Crawford High School and Mann Middle School Athletic Facility Upgrade and Modernization Project Final Environmental Impact Report

Volume IV—Appendices

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Appendix H
Traffic Impact Study

Traffic Impact Study for Crawford High School Sports Field Modernization in San Diego, California

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1. Introduction and Executive Summary

The purpose of this report is to assess the traffic impact of the proposed Crawford High School Sports Field Modernization project on the existing roadway network in vicinity of the project site. Crawford High School is located on the south side of Trojan Avenue and east of Sharron Place in the City of San Diego, California. Figure 1 shows the project vicinity map. Appendix W contains the project site plans.

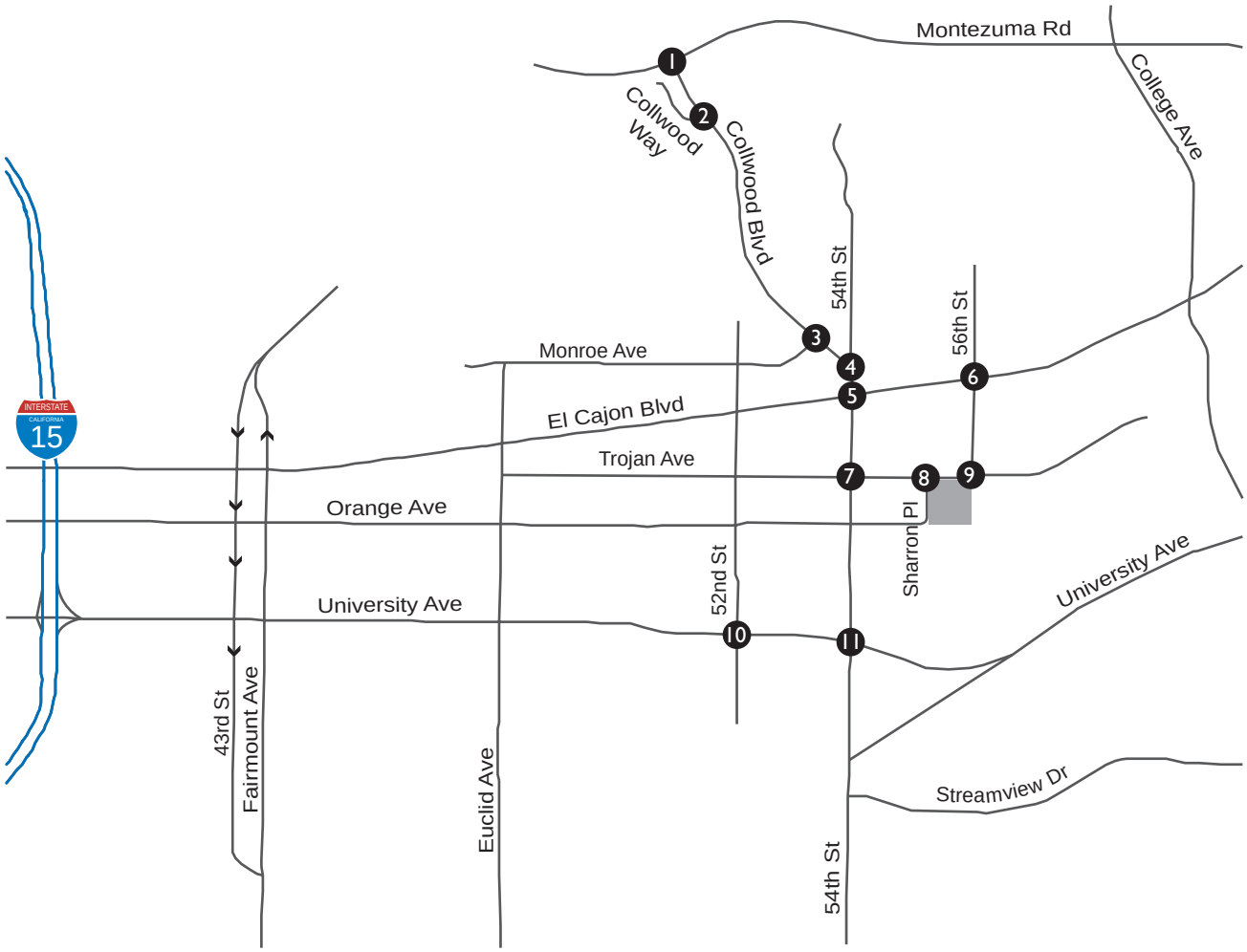
San Diego Unified School District is proposing to upgrade the existing sport fields at Crawford High School and increase bleacher capacity at the existing football field from 700 to 2,250 seats. The existing sport fields are already being used; however, the use is during daylight periods. The modernization project will include field lighting, thus some of the existing afternoon use will be shifted to evening use. The project is planned to be completed in 2015.

