Input 3 on
302	08/16/22 18:37:11 Preempt 3 Active
303	08/16/22 18:37:11 Pri High Low 3 on
304	08/16/22 16:46:29 Veh Detector 21 online
305	08/16/22 16:15:20 Veh Detector 21 failed
306	08/16/22 15:01:58 Veh Detector 2 online
307	08/16/22 15:00:20 Veh Detector 2 failed
308	08/16/22 14:24:54 On Line: Exit Preempt 3
309	08/16/22 14:24:49 Preempt Input 3 off
310	08/16/22 14:24:48 Pri High Low 3 off
311	08/16/22 14:24:33 Preempt Input 3 on
312	08/16/22 14:24:33 Preempt 3 Active
313	08/16/22 14:24:32 Pri High Low 3 on
314	08/16/22 12:47:02 On Line: Exit Preempt 5
315	08/16/22 12:46:42 Preempt Input 4 off
316	08/16/22 12:46:42 Preempt Input 5 off
317	08/16/22 12:46:41 Pri High Low 4 off
318	08/16/22 12:46:41 Pri High Low 5 off
319	08/16/22 12:46:37 Preempt Input 4 on
320	08/16/22 12:46:36 Pri High Low 4 on
321	08/16/22 12:46:22 Preempt Input 5 on

322	08/16/22 12:46:22 Preempt 5 Active
323	08/16/22 12:46:21 Pri High Low 5 on
324	08/16/22 09:01:36 On Line: Exit Preempt 5
325	08/16/22 09:01:30 Preempt Input 5 off
326	08/16/22 09:01:29 Pri High Low 5 off
327	08/16/22 09:00:59 Preempt Input 5 on
328	08/16/22 09:00:59 Preempt 5 Active
329	08/16/22 09:00:58 Pri High Low 5 on
330	08/15/22 22:03:43 On Line: Exit Preempt 5
331	08/15/22 22:03:33 Preempt Input 5 off
332	08/15/22 22:03:32 Pri High Low 5 off
333	08/15/22 22:03:27 Preempt Input 5 on
334	08/15/22 22:03:27 Preempt 5 Active
335	08/15/22 22:03:26 Pri High Low 5 on
336	08/15/22 21:03:23 On Line: Exit Preempt 6
337	08/15/22 21:03:18 Preempt Input 6 off
338	08/15/22 21:03:17 Pri High Low 6 off
339	08/15/22 21:03:05 Preempt Input 6 on
340	08/15/22 21:03:05 Preempt 6 Active
341	08/15/22 21:03:04 Pri High Low 6 on
342	08/15/22 20:48:50 Preempt Input 5 off
343	08/15/22 20:48:50 On Line: Exit Preempt 5
344	08/15/22 20:48:49 Pri High Low 5 off
345	08/15/22 20:48:04 Preempt Input 5 on
346	08/15/22 20:48:04 Preempt 5 Active
347	08/15/22 20:48:03 Pri High Low 5 on
348	08/15/22 20:46:49 On Line: Exit Preempt 6
349	08/15/22 20:46:28 Preempt Input 6 off
350	08/15/22 20:46:27 Pri High Low 6 off
351	08/15/22 20:46:16 Preempt Input 6 on
352	08/15/22 20:46:16 Preempt 6 Active
353	08/15/22 20:46:16 Pri High Low 6 on
354	08/15/22 20:41:12 On Line: Exit Preempt 6
355	08/15/22 20:41:08 Preempt Input 6 off
356	08/15/22 20:41:07 Pri High Low 6 off
357	08/15/22 20:40:31 Preempt Input 6 on
358	08/15/22 20:40:31 Preempt 6 Active
359	08/15/22 20:40:31 Pri High Low 6 on
360	08/15/22 20:37:33 On Line: Exit Preempt 5
361	08/15/22 20:37:07 Preempt Input 5 off
362	08/15/22 20:37:06 Pri High Low 5 off
363	08/15/22 20:36:50 Preempt Input 5 on
364	08/15/22 20:36:50 Preempt 5 Active
365	08/15/22 20:36:49 Pri High Low 5 on
366	08/15/22 20:36:23 On Line: Exit Preempt 5
367	08/15/22 20:35:54 Preempt Input 5 off
368	08/15/22 20:35:53 Pri High Low 5 off
369	08/15/22 20:35:45 Preempt Input 5 on
370	08/15/22 20:35:45 Preempt 5 Active
371	08/15/22 20:35:44 Pri High Low 5 on
372	08/15/22 20:30:39 On Line: Exit Preempt 5
373	08/15/22 20:30:34 Preempt Input 5 off
374	08/15/22 20:30:32 Pri High Low 5 off
375	08/15/22 20:30:19 Preempt Input 5 on
376	08/15/22 20:30:19 Preempt 5 Active
377	08/15/22 20:30:19 Pri High Low 5 on
378	08/15/22 20:29:58 On Line: Exit Preempt 5
379	08/15/22 20:29:53 Preempt Input 5 off
380	08/15/22 20:29:52 Pri High Low 5 off
381	08/15/22 20:29:23 Preempt Input 5 on
382	08/15/22 20:29:23 Preempt 5 Active

383	08/15/22 20:29:22 Pri High Low 5 on
384	08/15/22 20:25:24 On Line: Exit Preempt 5
385	08/15/22 20:24:51 Preempt Input 5 off
386	08/15/22 20:24:50 Pri High Low 5 off
387	08/15/22 20:24:43 Preempt Input 5 on
388	08/15/22 20:24:43 Preempt 5 Active
389	08/15/22 20:24:42 Pri High Low 5 on
390	08/15/22 20:22:13 On Line: Exit Preempt 6
391	08/15/22 20:22:07 Preempt Input 6 off
392	08/15/22 20:22:06 Pri High Low 6 off
393	08/15/22 20:21:28 Preempt 6 Active
394	08/15/22 20:21:28 Preempt Input 5 off
395	08/15/22 20:21:28 On Line: Exit Preempt 5
396	08/15/22 20:21:27 Pri High Low 5 off
397	08/15/22 20:21:06 Preempt Input 6 on
398	08/15/22 20:21:06 Pri High Low 6 on
399	08/15/22 20:20:49 Preempt Input 5 on
400	08/15/22 20:20:49 Preempt 5 Active
401	08/15/22 20:20:48 Pri High Low 5 on
402	08/15/22 20:20:20 On Line: Exit Preempt 5
403	08/15/22 20:20:15 Preempt Input 5 off
404	08/15/22 20:20:14 Pri High Low 5 off
405	08/15/22 20:19:22 Preempt Input 5 on
406	08/15/22 20:19:22 Preempt 5 Active
407	08/15/22 20:19:21 Pri High Low 5 on
408	08/15/22 20:18:45 On Line: Exit Preempt 6
409	08/15/22 20:18:39 Preempt Input 6 off
410	08/15/22 20:18:38 Pri High Low 6 off
411	08/15/22 20:16:52 Preempt Input 5 off
412	08/15/22 20:16:51 Pri High Low 5 off
413	08/15/22 20:16:11 Preempt Input 5 on
414	08/15/22 20:16:11 Pri High Low 5 on
415	08/15/22 20:15:28 Preempt 6 Active
416	08/15/22 20:15:28 Preempt Input 5 off
417	08/15/22 20:15:28 On Line: Exit Preempt 5
418	08/15/22 20:15:27 Pri High Low 5 off
419	08/15/22 20:15:26 Preempt Input 6 on
420	08/15/22 20:15:25 Pri High Low 6 on
421	08/15/22 20:15:09 Preempt Input 4 off
422	08/15/22 20:15:08 Pri High Low 4 off
423	08/15/22 20:15:03 Preempt Input 4 on
424	08/15/22 20:15:02 Pri High Low 4 on
425	08/15/22 20:14:07 Preempt 5 Active
426	08/15/22 20:14:07 Preempt Input 6 off
427	08/15/22 20:14:07 On Line: Exit Preempt 6
428	08/15/22 20:14:06 Pri High Low 6 off
429	08/15/22 20:13:14 Preempt Input 5 on
430	08/15/22 20:13:14 Pri High Low 5 on
431	08/15/22 20:13:02 Preempt 6 Active
432	08/15/22 20:13:02 Preempt Input 3 off
433	08/15/22 20:13:02 On Line: Exit Preempt 3
434	08/15/22 20:13:00 Pri High Low 3 off
435	08/15/22 20:12:54 Preempt Input 6 on
436	08/15/22 20:12:53 Pri High Low 6 on
437	08/15/22 20:12:42 Preempt 3 Active
438	08/15/22 20:12:42 Preempt Input 3 on
439	08/15/22 20:12:42 On Line: Exit Preempt 3
440	08/15/22 20:12:42 Pri High Low 3 on
441	08/15/22 20:12:32 Preempt Input 3 off
442	08/15/22 20:12:31 Pri High Low 3 off
443	08/15/22 20:12:11 Preempt Input 3 on

