

18.0 Horizon Year 2049 Conditions

The year 2049 was selected as the horizon year because it is 30 years past the mid-point (year 2019) of the best estimate of when the project may be constructed. At the conclusion of the CUP term (estimated at year 2049), the Project entitlements require the Applicant to decommission the site and restore it to farmland uses in accordance with a future reclamation Plan. Implementation of the future reclamation plan is anticipated to generate traffic on the roads in the vicinity of the Project from trucks that will remove solar panels and other infrastructure from the site and install during a 7 month period ending at the end of 2049, agriculture related infrastructure. The traffic would also include the workers who travel to and from the site to perform the work. Nevertheless, after careful consideration of various methodologies for evaluating such traffic impacts, it is not possible to accurately forecast the traffic impacts for the following reasons:

- 1) There have been no solar projects decommissioned in Imperial County yet to provide a reference point for traffic impacts,
- 2) The near-term construction work force is based on the concentration of populations per the 2010 Census. The source and location of a horizon year 2049 construction work force cannot be estimated in the same manner; therefore, it would require speculation to determine where the construction work force would originate and the amount of workers from the local area (i.e. Imperial Valley) vs. the regional area (i.e. Los Angeles, San Diego, or Arizona),
- 3) Other solar projects on the cumulative project list in the vicinity may or may not be performing their own decommissioning phase activities at the same time. Many of these other solar projects have a 10 year extension option and it is not possible to estimate how many would exercise the option. Accordingly, only a guess could be made as to when the other cumulative projects would initiate their own decommissioning phases and thus would add traffic to the horizon year background conditions, and
- 4) The horizon year traffic model for Imperial County does not have horizon year volumes for the study area roadways around the project site nor does the traffic model have data for decommissioning scenarios.

Therefore, after a thorough investigation for reliable data and having used our best efforts to find out and disclose all the information we reasonably can about traffic in the decommissioning phase, the only conclusion that can be drawn is that it is simply too speculative for evaluation.

19.0 Conclusions and Recommendations

The project is a solar photovoltaic energy-generating facility of approximately 250 megawatts of electricity on approximately 2,793 acres. The project is located approximately 8 miles west of the City of Calexico in the Mt. Signal area of Imperial Valley.

The project consists of a construction phase and operations phase. The construction phase will have the highest amount of workers and greatest amount of traffic while the operations phase will have approximately 15 fulltime personnel. Therefore, the higher and more conservative construction trip generation was used to determine potential project impacts. The worker and construction truck traffic was calculated at 664 ADT with 209 AM peak hour trips (203 inbound and 6 outbound) and 209 PM peak hour trips (6 inbound and 203 outbound).

The project may be phased over time; therefore, four possible phases were analyzed. This included the entire project being constructed early in 2013 (existing conditions scenario), the entire project being constructed on a typical schedule in 2016 (near-term scenario), the entire project being construct in 2019 (2014 + 5 year for a mid-point scenario of the CUP), and the entire project being delayed due to market forces until 2024 (long-term scenario).

Information on cumulative projects was obtained from the County of Imperial and confirmed with the County of Imperial EIR team to be current as of February 2014. Cumulative projects that are located in the immediate area around the project site (i.e. projects that are generally located south of I-8 and west of Clark Road) were included in this analysis.

Twelve scenarios were analyzed, that accounted for existing, project construction, cumulative projects, horizon year, and limited decommissioning conditions. Operational findings by scenario are summarized below:

- 1) Under existing year 2013 conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better.
- 2) Under existing year 2013 + project construction conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better with no significant direct project impacts.
- 3) Under existing year 2013 + project construction + cumulative conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better with no cumulatively considerable impacts.
- 4) Under near-term year 2016 conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better.
- 5) Under near-term year 2016 + project construction conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better with no significant direct project impacts.
- 6) Under near-term year 2016 + project construction + cumulative conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better with no cumulatively considerable impacts.

- 7) Under near-term year 2019 conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better.
- 8) Under near-term year 2019 + project construction conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better with no significant direct project impacts.
- 9) Under near-term year 2019 + project construction + cumulative conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better with no cumulatively considerable impacts.
- 10) Under long-term year 2024 conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better.
- 11) Under long-term year 2024 + project construction conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better with no significant direct project impacts.
- 12) Under long-term year 2024 + project construction + cumulative conditions, the study intersections, roadways, and freeway segments were calculated to operate at LOS C or better with no cumulatively considerable impacts.

The project may be phased with construction occurring in years 2013, 2016, 2019, or 2024. As noted above for the various scenarios, there are no calculated traffic impacts under existing 2013 conditions, near-term 2016 conditions, mid-term 2019 conditions, or long-term 2024 conditions. Since there are no significant impact from long-term conditions of the entire project in these scenarios where other cumulative projects are generating traffic, we conclude that if the project were to be constructed either one CUP or a group of CUPs at a time phased out over the 10 years permitted by the Project's Development Agreement, then such phased-CUP construction would also not have a significant direct project impact or cumulatively considerable impact on traffic.

The year 2049 was selected as the horizon year because it is 30 years past the mid-point (year 2019) of the best estimate of when the project may be constructed. At the conclusion of the CUP term (estimated at year 2049), the Project entitlements require the Applicant to decommission the site and restore it to farmland uses in accordance with a future reclamation Plan. Implementation of the future reclamation plan is anticipated to generate traffic on the roads in the vicinity of the Project from trucks that will remove solar panels and other infrastructure from the site and install during a 7 month period ending at the end of 2049, agriculture related infrastructure. The traffic would also include the workers who travel to and from the site to perform the work. Nevertheless, after careful consideration of various methodologies for evaluating such traffic impacts, it is not possible to accurately forecast the traffic impacts. Therefore, after a thorough investigation for reliable data and having used our best efforts to find out and disclose all the information we reasonably can about traffic in the decommissioning phase, the only conclusion that can be drawn is that it is simply too speculative for evaluation.

20.0 References

Caltrans. December 2002. *Guide for the Preparation of Traffic Impact Studies*.

County of Imperial Department of Public Works. Dated March 12, 2007, revised June 29, 2007 and approved by the Board of Supervisors of the County of Imperial on August 7, 2007. *Traffic Study and Report Policy*.

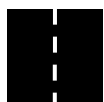
Institute of Transportation Engineers, 1999. *Traffic Engineering Handbook, Fifth Edition*.

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Transportation Research Board National Research Council Washington, D.C. 2000. *Highway Capacity Manual 2000*. CD ROM.



Appendix A

Excerpts from Imperial County's Traffic Study and Report Policy

COUNTY OF IMPERIAL

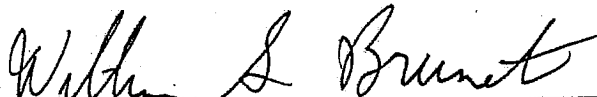
DEPARTMENT OF PUBLIC WORKS

TRAFFIC STUDY AND REPORT POLICY

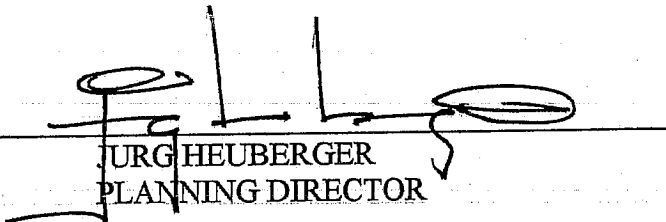
Date: March, 12, 2007

Revised June 29, 2007

APPROVALS:



WILLIAM S. BRUNET, P. E.
DIRECTOR OF PUBLIC WORKS
ROAD COMMISSIONER



JURG HEUBERGER
PLANNING DIRECTOR

necessary to develop a traffic report that determines whether the traffic study general criteria have been met.

In the case of significant development, it may be necessary to hold one or more scope of work meetings which would be attended by a ICPDS staff, the County Traffic Engineer or other County Advisory Staff, the individual who will be responsible for preparing the traffic study report and the Traffic and/or Civil Engineer responsible for the report and its recommendations. The individual preparing the traffic study should be familiar with the project site and the local conditions which may affect any final conclusions and recommendations.

Listed below are the basic criteria that will be used to make the determination for providing a complete traffic study as a part of the project review process. The criteria are not a complete or exhaustive list, but they are intended to define when such a report is to be prepared and to indicate the necessary components of the study report to be submitted.

1. General Criteria

- a. Any project that adds more than 8% of the total existing vehicle trips on the adjacent road system at full build-out of the project.
- b. Any project that generates more than 400 daily residential trip ends, 800 commercial or industrial trip ends or 200 peak hour trip ends, as determined by the average trip rates contained in the ITE Trip Generation Informational Report or the **Imperial County local exceptions in Section 2.**
- c. Any project that has the potential to degrade an existing road section, an existing signalized intersection, or an existing unsignalized intersection to below the existing level of service or to cause it to be lower than a level of service (LOS)

unit, unless it is for urban infill development, within one half mile of major retail and commercial development.

- b. Existing traffic on the adjacent road system and projected traffic on the adjacent road system, projected for a minimum of five (5) years, to project build-out, or both, depending on the project and the area; larger projects or high traffic generation may require future year build-out, currently Year 2030. Future CMP TIA reports would require additional traffic projection information.
- c. Traffic projections on the adjacent road system for both the project and "normal background growth" (demonstrated growth, as detailed in the general plan, or as agreed upon with County staff). Normally, traffic will be projected to Year 2030 or later for an updated future year condition.
- d. Traffic projections shall include the additional impact of undeveloped land or new development within an area surrounding the proposed development site (project) as agreed to by the County Director of Public Works, the County Planning Director and advisory staff.
- e. Projected impacts on intersections adjacent to or within the defined impact area of the project, using intersection capacity analysis - Highway Capacity Manual Operations Delay Method. Right turn-on-red volumes and changes in signal timing can be incorporated in a signalized intersection analysis, but any signal timing changes must be specifically identified in the study recommendations with additional cautions or impact conclusions identified if the timing changes are not

- m. Traffic counts, calculations, other basic information, and supporting data shall be included in an Appendix to the report or provided as a separate Technical Appendix. All actual traffic count data will be provided to the County in a useful summary form, digital and paper format, as specified by the County.

3. Analysis Methodology

The build-up method of traffic analysis will be followed, showing:

- a. Existing traffic;
- b. Existing traffic and normal background growth (rate and time to be agreed to by County staff);
- c. Existing traffic and normal background growth (see C. 3. b. above) and project build-out traffic;
- d. Existing traffic and normal background growth (see C. 3. b. above) and new development traffic (see C. 3. b. above);
- e. Existing traffic and 5 year normal background growth (see b. above) and new development (see b. above) and project build out, if longer than 5 years to build out of project.

If the study period to build-out is longer than 5 years, the future projection time period appropriate for a new development will be determined by the County staff. Significant projects may require a future projection time period of 20 years or General Plan build out. The future year is currently year 2030 as of the date of adopting this Policy. State Highway traffic projections will usually be carried to the year 2030 or to Caltrans current policy and procedures.

Appendix B

Excerpts from Caltrans' Guide for the Preparation of Traffic Impact Studies



**GUIDE FOR THE PREPARATION
OF
TRAFFIC IMPACT STUDIES**

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

December 2002

D. Travel Forecasting (Transportation Modeling)

The local or regional traffic model should reflect the most current land use and planned improvements (i.e., where programming or funding is secured). When a general plan build-out model is not available, the closest forecast model year to build-out should be used. If a traffic model is not available, historical growth rates and current trends can be used to project future traffic volumes. The TIS should clearly describe any changes made in the model to accommodate the analysis of a proposed project.

V. TRAFFIC IMPACT ANALYSIS METHODOLOGIES

Typically, the traffic analysis methodologies for the facility types indicated below are used by Caltrans and will be accepted without prior consultation. When a State highway has saturated flows, the use of a micro-simulation model is encouraged for the analysis (please note however, the micro-simulation model must be calibrated and validated for reliable results). Other analysis methods may be accepted, however, consultation between the lead agency, Caltrans and those preparing the TIS is recommended to agree on the data necessary for the analysis.

- A. Freeway Segments – Highway Capacity Manual (HCM)*, operational analysis
- B. Weaving Areas – Caltrans Highway Design Manual (HDM)
- C. Ramps and Ramp Junctions – HCM*, operational analysis or Caltrans HDM, Caltrans Ramp Metering Guidelines (most recent edition)
- D. Multi-Lane Highways – HCM*, operational analysis
- E. Two-lane Highways – HCM*, operational analysis
- F. Signalized Intersections⁸ – HCM*, Highway Capacity Software**, operational analysis, TRAFFIXTM**, Synchro**, see footnote 8
- G. Unsignalized Intersections – HCM*, operational analysis, Caltrans Traffic Manual for signal warrants if a signal is being considered
- H. Transit – HCM*, operational analysis
- I. Pedestrians – HCM*
- J. Bicycles – HCM*
- K. Caltrans Criteria/Warrants – Caltrans Traffic Manual (stop signs, traffic signals, freeway lighting, conventional highway lighting, school crossings)
- L. Channelization – Caltrans guidelines for Reconstruction of Intersections, August 1985, Ichiro Fukutome

*The most current edition of the Highway Capacity Manual, Transportation Research Board, National Research Council, should be used.

****NOTE:** Caltrans does not officially advocate the use of any special software. However, consistency with the HCM is advocated in most but not all cases. The Caltrans local development review units utilize the software mentioned above. If different software or analytical techniques are used for the TIS then consultation between the lead agency, Caltrans and those preparing the TIS is recommended. Results that are significantly different than those produced with the analytical techniques above should be challenged.

⁸ The procedures in the Highway Capacity Manual "do not explicitly address operations of closely spaced signalized intersections. Under such conditions, several unique characteristics must be considered, including spill-back potential from the downstream intersection to the upstream intersection, effects of downstream queues on upstream saturation flow rate, and unusual platoon dispersion or compression between intersections. An example of such closely spaced operations is signalized ramp terminals at urban interchanges. Queue interactions between closely spaced intersections may seriously distort the procedures in" the HCM.

Appendix C

Excerpts from Imperial County's Circulation and Scenic Highways Element

CIRCULATION AND SCENIC HIGHWAYS ELEMENT

**Prepared by:
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**WILLIAM S. BRUNET, P.E.
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**Approved by:
Board of Supervisors
January 29, 2008**

**TABLE 5
IMPERIAL COUNTY STANDARD STREET CLASSIFICATION
AVERAGE DAILY VEHICLE TRIPS**

Road		Level of Service (LOS)				
Class	X-Section	A	B	C	D	E
Expressway	154/210	30,000	42,000	60,000	70,000	80,000
Prime Arterial	106/136	22,200	37,000	44,600	50,000	57,000
Minor Arterial	82/102	14,800	24,700	29,600	33,400	37,000
Major Collector (Collector)	64/84	13,700	22,800	27,400	30,800	34,200
Minor Collector (Local Collector)	40/70	1,900	4,100	7,100	10,900	16,200
Local County (Residential)	40/60	*	*	<1,500	*	*
Local County (Residential Cul-de-Sac or Loop Street)	40/60	*	*	<200	*	*
Major Industrial Collector – (Industrial)	76/96	5,000	10,000	14,000	17,000	20,000
Industrial Local	44/64	2,500	5,000	7,000	8,500	10,000
* Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.						

Table 5 was originally developed for the County of San Diego by the San Diego County Department of Public Works in 1985 and compares ADT to levels of service (LOS) for various roadway classifications. Proposed functional classifications were then inserted into this table and right-of-way widths adjusted to match County of Imperial standards.

Transition Areas

The Circulation and Scenic Highways Element is the graphical reference guide which shows the present and planned street system, along with the classification of those streets. It is important to note that where there is a change from one classification to another along a certain street, the transition will occur in mid-block areas to preclude non-continuing lanes and intersections. The design criteria (design, speed, curve radii, etc.) for the higher classification shall generally take precedence through the transition area.

Appendix D

Excerpts from Caltrans' Guide for the Preparation of Traffic Impact Studies



**GUIDE FOR THE PREPARATION
OF
TRAFFIC IMPACT STUDIES**

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

December 2002

Transition between LOS "C" and LOS "D" Criteria (Reference Highway Capacity Manual)

BASIC FREEWAY SEGMENTS @ 65 mi/hr

LOS	Maximum Density (pc/mi/ln)	Minimum Speed (mph)	Maximum v/c	Maximum Service Flow Rate (pc/hr/ln)
A	11	65.0	0.30	710
B	18	65.0	0.50	1170
C	26	64.6	0.71	1680
D	35	59.7	0.89	2090
E	45	52.2	1.00	2350

SIGNALIZED INTERSECTIONS and RAMP TERMINALS

LOS	Control Delay per Vehicle (sec/veh)
A	≤ 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

MULTI-LANE HIGHWAYS @ 55 mi/hr

LOS	Maximum Density (pc/mi/ln)	Minimum Speed (mph)	Maximum v/c	Maximum Service Flow Rate (pc/hr/ln)
A	11	55.0	0.29	600
B	18	55.0	0.47	990
C	26	54.9	0.68	1430
D	35	52.9	0.88	1850
E	41	51.2	1.00	2100

..... Dotted line represents the transition between LOS "C" and LOS "D"

Appendix E

Excerpts from Imperial County's Circulation and Scenic Highways Element

CIRCULATION AND SCENIC HIGHWAYS ELEMENT

**Prepared by:
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**JURG HEUBERGER, AICP
Planning & Development Services Director**

**Approved by:
Board of Supervisors
January 29, 2008**

The County Director of Public Works shall review these transition areas and provide guidance in achieving this policy.

c. New or enlarged Roads:

Local Roads

The County shall require all new developments to provide for local roads to serve the direct access needs of abutting property. These streets should be designed with a discontinuous pattern to discourage through traffic. They generally should not intersect with arterial street classifications. Typical design features include two travel lanes with parking on both sides of the street. Local roads include loop streets and cul-de-sacs.

Regional Roads (Roads beyond the actual development project)

The County shall require that all new developments participate in the improvement of regional roads that may be impacted by the proposed development. The extent to which a project impacts regional roads is generally determined by a traffic study. In some cases however the County may have predetermined improvement requirements for certain road segments or road intersections. The new developments will be required to either make certain regional improvements or in the alternative contribute a “fair share” towards the cost of such improvements.

d. Level of Service Standards

As the County continues to grow, transportation demand management and systems management will be necessary to preserve and increase available roadway “capacity”. Level of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway.

An important goal when planning the transportation system is to maintain acceptable levels of service along the federal and state highways and the local roadway network. To accomplish this, the California Department of Transportation (Caltrans), Imperial County and local agencies adopt minimum levels of service to determine future infrastructure needs.

Imperial County must provide and maintain a highway system with adequate capacity and acceptable levels of service to accommodate projected travel demands associated with the projected population growth within the Land Use Element. This can be accomplished by establishing minimum service levels for the designated street and conventional state highway system. Strategies that result in improvements to the transportation system, coupled with local job creation, will allow County residents to have access to a wide range of job opportunities within reasonable commute times.

The County's goal for an acceptable traffic service standard on an ADT basis and during AM and PM peak periods for all County-Maintained Roads shall be LOS C for all street segment links and intersections. These service values are defined by the 1985 or 2000 edition of the *Highway Capacity Manual* or any subsequent edition thereof. This policy shall acknowledge that the aforementioned level of service standards may not be obtainable on some existing facilities where abutting development precludes acquisition of additional right-of-way needed for changes in facility classification.

In order to achieve the level of service goals in the previous policy, the County shall develop and institute a long-range funding program in which new land development shall bear the major burden of the associated costs and improvement requirements.

e. Design Standards

The County shall adopt design standards for all streets in accordance with their functional classifications and recognized design guidelines. In developing these standards, the County shall consider the design standards of Caltrans and the American Association of State and Highway Transportation Officials (AASHTO). All streets within the County shall be designed in accordance with the adopted County of Imperial Design Standards. Typical cross sections and design criteria for the various street classifications are shown as an attachment to this document.

f. Private Streets

The County may permit construction of private streets within individual development projects (gated community). providing the following are addressed:

- They are designed geometrically and structurally to meet County standards.
- Only project occupants are served (gated community).
- Emergency vehicle access requirements are satisfied.
- The streets do not provide a direct through route between public streets.
- The Homeowners Associations and/or property owners provide an acceptable program for financing regular street maintenance.
- If the private street is permitted with a waiver of any of the above standards, any future requests to make the private street a public street shall require that all adjacent property owners provide and pay for all improvements and right of way required to bring the street to current public street or road standards. This includes road width, right of way widths and structural section. In no circumstance shall the County pay for any costs to upgrade a private street to public street standards if the above-mentioned requirements were waived at the request of the original developer or subdivider.

Appendix F

Traffic Impact Significance Criteria from Imperial area EIRs

4.6.2 Impact Significance Criteria

Significance Criteria

The significance criteria summarized in Table 4.6-2 by Linscott, Law and Greenspan Engineers is based upon the City of El Centro and the County of Imperial's goal for intersections and roadway segments to operate at LOS C or better. In general, a degradation in LOS from LOS C or better to LOS D or worse is considered a significant direct impact. A cumulative impact can occur if the intersection or segment LOS is already operating below City/County standards and the project increases the delay by more than 2 seconds or the v/c ratio by more than 0.02.