444	08/15/22 20:12:11 Preempt 3 Active
445	08/15/22 20:12:10 Pri High Low 3 on
446	08/15/22 20:11:12 On Line: Exit Preempt 6
447	08/15/22 20:11:07 Preempt Input 6 off
448	08/15/22 20:11:05 Pri High Low 6 off
449	08/15/22 20:10:31 Preempt Input 6 on
450	08/15/22 20:10:31 Preempt 6 Active
451	08/15/22 20:10:30 Pri High Low 6 on
452	08/15/22 20:07:42 On Line: Exit Preempt 5
453	08/15/22 20:07:37 Preempt Input 5 off
454	08/15/22 20:07:36 Pri High Low 5 off
455	08/15/22 20:07:09 Preempt Input 5 on
456	08/15/22 20:07:09 Preempt 5 Active
457	08/15/22 20:07:08 Pri High Low 5 on
458	08/15/22 20:06:02 On Line: Exit Preempt 6
459	08/15/22 20:05:57 Preempt Input 6 off
460	08/15/22 20:05:55 Pri High Low 6 off
461	08/15/22 20:05:35 Preempt 6 Active
462	08/15/22 20:05:35 Preempt Input 5 off
463	08/15/22 20:05:35 On Line: Exit Preempt 5
464	08/15/22 20:05:34 Pri High Low 5 off
465	08/15/22 20:05:24 Preempt Input 6 on
466	08/15/22 20:05:24 Pri High Low 6 on
467	08/15/22 20:05:12 Preempt Input 5 on
468	08/15/22 20:05:12 Preempt 5 Active
469	08/15/22 20:05:11 Pri High Low 5 on
470	08/15/22 20:04:35 On Line: Exit Preempt 3
471	08/15/22 20:04:31 Preempt Input 3 off
472	08/15/22 20:04:30 Pri High Low 3 off
473	08/15/22 20:04:16 Preempt Input 3 on
474	08/15/22 20:04:16 Preempt 3 Active
475	08/15/22 20:04:15 Pri High Low 3 on
476	08/15/22 20:04:07 On Line: Exit Preempt 6
477	08/15/22 20:04:01 Preempt Input 6 off
478	08/15/22 20:04:00 Pri High Low 6 off
479	08/15/22 20:03:37 Preempt Input 6 on
480	08/15/22 20:03:37 Preempt 6 Active
481	08/15/22 20:03:36 Pri High Low 6 on
482	08/15/22 20:03:26 On Line: Exit Preempt 3
483	08/15/22 20:03:11 Preempt Input 3 off
484	08/15/22 20:03:10 Pri High Low 3 off
485	08/15/22 20:02:48 Preempt Input 3 on
486	08/15/22 20:02:48 Preempt 3 Active
487	08/15/22 20:02:48 Pri High Low 3 on
488	08/15/22 09:35:36 On Line: Exit Preempt 4
489	08/15/22 09:35:24 Preempt Input 4 off
490	08/15/22 09:35:23 Pri High Low 4 off
491	08/15/22 09:35:03 Preempt Input 4 on
492	08/15/22 09:35:03 Preempt 4 Active
493	08/15/22 09:35:02 Pri High Low 4 on
494	08/15/22 07:15:56 On Line: Exit Preempt 5
495	08/15/22 07:15:51 Preempt Input 5 off
496	08/15/22 07:15:49 Pri High Low 5 off
497	08/15/22 07:15:23 Preempt Input 5 on
498	08/15/22 07:15:23 Preempt 5 Active
499	08/15/22 07:15:23 Pri High Low 5 on
500	08/14/22 17:04:56 On Line: Exit Preempt 4

Table: **System Event Recorder**

Status	Archived Log Size (KB)
Disabled	

Table: **System Event Recorder Settings**

Archived Log Storage	Archive Size Limit (Days)	Delete Archived Log File
None	1	No Action

Table: **Sensor Data Event Recorder**

Archive Status	Archived Log Size (KB)
Disabled	

Table: **Sensor Data Event Recorder Settings**

Archived Log Storage	Archive Size Limit (Days)	Delete Archived Log File
None	1	No Action

Table: **Front Panel Options**

Cursor Blink	Backlight Timeout
Yes	60

Table: **Front Panel Shortcut Keys**

Function Key	Menu
2	1.1
3	1.6
4	3.5.1
5	2.2.1
6	2.2.2
7	2.6
8	3.4

Table: **Application Update**

Application Update Status	Installed Application	Target Application	Application Update Control
No Action	maxtime - 2.3.0		No Action

Table: **Controller Diagnostics**

Controller Mode	Log Enabled	TSS Log Enabled
Running	Enabled	Enabled

Table: **Phase Information**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Interval	Req Service	Req Service	Red Dwell	Yellow Change	Req Service	Req Service	Req Service	Yellow Change	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell
Wait Time	42	36			24	36	12													
Car Count	1			4	1	15	2	3												
Conflict Car Count	21	4	9	17	27	3	32	19												
External Source	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Veh Recall	None	Min Green	None		None	Min Green	None		None	None	None	None	None	None	None	None	None	None	None	None
Timing Source	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Timing Index	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Call	Call	Call		Call	Call	Call	Call	Call												

Table: **Phase Information Continued**

Phase	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Interval	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell	Red Dwell
Wait Time																				
Car Count																				
Conflict Car Count																				
External Source	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Veh Recall	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Timing Source	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Timing Index	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Call																				

Table: **MaxViewNewComponent_2Grid_3**

Phase	1	2	4	5	6	7	8
Veh Det	✓			✓		✓	
Det Call Min Green 2							
Yellow Lock Det							
Red Lock Det							
Extend Det	✓			✓		✓	
Queue Det							
Term Det							
Switch Det							
Derived Det							
Soft Call							
No Serve Call							
Control Call							
Conflicting Call			✓				✓
Sequence Switch Call							
Interval Advance							
Stop Time							
External Start							
External Min Recall							
Max 1							
Max 2							
Max 3							
Max Inhibit							
Omit Red Clear							
Red Rest							
MCE							

Table: **Ped Information**

Ped	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Action Source	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Timing Source	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Timing Index	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Ped Recall	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Table: **Ped Information Continued**

Ped	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Action Source	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
Timing Source	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Timing Index	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Ped Recall	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Table: **MaxViewPedDiagnosticGrid**

Ped	1	2	4	5	6	7	8
Ped Det Call							
Ped Det Walk 2							
Control Call							
Conflicting Call			✓				✓
Sequence Switch Call							
Interval Advance							
Stop Time							
External Walk Rest		✓	✓		✓		✓
Ped Recycle							
MCE							
Ped Clear 2							

Table: **Overlap Diagnostic**

Overlap	j2735 Movement State
1	Unavailable
2	Unavailable
3	Unavailable
4	Unavailable
5	Unavailable
6	Unavailable
7	Unavailable
8	Unavailable
9	Unavailable
10	Unavailable
11	Unavailable
12	Unavailable
13	Unavailable
14	Unavailable
15	Unavailable
16	Unavailable
17	Unavailable
18	Unavailable
19	Unavailable
20	Unavailable
21	Unavailable
22	Unavailable
23	Unavailable
24	Unavailable
25	Unavailable
26	Unavailable
27	Unavailable
28	Unavailable
29	Unavailable
30	Unavailable
31	Unavailable
32	Unavailable

Appendix D

LOS Analysis Worksheets

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	806	854	10	14	90
Future Vol, veh/h	46	806	854	10	14	90
Conflicting Peds, #/hr	77	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	87	87	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	1075	982	11	20	129

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1070	0	-	0	1725	574
Stage 1	-	-	-	-	1065	-
Stage 2	-	-	-	-	660	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	647	-	-	-	80	462
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	600	-	-	-	62	428
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	441	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	22.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	600	-	-	-	354
HCM Lane V/C Ratio	0.102	-	-	-	0.42
HCM Control Delay (s)	11.7	-	-	-	22.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	2

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	777	27	35	927	29	64
Future Vol, veh/h	777	27	35	927	29	64
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	91	91	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1094	38	38	1019	51	112

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1135	0	1702	570
Stage 1	-	-	-	-	1116	-
Stage 2	-	-	-	-	586	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	611	-	83	465
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	609	-	78	463
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	487	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	27.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	-	-	609	-
HCM Lane V/C Ratio	0.508	-	-	0.063	-
HCM Control Delay (s)	27.3	-	-	11.3	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.7	-	-	0.2	-

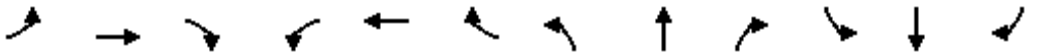
Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	824	3	39	863	3	57
Future Vol, veh/h	824	3	39	863	3	57
Conflicting Peds, #/hr	0	15	15	0	6	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	55	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	90	90	34	34
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1099	4	43	959	9	168

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1118	0	1688	567
Stage 1	-	-	-	-	1116	-
Stage 2	-	-	-	-	572	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	620	-	85	467
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	528	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	611	-	77	460
Mov Cap-2 Maneuver	-	-	-	-	191	-
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	430	-	-	611	-
HCM Lane V/C Ratio	0.41	-	-	0.071	-
HCM Control Delay (s)	19.1	-	-	11.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	593	162	221	535	122	174	373	204	218	617	208
Future Volume (veh/h)	162	593	162	221	535	122	174	373	204	218	617	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	732	200	246	594	136	210	449	246	234	663	224
Peak Hour Factor	0.81	0.81	0.81	0.90	0.90	0.90	0.83	0.83	0.83	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	986	636	277	1078	700	238	884	634	266	939	604
Arrive On Green	0.13	0.28	0.28	0.16	0.30	0.30	0.13	0.25	0.25	0.15	0.26	0.26
Sat Flow, veh/h	1781	3554	1529	1781	3554	1527	1781	3554	1558	1781	3554	1508
Grp Volume(v), veh/h	200	732	200	246	594	136	210	449	246	234	663	224
Grp Sat Flow(s),veh/h/ln	1781	1777	1529	1781	1777	1527	1781	1777	1558	1781	1777	1508
Q Serve(g_s), s	13.5	23.0	10.9	16.6	17.1	6.6	14.2	13.3	13.7	15.8	20.7	13.0
Cycle Q Clear(g_c), s	13.5	23.0	10.9	16.6	17.1	6.6	14.2	13.3	13.7	15.8	20.7	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	986	636	277	1078	700	238	884	634	266	939	604
V/C Ratio(X)	0.86	0.74	0.31	0.89	0.55	0.19	0.88	0.51	0.39	0.88	0.71	0.37
Avail Cap(c_a), veh/h	436	986	636	436	1078	700	291	1073	718	436	1073	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	40.3	24.4	50.7	35.7	20.2	52.1	39.6	25.8	51.1	40.8	26.4
Incr Delay (d2), s/veh	9.3	5.0	1.3	12.8	2.0	0.6	22.4	0.5	0.4	11.3	1.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	10.5	4.1	8.2	7.6	2.4	7.8	5.8	5.0	7.8	9.2	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	45.3	25.7	63.5	37.7	20.8	74.6	40.0	26.2	62.4	42.6	26.8
LnGrp LOS	E	D	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1132			976			905			1121	
Approach Delay, s/veh		44.7			41.8			44.3			43.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	37.5	21.0	42.6	23.4	35.6	24.2	39.4
Change Period (Y+Rc), s	5.1	5.1	5.1	5.4	5.1	5.1	5.1	5.4
Max Green Setting (Gmax), s	20.0	37.0	30.0	34.0	30.0	37.0	30.0	34.0
Max Q Clear Time (g_c+I1), s	16.2	22.7	15.5	19.1	17.8	15.7	18.6	25.0
Green Ext Time (p_c), s	0.2	4.5	0.4	3.7	0.5	3.7	0.5	3.6

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	752	0	0	987	22	178
Future Vol, veh/h	752	0	0	987	22	178
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	90	90	45	45
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1090	0	0	1097	49	396

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1639	545
Stage 1	-	-	-	-	1090	-
Stage 2	-	-	-	-	549	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	0	-	91	482
Stage 1	-	0	0	-	284	-
Stage 2	-	0	0	-	542	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	91	482
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	37.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	206	482	-	-
HCM Lane V/C Ratio	0.237	0.821	-	-
HCM Control Delay (s)	27.8	38.3	-	-
HCM Lane LOS	D	E	-	-
HCM 95th %tile Q(veh)	0.9	7.9	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	953	0	0	1026	0	9
Future Vol, veh/h	953	0	0	1026	0	9
Conflicting Peds, #/hr	0	82	82	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	87	87	32	32
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1254	0	0	1179	0	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1844	627
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	590	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	0	-	66	426
Stage 1	-	0	0	-	232	-
Stage 2	-	0	0	-	517	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	66	426
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	426	-	-
HCM Lane V/C Ratio	0.066	-	-
HCM Control Delay (s)	14	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	1055	648	12	9	27
Future Vol, veh/h	54	1055	648	12	9	27
Conflicting Peds, #/hr	11	0	0	11	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	93	94	50	56	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	1134	689	24	16	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	724	0	-	0	1407	368
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	695	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	874	-	-	-	130	629
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	456	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	865	-	-	-	118	622
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	451	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	865	-	-	-	416
HCM Lane V/C Ratio	0.074	-	-	-	0.116
HCM Control Delay (s)	9.5	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1080	24	20	667	18	36
Future Vol, veh/h	1080	24	20	667	18	36
Conflicting Peds, #/hr	0	6	6	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	75	83	89	75	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1174	32	24	749	24	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1212	0	1619	610
Stage 1	-	-	-	-	1196	-
Stage 2	-	-	-	-	423	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	571	-	94	437
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	568	-	89	434
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	603	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	568	-
HCM Lane V/C Ratio	0.255	-	-	0.042	-
HCM Control Delay (s)	20.3	-	-	11.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.1	-