Table 4.6-2 Significance Criteria			
INTERSECTIONS			
Existing	Existing + Project	Existing + Project + Cumulative Projects	Impact Type
LOS ¹ C or better	LOS C or better	LOS C or better	None
LOS C or better	LOS D or worse	-	Direct
LOS D	LOS E or F	-	Direct
LOS E	LOS F	-	Direct
Any LOS	Project does not degrade LOS and adds > 2.0 seconds of delay	LOS E or worse	Cumulative
Any LOS	Project does not degrade LOS and adds < 2.0 seconds of delay	Any LOS	None
SEGMENTS			
Existing	Existing + Project	Existing + Project + Cumulative Projects	Impact Type
LOS C or better	LOS C or better	LOS C or better	None
LOS C or better	LOS D or worse	-	Direct ²
LOS D	LOS E or F	-	Direct
LOS E	LOS F	-	Direct
Any LOS	LOS E or worse and v/c ³ > 0.02	LOS E or worse	Cumulative
Any LOS	LOS E or worse and v/c ³ < 0.02	Any LOS	None

Source: Linscott, Law & Greenspan, Engineers (July 2004)

Notes:

1. LOS: Level of Service
2. Exception: post-project segment operation is D and intersections along segment are D or better, no significant impact.
3. V/C: Volume to Capacity Ratio

In addition the project would have a significant impact if:

- It would substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5.0 SIGNIFICANCE CRITERIA

TABLE 5.1
SIGNIFICANCE CRITERIA

Intersections			
Existing	Existing + Project	Existing + Project + Cumulative Projects	Impact Type
LOS C or better	LOS C or better	LOS C or better	None
LOS C or better	LOS C or better and project adds < 2.0 seconds of delay	LOS D or worse	None
LOS C or better	LOS C or better and project adds > 2.0 seconds of delay	LOS D or worse	Cumulative
LOS C or better	LOS D or worse	LOS D or worse	Direct
LOS D	LOS D and project adds < 2.0 seconds of delay	LOS D or worse	None
LOS D	LOS D and project adds > 2.0 seconds of delay	LOS D or worse	Cumulative
LOS D	LOS E or F	LOS E or F	Direct
LOS E	LOS E and project adds < 2.0 seconds of delay	LOS E or F	None
LOS E	LOS E and project adds > 2.0 seconds of delay	LOS E or F	Cumulative
LOS E	LOS F	LOS F	Direct
LOS F	Project add < 2.0 seconds of delay	LOS F	None
LOS F	Project adds 2.0 to 9.9 seconds of delay	LOS F	Cumulative
LOS F	Project adds 10.0 or more seconds of delay	LOS F	Direct
Segments			
Existing	Existing + Project	Existing + Project + Cumulative Projects	Impact Type
LOS C or better	LOS C or better	LOS C or better	None
LOS C or better	LOS or better and project increases V/C by < 0.02	LOS D or worse	None
LOS C or better	LOS C or better and project increase V/C by > 0.02	LOS D or worse	Cumulative
LOS C or better	LOS D or worse	LOS D or worse	Direct ¹
LOS D	LOS D and project increases V/C by < 0.02	LOS D or worse	None
LOS D	LOS D and project increases V/C by > 0.02	LOS D or worse	Cumulative
LOS D	LOS E or F	LOS E or F	Direct
LOS E	LOS E and project increases V/C by < 0.02	LOS E or F	None
LOS E	LOS E and project increases V/C by > 0.02	LOS E or F	Cumulative
LOS E	LOS F	LOS F	Direct
LOS F	Project increases V/C by < 0.02	LOS F	None
LOS F	Project increases V/C by > 0.02 and < 0.09	LOS F	Cumulative
LOS F	Project increases V/C by > 0.09	LOS F	Direct

Notes: LOS = Level of Service; V/C = Volume to Capacity Ratio; ¹ Exception: If Existing + Project segment operation is LOS D and intersections along segment are LOS D or better, then there is no significant impact.

In addition to the above listed projects, the Lerno/Verhaegen project was recently submitted and is currently starting the CEQA process. This project is listed for information purposes but cannot be analyzed in cumulative terms. The following is a brief description based on the limited information available for this project.

Lerno-Verhaegen Specific Plan is proposed to be a mixed-use development of 2,708 dwelling units. The project consists of 680 acres on the west side of the City of El Centro. The project includes a zone change, Tentative Map, an amendment of the City's General Plan and an annexation.

Individual traffic assignments were completed for each cumulative project. Figure 2-7 depicts the total cumulative project traffic volumes in the area. Figure 2-8 shows the existing + project + cumulative projects traffic volumes for the vicinity. Appendix D of this Mitigated Negative Declaration contains the individual cumulative project traffic assignments.

Significance Criteria

The significance criteria summarized in Table 2-7 by Linscott, Law and Greenspan, engineers is based upon the County of Imperial's goal for intersections and roadway segments to operate at LOS C or better. Intersections or segments operating at LOS D, E or F are unacceptable and therefore constitute a significant impact.

Table 2-7 – Significance Criteria			
INTERSECTIONS			
Existing	Existing + Project	Existing + Project + Cumulative Projects	Impact Type
LOS ¹ C or better	LOS C or better	LOS C or better	None
LOS C or better	LOS D or worse	-	Direct
LOS D	LOS E or F	-	Direct
LOS E	LOS F	-	Direct
Any LOS	Project does not degrade LOS and adds > 2.0 seconds of delay	LOS E or worse	Cumulative
Any LOS	Project does not degrade LOS and adds < 2.0 seconds of delay	Any LOS	None
SEGMENTS			
Existing	Existing + Project	Existing + Project + Cumulative Projects	Impact Type
LOS C or better	LOS C or better	LOS C or better	None
LOS C or better	LOS D or worse	-	Direct ²
LOS D	LOS E or F	-	Direct
LOS E	LOS F	-	Direct
Any LOS	LOS E or worse and v/c ³ > 0.02	LOS E or worse	Cumulative
Any LOS	LOS E or worse and v/c ³ < 0.02	Any LOS	None

Source: LL&G, July 2004.

Notes:

1. LOS: Level of Service
2. Exception: post-project segment operation is D and intersections along segment are D or better, no significant impact.
3. V/C: Volume to Capacity Ratio

**TABLE 5-1
SIGNIFICANCE CRITERIA**

INTERSECTIONS			
Existing	Existing + Project	Existing + Project + Cumulative Projects	Impact Type
LOS ^a C or better	LOS C or better	LOS C or better	None
LOS C or better	LOS D or worse	—	Direct
LOS D	LOS D and adds 2.0 seconds or more of delay	LOS D or worse	Cumulative
LOS D	LOS E or F	—	Direct
LOS E	LOS F	—	Direct
LOS F	LOS F and delay increases by ≥ 10.0 seconds	LOS F	Direct
Any LOS	Project does not degrade LOS and adds 2.0 to 9.9 seconds of delay	LOS E or worse	Cumulative
Any LOS	Project does not degrade LOS and adds < 2.0 seconds of delay	Any LOS	None
SEGMENTS			
Existing	Existing + Project	Existing + Project + Cumulative Projects	Impact Type
LOS C or better	LOS C or better	LOS C or better	None
LOS C or better	LOS C or better and $v/c^b > 0.02$	LOS D or worse	Cumulative
LOS C or better	LOS D or worse	—	Direct
LOS D	LOS D and $v/c > 0.02$	LOS D or worse	Cumulative
LOS D	LOS E or F	—	Direct
LOS E	LOS F	—	Direct
LOS F	LOS F and v/c increases by > 0.09	LOS F	Direct
Any LOS	LOS E or worse and v/c 0.02 to 0.09	LOS E or worse	Cumulative
Any LOS	LOS E or worse and $v/c < 0.02$	Any LOS	None

Source: Linscott, Law & Greenspan, Engineers

Footnotes:

a. Level of Service

b. Volume to Capacity Ratio

Appendix G

Excerpts from Imperial County Circulation Element

CIRCULATION AND SCENIC HIGHWAYS ELEMENT

**Prepared by:
Imperial County Planning & Development Services Department
801 Main Street
El Centro, CA 92243**

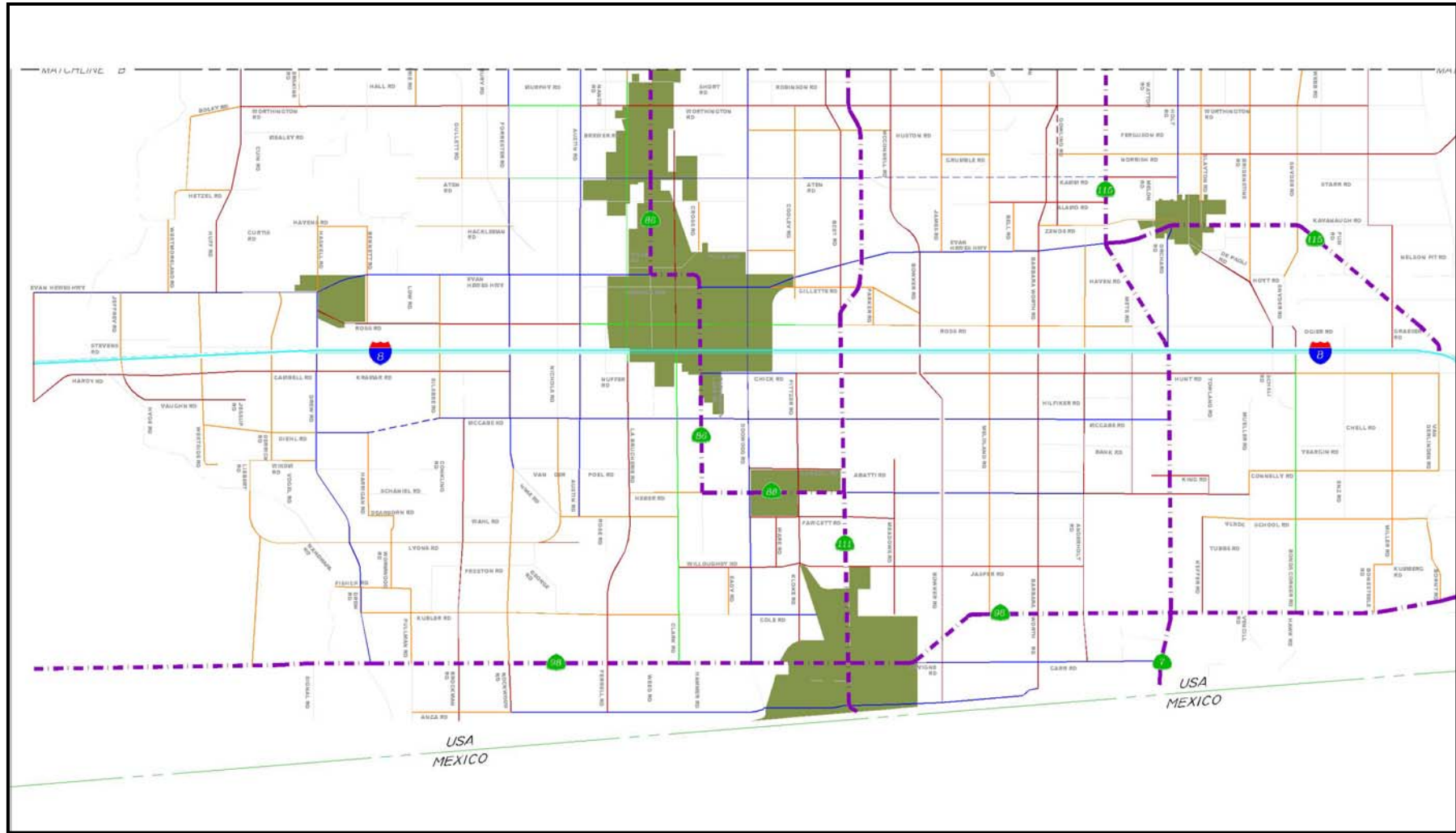
in collaboration with the

**Imperial County Public Works Department
155 South 11th Street
El Centro, CA 92243**

**WILLIAM S. BRUNET, P.E.
Director of Public Works**

**JURG HEUBERGER, AICP
Planning & Development Services Director**

**Approved by:
Board of Supervisors
January 29, 2008**



LEGEND

- Interstate (0-Lanes)
- State Highway/Expressway (6-Lanes divided)
- Prime Arterial (6-Lanes divided)
- Minor Arterial (4-Lanes divided)
- Major Collector-Collector (4-Lanes)
- Minor Collector-Local Collector (2-Lanes)
- Proposed Future Alignment
- Cities & Towns

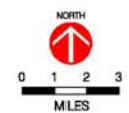
DISCLAIMER: Every reasonable effort has been made to ensure the accuracy of this map. However, by accepting this material, you agree that Imperial County assumes no liability of any kind arising from the use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including but not limited to time, money or goodwill arising from the use, operation or modification of this map.

Imperial County Circulation Element Plan

Southern Section

(SHEET 4 of 4)

Figure 1c



**TABLE 3
IMPERIAL COUNTY PROJECTED STREET SEGMENT CONFIGURATIONS AND
VOLUMES**

Segment Location	2003 Classification	Year 2002 ADT Volume ^a	Year 2005 ADT Volume ^a	Year 2025 ADT Volume ^c	25 Year Total Growth Factor ^d	Year 2050 ADT Volume	Year 2050 Recommended Classification (# of Lanes)	2050 LOS ^e
Alamo Road								
Meloland/SR-115	Major Collector						Major Collector (4)	
Albright Road								
SR-111/SR-115	Minor Collector						Minor Collector (2)	
SR-115/Butters	Major Collector						Major Collector (4)	
Anderholt Road								
Evan Hewes (S-80)/Hunt	Minor Collector						Minor Collector (2)	
Hunt/Carr	Major Collector						Major Collector (4)	
Andre Road								
Forrester/End	Minor Collector						Minor Collector (2)	
Anza Road								
Pulliam/Rockwood	Local						Minor Collector (2)	
Rockwood/Calexico	Prime Arterial						Prime Arterial (6-divided)	
Calexico/Barbara Worth	Prime Arterial						Prime Arterial (6-divided)	
Aten Road								
End/Forrester	Minor Collector						Minor Collector (2)	
Forrester/Austin	Minor Arterial						Minor Arterial (6-divided)	
East Imperial City Limits/Dogwood	Prime Arterial	7,300	8,450	39,000	1.13	44,500	Prime Arterial (6-divided)	C
Dogwood/SR-111	Prime Arterial						Prime Arterial (6-divided)	
Proposed/SR-111/River	None						Prime Arterial (6-divided)	
Austin Road								
McCabe/Wahl	Local						Prime Arterial (6-divided)	
Proposed Wahl/SR-98	None						Prime Arterial (6-divided)	
Evan Hewes Hwy/McCabe	Major Collector						Prime Arterial (6-divided)	
Aten/Evan Hewes Hwy	Minor Arterial						Prime Arterial (6-divided)	
Keystone/Aten	Major Collector						Prime Arterial (6-divided)	
SR-86/Keystone	Minor Collector						Prime Arterial (6-divided)	
Bannister Road								
SR-86/Brandt	Major Collector						Major Collector (4)	
Barbara Worth Road								
Zenos/Evan Hewes (S-80)	Minor Collector						Major Collector (4)	
Evan Hewes Hwy/Anza	Major Collector						Major Collector (4)	
Baughman Road								
Garvey/Lack	Minor Collector						Minor Collector (2)	
Lack/SR-86	Major Collector						Major Collector (4)	
Bell Road								
Alamo/Evan Hewes Hwy	Minor Collector						Minor Collector (2)	
Bennett Road								
Havens/Ross	Minor Collector						Minor Collector (2)	
Best Road								
Rutherford/Brawley	Minor Arterial						Minor Arterial (4)	
Blair Road								
Pound/Sinclair	Minor Collector						Minor Collector (2)	
Peterson/Lindsey	Major Collector						Major Collector (4)	
Lindsey/SR-115	Major Collector						Major Collector (4)	
SR-115/Yocum	Local						Major Collector (4)	
Blais Road								
Wieman/Forrester	Minor Collector						Minor Collector	
Boarts Road (S26)								
Westmorland/Kalin	Major Collector						Major Collector (4)	
Boley Road								
Westmorland/Huff	Minor Collector						Minor Collector (2)	
Bonds Corner Road								
Holtville/I-8	Major Collector						Major Collector (4)	
I-8/SR-98	Minor Arterial						Minor Arterial (4)	
Bonesteel Road								
Kumberg/SR-98	Minor Collector						Minor Collector (2)	
Bornt Road								
Verde School/SR-98	Minor Collector						Minor Collector (2)	
Bowker Road								
Evan Hewes Hwy/I-8	Major Collector						Major Collector (4)	
I-8/SR-98	Minor Arterial						Expressway (6)	
SR-98/Anza	None						Minor Arterial (4)	

TABLE 3
IMPERIAL COUNTY PROJECTED STREET SEGMENT CONFIGURATIONS AND
VOLUMES (continued)

Segment Location	2003 Classification	Year 2002 ADT Volume ^a	Year 2005 ADT Volume ^a	Year 2025 ADT Volume ^c	25 Year Total Growth Factor ^d	Year 2050 ADT Volume	Year 2050 Recommended Classification (# of Lanes)	2050 LOS ^e
Bowles Road								
Riley/Lyerly	Minor Collector						Minor Collector (2)	
Boyd Road								
Wiest/SR-78	Local						Minor Collector (2)	
SR-115/Highline	Local						Minor Collector (2)	
Highline/End	Minor Collector						Minor Collector (2)	
Brandt Road								
Sinclair/Lindsey	Local						Minor Collector (2)	
Lindsey/Eddins	Minor Collector						Minor Collector (2)	
Eddins/Webster	Minor Collector						Minor Collector (2)	
Bridenstein Road								
Proposed SR-78/Hartshorn							Minor Collector (2)	
Hartshorn/Bonds Corner	Minor Collector						Minor Collector (2)	
Brockman Road (S30)								
McCabe/SR-98	Major Collector						Major Collector (4)	
Butters Road (S32)								
Gonder/SR-78	Prime Arterial						Prime Arterial (6)	A
Bowles/Albright	Local						Major Collector (4)	
Albright/SR-78	Major Collector						Major Collector (4)	
Cady Road								
Pellet/SR-86	Major Collector						Major Collector (4)	
Cambell Road								
Jessup/Derrick	Major Collector						Major Collector (4)	
Derrick/Drew	Major Collector						Major Collector (4)	
Carey Road								
SR-86/Dogwood	Minor Collector						Minor Collector (2)	
Carr Road								
Barbara Worth/SR-7	Major Collector						Minor Arterial (4)	
Carter Road								
Kalin/Forrester	Minor Collector						Major Collector (4)	
Casey Road								
Dickerman/SR-78	Minor Collector						Minor Collector (2)	
SR-78/Worthington	Minor Collector						Major Collector (4)	
Proposed Worthington/Norrish	None						Major Collector (4)	
Chick Road								
El Centro/Pitzer	Prime Arterial						Prime Arterial (6)	
Pitzer/Barbara Worth	Major Collector						Major Collector (4)	
Clark Road								
El Centro/SR-98	Minor Arterial						Minor Arterial (4)	
North El Centro City Limits/Worthington	Major Collector	2,100	2,430	12,550	1.64	21,000	Major Collector (4)	B
Worthington/Larsen	Minor Collector	800	930	6,220	1.64	10,500	Major Collector (4)	A
Cole Road								
Dogwood/Calexico	Prime Arterial						Prime Arterial (6-divided)	
East Calexico City Limits/SR-98	Minor Arterial	9,700	11,230	18,340	1.64	30,500	Prime Arterial (6-divided)	B
Connelly Road								
Vencill/Van Der Linden	Minor Collector						Minor Collector (2)	
Cooley Road								
Worthington/Gillett	Minor Collector						Minor Collector (2)	
Corn Road								
Bowles/Eddins	Minor Collector						Minor Collector (2)	
Correll Road								
Dogwood/SR 111	Minor Arterial						Minor Arterial (4)	
Cross Road								
Imperial (City)/Villa	Minor Collector						Minor Collector (2)	
Davis Road								
Gillespie/Schrimp	Major Collector						Major Collector (4)	
Proposed Schrimp/Sinclair	Major Collector						Major Collector (4)	
Dearborn Road								
Harrigan/Wormwood	Minor Collector						Minor Collector (2)	
Derrick Road								
Evan Hewes Hwy/Wixom	Minor Collector						Minor Collector (2)	
Dickerman Road								
SR-115/Butters	Minor Collector						Minor Collector (2)	

TABLE 3
IMPERIAL COUNTY PROJECTED STREET SEGMENT CONFIGURATIONS AND
VOLUMES (continued)