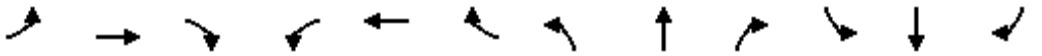
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1079	0	18	642	2	23
Future Vol, veh/h	1079	0	18	642	2	23
Conflicting Peds, #/hr	0	10	10	0	6	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	55	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	75	75	90	50	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1148	0	24	713	4	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1158	0	1569	584
Stage 1	-	-	-	-	1158	-
Stage 2	-	-	-	-	411	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	599	-	101	455
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	593	-	95	451
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	390	-	-	593	-
HCM Lane V/C Ratio	0.082	-	-	0.04	-
HCM Control Delay (s)	15.1	-	-	11.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	721	185	185	404	190	190	447	243	191	391	103
Future Volume (veh/h)	208	721	185	185	404	190	190	447	243	191	391	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	759	195	195	425	200	211	497	270	212	434	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	1154	723	227	1106	708	243	779	540	248	788	564
Arrive On Green	0.14	0.32	0.32	0.13	0.31	0.31	0.14	0.22	0.22	0.14	0.22	0.22
Sat Flow, veh/h	1781	3554	1560	1781	3554	1567	1781	3554	1539	1781	3554	1535
Grp Volume(v), veh/h	219	759	195	195	425	200	211	497	270	212	434	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1560	1781	1777	1567	1781	1777	1539	1781	1777	1535
Q Serve(g_s), s	13.2	20.0	8.4	11.7	10.2	8.8	12.7	13.9	15.2	12.7	11.8	5.6
Cycle Q Clear(g_c), s	13.2	20.0	8.4	11.7	10.2	8.8	12.7	13.9	15.2	12.7	11.8	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	251	1154	723	227	1106	708	243	779	540	248	788	564
V/C Ratio(X)	0.87	0.66	0.27	0.86	0.38	0.28	0.87	0.64	0.50	0.86	0.55	0.20
Avail Cap(c_a), veh/h	326	1154	723	326	1106	708	326	1204	724	489	1204	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	31.7	18.1	46.7	29.4	18.9	46.2	38.7	28.2	46.0	37.7	24.0
Incr Delay (d2), s/veh	18.1	2.9	0.9	14.4	1.0	1.0	16.9	0.9	0.7	8.3	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	8.7	3.1	6.0	4.4	3.3	6.7	6.0	5.5	6.1	5.1	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	34.6	19.0	61.1	30.4	19.9	63.1	39.6	29.0	54.3	38.3	24.1
LnGrp LOS	E	C	B	E	C	B	E	D	C	D	D	C
Approach Vol, veh/h		1173			820			978			760	
Approach Delay, s/veh		37.5			35.2			41.7			40.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	29.3	20.5	39.4	20.3	29.1	19.0	40.9
Change Period (Y+Rc), s	5.1	5.1	5.1	5.4	5.1	5.1	5.1	5.4
Max Green Setting (Gmax), s	20.0	37.0	20.0	34.0	30.0	37.0	20.0	34.0
Max Q Clear Time (g_c+I1), s	14.7	13.8	15.2	12.2	14.7	17.2	13.7	22.0
Green Ext Time (p_c), s	0.3	3.2	0.3	3.3	0.5	4.1	0.3	4.4

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1093	0	0	689	3	47
Future Vol, veh/h	1093	0	0	689	3	47
Conflicting Peds, #/hr	0	13	13	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	94	94	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1317	0	0	733	5	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1684	659
Stage 1	-	-	-	-	1317	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	0	-	85	406
Stage 1	-	0	0	-	215	-
Stage 2	-	0	0	-	671	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	85	406
Mov Cap-2 Maneuver	-	-	-	-	175	-
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	671	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	175	406	-	-
HCM Lane V/C Ratio	0.03	0.203	-	-
HCM Control Delay (s)	26.2	16.1	-	-
HCM Lane LOS	D	C	-	-
HCM 95th %tile Q(veh)	0.1	0.8	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1161	0	0	706	1	10
Future Vol, veh/h	1161	0	0	706	1	10
Conflicting Peds, #/hr	0	15	15	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	84	84	34	34
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1290	0	0	840	3	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1710	645
Stage 1	-	-	-	-	1290	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	0	-	82	415
Stage 1	-	0	0	-	222	-
Stage 2	-	0	0	-	631	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	82	415
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	370	-	-
HCM Lane V/C Ratio	0.087	-	-
HCM Control Delay (s)	15.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	681	559	6	6	37
Future Vol, veh/h	42	681	559	6	6	37
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	88	94	75	75	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	774	595	8	8	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	606	0	-	0	1093	305
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	968	-	-	-	209	691
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	965	-	-	-	196	689
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	579	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	965	-	-	-	595
HCM Lane V/C Ratio	0.054	-	-	-	0.094
HCM Control Delay (s)	8.9	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	678	25	17	575	25	29
Future Vol, veh/h	678	25	17	575	25	29
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	69	61	88	69	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	779	36	28	653	36	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	819	0	1184	412
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	805	-	182	589
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	802	-	175	587
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	636	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	-	-	802	-
HCM Lane V/C Ratio	0.19	-	-	0.035	-
HCM Control Delay (s)	16	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	659	16	30	551	0	48
Future Vol, veh/h	659	16	30	551	0	48
Conflicting Peds, #/hr	0	46	0	0	46	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	55	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	57	62	91	43	43
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	383	28	48	605	0	112

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	457	0	888	256
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1100	-	283	743
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1052	-	247	708
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	559	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	708	-	-	1052	-
HCM Lane V/C Ratio	0.158	-	-	0.046	-
HCM Control Delay (s)	11	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	466	170	161	360	133	161	322	150	112	265	108
Future Volume (veh/h)	134	466	170	161	360	133	161	322	150	112	265	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.97	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	597	218	175	391	145	187	374	174	118	279	114
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.86	0.86	0.86	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	1143	686	210	1153	636	220	997	620	149	855	534
Arrive On Green	0.12	0.32	0.32	0.12	0.32	0.32	0.12	0.28	0.28	0.08	0.24	0.24
Sat Flow, veh/h	1781	3554	1524	1781	3554	1549	1781	3554	1540	1781	3554	1460
Grp Volume(v), veh/h	172	597	218	175	391	145	187	374	174	118	279	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1524	1781	1777	1549	1781	1777	1540	1781	1777	1460
Q Serve(g_s), s	10.0	14.5	9.8	10.2	8.8	6.5	10.9	8.9	8.1	6.9	6.8	5.8
Cycle Q Clear(g_c), s	10.0	14.5	9.8	10.2	8.8	6.5	10.9	8.9	8.1	6.9	6.8	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1143	686	210	1153	636	220	997	620	149	855	534
V/C Ratio(X)	0.84	0.52	0.32	0.83	0.34	0.23	0.85	0.38	0.28	0.79	0.33	0.21
Avail Cap(c_a), veh/h	337	1143	686	506	1153	636	337	1244	726	506	1244	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	29.2	19.0	45.6	27.1	20.4	45.3	30.6	21.5	47.5	33.1	23.8
Incr Delay (d2), s/veh	9.4	1.7	1.2	8.2	0.8	0.8	11.8	0.2	0.2	9.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	6.2	3.5	4.9	3.8	2.4	5.4	3.8	2.8	3.4	2.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	30.9	20.2	53.8	27.9	21.2	57.1	30.8	21.8	56.5	33.3	24.0
LnGrp LOS	E	C	C	D	C	C	E	C	C	E	C	C
Approach Vol, veh/h		987			711			735			511	
Approach Delay, s/veh		32.8			32.9			35.4			36.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	30.5	17.3	39.7	14.0	34.8	17.6	39.4
Change Period (Y+Rc), s	5.1	5.1	5.1	5.4	5.1	5.1	5.1	5.4
Max Green Setting (Gmax), s	20.0	37.0	20.0	34.0	30.0	37.0	30.0	34.0
Max Q Clear Time (g_c+I1), s	12.9	8.8	12.0	10.8	8.9	10.9	12.2	16.5
Green Ext Time (p_c), s	0.3	2.2	0.3	2.9	0.3	3.1	0.4	4.3

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	676	0	0	602	8	75
Future Vol, veh/h	676	0	0	602	8	75
Conflicting Peds, #/hr	0	27	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	35	92	93	35	35
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	768	0	0	647	23	214

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1092	384
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	0	-	209	614
Stage 1	-	0	0	-	418	-
Stage 2	-	0	0	-	705	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	209	614
Mov Cap-2 Maneuver	-	-	-	-	325	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	325	614	-	-
HCM Lane V/C Ratio	0.07	0.349	-	-
HCM Control Delay (s)	16.9	14	-	-
HCM Lane LOS	C	B	-	-
HCM 95th %tile Q(veh)	0.2	1.6	-	-

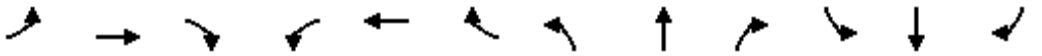
Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	762	0	0	639	3	45
Future Vol, veh/h	762	0	0	639	3	45
Conflicting Peds, #/hr	0	222	222	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	25	41	92	75	49
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1016	0	0	695	4	92

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1364	508
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	0	-	139	510
Stage 1	-	0	0	-	310	-
Stage 2	-	0	0	-	686	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	139	510
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	488	-	-
HCM Lane V/C Ratio	0.196	-	-
HCM Control Delay (s)	14.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	611	167	228	551	126	179	384	210	225	636	214
Future Volume (veh/h)	167	611	167	228	551	126	179	384	210	225	636	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	206	754	206	253	612	140	216	463	253	242	684	230
Peak Hour Factor	0.81	0.81	0.81	0.90	0.90	0.90	0.83	0.83	0.83	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	971	634	284	1065	700	243	881	639	273	940	610
Arrive On Green	0.13	0.27	0.27	0.16	0.30	0.30	0.14	0.25	0.25	0.15	0.26	0.26
Sat Flow, veh/h	1781	3554	1528	1781	3554	1526	1781	3554	1558	1781	3554	1508
Grp Volume(v), veh/h	206	754	206	253	612	140	216	463	253	242	684	230
Grp Sat Flow(s),veh/h/ln	1781	1777	1528	1781	1777	1526	1781	1777	1558	1781	1777	1508
Q Serve(g_s), s	14.1	24.4	11.5	17.3	18.1	6.9	14.8	14.0	14.3	16.6	21.8	13.5
Cycle Q Clear(g_c), s	14.1	24.4	11.5	17.3	18.1	6.9	14.8	14.0	14.3	16.6	21.8	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	971	634	284	1065	700	243	881	639	273	940	610
V/C Ratio(X)	0.87	0.78	0.33	0.89	0.57	0.20	0.89	0.53	0.40	0.89	0.73	0.38
Avail Cap(c_a), veh/h	429	971	634	429	1065	700	286	1056	716	429	1056	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	41.7	25.1	51.3	36.9	20.5	52.8	40.5	26.1	51.6	41.7	26.7
Incr Delay (d2), s/veh	9.4	6.1	1.4	14.3	2.3	0.6	24.3	0.5	0.4	12.9	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	11.2	4.3	8.7	8.0	2.5	8.2	6.2	5.2	8.3	9.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	47.8	26.4	65.6	39.1	21.2	77.1	41.0	26.5	64.6	43.9	27.0
LnGrp LOS	E	D	C	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		1166			1005			932			1156	
Approach Delay, s/veh		46.6			43.3			45.4			44.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	38.0	21.6	42.7	24.2	35.9	24.9	39.4
Change Period (Y+Rc), s	5.1	5.1	5.1	5.4	5.1	5.1	5.1	5.4
Max Green Setting (Gmax), s	20.0	37.0	30.0	34.0	30.0	37.0	30.0	34.0
Max Q Clear Time (g_c+I1), s	16.8	23.8	16.1	20.1	18.6	16.3	19.3	26.4
Green Ext Time (p_c), s	0.2	4.5	0.5	3.7	0.5	3.8	0.5	3.3

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

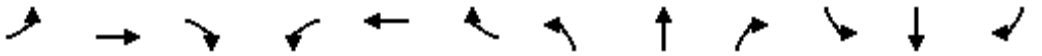
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	23	982	8	9	1048	0	9
Future Volume (veh/h)	23	982	8	9	1048	0	9
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			0.94	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h		1292	11	10	1205	0	28
Peak Hour Factor		0.76	0.76	0.87	0.87	0.32	0.32
Percent Heavy Veh, %		2	0	0	2	0	0
Cap, veh/h		2461	21	23	1464	0	51
Arrive On Green		0.68	0.68	0.01	0.78	0.00	0.03
Sat Flow, veh/h		3702	31	1810	1870	0	1563
Grp Volume(v), veh/h		636	667	10	1205	0	29
Grp Sat Flow(s),veh/h/ln		1777	1863	1810	1870	0	1619
Q Serve(g_s), s		9.3	9.3	0.3	20.7	0.0	0.9
Cycle Q Clear(g_c), s		9.3	9.3	0.3	20.7	0.0	0.9
Prop In Lane			0.02	1.00		0.00	0.97
Lane Grp Cap(c), veh/h		1212	1270	23	1464	0	53
V/C Ratio(X)		0.52	0.53	0.43	0.82	0.00	0.55
Avail Cap(c_a), veh/h		2723	2854	255	2866	0	857
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		4.1	4.1	25.7	3.5	0.0	25.0
Incr Delay (d2), s/veh		0.4	0.3	11.9	1.2	0.0	8.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.9	2.0	0.2	1.5	0.0	0.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh		4.5	4.5	37.6	4.7	0.0	33.4
LnGrp LOS		A	A	D	A	A	C
Approach Vol, veh/h		1303			1215	29	
Approach Delay, s/veh		4.5			5.0	33.4	
Approach LOS		A			A	C	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	6.3	5.3	40.9			46.2
Change Period (Y+Rc), s	4.6	4.6	5.1			5.1
Max Green Setting (Gmax), s	27.8	7.4	80.5			80.5
Max Q Clear Time (g_c+I1), s	2.9	2.3	11.3			22.7
Green Ext Time (p_c), s	0.1	0.0	13.2			18.4

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	743	191	191	416	196	196	461	250	197	403	106
Future Volume (veh/h)	214	743	191	191	416	196	196	461	250	197	403	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	782	201	201	438	206	218	512	278	219	448	118
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1129	717	232	1082	703	249	787	548	254	796	572
Arrive On Green	0.14	0.32	0.32	0.13	0.30	0.30	0.14	0.22	0.22	0.14	0.22	0.22
Sat Flow, veh/h	1781	3554	1560	1781	3554	1566	1781	3554	1539	1781	3554	1535
Grp Volume(v), veh/h	225	782	201	201	438	206	218	512	278	219	448	118
Grp Sat Flow(s),veh/h/ln	1781	1777	1560	1781	1777	1566	1781	1777	1539	1781	1777	1535
Q Serve(g_s), s	13.8	21.5	9.0	12.4	10.9	9.4	13.4	14.6	16.0	13.4	12.5	5.9
Cycle Q Clear(g_c), s	13.8	21.5	9.0	12.4	10.9	9.4	13.4	14.6	16.0	13.4	12.5	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1129	717	232	1082	703	249	787	548	254	796	572
V/C Ratio(X)	0.88	0.69	0.28	0.86	0.40	0.29	0.87	0.65	0.51	0.86	0.56	0.21
Avail Cap(c_a), veh/h	319	1129	717	319	1082	703	319	1177	717	478	1177	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	33.3	18.9	47.6	30.8	19.7	47.1	39.6	28.6	46.8	38.5	24.2
Incr Delay (d2), s/veh	20.1	3.5	1.0	16.4	1.1	1.1	19.0	0.9	0.7	8.5	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	9.5	3.3	6.4	4.7	3.5	7.2	6.4	5.8	6.5	5.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	36.8	19.8	64.0	31.9	20.7	66.1	40.5	29.4	55.3	39.1	24.4
LnGrp LOS	E	D	B	E	C	C	E	D	C	E	D	C
Approach Vol, veh/h		1208			845			1008			785	
Approach Delay, s/veh		39.6			36.8			42.9			41.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	30.1	21.4	39.4	21.0	29.8	20.0	40.9
Change Period (Y+Rc), s	5.1	5.1	5.4	5.4	5.1	5.1	5.4	5.4
Max Green Setting (Gmax), s	20.0	37.0	20.0	34.0	30.0	37.0	20.0	34.0
Max Q Clear Time (g_c+I1), s	15.4	14.5	15.8	12.9	15.4	18.0	14.4	23.5
Green Ext Time (p_c), s	0.2	3.3	0.2	3.4	0.5	4.2	0.3	4.2