Segment Location	2003 Classification	Year 2002 ADT Volume ^a	Year 2005 ADT Volume ^a	Year 2025 ADT Volume ^c	25 Year Total Growth Factor ^d	Year 2050 ADT Volume	Year 2050 Recommended Classification (# of Lanes)	2050 LOS ^e
Diehl Road								
Westside/Drew	Minor Collector						Minor Collector (2)	
Drew/Harrigan	Major Collector						Prime Arterial (6)	
Proposed Harrigan/Silsbee	Major Collector						Prime Arterial (6)	
Dietrich Road								
Rutherford/Shank	Minor Collector						Major Collector (4)	
Proposed Shank/SR-78	None						Major Collector (4)	
Doetsch Road								
Elder/SR-86	Minor Collector						Minor Collector (2)	
Dogwood Road (S31)*								
Proposed Lindsey/Hovley	None						Prime Arterial (6-divided)	
Brawley/SR-98	Prime Arterial						Prime Arterial (6-divided)	
Dowden Road								
Proposed Forrester/Gentry	None						Local Collector (2)	
Gentry/Kershaw	None						Prime Arterial (6)	
Kershaw/Butters	Minor Collector						Prime Arterial (6)	
Drew Road (S29)								
Evan Hewes/SR-98	Prime Arterial						Prime Arterial (6-divided)	
Dunaway Road								
I-8/Evan Hewes Hwy	Major Collector	900	1,040	2,756	1.64	4,500	Major Collector (4)	A
Eady Road								
Willoughby/Cole	Minor Collector						Minor Collector (2)	
Eddins Road (S30)								
Gentry/SR-111(Calipatria City Limits)	Major Collector						Major Collector (4)	
Edgar Road								
Pierle/Forrester	Minor Collector						Minor Collector (2)	
Elder Road								
Doetsch/Cady	Minor Collector						Minor Collector (2)	
English Road								
Sinclair/Wilkins	Minor Collector						Minor Collector (2)	
Erskine Road								
Wheeler/Payne	Minor Collector						Minor Collector	
Evan Hewes Hwy (S80)								
Imperial Hwy/El Centro	Prime Arterial						Prime Arterial (6-divided)	
El Centro/SR-115	Prime Arterial						Prime Arterial (6-divided)	
SR-115/End	Prime Arterial						Prime Arterial (6-divided)	
Fawcett Road								
Dogwood/Meadows	Minor Collector						Major Collector (4)	
Ferrell Road								
Kubler/SR-98	Major Collector						Major Collector (4)	
SR-98/Anza	Minor Collector						Minor Collector (2)	
Fiffield Road								
SR-78/Streiby	Minor Collector						Minor Collector (2)	
Fisher Road								
Drew/Pulliam	Minor Collector						Minor Collector (2)	
Flett Road								
Wilkinson/Wirt	Minor Collector						Minor Collector (2)	
Forrester Road (S30)								
Proposed Sinclair/Walker	None						Prime Arterial (6-divided)	
Walker/Westmorland	Major Collector						Prime Arterial (6-divided)	
Westmorland/McCabe	Prime Arterial						Prime Arterial (6-divided)	
McCabe/Hime	Minor Collector						Prime Arterial (6-divided)	
Proposed Hime/River	Minor Collector						Prime Arterial (6-divided)	
North Westmorland City Limits/Gentry	Major Collector	1,200	1,390	9,000	1.64	15,000	Prime Arterial (6-divided)	A
Foulds Road								
Pellet/Lack	Minor Collector						Minor Collector (2)	
Fredericks Road								
Loveland/SR-111	Minor Collector						Minor Collector (2)	
Frontage Road								
Ross/Brawley (City)	Major Collector						Major Collector (4)	
Garst Road								
Sinclair/McDonald	Minor Collector						Minor Collector (2)	
Garvey Road								
Baughman/Andre	Minor Collector						Minor Collector (2)	

TABLE 3
IMPERIAL COUNTY PROJECTED STREET SEGMENT CONFIGURATIONS AND
VOLUMES (continued)

Segment Location	2003 Classification	Year 2002 ADT Volume ^a	Year 2005 ADT Volume ^a	Year 2025 ADT Volume ^c	25 Year Total Growth Factor ^d	Year 2050 ADT Volume	Year 2050 Recommended Classification (# of Lanes)	2050 LOS ^e
Gentry Road								
Sinclair/Walker	Major Collector						Major Collector (4)	
Gillespie Road								
Davis/Wilkins	Minor Collector						Minor Collector (2)	
Gillett Road								
Cooley/Bowker	Minor Collector						Minor Collector (2)	
Gonder Road								
Proposed New River/SR-115	None						Major Collector (4)	
SR-115/Butters	Local						Minor Collector (2)	
Butters/Green	Minor Collector						Minor Collector (2)	
Green/Highline	Major Collector						Major Collector (4)	
Gowling Road								
Norrish/Zenos	Minor Collector						Major Collector (4)	
Green Road								
SR-78/Gonder	Major Collector						Major Collector (4)	
Griffin Road								
Wiest/SR-115	Minor Collector						Minor Collector (2)	
Grumbles Road								
James/Meloland	Minor Collector						Minor Collector (2)	
Gullett Road								
Worthington/Aten	Minor Collector						Minor Collector (2)	
Gutherie Road								
Wiener/Worthington	Minor Collector						Minor Collector (2)	
Proposed Worthington/Hackleman	Minor Collector						Minor Collector (2)	
Hackleman Road								
Low/Forrester	Minor Collector						Minor Collector (2)	
Hardy Road								
Dunaway/Jeffrey	Major Collector						Major Collector (4)	
Jeffrey/Hyde	Major Collector						Major Collector (4)	
Hyde/Jessup	Major Collector						Major Collector (4)	
Harrigan Road								
Diehl/Dearborn	Minor Collector						Minor Collector (2)	
Harris Road								
Austin/SR-86	Local						Major Collector (4)	
SR-86/McConnel	Major Collector						Major Collector (4)	
McConnell/Highline	Minor Collector						Major Collector (4)	
Hart Road								
Wiest/SR-115	Minor Collector						Minor Collector (2)	
Hartshorn Road								
Bridenstein/Proposed Bridenstein	Minor Collector						Minor Collector	
Haskell Road								
Evan Hewes Hwy/End	Minor Collector						Minor Collector (2)	
Hastain Road								
Taecker/SR-78	Minor Collector						Minor Collector (2)	
Young/Dickerman	Minor Collector						Minor Collector (2)	
Havens Road								
Haskell/Bennett	Minor Collector						Minor Collector (2)	
Hetzel Road								
Westmorland/Huff	Minor Collector						Minor Collector (2)	
Heber Road								
La Brucherie/SR-86	Local						Minor Collector (2)	
SR-111/Anderholt	Minor Arterial	N/A	2,040	16,700	1.64	27,500	Prime Arterial (6-divided)	B
Anderholt/Keffer	Major Collector						Major Collector (4)	
Keffer/Vencill	Minor Collector						Major Collector (4)	
Highline Road (S33)								
Proposed SR-78/Gonder	None						Major Collector (4)	
Gonder/Kavanaugh	Major Collector						Major Collector (4)	
Proposed Kavanaugh/I-8	None						Major Collector (4)	
Holt Road, (S32)								
Gonder/Holtville city limits	Prime Arterial						Prime Arterial (6-divided)	
Hoskins Road								
SR-86/Steiner	Minor Collector						Minor Collector	
Hovley Road								
Rutherford/Brawley	Major Collector						Major Collector (4)	

TABLE 3
IMPERIAL COUNTY PROJECTED STREET SEGMENT CONFIGURATIONS AND
VOLUMES (continued)

Segment Location	2003 Classification	Year 2002 ADT Volume ^a	Year 2005 ADT Volume ^a	Year 2025 ADT Volume ^c	25 Year Total Growth Factor ^d	Year 2050 ADT Volume	Year 2050 Recommended Classification (# of Lanes)	2050 LOS ^e
Huff Road								
Imler/Evan Hewes Hwy	Major Collector						Major Collector (4)	
Hunt Road								
Barbara Worth/Bonds Corner	Major Collector						Major Collector (4)	
Bonds Corner/Van Der Linden	Minor Collector						Minor Collector (2)	
Huston Road								
Dogwood/McConnell	Minor Collector						Minor Collector (2)	
Imler Road								
Huff/Forrester	Major Collector						Major Collector (4)	
International Road								
Noffsinger/Pound	Minor Collector						Minor Collector (2)	
Irvine Road								
Shank/End	Minor Collector						Minor Collector (2)	
James Road								
Ralph/Evan Hewes Hwy	Minor Collector						Minor Collector (2)	
Jasper Road								
Calexico/Anderholt	Major Collector						Expressway (6)	
Proposed Anderholt/ SR-7	None						Expressway (6)	
Jeffery Road								
Evan Hewes Hwy/Hardy	Minor Collector						Minor Collector (2)	
Kaiser Road								
Wirt/Albright	Minor Collector						Minor Collector (2)	
Kalin (S26)								
Sinclair/SR-78/86	Major Collector						Major Collector (4)	
SR-78/86/Webster	Minor Collector						Minor Collector (4)	
Kamm Road								
River/SR-115	Local						Prime Arterial (6)	
SR-115/Holt	Minor Collector						Major Collector (4)	
Keffer Road								
SR-98/King	Major Collector						Major Collector (4)	
Kershaw Road								
Yocum/Rutherford	Minor Collector						Minor Collector (2)	
Keystone Road (S27)								
Forrester/SR-111	Prime Arterial						Expressway (6)	
SR-111/Highline	Major Collector						Expressway (6)	
King Road								
Orchard/Keffer	Major Collector						Major Collector (4)	
Kloke Road								
Willoughby/Calexico	Major Collector						Major Collector (4)	
Kramar Road								
Drew/Forrester	Major Collector						Major Collector (4)	
Kubler Road								
Drew/Clark	Minor Collector						Minor Collector (2)	
Kumberg Road								
Bonesteel/Miller	Minor Collector						Minor Collector (2)	
La Brucherie Road								
El Centro city limits/Kubler	Major Collector						Major Collector (4)	
Larsen/Murphy	Minor Collector						Minor Collector (2)	
Murphy/Imperial city limits	Minor Collector						Minor Collector (2)	
Lack Road								
Lindsey/Blais	Minor Collector						Minor Collector (2)	
Larsen Road								
Forrester/SR-86	Major Collector						Major Collector (4)	
SR-86/Clark	Minor Collector						Minor Collector (2)	
Lavigne Road								
SR-98/Bowker	Prime Arterial						Prime Arterial (6)	
Proposed Bowker/Barbara Worth	Prime Arterial						Prime Arterial (6)	
Liebert Road								
Wixom/Rd 8018	Minor Collector						Minor Collector (2)	
Proposed Road 8018/SR-98	Minor Collector						Minor Collector (2)	
Lindsey Road								
Lack/Wiest	Minor Collector						Minor Collector (2)	
Loveland Road								
Fredericks/Monte	Minor Collector						Minor Collector (2)	
Low Road								
Hackleman/Evan Hewes Hwy	Minor Collector						Minor Collector (2)	

TABLE 3
IMPERIAL COUNTY PROJECTED STREET SEGMENT CONFIGURATIONS AND
VOLUMES (continued)

Segment Location	2003 Classification	Year 2002 ADT Volume ^a	Year 2005 ADT Volume ^a	Year 2025 ADT Volume ^c	25 Year Total Growth Factor ^d	Year 2050 ADT Volume	Year 2050 Recommended Classification (# of Lanes)	2050 LOS ^e
Lyerly Road								
Bowles/Eddins	Minor Collector						Minor Collector (2)	
Lyons Road								
Drew/Nichols	Minor Collector						Major Collector (4)	
Proposed Nichols/La Brucherie	None						Major Collector (4)	
Main ST (Niland)								
SR-111/Blair	Major Collector						Major Collector (4)	
Martin Road								
Baughman/7th	Minor Collector						Minor Collector (2)	
7th/Bannister	Local						Minor Collector (2)	
Mead Road								
Dogwood/McConnell	Minor Collector						Minor Collector (2)	
Meadows Road								
Heber/Calexico (City)	Major Collector						Major Collector (4)	
Meloland Road								
Worthington/Correll	Minor Collector						Minor Collector (2)	
Proposed Correll/SR-98	Minor Collector						Minor Collector (2)	
McCabe Road								
Silsbee/La Brucherie	Major Collector						Prime Arterial (6-divided)	
La Brucherie/SR-111	Minor Arterial	N/A	200	17,270	1.64	28,500	Prime Arterial (6-divided)	B
SR-111/SR-7	Major Collector						Prime Arterial (6-divided)	
McConnell Road								
SR-78/Evan Hewes Hwy	Major Collector						Major Collector (4)	
McDonald Road								
Garst/SR-111	Minor Collector						Minor Collector (2)	
SR-111 TO Rd 8041	Minor Collector						Minor Collector (2)	
McKim Road								
Harris/Ralph	Minor Collector						Minor Collector (2)	
Miller Road (S33)								
I-8/Kumberg	Minor Collector						Minor Collector (2)	
I-8/SR-115	Major Collector	200	230	5,250	1.64	9,000	Major Collector (4)	A
SR-115/Kavanaugh	Major Collector	100	120	5,300	1.64	9,000	Major Collector (4)	A
Monte Road								
Pellet/Loveland	Minor Collector						Minor Collector (2)	
Neckel Road								
Austin/Clark	Minor Collector						Minor Collector (2)	
Nichols Road								
McCabe/Lyons	Minor Collector						Minor Collector (2)	
Noffsinger Road								
SR-111/McDonald	Minor Collector						Minor Collector (2)	
Norrish Road								
Gowling/Holt	Minor Collector						Minor Collector (2)	
Holt/Highline	Local						Major Collector (4)	
Highline/End	Major Collector						Major Collector (4)	
Orchard Road (S32)/ SR 7								
King/McCabe	Major Collector	700	810	50,740	1.13	57,500	Expressway (6)	C
McCabe/I-8	Major Collector	900	1,040	49,000	1.13	56,000	Expressway (6)	C
Holtville/I-8	Minor Arterial						Prime Arterial (6-divided)	
I-8/Connelly	Major Collector						Major Collector (4)	
Orr Road								
Baughman/SR-86	Minor Collector						Minor Collector (2)	
Park Road								
Proposed Dowden/Williams	None						Major Collector (4)	
Williams/Rutherford	Minor Collector						Major Collector (4)	
Proposed Rutherford/Dietrich	None						Major Collector (4)	
Parker Road								
Ross/Gilllett	Minor Collector						Minor Collector (2)	
Payne Road								
Huff/Erskine	Minor Collector						Minor Collector (2)	
Pellet Road								
Foulds/Monte	Minor Collector						Minor Collector (2)	
Proposed Monte/Imler	Minor Collector						Minor Collector (2)	
Pickett Road								
Hastain/Butters	Minor Collector						Minor Collector (2)	

TABLE 3
IMPERIAL COUNTY PROJECTED STREET SEGMENT CONFIGURATIONS AND
VOLUMES (continued)

Segment Location	2003 Classification	Year 2002 ADT Volume ^a	Year 2005 ADT Volume ^a	Year 2025 ADT Volume ^c	25 Year Total Growth Factor ^d	Year 2050 ADT Volume	Year 2050 Recommended Classification (# of Lanes)	2050 LOS ^e
Pierle Road								
Edgar/Wheeler	Minor Collector						Minor Collector (2)	
Pitzer Road								
Proposed Jasper/Willoughby	None						Major Collector (4)	
Chick/SR-86	Major Collector						Major Collector (4)	
SR-86/Jasper	Minor Collector						Major Collector (4)	
Pound Road								
Davis/International	Major Collector						Major Collector (4)	
International/Noffsinger	Minor Collector						Minor Collector (2)	
Pulliam Road								
Fisher/ SR-98	Minor Collector						Minor Collector (2)	
Ralph Road								
Imperial (City)/Dogwood	Major Collector						Major Collector (4)	
Dogwood/Mckim	Minor Collector						Minor Collector (2)	
Riley Road								
Bowles/Eddins	Minor Collector						Minor Collector	
Rockwood Road								
Proposed River/Lyons	Minor Collector						Prime Arterial (6)	
Lyons SR-98	Minor Collector						Prime Arterial (6)	
SR-98/Anza	Major Collector						Major Collector	
Ross Road								
Drew/Bennett	Major Collector	1,500	1,740	2,310	1.64	4,000	Major Collector (4)	A
Drew/Austin	Major Collector						Major Collector (4)	
El Centro/SR-111	Minor Arterial						Minor Arterial (4)	
SR-111/Mets	Local	N/A	560	2,120	1.64	3,500	Minor Collector (2)	B
Ruegger Road								
Kalin/SR-111	Minor Collector						Minor Collector (2)	
Rutherford Road (S26)								
Proposed Banister/Kalin							Major Collector (4)	
Kalin/Butters	Major Collector						Major Collector (4)	
Butters/Irvine	Minor Collector						Minor Collector (2)	
Schartz Road								
Proposed SR-86/Dogwood	None						Major Collector (4)	
Dogwood/McConnell	Minor Collector						Major Collector (4)	
Proposed McConnell/River	None						Major Collector (4)	
Seybert Road								
Taecker/SR-78	Minor Collector						Minor Collector	
Shank Road								
Best/SR-115	Minor Arterial						Minor Arterial (4)	
SR-115/Irvine	Minor Collector						Minor Collector (2)	
Silsbee Road								
Evan Hewes Hwy/McCabe	Minor Collector						Minor Collector (2)	
Sinclair Road								
Gentry/SR-111	Major Collector						Prime Arterial (6-divided)	
SR-111/Weist	Minor Collector						Minor Collector (2)	
Slayton Road								
Worthington/Holtville (City)	Minor Collector						Minor Collector (2)	
Snyder Road								
Worthington/Bonds Corner Road	Minor Collector						Minor Collector (2)	
Stahl Road								
McConnell/End	Minor Collector						Minor Collector (2)	
Streiby Road								
Fifield/Wiest	Minor Collector						Minor Collector (2)	
Taecker Road								
Seybert/Hastain	Minor Collector						Minor Collector (2)	
Titworth Road								
Butters/End	Minor Collector						Minor Collector (2)	
Townsend Road								
SR-115/Holt	Minor Collector						Minor Collector (2)	
Vail Road								
Lack/Kalin	Minor Collector						Minor Collector (2)	
Van Der Linden								
Hunt/Connelly	Minor Collector						Minor Collector (2)	
Vencill Road								
Connelly/Heber	Minor Collector						Minor Collector (2)	

TABLE 3
IMPERIAL COUNTY PROJECTED STREET SEGMENT CONFIGURATIONS AND
VOLUMES (continued)

Segment Location	2003 Classification	Year 2002 ADT Volume ^a	Year 2005 ADT Volume ^a	Year 2025 ADT Volume ^c	25 Year Total Growth Factor ^d	Year 2050 ADT Volume	Year 2050 Recommended Classification (# of Lanes)	2050 LOS ^e
Verde School Road								
Keffer/Bornt	Minor Collector						Minor Collector (2)	
Villa Road								
Dogwood/Cooley	Minor Collector						Minor Collector (2)	
Wahl Road								
Nichols/Clark	Minor Collector						Minor Collector (2)	
Walker Road								
Gentry/End	Major Collector						Major Collector (4)	
Gentry/Brandt	Minor Collector						Minor Collector (2)	
Ware Road								
Fawcett/Willoughby	Major Collector						Major Collector (4)	
Weaver Road								
Kalin/SR-86	Minor Collector						Minor Collector (2)	
Webster Road								
Kalin/Brandt	Minor Collector						Minor Collector (2)	
Westmorland Road								
Boley/Evan Hewes Hwy	Minor Collector						Minor Collector (2)	
Westside Road								
Evan Hewes Hwy/End	Minor Collector						Minor Collector (2)	
Wheeler Road								
Erskine/Pierle	Minor Collector						Minor Collector (2)	
Wieman Road								
Steiner/Cady	Minor Collector						Minor Collector (2)	
Wienert Road								
Guthrie/Forrester	Minor Collector						Minor Collector (2)	
Wiest Road								
SR-78/Griffin	Minor Collector						Minor Collector (2)	
Griffin/Boyd	Local						Minor Collector (2)	
McDonald/SR-115	Minor Collector						Minor Collector (2)	
Wilkins Road								
English/Cuff	Minor Collector						Minor Collector (2)	
Wilkinson Road								
Brandt/SR-111	Minor Collector						Minor Collector (2)	
Wiest/Flett	Minor Collector						Minor Collector (2)	
Willoughby Road								
Proposed La Brucherie/Clark	none						Major Collector (4)	
Clark/Dogwood	Minor Collector						Major Collector (4)	
Dogwood/Kloke	Major Collector						Major Collector (4)	
Wirt Road								
Wiest/Kaiser	Minor Collector						Minor Collector (2)	
Wixom Road								
Liebert/Drew	Minor Collector						Minor Collector (2)	
Wormwood Road								
Dearborn/Fisher	Minor Collector						Minor Collector (2)	
Worthington Road (S28)								
Huff/Highline	Major Collector						Major Collector (4)	
Yocum Road								
Proposed Dogwood/Lyerly	none						Major Collector (2)	
Lyerly/Kershaw	Minor Collector						Major Collector (4)	
Kershaw/Blair	Local						Major Collector (4)	
Young Road								
SR-111/Blair	Minor Collector						Minor Collector (2)	
Zenos Road								
Barbara Worth/Holtville (City)	Minor Collector						Minor Collector (2)	
State Route 78								
S.D.-Imperial County Line/Junction SR-86	State Hwy	N/A	920	8,104	1.64	13,500	Collector (4)	A
SR-111/SR-115N	State Hwy	N/A	3,950	10,592	1.64	17,500	Collector (4)	B
SR-115N/SR-115S	State Hwy	N/A	3,100	13,447	1.64	22,500	Collector (4)	B
115S/Glamis	State Hwy	N/A	1,950	7,340	1.64	12,500	Collector (4)	A
Glamis/Ogilby	State Hwy	N/A	1,850	4,909	1.64	8,500	Collector (4)	A
Ogilby/Palo Verde, Fourth	State Hwy	N/A	2,000	5,307	1.64	9,000	Collector (4)	A
Palo Verde, Fourth/Imperial County Line	State Hwy	N/A	2,000	5,307	1.64	9,000	Collector (4)	A

TABLE 3
IMPERIAL COUNTY PROJECTED STREET SEGMENT CONFIGURATIONS AND
VOLUMES (continued)

Segment Location	2003 Classification	Year 2002 ADT Volume ^a	Year 2005 ADT Volume ^a	Year 2025 ADT Volume ^c	25 Year Total Growth Factor ^d	Year 2050 ADT Volume	Year 2050 Recommended Classification (# of Lanes)	2050 LOS ^e
State Route 86								
Imperial County Line/Desert Shores	State Hwy	N/A	12,900	21,138	1.28	27,500	Minor Arterial (4)	C
Desert Shores/Brawley Ave.	State Hwy	N/A	12,400	20,319	1.28	26,500	Collector (4)	C
Brawley Ave./S. Marina	State Hwy	N/A	13,400	21,957	1.28	28,500	Minor Arterial (4)	C
S. Marina/Air Park	State Hwy	N/A	12,100	19,827	1.64	33,000	Prime Arterial (6-divided)	B
Air Park/SR-78 West	State Hwy	N/A	10,800	17,697	1.64	29,500	Minor Arterial (4)	C
SR-78 West/Lack	State Hwy	N/A	10,800	17,890	1.64	29,500	Minor Arterial (4)	C
Lack/West Westmorland City Limits	State Hwy	N/A	10,200	19,650	1.64	32,500	Prime Arterial (6-divided)	B
E Westmorland C. Limits/W Brawley C. Limits	State Hwy	N/A	14,000	19,440	1.64	32,000	Prime Arterial (6-divided)	B
South Brawley City Limits/Legion	State Hwy	N/A	21,400	28,300	1.13	32,500	Prime Arterial (6-divided)	B
Legion/Keystone	State Hwy	N/A	19,100	27,940	1.13	32,000	Prime Arterial (6-divided)	B
Keystone/Imperial Ave.	State Hwy	N/A	14,700	27,980	1.13	32,000	Prime Arterial (6-divided)	B
I-8/McCabe	State Hwy	N/A	21,500	24,890	1.28	32,000	Prime Arterial (6-divided)	B
McCabe/Heber	State Hwy	N/A	7,100	26,100	1.28	33,500	Prime Arterial (6-divided)	B
Heber/Dogwood	State Hwy	N/A	7,500	26,100	1.28	33,500	Prime Arterial (6-divided)	B
Dogwood/SR-111	State Hwy	N/A	5,200	26,000	1.28	33,500	Prime Arterial (6-divided)	B
South Imperial City Limits/North El Centro City Limits	State Hwy	N/A	6,500	27,980	1.13	32,000	Prime Arterial (6-divided)	B
State Route 98								
Imperial Hwy/Drew	State Hwy	N/A	2,300	1,730	1.64	3,000	Local Collector (2)	B
Drew/Clark	State Hwy	N/A	3,800	5,350	1.64	9,000	Collector (4)	A
Clark/Dogwood	State Hwy	N/A	4,550	8,800	1.64	14,500	Collector (4)	B
Dogwood/West Calexico City Limits	State Hwy	N/A	9,800	24,180	1.64	31,500	Prime Arterial (6-divided)	B
East Calexico City Limits/Barbara Worth	State Hwy	N/A	24,400	26,000	1.64	33,500	Prime Arterial (6-divided)	B
Barbara Worth/Bonds Corner	State Hwy	N/A	16,300	26,000	1.64	33,500	Prime Arterial (6-divided)	B
Bonds Corner/E. Highline Canal	State Hwy	N/A	4,500	770	1.64	1,500	Local Collector (2)	A
E. Highline Canal/I-8	State Hwy	N/A	2,200	250	1.64	500	Local Collector (2)	A
State Route 111								
North Calexico City Limits	State Hwy	N/A	50,000	97,570	1.13	111,000	Freeway (8)	C
Heber/McCabe	State Hwy	N/A	33,500	98,650	1.13	112,000	Freeway (8)	C
McCabe/I-8	State Hwy	N/A	37,000	90,830	1.13	103,000	Freeway (8)	C
I-8/Evan Hewes Hwy	State Hwy	N/A	16,300	52,980	1.13	60,500	Expressway (6)	D
Evan Hewes/Aten	State Hwy	N/A	14,100	60,200	1.13	68,500	Expressway (6)	D
Aten/Worthington	State Hwy	N/A	11,300	58,160	1.13	66,000	Expressway (6)	D
Worthington/Keystone	State Hwy	N/A	10,600	58,710	1.13	67,000	Expressway (6)	D
Keystone/E. Junction 78	State Hwy	N/A	9,300	57,590	1.13	65,500	Expressway (6)	D
North Brawley City Limits/Rutherford	State Hwy	N/A	9,500	18,510	1.64	30,500	Prime Arterial (6-divided)	B
Rutherford/South Calipatria City Limits	State Hwy	N/A	6,600	18,560	1.64	30,500	Prime Arterial (6-divided)	B
North Calipatria City Limits/Sinclair	State Hwy	N/A	5,700	15,640	1.64	26,000	Minor Arterial (4)	C
Sinclair/Niland Ave	State Hwy	N/A	5,100	13,532	1.64	22,500	Collector (4)	B
Niland Ave/English	State Hwy	N/A	3,700	9,817	1.64	16,500	Collector (4)	B
English/Bombay Beach	State Hwy	N/A	2,300	6,103	1.64	10,500	Collector (4)	A
Bombay Beach/Imperial-Riverside County line	State Hwy	N/A	1,900	5,041	1.64	8,500	Collector (4)	A
State Route 115								
Junction I-8/East Holtville City Limits	State Hwy	N/A	1,850	4,140	1.64	7,000	Local Collector (2)	C
West Holtville City Limits/West Junction Evan Hewes Hwy	State Hwy	N/A	6,600	8,320	1.64	14,000	Collector (4)	B
West Junction Evan Hewes Hwy/SR-78	State Hwy	N/A	2,850	27,870	1.13	32,000	Prime Arterial (6-divided)	B
SR-78/Rutherford	State Hwy	N/A	990	13,450	1.64	22,500	Minor Arterial (4)	B
Rutherford/Wirt	State Hwy	N/A	1,650	9,720	1.64	16,000	Collector (4)	B
Wirt/East Calipatria City Limits	State Hwy	N/A	1,150	9,240	1.64	15,500	Collector (4)	B
State Route 186								
I-8/International Border	State Hwy	N/A					State Hwy	

Notes:

* See Table 1 regarding additional right-of-way for transit facility with roadway.

a. Volume from Imperial County Circulation and Scenic Highways Element Manual (Dec. 2003).

b. Volume from Caltrans, Imperial County, or Linscott Law & Greenspan, Engineers counts.

c. Volumes from Caltrans CalxGP+ Model and adjusted higher in some cases.

d. A 0.5%, 1.0%, or 2.0% annual growth rate was applied to the Year 2025 volumes to obtain Year 2050 volumes.

e. Capacity based on the Imperial County Classification Table (depending on the Year 2050 volume amount).

Appendix H

Count Data

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

FORRESTER BTN I-8 & MCCABE

AM Period	NB		SB		EB		WB		PM Period		NB		SB		EB		WB	
00:00	0		2						12:00		10		14					
00:15	3		0						12:15		18		10					
00:30	0		2						12:30		5		11					
00:45	3	6	0	4			10		12:45		15	48	4	39			87	
01:00	0		5						13:00		15		11					
01:15	0		0						13:15		21		7					
01:30	0		5						13:30		17		11					
01:45	1	1	3	13			14		13:45		4	57	13	42			99	
02:00	0		3						14:00		9		12					
02:15	4		3						14:15		25		17					
02:30	3		15						14:30		26		12					
02:45	3	10	3	24			34		14:45		13	73	13	54			127	
03:00	0		1						15:00		19		19					
03:15	1		1						15:15		25		15					
03:30	0		0						15:30		18		10					
03:45	1	2	2	4			6		15:45		5	67	11	55			122	
04:00	1		1						16:00		20		12					
04:15	1		0						16:15		33		18					
04:30	1		4						16:30		27		11					
04:45	3	6	5	10			16		16:45		51	131	10	51			182	
05:00	1		10						17:00		44		11					
05:15	1		18						17:15		32		8					
05:30	4		35						17:30		20		15					
05:45	6	12	51	114			126		17:45		15	111	7	41			152	
06:00	7		44						18:00		15		7					
06:15	8		15						18:15		16		10					
06:30	5		18						18:30		7		3					
06:45	12	32	15	92			124		18:45		10	48	10	30			78	
07:00	13		11						19:00		5		12					
07:15	10		10						19:15		7		9					
07:30	15		18						19:30		5		4					
07:45	6	44	21	60			104		19:45		10	27	3	28			55	
08:00	11		16						20:00		2		3					
08:15	19		12						20:15		1		2					
08:30	16		18						20:30		0		4					
08:45	14	60	20	66			126		20:45		2	5	3	12			17	
09:00	15		18						21:00		5		4					
09:15	7		16						21:15		2		3					
09:30	45		20						21:30		2		1					
09:45	23	90	12	66			156		21:45		4	13	3	11			24	
10:00	11		15						22:00		0		5					
10:15	15		7						22:15		1		0					
10:30	12		25						22:30		1		3					
10:45	11	49	9	56			105		22:45		0	2	2	10			12	
11:00	8		12						23:00		0		2					
11:15	10		12						23:15		0		6					
11:30	17		13						23:30		1		7					
11:45	20	55	9	46			101		23:45		0	1	1	16			17	
Total Vol.	367		555				922				583		389				972	

Daily Totals				
NB	SB	EB	WB	Combined
950	944			1894

AM				PM		
Split %	39.8%	60.2%	48.7%	60.0%	40.0%	51.3%
Peak Hour	09:30	05:15	05:30	16:15	14:15	16:15
Volume	94	148	170	155	61	205
P.H.F.	0.52	0.73	0.75	0.79	0.80	0.84

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

BROCKMAN BTN MCCABE & LYONS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	3	5		
00:15	0	0			12:15	4	5		
00:30	0	0			12:30	3	7		
00:45	0	0	0		12:45	5	15	5	22
01:00	1	0			13:00	2	3		
01:15	0	0			13:15	4	7		
01:30	0	0			13:30	10	5		
01:45	1	2	1	1	13:45	3	19	1	16
02:00	0	0			14:00	9	7		
02:15	2	2			14:15	7	7		
02:30	0	1			14:30	5	8		
02:45	0	2	0	3	14:45	15	36	4	26
03:00	1	0			15:00	16	8		
03:15	1	1			15:15	7	5		
03:30	1	0			15:30	2	2		
03:45	1	4	0	1	15:45	6	31	2	17
04:00	1	0			16:00	10	5		
04:15	1	1			16:15	22	1		
04:30	0	2			16:30	28	11		
04:45	0	2	4	7	16:45	35	95	2	19
05:00	0	10			17:00	55	3		
05:15	2	18			17:15	20	4		
05:30	5	44			17:30	11	2		
05:45	4	11	41	113	17:45	12	98	2	11
06:00	3	48			18:00	9	3		
06:15	2	26			18:15	8	0		
06:30	5	10			18:30	1	3		
06:45	7	17	7	91	18:45	2	20	4	10
07:00	3	5			19:00	1	2		
07:15	5	7			19:15	4	0		
07:30	8	10			19:30	3	1		
07:45	2	18	7	29	19:45	2	10	0	3
08:00	8	7			20:00	2	0		
08:15	6	7			20:15	0	0		
08:30	2	5			20:30	1	0		
08:45	4	20	4	23	20:45	1	4	2	2
09:00	4	8			21:00	3	0		
09:15	4	4			21:15	2	2		
09:30	10	3			21:30	1	0		
09:45	9	27	8	23	21:45	11	17	4	6
10:00	2	1			22:00	0	0		
10:15	1	5			22:15	0	0		
10:30	7	4			22:30	1	0		
10:45	8	18	3	13	22:45	0	1	1	1
11:00	5	5			23:00	0	1		
11:15	5	7			23:15	1	0		
11:30	6	8			23:30	0	1		
11:45	4	20	4	24	23:45	0	1	0	2
Total Vol.	141	328							

469

347

135

482

Daily Totals

NB	SB	EB	WB	Combined
488	463			951

AM

PM

Split %	30.1%	69.9%	49.3%	72.0%	28.0%	50.7%
Peak Hour	09:00	05:30	05:30	16:15	14:15	16:30
Volume	27	159	173	140	27	158
P.H.F.	0.68	0.83	0.85	0.86	0.84	0.68

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

BROCKMAN BTN LYONS & KUBLER

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	2	5		
00:15	0	1			12:15	2	4		
00:30	0	0			12:30	6	2		
00:45	0	0	1	2	12:45	4	14	4	15
01:00	1	0			13:00	3	4		
01:15	0	0			13:15	1	4		
01:30	0	0			13:30	3	9		
01:45	0	1	2	2	13:45	3	10	3	20
02:00	0	0			14:00	0	3		
02:15	2	1			14:15	8	3		
02:30	1	1			14:30	5	10		
02:45	1	4	0	2	14:45	4	17	3	19
03:00	2	0			15:00	8	3		
03:15	2	1			15:15	8	3		
03:30	0	0			15:30	4	4		
03:45	1	5	0	1	15:45	5	25	2	12
04:00	2	0			16:00	5	6		
04:15	2	0			16:15	21	1		
04:30	1	1			16:30	26	7		
04:45	1	6	4	5	16:45	31	83	2	16
05:00	1	10			17:00	50	3		
05:15	1	18			17:15	22	4		
05:30	5	44			17:30	12	2		
05:45	5	12	40	112	17:45	10	94	2	11
06:00	1	45			18:00	11	3		
06:15	4	26			18:15	6	0		
06:30	6	10			18:30	2	3		
06:45	7	18	5	86	18:45	2	21	1	7
07:00	3	7			19:00	1	0		
07:15	5	5			19:15	2	0		
07:30	3	8			19:30	2	1		
07:45	7	18	3	23	19:45	1	6	0	1
08:00	4	9			20:00	2	0		
08:15	4	5			20:15	1	0		
08:30	3	7			20:30	0	0		
08:45	3	14	4	25	20:45	0	3	2	2
09:00	2	4			21:00	2	1		
09:15	6	4			21:15	1	0		
09:30	9	2			21:30	0	0		
09:45	4	21	7	17	21:45	0	3	1	2
10:00	0	2			22:00	0	0		
10:15	8	5			22:15	1	0		
10:30	4	2			22:30	1	0		
10:45	2	14	4	13	22:45	0	2	1	1
11:00	10	5			23:00	0	0		
11:15	5	5			23:15	0	1		
11:30	3	5			23:30	0	1		
11:45	3	21	2	17	23:45	0	0	0	2
Total Vol.	134	305							

439

278

108

386

Daily Totals

NB	SB	EB	WB	Combined
412	413			825

AM

PM

Split %	30.5%	69.5%	53.2%	72.0%	28.0%	46.8%
Peak Hour	10:15	05:30	05:30	16:30	12:45	16:30
Volume	24	155	170	129	21	145
P.H.F.	0.60	0.86	0.87	0.79	0.58	0.68

PACIFIC TECHNICAL DATA

PROJECT: PTD13-0426-01

	AM				PM		
Split %	33.4%	66.6%	53.5%		71.2%	28.8%	46.5%
Peak Hour	05:15	05:30	05:30		16:15	15:45	16:15
Volume	28	155	181		143	25	159
P.H.F.	0.58	0.78	0.73		0.73	0.78	0.67

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

BROCKMAN BTN SR-98 & ANZA

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	0			12:00	1	5		
00:15	0	0			12:15	2	2		
00:30	0	0			12:30	1	0		
00:45	0	1	0	0	12:45	6	10	4	11
01:00	0	0			13:00	1	4		
01:15	0	0			13:15	4	3		
01:30	0	0			13:30	2	5		
01:45	1	1	0	0	13:45	5	12	1	13
02:00	1	1			14:00	6	2		
02:15	0	0			14:15	7	4		
02:30	1	0			14:30	7	5		
02:45	0	2	1	2	14:45	12	32	2	13
03:00	0	0			15:00	4	6		
03:15	0	0			15:15	5	0		
03:30	1	0			15:30	10	4		
03:45	1	2	1	1	15:45	18	37	1	11
04:00	0	0			16:00	20	2		
04:15	0	1			16:15	15	4		
04:30	0	2			16:30	26	10		
04:45	0	0	5	8	16:45	88	149	3	19
05:00	2	15			17:00	75	2		
05:15	0	28			17:15	15	1		
05:30	1	60			17:30	20	4		
05:45	5	8	88	191	17:45	12	122	2	9
06:00	1	51			18:00	10	2		
06:15	5	22			18:15	4	1		
06:30	7	7			18:30	4	0		
06:45	9	22	11	91	18:45	6	24	3	6
07:00	2	5			19:00	5	2		
07:15	6	6			19:15	4	0		
07:30	2	4			19:30	0	1		
07:45	0	10	2	17	19:45	1	10	1	4
08:00	3	3			20:00	1	0		
08:15	0	8			20:15	1	0		
08:30	10	4			20:30	2	0		
08:45	0	13	5	20	20:45	1	5	0	0
09:00	2	6			21:00	2	0		
09:15	1	2			21:15	0	0		
09:30	3	4			21:30	0	0		
09:45	2	8	5	17	21:45	0	2	0	0
10:00	4	1			22:00	0	0		
10:15	5	4			22:15	0	0		
10:30	3	5			22:30	0	0		
10:45	2	14	4	14	22:45	0	0	0	0
11:00	3	8			23:00	0	0		
11:15	1	2			23:15	0	0		
11:30	3	5			23:30	0	0		
11:45	3	10	2	17	23:45	0	0	0	0
Total Vol.	91	378							

469

403

86

489

Daily Totals

NB	SB	EB	WB	Combined
494	464			958

AM

PM

Split %	19.4%	80.6%	49.0%	82.4%	17.6%	51.0%
Peak Hour	06:30	05:15	05:15	16:15	16:00	16:15
Volume	24	227	234	204	19	223
P.H.F.	0.67	0.64	0.63	0.62	0.48	0.61

PACIFIC TECHNICAL DATA

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

MCCABE BTN FORRESTER & LA BRUCHERIE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00			3	0	12:00			3	6	
00:15			0	0	12:15			5	2	
00:30			2	0	12:30			3	3	
00:45			1	6	12:45			7	18	
01:00			3	0	13:00			4	1	
01:15			3	0	13:15			7	13	
01:30			3	0	13:30			4	6	
01:45			2	11	13:45			9	24	
02:00			13	0	14:00			6	11	
02:15			5	0	14:15			8	13	
02:30			1	0	14:30			9	12	
02:45			0	19	14:45			10	33	
03:00			0	0	15:00			7	9	
03:15			2	0	15:15			9	9	
03:30			0	0	15:30			11	7	
03:45			0	2	15:45			10	37	
04:00			3	0	16:00			18	7	
04:15			2	2	16:15			44	9	
04:30			1	1	16:30			21	8	
04:45			1	7	16:45			55	138	
05:00			1	1	17:00			41	6	
05:15			6	4	17:15			20	11	
05:30			1	35	17:30			18	5	
05:45			4	12	17:45			11	90	
06:00			1	38	18:00			5	2	
06:15			5	15	18:15			2	4	
06:30			7	18	18:30			4	2	
06:45			5	18	18:45			5	16	
07:00			10	7	19:00			4	5	
07:15			8	8	19:15			4	5	
07:30			7	18	19:30			3	4	
07:45			15	40	19:45			2	13	
08:00			17	13	20:00			3	2	
08:15			15	7	20:15			2	0	
08:30			13	11	20:30			1	2	
08:45			6	51	20:45			2	8	
09:00			12	41	21:00			3	3	
09:15			5	12	21:15			3	0	
09:30			10	8	21:30			1	0	
09:45			4	31	21:45			3	10	
10:00			13	4	22:00			2	0	
10:15			8	10	22:15			0	1	
10:30			7	6	22:30			2	0	
10:45			7	35	22:45			0	4	
11:00			6	12	23:00			1	0	
11:15			6	7	23:15			5	0	
11:30			22	7	23:30			6	2	
11:45			15	49	23:45			0	12	
Total Vol.			281	377	658			403	228	631

		Daily Totals		
NB	SB	EB	WB	Combined
		684	605	1289

AM				PM		
Split %	42.7%	57.3%	51.0%	63.9%	36.1%	49.0%
Peak Hour	07:45	05:30	05:30	16:15	14:00	16:15
Volume	60	139	150	161	49	188
P.H.F.	0.88	0.68	0.68	0.73	0.94	0.80