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

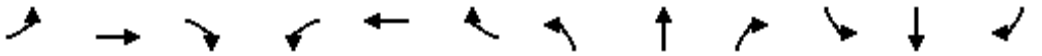
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	4	1195	0	1	726	1	10
Future Volume (veh/h)	4	1195	0	1	726	1	10
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h		1328	0	2	864	4	28
Peak Hour Factor		0.90	0.76	0.50	0.84	0.25	0.36
Percent Heavy Veh, %		2	0	0	2	0	0
Cap, veh/h		2141	0	5	1346	8	53
Arrive On Green		0.60	0.00	0.00	0.72	0.04	0.04
Sat Flow, veh/h		3741	0	1810	1870	199	1391
Grp Volume(v), veh/h		1328	0	2	864	33	0
Grp Sat Flow(s),veh/h/ln		1777	0	1810	1870	1640	0
Q Serve(g_s), s		9.5	0.0	0.0	9.6	0.8	0.0
Cycle Q Clear(g_c), s		9.5	0.0	0.0	9.6	0.8	0.0
Prop In Lane			0.00	1.00		0.12	0.85
Lane Grp Cap(c), veh/h		2141	0	5	1346	63	0
V/C Ratio(X)		0.62	0.00	0.40	0.64	0.52	0.00
Avail Cap(c_a), veh/h		3765	0	244	1982	1136	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		5.1	0.0	20.0	2.9	18.9	0.0
Incr Delay (d2), s/veh		0.3	0.0	45.1	0.5	6.6	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.7	0.0	0.1	0.6	0.4	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh		5.4	0.0	65.1	3.4	25.6	0.0
LnGrp LOS		A	A	E	A	C	A
Approach Vol, veh/h		1328			866	33	
Approach Delay, s/veh		5.4			3.6	25.6	
Approach LOS		A			A	C	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	6.1	4.7	29.3			34.0
Change Period (Y+Rc), s	4.6	4.6	5.1			5.1
Max Green Setting (Gmax), s	27.8	5.4	42.5			42.5
Max Q Clear Time (g_c+I1), s	2.8	2.0	11.5			11.6
Green Ext Time (p_c), s	0.1	0.0	12.6			7.8

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	480	175	166	371	137	166	332	155	115	273	111
Future Volume (veh/h)	138	480	175	166	371	137	166	332	155	115	273	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.97	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	615	224	180	403	149	193	386	180	121	287	117
Peak Hour Factor	0.78	0.78	0.78	0.92	0.92	0.92	0.86	0.86	0.86	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	1126	684	215	1136	631	226	1000	625	152	853	537
Arrive On Green	0.12	0.32	0.32	0.12	0.32	0.32	0.13	0.28	0.28	0.09	0.24	0.24
Sat Flow, veh/h	1781	3554	1524	1781	3554	1549	1781	3554	1540	1781	3554	1460
Grp Volume(v), veh/h	177	615	224	180	403	149	193	386	180	121	287	117
Grp Sat Flow(s),veh/h/ln	1781	1777	1524	1781	1777	1549	1781	1777	1540	1781	1777	1460
Q Serve(g_s), s	10.4	15.3	10.3	10.6	9.3	6.8	11.4	9.4	8.5	7.2	7.2	6.0
Cycle Q Clear(g_c), s	10.4	15.3	10.3	10.6	9.3	6.8	11.4	9.4	8.5	7.2	7.2	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	1126	684	215	1136	631	226	1000	625	152	853	537
V/C Ratio(X)	0.84	0.55	0.33	0.84	0.35	0.24	0.85	0.39	0.29	0.79	0.34	0.22
Avail Cap(c_a), veh/h	332	1126	684	493	1136	631	332	1225	722	498	1225	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	30.3	19.5	46.2	28.0	21.0	45.9	31.1	21.7	48.2	33.7	24.1
Incr Delay (d2), s/veh	10.8	1.9	1.3	8.3	0.9	0.9	13.3	0.2	0.3	9.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	6.6	3.7	5.1	4.0	2.5	5.8	4.0	3.0	3.5	3.1	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	32.2	20.8	54.5	28.9	21.9	59.2	31.3	22.0	57.2	34.0	24.3
LnGrp LOS	E	C	C	D	C	C	E	C	C	E	C	C
Approach Vol, veh/h		1016			732			759			525	
Approach Delay, s/veh		34.0			33.7			36.2			37.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	30.9	18.0	39.7	14.3	35.3	18.4	39.4
Change Period (Y+Rc), s	5.1	5.1	5.4	5.4	5.1	5.1	5.4	5.4
Max Green Setting (Gmax), s	20.0	37.0	20.0	34.0	30.0	37.0	29.7	34.0
Max Q Clear Time (g_c+I1), s	13.4	9.2	12.4	11.3	9.2	11.4	12.6	17.3
Green Ext Time (p_c), s	0.3	2.3	0.3	3.0	0.3	3.2	0.4	4.4

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	D

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	9	785	2	28	630	3	45
Future Volume (veh/h)	9	785	2	28	630	3	45
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			0.78	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1900	1900	1870	1900	1900
Adj Flow Rate, veh/h		1047	8	68	685	4	92
Peak Hour Factor		0.75	0.25	0.41	0.92	0.75	0.49
Percent Heavy Veh, %		2	0	0	2	0	0
Cap, veh/h		1821	14	119	1277	5	125
Arrive On Green		0.50	0.50	0.07	0.68	0.08	0.08
Sat Flow, veh/h		3699	28	1810	1870	67	1537
Grp Volume(v), veh/h		516	539	68	685	97	0
Grp Sat Flow(s),veh/h/ln		1777	1856	1810	1870	1620	0
Q Serve(g_s), s		8.3	8.3	1.5	7.5	2.4	0.0
Cycle Q Clear(g_c), s		8.3	8.3	1.5	7.5	2.4	0.0
Prop In Lane			0.01	1.00		0.04	0.95
Lane Grp Cap(c), veh/h		897	937	119	1277	132	0
V/C Ratio(X)		0.58	0.58	0.57	0.54	0.74	0.00
Avail Cap(c_a), veh/h		1319	1377	326	1388	1096	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		7.1	7.1	18.6	3.3	18.4	0.0
Incr Delay (d2), s/veh		0.6	0.6	4.3	0.4	7.7	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.2	2.2	0.7	0.9	1.1	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh		7.7	7.7	22.9	3.6	26.1	0.0
LnGrp LOS		A	A	C	A	C	A
Approach Vol, veh/h		1055			753	97	
Approach Delay, s/veh		7.7			5.4	26.1	
Approach LOS		A			A	C	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	7.9	7.3	25.9			33.2
Change Period (Y+Rc), s	4.6	4.6	5.1			5.1
Max Green Setting (Gmax), s	27.8	7.4	30.5			30.5
Max Q Clear Time (g_c+I1), s	4.4	3.5	10.3			9.5
Green Ext Time (p_c), s	0.3	0.0	7.1			4.9

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

PROJECT SUMMARY FOR SITES

Project: Bobier Drive Traffic Study - BLS

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Project Summary for selected Sites.