PACIFIC TECHNICAL DATA

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

LA BRUCHERIE BTN MCCABE & WAHL

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	0			12:00	16	9		
00:15	2	0			12:15	6	6		
00:30	0	0			12:30	17	9		
00:45	3	6	1	1	12:45	13	52	14	38
01:00	0	4			13:00	8	5		
01:15	1	2			13:15	10	10		
01:30	0	1			13:30	10	7		
01:45	0	1	1	8	13:45	10	38	11	33
02:00	0	1			14:00	15	12		
02:15	0	0			14:15	15	11		
02:30	1	0			14:30	8	18		
02:45	5	6	0	1	14:45	13	51	8	49
03:00	1	1			15:00	20	7		
03:15	1	0			15:15	20	24		
03:30	1	0			15:30	23	32		
03:45	1	4	0	1	15:45	16	79	14	77
04:00	8	1			16:00	18	15		
04:15	1	0			16:15	22	18		
04:30	1	1			16:30	24	20		
04:45	1	11	3	5	16:45	31	95	21	74
05:00	1	3			17:00	27	13		
05:15	3	6			17:15	33	18		
05:30	6	28			17:30	24	18		
05:45	7	17	25	62	17:45	21	105	16	65
06:00	5	55			18:00	16	15		
06:15	15	21			18:15	20	17		
06:30	12	30			18:30	12	13		
06:45	15	47	22	128	18:45	26	74	10	55
07:00	18	15			19:00	15	9		
07:15	28	11			19:15	13	9		
07:30	21	12			19:30	8	8		
07:45	43	110	21	59	19:45	7	43	9	35
08:00	50	33			20:00	8	1		
08:15	19	27			20:15	9	6		
08:30	11	13			20:30	4	2		
08:45	9	89	9	82	20:45	1	22	8	17
09:00	10	8			21:00	2	1		
09:15	13	12			21:15	5	1		
09:30	10	5			21:30	3	1		
09:45	15	48	16	41	21:45	2	12	2	5
10:00	12	11			22:00	4	4		
10:15	9	12			22:15	3	0		
10:30	12	23			22:30	2	0		
10:45	12	45	8	54	22:45	2	11	0	4
11:00	16	8			23:00	4	1		
11:15	13	13			23:15	1	2		
11:30	16	10			23:30	0	0		
11:45	12	57	10	41	23:45	2	7	2	5
Total Vol.	441	483			924	589	457		1046
AM					Daily Totals				
					NB	SB	EB	WB	Combined
					1030	940			1970
Split %					PM				
	47.7%	52.3%		46.9%	56.3%	43.7%			53.1%
Peak Hour	07:15	05:45		07:30	16:30	15:15			16:30
Volume	142	131		226	115	85			187
P.H.F.	0.71	0.60		0.68	0.88	0.66			0.90

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

LA BRUCHERIE BTN WAHL & KUBLER

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	12	7		
00:15	1	0			12:15	7	5		
00:30	1	0			12:30	10	9		
00:45	2	4	0	0	12:45	11	40	10	31
01:00	1	2			13:00	15	5		
01:15	0	3			13:15	9	4		
01:30	0	0			13:30	8	9		
01:45	0	1	1	6	13:45	9	41	10	28
02:00	0	2			14:00	10	7		
02:15	1	0			14:15	7	8		
02:30	0	0			14:30	5	11		
02:45	4	5	0	2	14:45	11	33	10	36
03:00	2	2			15:00	15	8		
03:15	0	1			15:15	18	15		
03:30	1	0			15:30	21	26		
03:45	0	3	0	3	15:45	15	69	15	64
04:00	5	1			16:00	7	10		
04:15	2	0			16:15	15	7		
04:30	0	0			16:30	20	11		
04:45	1	8	2	3	16:45	22	64	9	37
05:00	2	2			17:00	26	12		
05:15	2	5			17:15	44	8		
05:30	4	22			17:30	15	5		
05:45	8	16	25	54	17:45	10	95	11	36
06:00	4	51			18:00	15	10		
06:15	7	33			18:15	14	9		
06:30	4	31			18:30	10	12		
06:45	12	27	10	125	18:45	21	60	11	42
07:00	4	15			19:00	15	7		
07:15	11	7			19:15	11	5		
07:30	20	10			19:30	7	9		
07:45	18	53	15	47	19:45	5	38	5	26
08:00	35	22			20:00	9	1		
08:15	20	21			20:15	10	4		
08:30	15	16			20:30	7	6		
08:45	11	81	11	70	20:45	5	31	4	15
09:00	15	7			21:00	2	0		
09:15	9	5			21:15	3	1		
09:30	12	10			21:30	3	2		
09:45	11	47	10	32	21:45	2	10	0	3
10:00	7	8			22:00	1	2		
10:15	5	9			22:15	4	1		
10:30	9	15			22:30	2	0		
10:45	10	31	10	42	22:45	1	8	0	3
11:00	5	7			23:00	2	0		
11:15	15	11			23:15	1	1		
11:30	11	5			23:30	0	0		
11:45	10	41	9	32	23:45	1	4	1	2
Total Vol.	317	416			733	493	323		816

Daily Totals				
NB	SB	EB	WB	Combined
810	739			1549

AM				PM		
Split %	43.2%	56.8%	47.3%	60.4%	39.6%	52.7%
Peak Hour	07:30	05:45	05:45	16:30	15:15	16:30
Volume	93	140	163	112	66	152
P.H.F.	0.66	0.69	0.74	0.90	0.63	0.73

PROJECT: PTD13-0426-01

AM Period	NB		SB		EB		WB		PM Period		NB		SB		EB		WB	
00:00	0		0						12:00		11		6					
00:15	0		0						12:15		11		3					
00:30	1		0						12:30		10		4					
00:45	1	2	0	0			2		12:45		7	39	7	20			59	
01:00	0		1						13:00		7		4					
01:15	0		0						13:15		11		9					
01:30	0		1						13:30		10		8					
01:45	0	0	0	2			2		13:45		10	38	8	29			67	
02:00	0		0						14:00		8		10					
02:15	0		1						14:15		5		12					
02:30	2		0						14:30		7		11					
02:45	2	4	0	1			5		14:45		12	32	5	38			70	
03:00	0		1						15:00		16		8					
03:15	3		0						15:15		12		7					
03:30	0		0						15:30		7		12					
03:45	0	3	1	2			5		15:45		5	40	7	34			74	
04:00	2		0						16:00		10		8					
04:15	0		0						16:15		22		9					
04:30	0		0						16:30		21		10					
04:45	1	3	2	2			5		16:45		35	88	15	42			130	
05:00	2		3						17:00		21		12					
05:15	2		8						17:15		33		8					
05:30	8		18						17:30		15		9					
05:45	9	21	26	55			76		17:45		12	81	5	34			115	
06:00	10		44						18:00		13		3					
06:15	8		35						18:15		11		10					
06:30	15		31						18:30		5		8					
06:45	18	51	25	135			186		18:45		29	58	8	29			87	
07:00	10		10						19:00		20		3					
07:15	7		15						19:15		5		4					
07:30	9		15						19:30		5		4					
07:45	9	35	5	45			80		19:45		3	33	4	15			48	
08:00	18		15						20:00		8		1					
08:15	10		9						20:15		2		3					
08:30	9		12						20:30		0		0					
08:45	7	44	15	51			95		20:45		1	11	2	6			17	
09:00	5		9						21:00		5		0					
09:15	9		15						21:15		1		1					
09:30	5		3						21:30		3		2					
09:45	11	30	13	40			70		21:45		0	9	0	3			12	
10:00	7		7						22:00		1		3					
10:15																		

Total Vol.	246	395	641	435	260	695
				Daily Totals		
				NB	SB	EB
				WB		Combined
				681	655	1336

	AM			PM		
Split %	38.4%	61.6%	48.0%	62.6%	37.4%	52.0%
Peak Hour	06:00	05:45	06:00	16:30	16:15	16:30
Volume	51	136	186	110	46	155
P.H.F.	0.71	0.77	0.86	0.70	0.77	0.78

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

FERRELL BTN SR-98 & ANZA

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	1			12:00	13	5		
00:15	0	0			12:15	7	12		
00:30	1	0			12:30	11	8		
00:45	0	1	0	1	12:45	17	48	22	47
01:00	0	4			13:00	5	9		
01:15	0	0			13:15	9	13		
01:30	2	1			13:30	13	7		
01:45	0	2	0	5	13:45	3	30	8	37
02:00	1	0			14:00	13	11		
02:15	0	0			14:15	17	14		
02:30	1	0			14:30	12	7		
02:45	2	4	1	1	14:45	6	48	8	40
03:00	0	0			15:00	10	8		
03:15	0	1			15:15	7	5		
03:30	1	0			15:30	8	7		
03:45	3	4	2	3	15:45	9	34	9	29
04:00	1	1			16:00	5	6		
04:15	1	3			16:15	12	4		
04:30	1	4			16:30	22	8		
04:45	7	10	8	16	16:45	26	65	10	28
05:00	3	9			17:00	20	7		
05:15	6	10			17:15	35	15		
05:30	4	44			17:30	22	3		
05:45	5	18	48	111	17:45	15	92	2	27
06:00	5	41			18:00	7	3		
06:15	7	33			18:15	9	3		
06:30	9	15			18:30	10	0		
06:45	5	26	18	107	18:45	5	31	0	6
07:00	4	12			19:00	4	1		
07:15	4	16			19:15	2	0		
07:30	13	6			19:30	2	1		
07:45	11	32	19	53	19:45	3	11	1	3
08:00	10	17			20:00	4	0		
08:15	7	5			20:15	1	1		
08:30	6	9			20:30	0	0		
08:45	15	38	9	40	20:45	0	5	0	1
09:00	9	7			21:00	2	0		
09:15	14	15			21:15	0	0		
09:30	5	6			21:30	1	0		
09:45	17	45	8	36	21:45	1	4	1	1
10:00	10	10			22:00	0	2		
10:15	11	7			22:15	0	0		
10:30	16	10			22:30	1	1		
10:45	18	55	11	38	22:45	0	1	0	3
11:00	9	6			23:00	0	1		
11:15	11	8			23:15	0	0		
11:30	7	8			23:30	2	0		
11:45	9	36	10	32	23:45	0	2	1	2
Total Vol.	271	443			714	371	224		595

Daily Totals				
NB	SB	EB	WB	Combined
642	667			1309

AM				PM		
Split %	38.0%	62.0%	54.5%	62.4%	37.6%	45.5%
Peak Hour	10:00	05:30	05:30	16:30	12:30	16:30
Volume	55	166	187	103	52	143
P.H.F.	0.76	0.86	0.88	0.85	0.59	0.72

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

LYONS BTN BROCKMAN & LA BRUCHERIE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			0	0	12:00			0	1
00:15			0	0	12:15			7	2
00:30			0	0	12:30			3	0
00:45			0	0	12:45			3	13
01:00			0	0	13:00			1	2
01:15			0	0	13:15			4	0
01:30			0	0	13:30			2	8
01:45			0	0	13:45			4	11
02:00			0	0	14:00			4	2
02:15			0	0	14:15			5	7
02:30			0	0	14:30			1	1
02:45			0	0	14:45			1	11
03:00			0	0	15:00			1	1
03:15			0	0	15:15			3	0
03:30			0	0	15:30			9	2
03:45			1	1	15:45			1	14
04:00			0	0	16:00			1	2
04:15			0	2	16:15			3	2
04:30			0	0	16:30			1	0
04:45			0	0	16:45			1	6
05:00			0	1	17:00			2	0
05:15			0	2	17:15			2	1
05:30			1	1	17:30			1	1
05:45			1	2	17:45			0	5
06:00			1	2	18:00			1	1
06:15			1	1	18:15			1	0
06:30			1	1	18:30			1	1
06:45			4	7	18:45			0	3
07:00			0	2	19:00			0	1
07:15			1	2	19:15			2	0
07:30			2	3	19:30			0	0
07:45			0	3	19:45			1	3
08:00			0	0	20:00			0	0
08:15			0	0	20:15			0	0
08:30			0	2	20:30			0	0
08:45			0	0	20:45			0	0
09:00			4	1	21:00			1	0
09:15			1	0	21:15			0	0
09:30			5	3	21:30			1	7
09:45			3	13	21:45			0	2
10:00			3	0	22:00			0	0
10:15			0	2	22:15			0	0
10:30			2	2	22:30			0	0
10:45			2	7	22:45			0	0
11:00			6	2	23:00			0	0
11:15			0	1	23:15			0	0
11:30			2	0	23:30			0	0
11:45			3	11	23:45			0	0
Total Vol.			44	44	88			68	51

119

		Daily Totals		
NB	SB	EB	WB	Combined
		112	95	207

AM				PM		
Split %	50.0%	50.0%	42.5%	57.1%	42.9%	57.5%
Peak Hour	09:00	06:45	09:00	13:30	13:30	13:30
Volume	13	11	19	15	17	32
P.H.F.	0.65	0.69	0.59	0.75	0.53	0.67

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

KUBLER BTN BROCKMAN & FERRELL

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			0	0	12:00			2	3
00:15			0	0	12:15			0	1
00:30			0	0	12:30			1	1
00:45			0	0	12:45			3	6
01:00			0	0	13:00			1	2
01:15			0	0	13:15			0	6
01:30			0	0	13:30			4	2
01:45			0	0	13:45			2	7
02:00			0	0	14:00			1	4
02:15			0	0	14:15			5	2
02:30			0	0	14:30			3	9
02:45			0	0	14:45			3	12
03:00			0	0	15:00			4	7
03:15			0	1	15:15			4	6
03:30			0	0	15:30			1	5
03:45			1	1	15:45			5	14
04:00			0	0	16:00			5	1
04:15			0	0	16:15			1	4
04:30			0	0	16:30			2	0
04:45			0	0	16:45			2	10
05:00			0	0	17:00			1	1
05:15			0	0	17:15			2	2
05:30			1	0	17:30			1	1
05:45			0	1	17:45			3	7
06:00			0	2	18:00			2	0
06:15			1	1	18:15			3	2
06:30			0	1	18:30			5	0
06:45			2	3	18:45			0	10
07:00			1	0	19:00			1	0
07:15			0	0	19:15			0	1
07:30			4	0	19:30			0	0
07:45			1	6	19:45			1	2
08:00			1	0	20:00			1	0
08:15			1	1	20:15			0	0
08:30			1	6	20:30			0	1
08:45			8	11	20:45			0	1
09:00			5	1	21:00			0	1
09:15			6	3	21:15			0	0
09:30			3	0	21:30			0	1
09:45			2	16	21:45			0	0
10:00			2	3	22:00			0	1
10:15			1	3	22:15			0	0
10:30			4	3	22:30			0	0
10:45			1	8	22:45			0	0
11:00			1	4	23:00			2	0
11:15			1	0	23:15			0	0
11:30			3	3	23:30			1	1
11:45			5	10	23:45			0	3
Total Vol.			56	51	107			72	84

		Daily Totals		
NB	SB	EB	WB	Combined
		128	135	263

AM				PM		
Split %	52.3%	47.7%	40.7%	46.2%	53.8%	59.3%
Peak Hour	08:45	08:30	08:30	14:15	14:30	14:30
Volume	22	14	34	15	24	38
P.H.F.	0.69	0.58	0.71	0.75	0.67	0.79

PACIFIC TECHNICAL DATA

WEDNESDAY, APRIL 24, 2013

CITY: IMPERIAL VALLEY

PROJECT: PTD13-0426-01

ANZA BTN BROCKMAN & FERRELL

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			0	0	12:00			2	0
00:15			0	0	12:15			1	1
00:30			1	0	12:30			3	1
00:45			0	1	0	1	7	2	4
01:00			0	1	13:00			2	3
01:15			0	0	13:15			4	0
01:30			0	0	13:30			2	2
01:45			0	0	1	1	9	1	6
02:00			0	0	14:00			0	2
02:15			0	0	14:15			1	1
02:30			0	0	14:30			1	0
02:45			0	0	14:45			2	4
03:00			0	0	15:00			6	1
03:15			1	0	15:15			4	1
03:30			0	1	15:30			2	2
03:45			0	1	0	1	16	1	5
04:00			0	0	16:00			4	2
04:15			0	1	16:15			9	4
04:30			2	0	16:30			12	1
04:45			1	3	0	1	30	2	9
05:00			0	1	17:00			13	4
05:15			1	2	17:15			4	2
05:30			2	3	17:30			5	1
05:45			2	5	7	13	18	2	24
06:00			3	5	18:00			2	1
06:15			2	6	18:15			2	0
06:30			1	4	18:30			3	2
06:45			0	6	7	22	28	0	7
07:00			4	4	19:00			2	0
07:15			2	5	19:15			1	1
07:30			1	4	19:30			0	0
07:45			2	9	5	18	27	1	4
08:00			0	6	19:45			0	1
08:15			1	5	20:00			1	0
08:30			2	2	20:15			0	0
08:45			0	3	4	17	20	0	1
09:00			1	2	20:45			0	1
09:15			0	1	21:00			0	0
09:30			1	0	21:15			1	0
09:45			2	4	1	4	8	1	2
10:00			3	4	21:45			0	0
10:15			2	2	22:00			0	0
10:30			1	1	22:15			0	0
10:45			0	6	1	8	14	0	0
11:00			1	0	22:30			0	0
11:15			2	4	22:45			0	0
11:30			0	1	23:00			0	0
11:45			4	7	0	5	12	0	0
Total Vol.			45	90	135			104	43

147

		Daily Totals		Combined
NB	SB	EB	WB	
		149	133	282

AM				PM		
Split %	33.3%	66.7%	47.9%	70.7%	29.3%	52.1%
Peak Hour	11:45	05:45	05:30	16:15	16:15	16:15
Volume	10	22	30	39	11	50
P.H.F.	0.63	0.79	0.83	0.75	0.69	0.74

CALTRANS 2011 DATA

Dist	Route	CO	Postmile	Description	Back Peak	Back Peak	Back AADT	Ahead	Ahead	Ahead
					Hour	Month		Peak Hour	Month	AADT
11	98	IMP	1.518	IMPERIAL HIGHWAY	170	1600	1450	180	1750	1650
11	98	IMP	22.197	DREW/SUNSET BLVD	220	1950	1800	200	1950	1800
11	98	IMP	27.21	FERRELL RD	200	1950	1800	260	2600	2400
11	98	IMP	28.74	CLARK RD	260	2600	2400	360	3750	3650
11	98	IMP	30.27	DOGWOOD RD	360	3750	3650	680	8800	8100

CALTRANS 2011 DATA

Dist	Route	CO		Postmile	Description	Back Peak	Back Peak	Back AADT	Ahead	Ahead	Ahead
						Hour	Month		Peak Hour	Month	AADT
11	8	IMP	R	23.48	DUNAWAY RD	1750	14000	11900	1750	13300	12000
11	8	IMP	R	29.933	DREW RD	1750	13300	12000	1950	14900	13600
11	8	IMP	R	33.991	FORRESTER RD	1950	14900	13600	2100	18000	16700
11	8	IMP	R	36.973	IMPERIAL AVE	2100	18000	16700	3750	34000	31000

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
4/24/13
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

IMPERIAL VALLEY
FORRESTER
I-8 WB RAMPS

PROJECT #:
LOCATION #:
CONTROL:

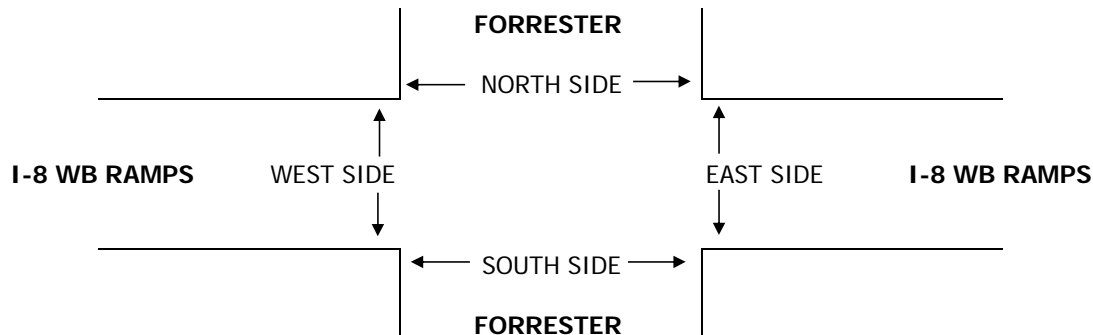
PTD13-0426-01
1
1-WAY STOP (WB)

NOTES:

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

	NORTHBOUND FORRESTER			SOUTHBOUND FORRESTER			EASTBOUND I-8 WB RAMPS			WESTBOUND I-8 WB RAMPS			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	X	X	1	0	X	X	X	1	0	1	

AM	5:30 AM	1	4			21	20				22	0	23	91
	5:45 AM	1	6			31	16				45	0	26	125
	6:00 AM	2	5			27	10				24	0	27	95
	6:15 AM	0	12			21	20				10	0	34	97
	6:30 AM	1	7			18	18				15	0	34	93
	6:45 AM	1	8			15	10				10	0	27	71
	7:00 AM	2	13			14	17				8	0	21	75
	7:15 AM	1	7			7	11				10	0	26	62
	VOLUMES	9	62	0	0	154	122	0	0	0	144	0	218	709
	APPROACH %	13%	87%	0%	0%	56%	44%	0%	0%	0%	40%	0%	60%	
	APP/DEPART	71	/	280	276	/	298	0	/	0	362	/	131	0
	BEGIN PEAK HR	5:45 AM												
	VOLUMES	4	30	0	0	97	64	0	0	0	94	0	121	410
	APPROACH %	12%	88%	0%	0%	60%	40%	0%	0%	0%	44%	0%	56%	
	PEAK HR FACTOR	0.708			0.856			0.000			0.757			0.820
	APP/DEPART	34	/	151	161	/	191	0	/	0	215	/	68	0
PM	4:00 PM	1	26			21	4				8	0	10	70
	4:15 PM	2	23			42	7				3	0	16	93
	4:30 PM	2	42			32	11				11	0	17	115
	4:45 PM	8	35			38	7				9	0	7	104
	5:00 PM	10	31			31	5				5	0	9	91
	5:15 PM	7	27			27	4				4	0	12	81
	5:30 PM	8	22			28	6				8	0	5	77
	5:45 PM	7	13			22	2				9	0	4	57
	VOLUMES	45	219	0	0	241	46	0	0	0	57	0	80	688
	APPROACH %	17%	83%	0%	0%	84%	16%	0%	0%	0%	42%	0%	58%	
	APP/DEPART	264	/	299	287	/	298	0	/	0	137	/	91	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	22	131	0	0	143	30	0	0	0	28	0	49	403
	APPROACH %	14%	86%	0%	0%	83%	17%	0%	0%	0%	36%	0%	64%	
	PEAK HR FACTOR	0.869			0.883			0.000			0.688			0.876
	APP/DEPART	153	/	180	173	/	171	0	/	0	77	/	52	0



INTERSECTION TURNING MOVEMENT COUNTS

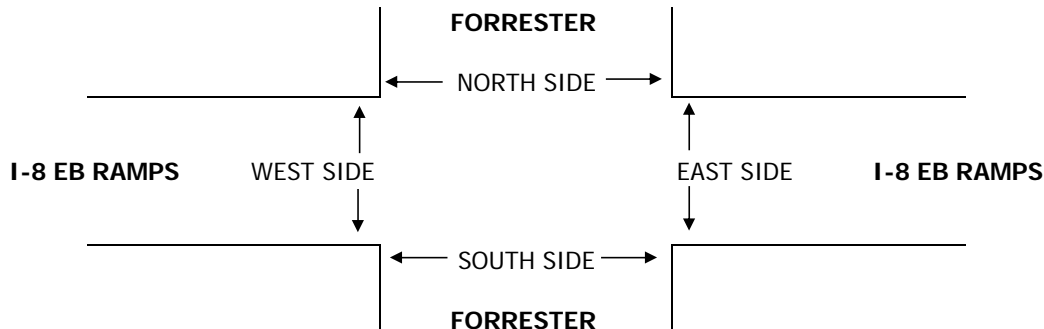
PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 4/24/13 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	IMPERIAL VALLEY FORRESTER I-8 EB RAMPS	PROJECT #: LOCATION #: CONTROL:	PTD13-0426-01 2 1-WAY STOP (EB)
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND FORRESTER			SOUTHBOUND FORRESTER			EASTBOUND I-8 EB RAMPS			WESTBOUND I-8 EB RAMPS			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	1	0	1	X	X	X	

AM	5:30 AM		4	0	8	37		3	0	0				52
	5:45 AM		2	3	12	60		5	0	1				83
	6:00 AM		4	2	10	40		4	0	0				60
	6:15 AM		5	1	15	15		7	0	1				44
	6:30 AM		4	2	15	17		4	0	0				42
	6:45 AM		4	6	12	14		5	0	0				41
	7:00 AM		7	4	12	10		8	0	1				42
	7:15 AM		4	7	10	9		5	0	1				36
	VOLUMES	0	34	25	94	202	0	41	0	4	0	0	0	400
	APPROACH %	0%	58%	42%	32%	68%	0%	91%	0%	9%	0%	0%	0%	
PM	APP/DEPART	59	/	75	296	/	206	45	/	119	0	/	0	0
	BEGIN PEAK HR	5:30 AM												
	VOLUMES	0	15	6	45	152	0	19	0	2	0	0	0	239
	APPROACH %	0%	71%	29%	23%	77%	0%	90%	0%	10%	0%	0%	0%	
	PEAK HR FACTOR	0.875			0.684			0.656			0.000			0.720
	APP/DEPART	21	/	34	197	/	154	21	/	51	0	/	0	0
	4:00 PM		10	7	22	11		17	1	0				68
	4:15 PM		15	16	23	15		19	0	0				88
	4:30 PM		19	10	25	11		18	0	0				83
	4:45 PM		33	20	34	10		22	0	0				119
	5:00 PM		26	20	33	9		14	0	0				102
	5:15 PM		17	15	19	9		15	0	0				75
	5:30 PM		11	7	32	15		16	0	0				81
	5:45 PM		9	8	26	7		10	0	0				60
	VOLUMES	0	140	103	214	87	0	131	1	0	0	0	0	676
	APPROACH %	0%	58%	42%	71%	29%	0%	99%	1%	0%	0%	0%	0%	
	APP/DEPART	243	/	271	301	/	87	132	/	318	0	/	0	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	93	66	115	45	0	73	0	0	0	0	0	392
	APPROACH %	0%	58%	42%	72%	28%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.750			0.909			0.830			0.000			0.824
	APP/DEPART	159	/	166	160	/	45	73	/	181	0	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

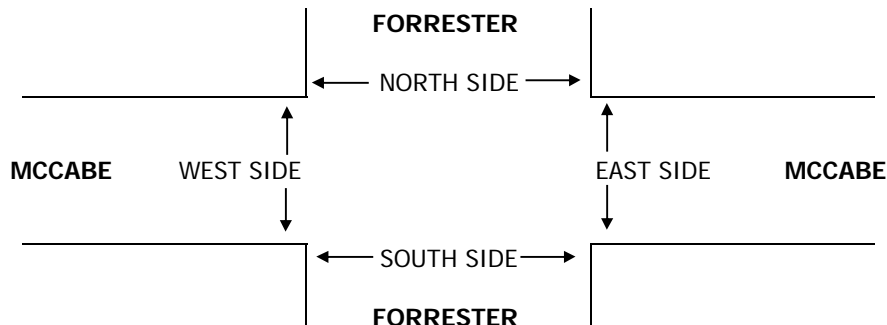
PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 4/24/13 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	IMPERIAL VALLEY FORRESTER MCCABE	PROJECT #: LOCATION #: CONTROL:	PTD13-0426-01 3 2-WAY STOP (EW)
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

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

AM	5:30 AM	0	1	0	3	0	42	0	1	0	0	7	3	57
	5:45 AM	0	0	0	4	0	48	1	3	0	0	12	4	72
	6:00 AM	0	0	0	5	0	24	1	0	0	0	7	2	39
	6:15 AM	0	0	0	5	0	11	2	2	0	1	4	0	25
	6:30 AM	0	1	0	2	0	3	3	1	1	0	7	1	19
	6:45 AM	1	0	0	4	1	8	1	1	0	1	3	2	22
	7:00 AM	0	0	0	1	0	4	2	6	0	0	3	4	20
	7:15 AM	1	1	0	5	1	5	3	8	1	0	3	4	32
	VOLUMES	2	3	0	29	2	145	13	22	2	2	46	20	286
	APPROACH %	40%	60%	0%	16%	1%	82%	35%	59%	5%	3%	68%	29%	
	APP/DEPART	5	/	36	176	/	6	37	/	51	68	/	193	0
PM	BEGIN PEAK HR	5:30 AM												
	VOLUMES	0	1	0	17	0	125	4	6	0	1	30	9	193
	APPROACH %	0%	100%	0%	12%	0%	88%	40%	60%	0%	3%	75%	23%	
	PEAK HR FACTOR	0.250			0.683			0.625			0.625			0.670
	APP/DEPART	1	/	14	142	/	1	10	/	23	40	/	155	0
	4:00 PM	0	0	0	6	0	1	9	3	0	0	6	5	30
	4:15 PM	0	0	0	3	0	4	28	10	1	0	2	3	51
	4:30 PM	1	0	1	4	0	3	20	2	0	0	4	3	38
	4:45 PM	0	0	0	2	0	3	49	7	0	0	0	2	63
	5:00 PM	0	1	0	4	0	1	30	8	0	0	2	2	48
	5:15 PM	0	0	0	2	0	2	12	7	0	0	7	12	42
	5:30 PM	0	0	0	2	0	2	9	4	0	1	1	0	19
	5:45 PM	0	0	0	1	0	1	9	1	1	0	3	2	18
	VOLUMES	1	1	1	24	0	17	166	42	2	1	25	29	309
	APPROACH %	33%	33%	33%	59%	0%	41%	79%	20%	1%	2%	45%	53%	
	APP/DEPART	3	/	196	41	/	3	210	/	67	55	/	43	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	1	1	1	13	0	11	127	27	1	0	8	10	200
	APPROACH %	33%	33%	33%	54%	0%	46%	82%	17%	1%	0%	44%	56%	
	PEAK HR FACTOR	0.375			0.857			0.692			0.643			0.794
	APP/DEPART	3	/	138	24	/	1	155	/	41	18	/	20	0



INTERSECTION TURNING MOVEMENT COUNTS

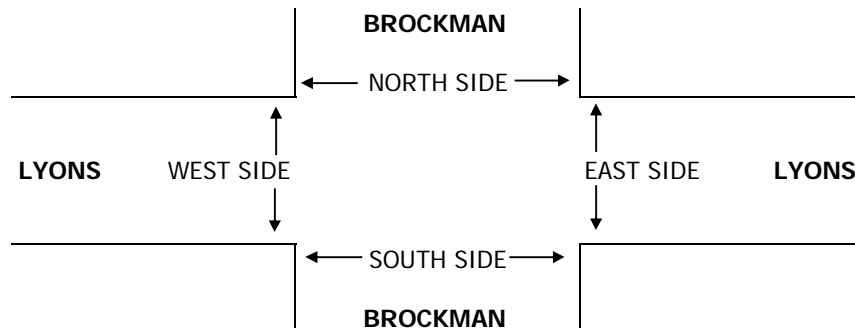
PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 4/24/13 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	IMPERIAL VALLEY BROCKMAN LYONS	PROJECT #: LOCATION #: CONTROL:	PTD13-0426-01 4 2-WAY STOP (EW)
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NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER		▼ S	

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

AM	5:30 AM	0	5	0	0	48	0	0	1	0	0	0	0	54
	5:45 AM	0	5	1	0	46	1	0	0	0	2	1	0	56
	6:00 AM	0	2	0	0	42	2	0	1	0	1	1	0	49
	6:15 AM	2	3	0	0	21	0	0	1	0	0	0	0	27
	6:30 AM	0	4	1	0	12	0	1	3	0	1	1	0	23
	6:45 AM	1	4	0	0	6	0	0	0	0	0	0	2	13
	7:00 AM	0	3	0	1	4	0	0	0	0	2	0	0	10
	7:15 AM	0	5	0	0	6	0	1	0	0	2	0	0	14
	VOLUMES	3	31	2	1	185	3	2	6	0	8	3	2	246
	APPROACH %	8%	86%	6%	1%	98%	2%	25%	75%	0%	62%	23%	15%	
PM	APP/DEPART	36	/	35	189	/	193	8	/	9	13	/	9	0
	BEGIN PEAK HR	5:30 AM												
	VOLUMES	2	15	1	0	157	3	0	3	0	3	2	0	186
	APPROACH %	11%	83%	6%	0%	98%	2%	0%	100%	0%	60%	40%	0%	
	PEAK HR FACTOR	0.750			0.833			0.750			0.417			0.830
	APP/DEPART	18	/	15	160	/	160	3	/	4	5	/	7	0
	4:00 PM	0	5	0	0	5	0	2	0	0	1	1	0	14
	4:15 PM	0	21	0	1	0	0	0	2	0	1	0	0	25
	4:30 PM	0	28	0	0	8	1	0	0	0	0	0	0	37
	4:45 PM	0	36	1	0	1	1	0	1	0	0	1	1	42
PM	5:00 PM	0	52	2	0	2	1	0	0	0	0	0	0	57
	5:15 PM	0	19	2	0	5	0	0	0	0	0	1	0	27
	5:30 PM	0	10	0	0	2	0	0	0	0	0	0	0	12
	5:45 PM	0	13	1	0	2	0	0	0	0	0	0	1	17
	VOLUMES	0	184	6	1	25	3	2	3	0	2	3	2	231
	APPROACH %	0%	97%	3%	3%	86%	10%	40%	60%	0%	29%	43%	29%	
	APP/DEPART	190	/	188	29	/	27	5	/	10	7	/	6	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	135	5	0	16	3	0	1	0	0	2	1	163
	APPROACH %	0%	96%	4%	0%	84%	16%	0%	100%	0%	0%	67%	33%	
	PEAK HR FACTOR	0.648			0.528			0.250			0.375			0.715
	APP/DEPART	140	/	136	19	/	16	1	/	6	3	/	5	0



INTERSECTION TURNING MOVEMENT COUNTS

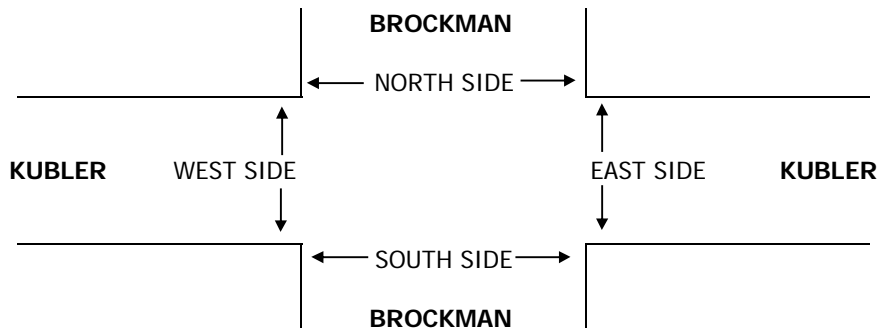
PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 4/24/13 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	IMPERIAL VALLEY BROCKMAN KUBLER	PROJECT #: LOCATION #: CONTROL:	PTD13-0426-01 5 2-WAY STOP (EW)
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NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

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

AM	5:30 AM	3	5	0	1	46	0	0	0	0	0	0	0	55
	5:45 AM	0	2	0	0	46	0	0	0	0	0	1	0	49
	6:00 AM	0	8	0	0	43	0	0	0	0	0	0	0	51
	6:15 AM	0	3	0	1	12	0	0	0	0	1	1	0	18
	6:30 AM	3	3	0	0	8	0	0	1	0	0	0	1	16
	6:45 AM	3	1	0	0	5	1	3	0	2	0	1	1	17
	7:00 AM	1	4	0	1	6	0	0	0	1	0	0	0	13
	7:15 AM	0	3	0	0	4	0	0	0	3	0	0	0	10
	VOLUMES	10	29	0	3	170	1	3	1	6	1	3	2	229
	APPROACH %	26%	74%	0%	2%	98%	1%	30%	10%	60%	17%	50%	33%	
APP/DEPART	39	/	34	174	/	177	10	/	4	6	/	14	0	
BEGIN PEAK HR	5:30 AM													
VOLUMES	3	18	0	2	147	0	0	0	0	1	2	0	173	
APPROACH %	14%	86%	0%	1%	99%	0%	0%	0%	0%	33%	67%	0%		
PEAK HR FACTOR	0.656			0.793			0.000			0.375			0.786	
APP/DEPART	21	/	18	149	/	148	0	/	2	3	/	5	0	
PM	4:00 PM	0	5	5	0	4	0	0	0	0	1	0	0	15
	4:15 PM	0	31	0	0	3	0	1	0	1	0	0	3	39
	4:30 PM	0	15	1	2	2	0	1	0	2	0	0	0	23
	4:45 PM	0	56	1	1	0	0	1	0	0	0	0	0	59
	5:00 PM	0	34	2	0	1	0	1	0	0	0	0	1	39
	5:15 PM	0	10	0	1	2	0	4	0	0	1	0	0	18
	5:30 PM	0	9	0	1	0	1	1	1	1	0	0	0	14
	5:45 PM	0	8	0	0	1	0	0	0	0	0	0	0	9
	VOLUMES	0	168	9	5	13	1	9	1	4	2	0	4	216
	APPROACH %	0%	95%	5%	26%	68%	5%	64%	7%	29%	33%	0%	67%	
	APP/DEPART	177	/	181	19	/	19	14	/	15	6	/	1	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	136	4	3	6	0	4	0	3	0	0	4	160
	APPROACH %	0%	97%	3%	33%	67%	0%	57%	0%	43%	0%	0%	100%	
PEAK HR FACTOR	0.614			0.563			0.583			0.333			0.678	
APP/DEPART	140	/	144	9	/	9	7	/	7	4	/	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
4/24/13
WEDNESDAY

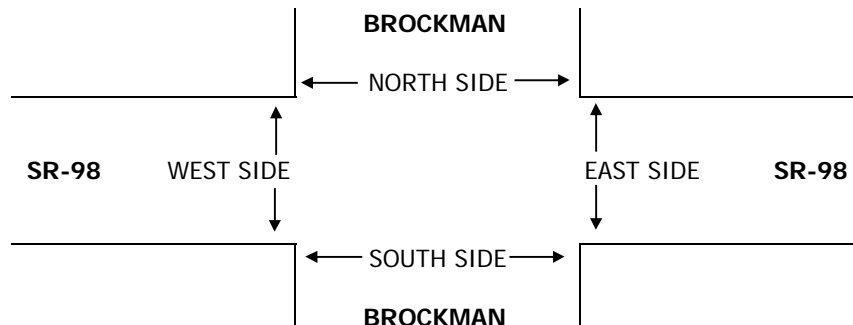
LOCATION: IMPERIAL VALLEY
NORTH & SOUTH: BROCKMAN
EAST & WEST: SR-98

PROJECT #: PTD13-0426-01
LOCATION #: 6
CONTROL: 2-WAY STOP (NS)

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	BROCKMAN			BROCKMAN			SR-98			SR-98			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

AM	5:30 AM	0	0	0	0	35	12	0	5	1	26	74	5	158
	5:45 AM	1	2	1	0	40	9	0	5	10	35	33	3	139
	6:00 AM	0	1	1	0	37	6	1	13	4	44	40	3	150
	6:15 AM	2	1	2	2	9	4	2	11	2	10	23	1	69
	6:30 AM	3	7	0	1	4	4	0	6	1	2	25	3	56
	6:45 AM	4	4	0	3	2	2	0	5	3	4	16	0	43
	7:00 AM	1	1	0	3	2	3	0	11	3	0	8	3	35
	7:15 AM	1	3	1	0	6	3	0	6	0	0	14	3	37
	VOLUMES	12	19	5	9	135	43	3	62	24	121	233	21	687
	APPROACH %	33%	53%	14%	5%	72%	23%	3%	70%	27%	32%	62%	6%	
PM	APP/DEPART	36	/	43	187	/	280	89	/	76	375	/	288	0
	BEGIN PEAK HR	5:30 AM												
	VOLUMES	3	4	4	2	121	31	3	34	17	115	170	12	516
	APPROACH %	27%	36%	36%	1%	79%	20%	6%	63%	31%	39%	57%	4%	
	PEAK HR FACTOR	0.550			0.786			0.750			0.707			0.816
	APP/DEPART	11	/	19	154	/	253	54	/	40	297	/	204	0
	4:00 PM	8	5	5	3	2	2	8	29	0	0	12	0	74
	4:15 PM	1	5	6	1	2	1	25	57	1	0	4	0	103
	4:30 PM	2	11	16	1	6	0	4	36	4	0	9	3	92
	4:45 PM	6	61	26	0	0	0	1	24	1	0	5	0	124
PM	5:00 PM	5	29	44	0	2	0	6	23	0	0	11	0	120
	5:15 PM	2	6	8	2	0	2	3	41	0	0	9	0	73
	5:30 PM	1	8	5	0	1	0	2	17	2	1	10	0	47
	5:45 PM	2	9	3	1	0	0	0	29	2	0	11	0	57
	VOLUMES	27	134	113	8	13	5	49	256	10	1	71	3	690
	APPROACH %	10%	49%	41%	31%	50%	19%	16%	81%	3%	1%	95%	4%	
	APP/DEPART	274	/	186	26	/	24	315	/	377	75	/	103	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	14	106	92	2	10	1	36	140	6	0	29	3	439
	APPROACH %	7%	50%	43%	15%	77%	8%	20%	77%	3%	0%	91%	9%	
	PEAK HR FACTOR	0.570			0.464			0.548			0.667			0.885
	APP/DEPART	212	/	145	13	/	16	182	/	234	32	/	44	0



INTERSECTION TURNING MOVEMENT COUNTS

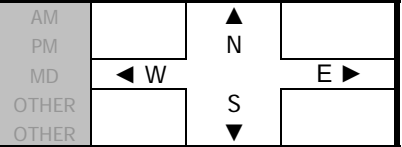
PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
4/24/13
WEDNESDAY

LOCATION: IMPERIAL VALLEY
NORTH & SOUTH: BROCKMAN
EAST & WEST: ANZA

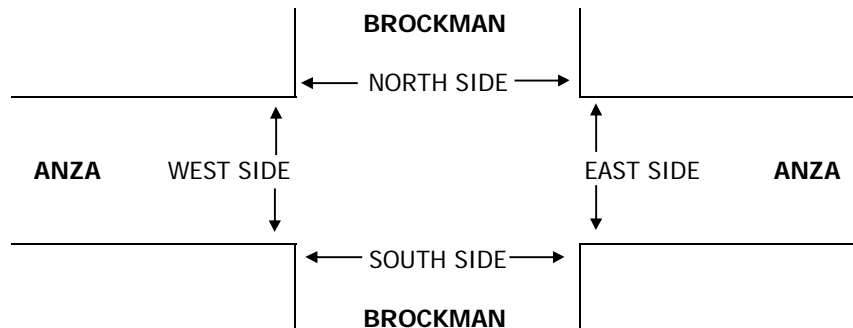
PROJECT #: PTD13-0426-01
LOCATION #: 7
CONTROL: 2-WAY STOP (NS)

NOTES:



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

AM	5:30 AM	0	0	0	0	0	2	0	0	0	0	5	0	7
	5:45 AM	0	0	0	2	0	0	0	1	0	0	6	1	10
	6:00 AM	0	0	0	0	0	2	0	2	0	0	2	2	8
	6:15 AM	0	0	0	0	0	0	0	1	0	0	2	1	4
	6:30 AM	0	0	0	0	0	3	1	0	0	0	3	1	8
	6:45 AM	0	0	0	0	0	3	0	0	0	0	1	3	7
	7:00 AM	0	0	0	1	0	0	1	1	0	0	3	1	7
	7:15 AM	0	0	0	0	0	0	0	1	0	0	1	1	3
	VOLUMES	0	0	0	3	0	10	2	6	0	0	23	10	54
	APPROACH %	0%	0%	0%	23%	0%	77%	25%	75%	0%	0%	70%	30%	
PM	APP/DEPART	0	/	12	13	/	0	8	/	9	33	/	33	0
	BEGIN PEAK HR	5:45 AM												
	VOLUMES	0	0	0	2	0	5	1	4	0	0	13	5	30
	APPROACH %	0%	0%	0%	29%	0%	71%	20%	80%	0%	0%	72%	28%	
	PEAK HR FACTOR	0.000			0.583			0.625			0.643			0.750
	APP/DEPART	0	/	6	7	/	0	5	/	6	18	/	18	0
	4:00 PM	0	0	0	3	0	0	0	0	0	0	1	0	4
	4:15 PM	0	0	0	0	0	1	2	5	0	0	2	5	15
	4:30 PM	0	0	0	2	0	0	0	5	0	0	0	0	7
	4:45 PM	0	0	0	4	0	0	0	0	0	0	0	0	4
	5:00 PM	0	0	0	5	0	0	1	1	0	0	4	0	11
	5:15 PM	0	0	0	0	0	1	0	4	0	0	0	2	7
	5:30 PM	0	0	0	1	0	0	1	5	0	0	2	0	9
	5:45 PM	0	0	0	0	0	0	3	1	0	0	0	0	4
	VOLUMES	0	0	0	15	0	2	7	21	0	0	9	7	61
	APPROACH %	0%	0%	0%	88%	0%	12%	25%	75%	0%	0%	56%	44%	
	APP/DEPART	0	/	14	17	/	0	28	/	36	16	/	11	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	0	0	11	0	1	3	11	0	0	6	5	37
	APPROACH %	0%	0%	0%	92%	0%	8%	21%	79%	0%	0%	55%	45%	
	PEAK HR FACTOR	0.000			0.600			0.500			0.393			0.617
	APP/DEPART	0	/	8	12	/	0	14	/	22	11	/	7	0



INTERSECTION TURNING MOVEMENT COUNTS

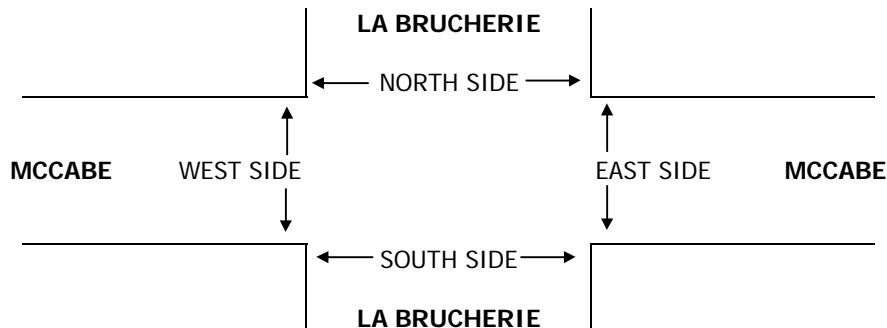
PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 4/24/13 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	IMPERIAL VALLEY LA BRUCHERIE MCCABE	PROJECT #: LOCATION #: CONTROL:	PTD13-0426-01 8 4-WAY STOP
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NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	LA BRUCHERIE			LA BRUCHERIE			MCCABE			MCCABE			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

AM	5:30 AM	3	3	0	5	16	2	0	1	1	5	4	9	49
	5:45 AM	2	3	1	6	18	1	3	4	2	6	9	12	67
	6:00 AM	1	4	1	6	42	1	1	2	4	4	9	8	83
	6:15 AM	2	12	0	7	18	0	1	3	3	5	4	9	64
	6:30 AM	2	10	0	9	23	1	0	9	5	5	8	9	81
	6:45 AM	0	15	1	13	13	4	1	12	3	2	8	14	86
	7:00 AM	2	10	3	12	11	2	3	10	2	2	12	18	87
	7:15 AM	3	25	3	19	9	3	2	19	1	0	20	23	127
	VOLUMES	15	82	9	77	150	14	11	60	21	29	74	102	644
	APPROACH %	14%	77%	8%	32%	62%	6%	12%	65%	23%	14%	36%	50%	
PM	APP/DEPART	106	/	195	241	/	200	92	/	146	205	/	103	0
	BEGIN PEAK HR	6:30 AM												
	VOLUMES	7	60	7	53	56	10	6	50	11	9	48	64	381
	APPROACH %	9%	81%	9%	45%	47%	8%	9%	75%	16%	7%	40%	53%	
	PEAK HR FACTOR	0.597			0.902			0.761			0.703			0.750
	APP/DEPART	74	/	130	119	/	76	67	/	110	121	/	65	0
	4:00 PM	4	10	1	21	9	4	9	67	3	2	28	19	177
	4:15 PM	2	20	0	19	13	1	7	14	6	0	10	18	110
	4:30 PM	6	13	4	17	19	3	4	12	2	0	6	21	107
	4:45 PM	3	29	3	30	14	4	3	8	0	0	13	25	132
PM	5:00 PM	2	21	4	24	13	1	2	19	0	0	25	40	151
	5:15 PM	5	26	2	22	16	2	1	6	0	1	14	17	112
	5:30 PM	3	15	7	21	12	1	0	5	2	1	15	31	113
	5:45 PM	4	15	2	19	17	4	2	5	0	1	15	21	105
	VOLUMES	29	149	23	173	113	20	28	136	13	5	126	192	1,007
	APPROACH %	14%	74%	11%	57%	37%	7%	16%	77%	7%	2%	39%	59%	
	APP/DEPART	201	/	369	306	/	131	177	/	332	323	/	175	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	15	72	8	87	55	12	23	101	11	2	57	83	526
	APPROACH %	16%	76%	8%	56%	36%	8%	17%	75%	8%	1%	40%	58%	
	PEAK HR FACTOR	0.679			0.802			0.427			0.724			0.743
	APP/DEPART	95	/	178	154	/	68	135	/	196	142	/	84	0



INTERSECTION TURNING MOVEMENT COUNTS

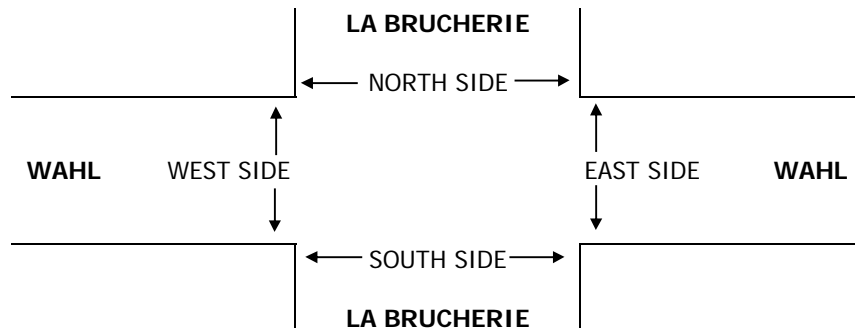
PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 4/24/13 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	IMPERIAL VALLEY LA BRUCHERIE WAHL	PROJECT #: LOCATION #: CONTROL:	PTD13-0426-01 9 2-WAY STOP (NS)
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	LA BRUCHERIE			LA BRUCHERIE			WAHL			WAHL			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

AM	5:30 AM	1	2	0	0	19	1	1	3	0	2	4	0	33
	5:45 AM	5	3	0	2	23	1	0	3	2	1	4	0	44
	6:00 AM	1	3	0	0	52	1	0	1	4	2	2	0	66
	6:15 AM	1	4	0	0	29	2	0	1	3	0	3	1	44
	6:30 AM	0	4	0	4	27	2	2	3	3	0	4	0	49
	6:45 AM	0	10	0	0	9	2	1	5	1	2	3	0	33
	7:00 AM	1	1	1	4	11	3	0	3	0	0	3	0	27
	7:15 AM	0	10	0	2	4	0	0	3	2	0	4	1	26
	VOLUMES	9	37	1	12	174	12	4	22	15	7	27	2	322
	APPROACH %	19%	79%	2%	6%	88%	6%	10%	54%	37%	19%	75%	6%	
PM	APP/DEPART	47	/	43	198	/	196	41	/	35	36	/	48	0
	BEGIN PEAK HR	5:45 AM												
	VOLUMES	7	14	0	6	131	6	2	8	12	3	13	1	203
	APPROACH %	33%	67%	0%	4%	92%	4%	9%	36%	55%	18%	76%	6%	
	PEAK HR FACTOR	0.656			0.675			0.688			0.850			0.769
	APP/DEPART	21	/	17	143	/	146	22	/	14	17	/	26	0
	4:00 PM	2	4	1	4	6	2	0	8	3	3	2	1	36
	4:15 PM	2	14	0	3	3	0	0	5	4	0	1	1	33
	4:30 PM	0	17	0	6	10	0	1	0	0	0	1	1	36
	4:45 PM	3	23	3	3	8	0	1	4	1	0	2	0	48
	5:00 PM	0	24	1	5	5	1	1	2	1	1	1	1	43
	5:15 PM	3	37	3	3	7	0	0	6	0	0	1	1	61
	5:30 PM	2	10	2	4	3	1	0	1	2	0	1	1	27
	5:45 PM	1	11	0	3	11	0	0	5	0	0	0	0	31
	VOLUMES	13	140	10	31	53	4	3	31	11	4	9	6	315
	APPROACH %	8%	86%	6%	35%	60%	5%	7%	69%	24%	21%	47%	32%	
	APP/DEPART	163	/	149	88	/	68	45	/	72	19	/	26	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	6	101	7	17	30	1	3	12	2	1	5	3	188
	APPROACH %	5%	89%	6%	35%	63%	2%	18%	71%	12%	11%	56%	33%	
	PEAK HR FACTOR	0.663			0.750			0.708			0.750			0.770
	APP/DEPART	114	/	107	48	/	33	17	/	36	9	/	12	0



INTERSECTION TURNING MOVEMENT COUNTS

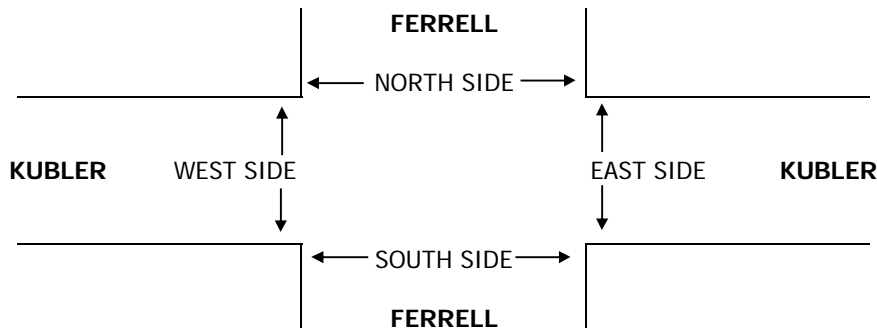
PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 4/24/13 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	IMPERIAL VALLEY FERRELL KUBLER	PROJECT #: LOCATION #: CONTROL:	PTD13-0426-01 10 2-WAY STOP (EW)
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NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER			

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

AM	5:30 AM	0	2	0	0	19	1	1	0	0	0	1	1	25
	5:45 AM	0	8	0	1	24	0	0	0	0	0	0	0	33
	6:00 AM	3	5	0	1	35	1	0	0	0	1	0	1	47
	6:15 AM	2	3	0	1	40	3	0	0	0	0	0	0	49
	6:30 AM	3	2	0	1	23	3	0	1	0	0	0	0	33
	6:45 AM	7	7	1	0	15	5	1	0	1	0	1	0	38
	7:00 AM	1	4	1	0	7	1	1	0	1	0	1	0	17
	7:15 AM	1	6	0	3	11	0	2	0	3	2	0	0	28
	VOLUMES	17	37	2	7	174	14	5	1	5	3	3	2	270
	APPROACH %	30%	66%	4%	4%	89%	7%	45%	9%	45%	38%	38%	25%	
PM	APP/DEPART	56	/	44	195	/	182	11	/	10	8	/	34	0
	BEGIN PEAK HR	6:00 AM												
	VOLUMES	15	17	1	3	113	12	1	1	1	1	1	1	167
	APPROACH %	45%	52%	3%	2%	88%	9%	33%	33%	33%	33%	33%	33%	
	PEAK HR FACTOR	0.550			0.727			0.375			0.375			0.852
	APP/DEPART	33	/	19	128	/	115	3	/	5	3	/	28	0
	4:00 PM	3	8	0	0	5	2	1	1	3	0	1	0	24
	4:15 PM	1	10	0	0	8	5	0	1	0	0	0	0	25
	4:30 PM	2	16	0	0	3	0	1	0	4	1	1	0	28
	4:45 PM	1	30	0	0	10	0	0	1	0	2	0	0	44
PM	5:00 PM	7	23	1	0	11	0	2	2	1	0	0	2	49
	5:15 PM	4	29	0	1	5	0	4	0	1	0	0	0	44
	5:30 PM	1	20	2	0	6	0	6	0	2	0	0	0	37
	5:45 PM	0	11	1	0	5	0	2	0	0	0	0	0	19
	VOLUMES	19	147	4	1	53	7	16	5	11	3	2	2	270
	APPROACH %	11%	86%	2%	2%	87%	11%	50%	16%	34%	43%	29%	29%	
	APP/DEPART	170	/	165	61	/	67	32	/	10	7	/	28	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	13	102	3	1	32	0	12	3	4	2	0	2	174
	APPROACH %	11%	86%	3%	3%	97%	0%	63%	16%	21%	50%	0%	50%	
	PEAK HR FACTOR	0.894			0.750			0.594			0.500			0.888
	APP/DEPART	118	/	116	33	/	38	19	/	7	4	/	13	0



INTERSECTION TURNING MOVEMENT COUNTS

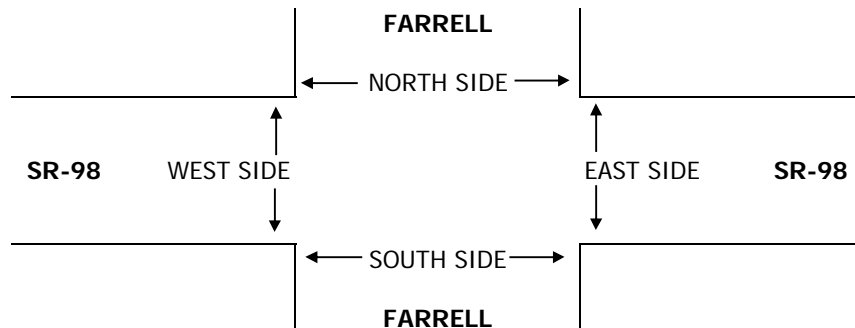
PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 4/24/13 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	IMPERIAL VALLEY FARRELL SR-98	PROJECT #: LOCATION #: CONTROL:	PTD13-0426-01 11 2-WAY STOP (NS)
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NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	FARRELL			FARRELL			SR-98			SR-98			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

AM	5:30 AM	1	1	0	0	9	12	0	4	0	6	104	6	143
	5:45 AM	2	1	0	0	14	8	0	4	0	26	58	6	119
	6:00 AM	1	1	0	2	25	17	2	9	2	15	66	5	145
	6:15 AM	0	5	1	5	27	6	0	13	3	15	14	3	92
	6:30 AM	0	8	0	8	23	3	2	5	1	8	28	4	90
	6:45 AM	1	4	0	8	9	3	2	8	0	7	14	8	64
	7:00 AM	0	2	1	0	8	0	1	6	0	5	14	4	41
	7:15 AM	0	4	1	6	10	0	1	6	1	4	12	6	51
	VOLUMES	5	26	3	29	125	49	8	55	7	86	310	42	745
	APPROACH %	15%	76%	9%	14%	62%	24%	11%	79%	10%	20%	71%	10%	
PM	APP/DEPART	34	/	76	203	/	218	70	/	87	438	/	364	0
	BEGIN PEAK HR	5:30 AM												
	VOLUMES	4	8	1	7	75	43	2	30	5	62	242	20	499
	APPROACH %	31%	62%	8%	6%	60%	34%	5%	81%	14%	19%	75%	6%	
	PEAK HR FACTOR	0.542			0.710			0.578			0.698			0.860
	APP/DEPART	13	/	30	125	/	142	37	/	38	324	/	289	0
	4:00 PM	0	3	1	3	4	1	2	12	0	2	12	2	42
	4:15 PM	1	8	1	6	3	0	7	45	0	0	6	4	81
	4:30 PM	2	12	7	5	7	0	4	53	0	1	6	3	100
	4:45 PM	0	17	6	9	8	1	14	45	0	0	8	5	113
	5:00 PM	0	6	10	3	4	1	11	43	1	0	10	4	93
	5:15 PM	1	26	10	5	3	1	2	56	0	10	8	1	123
	5:30 PM	0	11	7	5	1	0	2	39	0	0	10	0	75
	5:45 PM	0	7	5	7	1	0	4	19	1	0	11	2	57
	VOLUMES	4	90	47	43	31	4	46	312	2	13	71	21	684
	APPROACH %	3%	64%	33%	55%	40%	5%	13%	87%	1%	12%	68%	20%	
	APP/DEPART	141	/	157	78	/	46	360	/	402	105	/	79	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	3	61	33	22	22	3	31	197	1	11	32	13	429
	APPROACH %	3%	63%	34%	47%	47%	6%	14%	86%	0%	20%	57%	23%	
	PEAK HR FACTOR	0.655			0.653			0.970			0.737			0.872
	APP/DEPART	97	/	105	47	/	34	229	/	252	56	/	38	0



INTERSECTION TURNING MOVEMENT COUNTS

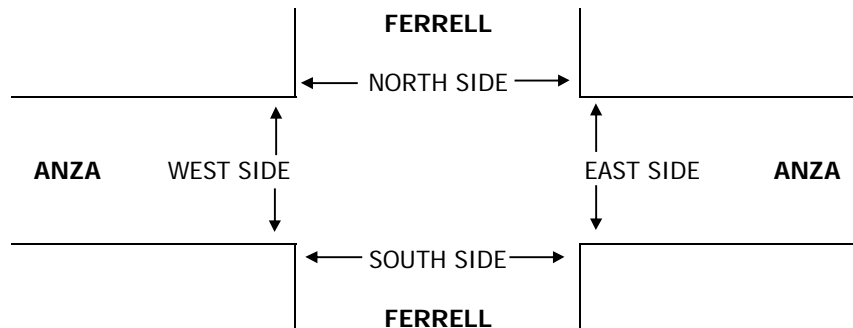
PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 4/24/13 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	IMPERIAL VALLEY FERRELL ANZA	PROJECT #: LOCATION #: CONTROL:	PTD13-0426-01 12 2-WAY STOP (NS)
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NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER		▼	

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

AM	5:30 AM	0	0	0	1	0	2	1	0	0	0	1	0	5
	5:45 AM	0	0	0	1	0	4	1	1	0	0	5	2	14
	6:00 AM	0	0	0	1	0	1	1	0	0	0	2	0	5
	6:15 AM	0	0	0	3	0	3	2	0	0	0	1	1	10
	6:30 AM	0	0	0	4	1	3	1	0	0	0	2	1	12
	6:45 AM	0	1	0	3	1	7	0	0	0	0	1	2	15
	7:00 AM	0	1	0	1	0	3	2	1	0	0	0	0	8
	7:15 AM	0	0	0	7	0	5	2	0	0	0	1	3	18
	VOLUMES	0	2	0	21	2	28	10	2	0	0	13	9	87
	APPROACH %	0%	100%	0%	41%	4%	55%	83%	17%	0%	0%	59%	41%	
PM	APP/DEPART	2	/	21	51	/	2	12	/	23	22	/	41	0
	BEGIN PEAK HR	6:30 AM												
	VOLUMES	0	2	0	15	2	18	5	1	0	0	4	6	53
	APPROACH %	0%	100%	0%	43%	6%	51%	83%	17%	0%	0%	40%	60%	
	PEAK HR FACTOR	0.500			0.729			0.500			0.625			0.736
	APP/DEPART	2	/	13	35	/	2	6	/	16	10	/	22	0
	4:00 PM	0	0	0	2	0	1	1	1	0	0	1	2	8
	4:15 PM	0	0	0	2	0	3	9	2	0	0	0	2	18
	4:30 PM	0	0	0	3	0	0	5	5	0	0	0	0	13
	4:45 PM	0	0	0	4	0	1	2	2	0	0	2	0	11
PM	5:00 PM	0	1	0	2	0	4	2	7	1	0	1	1	19
	5:15 PM	0	0	0	0	0	0	2	2	0	0	3	7	14
	5:30 PM	0	0	0	3	0	1	5	1	0	0	0	2	12
	5:45 PM	0	1	0	3	0	0	1	1	0	0	1	0	7
	VOLUMES	0	2	0	19	0	10	27	21	1	0	8	14	102
	APPROACH %	0%	100%	0%	66%	0%	34%	55%	43%	2%	0%	36%	64%	
	APP/DEPART	2	/	43	29	/	1	49	/	40	22	/	18	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	1	0	11	0	8	18	16	1	0	3	3	61
	APPROACH %	0%	100%	0%	58%	0%	42%	51%	46%	3%	0%	50%	50%	
	PEAK HR FACTOR	0.250			0.792			0.795			0.750			0.803
PM	APP/DEPART	1	/	22	19	/	1	35	/	27	6	/	11	0



PEAK HOUR VOLUME DATA

Peak hour volume data consists of hourly volume relationships and data location. The hourly volumes are expressed as a percentage of the Annual Average Daily Traffic (AADT). The percentages are shown for both the AM and the PM peak periods.