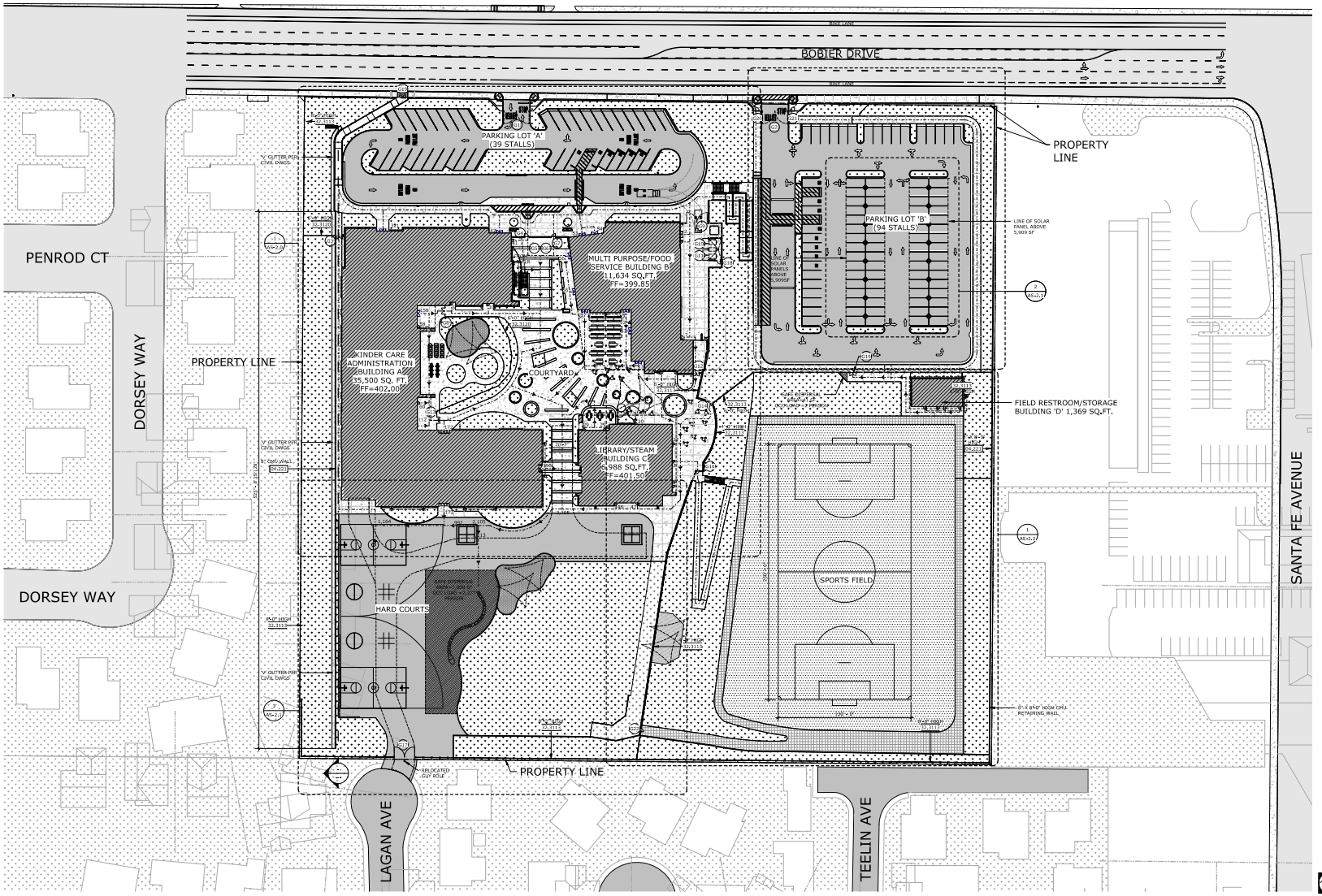
Site Performance - Hourly Values

	Site ID	Site Name	Dem Flow (Tot) veh/h	Deg of Satn	Prac Spare Cap %	Del (Wr Mv) sec	Del (Av StL) sec	LOS	Back Que veh	Back Que ft	Del (Tot) veh-h/h	Trav Time (Tot) veh-h/h
Site Category: Opening Year with Project												
AM	101	Bobier Drive & Knapp Drive	2349	0.890	-4.5	33.9	14.2	LOS B	28.1	720.3	9.23	25.9
	103	Bobier Drive & Dorsey Way	2482	1.017	-16.4	54.5	26.9	LOS D	67.1	1712.9	18.56	38.6
PM	101	Bobier Drive & Knapp Drive	1999	0.935	-9.1	17.1	9.9	LOS A	51.2	1309.6	5.51	19.2
	103	Bobier Drive & Dorsey Way	2015	0.936	-9.2	36.5	15.6	LOS C	32.6	834.9	8.72	25.4
School Release Period	101	Bobier Drive & Knapp Drive	1524	0.636	33.7	14.6	7.1	LOS A	7.0	179.7	3.03	13.7
	103	Bobier Drive & Dorsey Way	1600	0.637	33.4	22.7	8.0	LOS A	6.4	163.1	3.58	16.3

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Appendix E

Bobier Elementary School Proposed Site Plan



OVERALL SITE PLAN — SCALE: 1" = 40'-0" — 1

BUILDING NAME	BUILDING ANALYSIS						BUILDING AREA (S.F.)		BUILDING AREA MODIFICATION PER SECTION 506		MIXED USE/OCCUPANCY AREA CALCULATION SECTION 508	EXTERIOR WALL PROTECTION PER TABLE 601		OPENING PROTECTION TABLE 705.8	FIRE SPRINKLER	SPECIAL CONSIDERATIONS:
	OCC. TYPE	CONST. TYPE	ALLOW. STORY 2022 CBC TABLE 504.4	STORY (ACTUAL)	ALLOW. HT. 2022 CBC TABLE 504.3	BLDG. HT. (ACTUAL)	ALLOW. BLDG. AREA 2022 (TABLE 506.2)	BLDG. AREA (ACTUAL)	FRONTAGE INCREASE CBC 506.3			BEARING	NON-BEARING			
ADMINISTRATION & KINDERGARTEN BUILDING	B & E	V-N	3	2	70'-0"	40'-0"	46,000 SF (WITH SPRINGKLER)	35,500 SF	-	A = 0 + (ASF x I)	MAIN OCCUPANCY TOTAL BLDG. AREA =35,500 SF 35,5000 SF/46,000 SF = .77	-	-	-	YES	
MPR & KITCHEN BUILDING	A, E & S	V-B	2	1	60'-0"	30'-0"	28,500 SF (WITH SPRINGKLER)	11,634 SF	-	A = 0 + (ASF x I)	TOTAL BLDG. AREA=11,634 11,634 SF/28,500=.41	-	-	-	YES	-
LIBRARY	A-3 & E	V-B	2	1	60'-0"	21'-0"	28,500 SF (WITH SPRINGKLER)	6,988 SF	-	A = 0 + (ASF x I)	TOTAL BLDG. AREA=6,998 SF 6,988 SF/28,500=.25	-	-	-	YES	-
RESTROOM & STORAGE	S	V-B	1	1	60'-0"	25'-0"	9,500 SF	1,369 SF	-	A = 0 + (ASF x I)	TOTAL BLDG. AREA=1,369 SF 1,369 SF/9,500=.14	-	-	-	NO	-
SHADE STRUCTURE	A-3	V-B	N/A	N/A	-	-	-	-	-	-	ACCESSORY*	-	-	-	-	

CODE ANALYSIS — SCALE: 12" = 1'-0" — 2

KEYNOTE

04.221	CONCRETE UNIT MASONRY RETAINING WALL
32.3113	CHAINLINK FENCE
32.3120	STEEL FENCE

PARKING COUNT

PARKING DESIGNATION	NUMBER OF STD. PARKING SPACES	ACCESSIBLE REQUIRED (11B-208.2)		ACCESSIBLE PROVIDED		EV CHARGING REQ'D. (CGBS 5.106.5.3.1)	EV CHARGING **PROV.** WITH EVSE (CGBS 5.106.5.3.1)	TOTAL PARKING SPACES
		ADA	VAN	ADA	VAN	CAPABLE	W/ EVSE	
PARKING LOT 'A'	33	1	1	1	1	8	2	4	39
PARKING LOT 'B'	86	4	1	3	1	17	4	4	94
TOTAL	119			4	2			8	**133**

GATE SCHEDULE

GATE NO	TYPE	GATE SIZES WIDTH	HEIGHT	MATERIAL	FINISH	HDWR GROUP	DETAIL	PANIC	NOTES
G1	PAIR	20'-0"	8'-0"	TUBE STEEL	PAINTED		2/ASD-1.3		1, 4
G2	PAIR	26'-0"	8'-0"	TUBE STEEL	PAINTED		2/ASD-1.3		1, 4
G3	PAIR	6'-0"	8'-0"	STEEL	PAINTED		4/ASD-1.3	PH	2, 3, 5
G4	SINGLE	4'-0"	8'-0"	STEEL	PAINTED		12/ASD-1.3	PH	2, 3, 5
G5									
G6									
G7	SINGLE	4'-0"	8'-0"	STEEL	PAINTED		12/ASD-1.3	PH	2, 3, 5
G8	PAIR	6'-0"	8'-0"	STEEL	PAINTED		4/ASD-1.3	PH	2, 3, 5
G9	PAIR	20'-0"	8'-0"	STEEL	PAINTED		13/ASD-1.3	PH	
G10	PAIR	12'-0"	8'-0"	STEEL	PAINTED		13/ASD-1.3 (SIM)		
G11	PAIR	12'-0"	8'-0"	STEEL	PAINTED		13/ASD-1.3 (SIM)		
G12	PAIR	6'-0"	8'-0"	STEEL	PAINTED		13/ASD-1.3	PH	
G13	PAIR	6'-0"	8'-0"	STEEL	PAINTED		4/ASD-1.3	PH	2, 3, 5
G14	SINGLE	5'-0"	8'-0"	CHAINLINK	GALV		27/ASD-1.3	PH	2, 3, 5
G15	PAIR	6'-0"	8'-0"	CHAINLINK	GALV		22/ASD-1.3	PH	**2, 3, 5**
G16	SINGLE	5'-0"	8'-0"	CHAINLINK	GALV		27/ASD-1.3	PH	2, 3, 5
G17	PAIR	20'-0"	8'-0"	CHAINLINK	GALV		28/ASD-1.3		1, 4
G18	SINGLE	5'-0"	8'-0"	STEEL	PAINTED		15/ASD-1.3	PH	2, 3, 5
G19	PAIR	6'-0"	8'-0"	STEEL	PAINTED		4/ASD-1.3	PH	2, 3, 5
G20	SINGLE	4'-0"	8'-0"	STEEL	PAINTED		12/ASD-1.3	PH	2, 3, 5
G21	SINGLE	4'-0"	8'-0"	STEEL	PAINTED		12/ASD-1.3	PH	2, 3, 5
G22	SINGLE	5'-0"	8'-0"	CHAINLINK	GALV		27/ASD-1.3		2, 3, 5

NOTES:
1. PROVIDE KNOX BOX PER FIRE DEPARTMENT REQUIREMENTS.
2. NO PADLOCKS ON EXIT GATES IN THE PATH OF EGRESS.
3. GATES SHALL HAVE 30# MAX OPERATING PRESSURE.
4. SERVICE GATE ONLY. NO PEDESTRIAN ACCESS.
5. PEDESTRIAN GATE.

— **CERTIFICATION**
00-000000 — P- CERTIFICATION & CLOSE OF FILE

LEGEND

- AREA OF WORK
- ASSUMED PROPERTY LINE
- (N) P.O.T — DESIGN PROFESSIONAL IN GENERAL RESPONSIBLE CHARGE STATEMENT: THE P.O.T. IDENTIFIED IN THESE CONSTRUCTION DOCUMENTS IS COMPLIANT WITH THE CURRENT APPLICABLE CALIFORNIA BUILDING CODE ACCESSIBILITY PROVISIONS FOR PATH OF TRAVEL REQUIREMENTS FOR ALTERATIONS, ADDITIONS AND/OR STRUCTURAL REPAIRS, AS PART OF THE SCOPE OF THE PROJECT. IF P.O.T. ITEMS WITHIN THE SCOPE OF THE PROJECT REPRESENTED ARE COMPLIANT OR PORTIONS OF THE P.O.T. THAT WERE DETERMINED TO BE COMPLIANT, 1.) HAVE BEEN IDENTIFIED AND 2.) THE CORRECTIVE WORK NECESSARY TO BRING THEM INTO COMPLIANCE HAS BEEN INCLUDED WITHIN THE SCOPE OF THIS PROJECTS WORK THROUGH DETAILS, DRAWINGS, AND SPECIFICATIONS INCORPORATED INTO THESE CONSTRUCTION DOCUMENTS, ANY NONCOMPLIANT ELEMENTS, COMPONENTS, OR PORTIONS OF THE P.O.T. THAT WILL NOT BE CORRECTED BY THIS PROJECT BASED ON VALUATION THRESHOLD LIMITATIONS OR FINDING OF UNREASONABLE HARDSHIP ARE SO INDICATED IN THESE CONSTRUCTION DOCUMENTS. DURING CONSTRUCTION, IF P.O.T. ITEMS WITHIN THE SCOPE OF THE PROJECT REPRESENTED AS CODE COMPLIANT ARE FOUND TO BE NON CONFORMING BEYOND REASONABLE CONSTRUCTION TOLERANCES, THEY SHALL BE BROUGHT INTO COMPLIANCE WITH THE CBC AS A PART OF THIS PROJECT BY MEANS OF CONSTRUCTION CHANGE DOCUMENT.
- (E) BUILDINGS
- (N) BUILDING
- ASPHALT PAVING, SEE DETAIL SEE CIVIL DRAWINGS. — FOR ADDITIONAL INFORMATION,
- CONCRETE PAVING, SEE DETAILS SEE CIVIL DRAWINGS. — FOR ADDITIONAL INFORMATION, 8/AS-1.4 6/AS-1.3
- STABILIZED DECOMPOSED GRANITE (DG)
- RUBBERIZED PLAYING SURFACE
- LANDSCAPE PER LANDSCAPE DRAWINGS
- SAFE DISPERSAL AREA
- CHAINLINK FENCE
- METAL FENCE
- GATE NUMBER

PROJECT No. : 6/27/2023 9:33:54 AM

DRAWN BY: — CHECKED BY:

DSGN'R No.	DATE	DESCRIPTION	
DSGN'R No.	DATE	DESCRIPTION	
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REVISION No.	DATE	DESCRIPTION	
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BOBIER ELEMENTARY SCHOOL REPLACEMENT
BOBIER ELEMENTARY SCHOOL
220 W BOBIER DRIVE
VISTA CA 92083

OVERALL SITE PLAN — **AS-1.2**

BOBIER ELEMENTARY SCHOOL REPLACEMENT:

LICENSED ARCHITECT — No. C-21396 — REN. 10-31-25 — STATE OF CALIFORNIA
STAMPS
AGENCY APPROVAL

RUHNAU CLARKE ARCHITECTS
CONSULTANT BRANDING