The principle data described here are the K factor, the D factor and their product (KD). The K factor is the percentage of AADT during the peak hour for both directions of travel. The D factor is the percentage of the peak hour travel in the peak direction. KD multiplied with the AADT gives the one way peak period directional flow rate or the design hourly volume (DHV). The design hourly volume is used for either Operational Analysis or Design Analysis. Refer to the 2000 Highway Capacity Manual for more details.

Following is a glossary of terms used in this listing of peak hour volume data:

Dir	Indicates direction of travel for peak volume
AADT	Annual Average Daily Traffic in vehicles per day (vpd).
AM Peak	Represents the morning peak period for traffic analysis
CS	Control Station Number, Caltrans identification number for monitoring site.
CO	County abbreviation used by Caltrans
D	D factor. The percentage of traffic in the peak direction during the peak hour. Values in this book are derived by dividing the measured PHV by the sum of both directions of travel during the peak hour.
DAY	Day of week for the peak volume.
DDHV	The directional design hour volume, in vehicles per hour (vph) $DDHV = AADT \times K \times D$. See equation (8-1) on page 8-11 of the 2000 Highway Capacity Manual.
DI	Caltrans has twelve transportation districts statewide. This abbreviation identifies the district in which the count station is located.
HR	The ending time for the peak hour volume listed. The volume observed from 1 to 2 would be recorded as 2.

K	The percentage of the AADT in both directions during the peak hour. Values in this table are derived by dividing the measured 2-way PHV by the AADT.
KD	The product of K and D. The percentage of AADT in the peak direction during the peak hour. Values in this table are derived by dividing the measured 1-way PHV by the AADT.
LEG	For traffic counting purposes, a highway intersection or interchange is assigned two legs according to increasing postmiles (route direction) and with a postmile reference at the center of the intersection or interchange. The volume of traffic on each leg is denoted by an A, B or O. A = ahead leg, B = back leg, and O – traffic volume being same for both back and ahead legs.
MNTH	The month that the peak volume occurred.
PHV	Peak Hour Volume in the peak direction. A one way volume in vehicles per hour (vph) as used here. The PHV is analogous to the DDHV as used for design purposes.
PM	The Post Mile is the mileage measured from the county line, or from the beginning of a route. Each postmile along a route in a county is a unique location on the state highway system.
PM Peak	Represents the afternoon peak period for traffic analysis.
PRE	The postmile may have a prefix like R, T, L, M, etc. When a length of highway is changed due to construction or realignment, new postmile values are assigned. To distinguish the new values from the old, an alpha code is prefixed to the new postmile.
RTE	The state highway route number
YR	The year when the count was made. Traffic counting is on a 3-year cycle.

OTM32420				CALTRANS TRAFFIC VOLUMES																	PAGE # 6			
05/14/2009				LATEST TRAFFIC YEAR SELECTED																				
16:11:19				PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK				1 WAY	PM	PEAK	%	%	%	HR	DAY	MNT	Dir		
									1 WAY	%	%	%											PHV	K
11	008	SD	L	1.213	958	A	08	E	4637	7.47	61.45	4.59	7	TUE	FEB	W	4604	8.33	54.73	4.56	17	FRI	AUG	
11	008	SD		.946	804	A	08	W	8170	7.41	57.07	4.23	7	THU	SEP	E	8446	8.02	54.48	4.37	16	TUE	MAR	
11	008	SD		5.638	953	B	08	W	11617	7.43	64.73	4.81	7	TUE	APR	E	10959	7.96	56.96	4.53	15	THU	DEC	
11	008	SD		8.336	807	B	08	W	11072	8.06	60.93	4.91	7	THU	NOV	E	10737	8.02	59.36	4.76	15	WED	OCT	
11	008	SD		8.336	808	A	08	W	10170	7.6	67.39	5.12	7	THU	MAY	E	9780	7.99	61.61	4.92	16	FRI	JAN	
11	008	SD		11.76	810	B	08	W	8307	6.82	63.17	4.31	7	THU	JAN	E	9011	8.24	56.73	4.67	16	WED	FEB	
11	008	SD		14.59	806	B	07	W	8456	6.87	59.41	4.08	7	THU	OCT	E	9132	8.15	54.13	4.41	15	THU	DEC	
11	008	SD	R	18.73	824	B	08	W	4555	7.07	69.67	4.93	7	TUE	OCT	E	4273	8.06	57.38	4.62	15	TUE	NOV	
11	008	SD	R	20.04	888	B	08	W	3944	7.07	69.41	4.9	7	TUE	MAR	E	3787	8.05	58.53	4.71	17	FRI	APR	
11	008	SD	R	23.64	979	O	08	W	2444	7.79	55.9	4.35	12	FRI	DEC	W	2926	8.57	60.81	5.21	17	WED	NOV	
11	008	SD	R	37.83	811	A	08	E	1143	8.94	64.36	5.76	10	FRI	NOV	W	1404	11.46	61.69	7.07	15	WED	DEC	
11	008	SD	R	51.98	621	B	08	E	999	11.26	56.73	6.39	11	THU	NOV	W	1284	12.29	66.81	8.21	14	MON	FEB	
11	008	SD	R	65.90	981	A	08	E	1001	12.07	59.55	7.19	10	WED	DEC	E	1189	14.5	58.86	8.53	16	SUN	JUL	
11	008	IMP	R	10.29	993	B	08	W	984	11.35	61.85	7.02	11	MON	FEB	W	1180	12.22	68.89	8.42	15	TUE	JAN	
11	008	IMP	R	10.29	994	A	08	E	914	14.57	51.55	7.51	12	MON	MAY	W	1079	12.69	69.84	8.87	15	TUE	JAN	
11	008	IMP	R	23.48	624	A	08	W	872	9.63	73.84	7.11	9	FRI	JUL	W	1038	15.17	55.81	8.46	15	MON	MAY	
11	008	IMP	R	36.97	982	B	08	E	1034	10.76	53	5.7	12	SAT	DEC	W	1215	10.94	61.24	6.7	15	SAT	NOV	
11	008	IMP	R	40.94	638	B	08	W	1401	8.35	53.37	4.46	12	MON	MAY	E	1805	9.17	62.63	5.74	18	FRI	MAY	
11	008	IMP	R	53.50	964	A	08	E	909	12.78	61.21	7.82	10	SAT	DEC	W	1018	15.25	57.42	8.76	13	SAT	NOV	
11	008	IMP	R	96.55	995	B	08	E	1276	12.1	54.39	6.58	12	FRI	FEB	E	1300	10.71	62.65	6.71	13	MON	SEP	
11	008	IMP	R	96.99	988	B	08	E	1097	11.54	56.58	6.53	12	MON	JAN	E	1173	11.9	58.71	6.98	15	MON	FEB	
05	009	SCR		.63	681	A	08	S	380	8.29	91.79	7.61	8	TUE	DEC	S	390	8.27	94.43	7.81	17	MON	DEC	
05	009	SCR		8.11	430	B	08	S	1364	8.35	78.89	6.58	7	THU	MAR	N	1250	9.09	66.38	6.03	17	TUE	DEC	
05	009	SCR		13.04	169	B	08	N	731	9.14	64.92	5.93	10	WED	DEC	N	643	8.85	58.99	5.22	17	MON	DEC	
05	009	SCR		27.09	49	B	08	N	294	12.23	97.35	11.91	7	MON	JUN	S	233	11.06	85.35	9.44	17	WED	SEP	
04	009	SCL		7.09	170	A	07	S	456	10.67	61.13	6.52	11	SAT	JUL	N	537	9.69	79.2	7.68	22	SAT	JUL	
04	009	SCL		11.45	171	B	07	N	1613	7.59	60.8	4.62	8	WED	OCT	N	1841	8.84	59.64	5.27	15	TUE	JAN	
07	010	LA		18.41	456	B	08	W	819	11.39	93.81	10.69	9	FRI	DEC	E	580	9.9	76.42	7.57	15	FRI	JUL	
07	010	LA		19.71	783	O	08	W	868	11.22	92.34	10.36	9	THU	OCT	E	569	8.93	76.07	6.79	17	THU	NOV	
07	010	LA		24.31	785	A	08	W	1498	6.78	86.74	5.88	9	WED	MAR	E	1523	8.2	72.98	5.98	15	WED	MAR	
07	010	LA	R	3.89	402	B	06	W	7499	7.61	52.15	3.97	7	WED	SEP	E	6834	6.82	53.07	3.62	14	WED	MAY	
07	010	LA		24.32	721	A	08	E	7451	6.26	53.18	3.33	12	SAT	SEP	E	7695	6.01	57.18	3.43	16	TUE	AUG	
07	010	LA		30.3	429	A	08	W	7633	6.41	55.24	3.54	10	SAT	MAR	E	7707	6.31	56.63	3.57	14	WED	MAR	

2007

Annual Average Daily Truck Traffic
on the
California State Highway System

Compiled by
Traffic Data Branch
Division of Traffic Operations

State of California
Business, Transportation and Housing Agency
Department of Transportation

Prepared in cooperation with the
U.S. Department of Transportation
Federal Highway Administration

SEPTEMBER 2008

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE	TRUCK	TRUCK	TRUCK		AADT	TOTAL	% TRUCK		AADT	EAL		YEAR
						AADT TOTAL	AADT TOTAL	% TOT VEH	----- 2	By 3	Axle 4	----- 5+	----- 2	By 3	Axle 4	----- 5+	2-WAY (1000)	VER/ EST
008	11	IMP	R10.01	A	JCT. RTE. 98	12200	1696	13.9	607	78	39	972	35.8	4.6	2.3	57.3	369	05E
008	11	IMP	R23.48	A	DUNAWAY ROAD	12300	1931	15.7	583	90	39	1219	30.18	4.68	2.03	63.12	455	08V
008	11	IMP	R29.933	B	DREW ROAD	12300	1998	16.24	592	93	37	1277	29.63	4.63	1.85	63.89	475	05E
008	11	IMP	R37.972	B	JCT. RTE. 86	32500	3478	10.7	1120	191	77	2090	32.2	5.5	2.2	60.1	789	05E
008	11	IMP	R37.972	A	JCT. RTE. 86	34500	3509	10.17	1131	192	77	2109	32.24	5.46	2.19	60.11	796	05E
008	11	IMP	R40.944	B	JCT. RTE. 111	31500	2844	9.03	684	178	52	1930	24.04	6.27	1.83	67.85	714	08V
008	11	IMP	R40.944	A	JCT. RTE. 111	14600	3358	23	860	222	87	2189	25.6	6.6	2.6	65.2	819	00E
008	11	IMP	R53.497	B	JCT. RTE. 115 NORTH	11000	3300	30	845	218	86	2152	25.6	6.6	2.6	65.2	805	00E
008	11	IMP	R53.497	A	JCT. RTE. 115 NORTH	11600	3074	26.5	787	203	80	2004	25.6	6.6	2.6	65.2	749	00E
008	11	IMP	R65.752	B	EAST JCT. RTE. 98 WEST	11600	3074	26.5	787	203	80	2004	25.6	6.6	2.6	65.2	749	00E
008	11	IMP	R65.752	A	EAST JCT. RTE. 98 WEST	14000	3360	24	860	222	87	2191	25.6	6.6	2.6	65.2	819	00E
008	11	IMP	R96.546	B	4TH AVENUE	19400	1505	7.76	279	110	78	1038	18.51	7.31	5.21	68.96	389	06V
008	11	IMP	R96.986	B	ARIZONA STATE LINE	16800	3259	19.4	834	215	85	2125	25.6	6.6	2.6	65.2	795	00E













Appendix I

Existing Intersection LOS Calculations

AM Existing

1: Forrester Road & I-8 WB Ramp

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	94	0	121	4	30	0	0	97	64
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	102	0	132	4	33	0	0	105	70
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	2											
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	247	182	140	182	216	33	175	33				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	247	182	140	182	216	33	175	33				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	100	100	100	87	100	87	100	100				
cM capacity (veh/h)	616	710	908	778	679	1041	1401	1579				
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	234	37	175									
Volume Left	102	4	0									
Volume Right	132	0	70									
cSH	1780	1401	1700									
Volume to Capacity	0.13	0.00	0.10									
Queue Length 95th (ft)	11	0	0									
Control Delay (s)	9.6	0.9	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.6	0.9	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay	5.1											
Intersection Capacity Utilization	20.9%			ICU Level of Service					A			
Analysis Period (min)	15											

















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AM Existing

2: Forrester Road & I-8 EB Ramp

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	0	2	0	0	0	0	15	6	45	152	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	0	2	0	0	0	0	16	7	49	165	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	2											
Median type	None											
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	283	286	165	284	283	20	165			23		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	283	286	165	284	283	20	165			23		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	100	100	100	100	100			97		
cM capacity (veh/h)	654	604	879	651	607	1058	1413			1592		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	23	23	214									
Volume Left	21	0	49									
Volume Right	2	7	0									
cSH	723	1700	1592									
Volume to Capacity	0.03	0.01	0.03									
Queue Length 95th (ft)	2	0	2									
Control Delay (s)	10.5	0.0	1.9									
Lane LOS	B		A									
Approach Delay (s)	10.5	0.0	1.9									
Approach LOS	B											
Intersection Summary												
Average Delay	2.5											
Intersection Capacity Utilization	27.2%											
ICU Level of Service	A											
Analysis Period (min)	15											

















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AM Existing

3: Forrester Road & McCabe Rd

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	6	0	1	30	9	0	1	0	17	0	125
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	7	0	1	33	10	0	1	0	18	0	136
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	42			7			191	60	7	55	55	38
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	42			7			191	60	7	55	55	38
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	98	100	87
cM capacity (veh/h)	1567			1614			666	828	1076	939	833	1035
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	43	1	154								
Volume Left	4	1	0	18								
Volume Right	0	10	0	136								
cSH	1567	1614	828	1022								
Volume to Capacity	0.00	0.00	0.00	0.15								
Queue Length 95th (ft)	0	0	0	13								
Control Delay (s)	2.9	0.2	9.4	9.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	2.9	0.2	9.4	9.1								
Approach LOS			A	A								
Intersection Summary												
Average Delay				7.0								
Intersection Capacity Utilization				25.3%	ICU Level of Service			A				
Analysis Period (min)				15								

















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AM Existing

4: Brockman Rd & Lyons Rd

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	3	0	3	2	0	2	15	1	0	157	3
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	3	2	0	2	16	1	0	171	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	195	194	172	195	195	17	174				17	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	195	194	172	195	195	17	174				17	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	100				100	
cM capacity (veh/h)	762	700	871	761	699	1062	1403				1600	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	3	5	20	174								
Volume Left	0	3	2	0								
Volume Right	0	0	1	3								
cSH	700	735	1403	1600								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	10.2	9.9	0.9	0.0								
Lane LOS	B	A	A									
Approach Delay (s)	10.2	9.9	0.9	0.0								
Approach LOS	B	A										
Intersection Summary												
Average Delay				0.5								
Intersection Capacity Utilization				18.4%	ICU Level of Service			A				
Analysis Period (min)				15								

















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AM Existing

5: Brockman Rd & Kubler Rd

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1	2	0	3	18	0	2	147	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	2	0	3	20	0	2	160	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	191	190	160	190	190	20	160			20		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	191	190	160	190	190	20	160			20		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	765	702	885	768	702	1058	1419			1597		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	3	23	162								
Volume Left	0	1	3	2								
Volume Right	0	0	0	0								
cSH	1700	723	1419	1597								
Volume to Capacity	0.01	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	10.0	1.1	0.1								
Lane LOS	A	B	A	A								
Approach Delay (s)	0.0	10.0	1.1	0.1								
Approach LOS	A	B										
Intersection Summary												
Average Delay	0.4											
Intersection Capacity Utilization	18.0%			ICU Level of Service			A					
Analysis Period (min)	15											



















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AM Existing

6: Brockman Rd & SR-98

HCM Unsignalized Intersection Capacity Analysis

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (veh/h)	3	34	17	115	170	12	3	4	4	2	121	31		
Sign Control		Free			Free			Stop			Stop			
Grade		0%			0%			0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	3	37	18	125	185	13	3	4	4	2	132	34		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None				None									
Median storage (veh)														
Upstream signal (ft)														
pX, platoon unblocked														
vC, conflicting volume	198			55			593	501	46	501	503	191		
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	198			55			593	501	46	501	503	191		
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2		
tC, 2 stage (s)														
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3		
p0 queue free %	100			92			99	99	100	100	70	96		
cM capacity (veh/h)	1375			1549			288	433	1023	445	432	850		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1										
Volume Total	59	323	12	167										
Volume Left	3	125	3	2										
Volume Right	18	13	4	34										
cSH	1375	1549	467	479										
Volume to Capacity	0.00	0.08	0.03	0.35										
Queue Length 95th (ft)	0	7	2	39										
Control Delay (s)	0.4	3.3	12.9	16.5										
Lane LOS	A	A	B	C										
Approach Delay (s)	0.4	3.3	12.9	16.5										
Approach LOS			B	C										
Intersection Summary														
Average Delay	7.2													
Intersection Capacity Utilization	37.8%			ICU Level of Service			A							
Analysis Period (min)	15													




















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AM Existing

7: Brockman Rd & Anza Rd

HCM Unsignalized Intersection Capacity Analysis

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Volume (veh/h)	1	4	0	0	13	5	0	0	0	2	0	5			
Sign Control		Free			Free			Stop			Stop				
Grade		0%			0%			0%			0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	1	4	0	0	14	5	0	0	0	2	0	5			
Pedestrians															
Lane Width (ft)															
Walking Speed (ft/s)															
Percent Blockage															
Right turn flare (veh)															
Median type		None			None										
Median storage (veh)															
Upstream signal (ft)															
pX, platoon unblocked															
vC, conflicting volume	20			4			29	26	4	23	23	17			
vC1, stage 1 conf vol															
vC2, stage 2 conf vol															
vCu, unblocked vol	20			4			29	26	4	23	23	17			
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2			
tC, 2 stage (s)															
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3			
p0 queue free %	100			100			100	100	100	100	100	99			
cM capacity (veh/h)	1597			1617			975	867	1079	988	869	1062			
Direction, Lane #	EB 1	WB 1	NB 1	SB 1											
Volume Total	5	20	0	8											
Volume Left	1	0	0	2											
Volume Right	0	5	0	5											
cSH	1597	1617	1700	1040											
Volume to Capacity	0.00	0.00	0.00	0.01											
Queue Length 95th (ft)	0	0	0	1											
Control Delay (s)	1.5	0.0	0.0	8.5											
Lane LOS	A		A	A											
Approach Delay (s)	1.5	0.0	0.0	8.5											
Approach LOS			A	A											
Intersection Summary															
Average Delay			2.2												
Intersection Capacity Utilization			13.3%		ICU Level of Service				A						
Analysis Period (min)			15												

















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AM Existing

8: La Brucherie Rd & McCabe Rd

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Volume (vph)	6	50	11	9	48	64	7	60	7	53	56	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	54	12	10	52	70	8	65	8	58	61	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	73	132	80	129								
Volume Left (vph)	7	10	8	58								
Volume Right (vph)	12	70	8	11								
Hadj (s)	-0.05	-0.27	0.00	0.07								
Departure Headway (s)	4.5	4.2	4.5	4.5								
Degree Utilization, x	0.09	0.15	0.10	0.16								
Capacity (veh/h)	756	802	752	749								
Control Delay (s)	7.9	8.0	8.0	8.4								
Approach Delay (s)	7.9	8.0	8.0	8.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.1											
HCM Level of Service	A											
Intersection Capacity Utilization	28.5%			ICU Level of Service			A					
Analysis Period (min)	15											

















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AM Existing

9: La Brucherie Rd & Wahl Rd

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	8	12	3	13	1	7	14	0	6	131	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	9	13	3	14	1	8	15	0	7	142	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	15			22			118	41	15	48	47	15
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	15			22			118	41	15	48	47	15
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	98	100	99	83	99
cM capacity (veh/h)	1603			1594			739	848	1064	937	841	1065
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	24	18	23	155								
Volume Left	2	3	8	7								
Volume Right	13	1	0	7								
cSH	1603	1594	808	853								
Volume to Capacity	0.00	0.00	0.03	0.18								
Queue Length 95th (ft)	0	0	2	17								
Control Delay (s)	0.7	1.3	9.6	10.2								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.7	1.3	9.6	10.2								
Approach LOS			A	B								
Intersection Summary												
Average Delay	8.3											
Intersection Capacity Utilization	17.7%			ICU Level of Service			A					
Analysis Period (min)	15											

















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AM Existing

10: Ferrell Rd/La Brucherie Rd & Kubler Rd

HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	1	1	1	1	15	17	1	3	113	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	1	1	1	1	16	18	1	3	123	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												436
pX, platoon unblocked												
vC, conflicting volume	189	188	129	189	194	19	136				20	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	189	188	129	189	194	19	136				20	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	99				100	
cM capacity (veh/h)	762	697	920	761	692	1059	1448				1597	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	3	3	36	139								
Volume Left	1	1	16	3								
Volume Right	1	1	1	13								
cSH	782	810	1448	1597								
Volume to Capacity	0.00	0.00	0.01	0.00								
Queue Length 95th (ft)	0	0	1	0								
Control Delay (s)	9.6	9.5	3.5	0.2								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.6	9.5	3.5	0.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			20.0%	ICU Level of Service				A				
Analysis Period (min)			15									

LOS Engineering, Inc.

Synchro