This report documents the existing and future years (2015 and 2035) roadway conditions and operational performance, forecast traffic volumes, methodologies used in roadway segment and intersection Level of Service (LOS) analysis, and recommendations for roadway improvement Six scenarios were analyzed, which included the following:

- Existing 2012 Conditions
- Existing 2012 With Project Conditions
    - Non-Homecoming
    - Homecoming
- Near-Term 2015 Without Project Conditions
- Near-term 2015 With Project Conditions
    - Non-Homecoming
    - Homecoming
- Horizon Year 2035 Without Project Conditions
- Horizon Year 2035 With Project Conditions
    - Non-Homecoming
    - Homecoming

The City identified several cumulative development projects in the study area, which are Centrepoint, Plaza Linda Verde, Copley YMCA, Hillel Center and Hoover High School Field Lighting project. Appendix N contains the cumulative development traffic generation and trip generation information. In addition to the other cumulative developments, a 1% total growth factor was applied to represent Near-Term 2015 conditions. For Horizon Year 2035 conditions, a 9% total growth factor was applied. The 9% growth factor was calculated by comparing Existing 2012 and Long-Range 2035 San Diego Association of Governments (SANDAG) model roadway segment volumes.

Figure 1
Project Vicinity Map



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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A site specific trip generation rate was estimated for the highest anticipated uses which are evening football games, including non-homecoming and homecoming games. The School District anticipates a maximum of approximately 15 evening events per year to occur at Crawford High School, and the Friday evening football games are the largest events. Evening football games may start as early as 6:30 PM and end approximately 9:00 PM. It is anticipated that most of the attendees (34%) will arrive between 5:45 PM and 6:45 PM. During the typical commuter PM peak hour (5:00 – 6:00 PM), it is anticipated that approximately 18% of the attendees will arrive. Football games are typically scheduled on Fridays. The non-homecoming games will generate 91 commuter peak hour trips and 173 game peak hour trips. The homecoming games will generate 144 commuter peak hour trips and 273 game peak hour trips. Since the current trips for existing afternoon games will be shifted to evenings, an existing daily trip credit adjustment is made so that the total net daily traffic is 226 non-homecoming net daily trips and 406 homecoming net daily trips.

The project study area is determined by the limits or extent of where 50 peak hour approach trips would travel to or from the site, which is based on the City of San Diego Traffic Impact Study Manual and Congestion Management Program (CMP) guidelines. For this project, 11 intersections and 13 roadway segments around Crawford High School were analyzed.

The addition of project traffic resulting from the proposed Sports Field Modernization project would not be expected to cause an increase in traffic delays at the 11 study area intersections beyond the City of San Diego significance criteria. All the 11 study area intersections are projected to operate at acceptable Level of Service D or better for all six analysis scenarios based on existing lane geometry. Therefore, no traffic impacts were identified (i.e. no direct impacts and no cumulative impacts) at the study area intersections.

The roadway segment analysis shows that the three of the study area roadway segments are projected to exceed the theoretical daily capacity of the roadways. Per City of San Diego guidelines, the project traffic will not exceed the impact thresholds at the study area roadway segments. Therefore, no roadway improvements are recommended.

During the normal season, the parking needs of 254 spaces for a non-homecoming game cannot be met within the campus (211 spaces), and that a deficiency of 43 spaces would exist. The need for 401 parking spaces for the homecoming game event is expected to also exceed the available supply on the campus, at which a homecoming game would require 190 more spaces than on-campus supply. The parking deficient 190 spaces can be mostly accommodated at Mann Middle School with on-street spaces available for any additional needs. Based on this data we conclude that there is no impact of non-homecoming and homecoming game events being studied associated with a deficiency of parking. Both games would need to also use the nearby available parking at Mann Middle School to meet the parking demands. Prior to the completion of the parking lot improvements at Mann Middle School, there will be an interim period that public on-street parking will be of greater need to accommodate the parking demand for the football games.

2. Traffic Operations Analysis Methodology

This section documents the methodologies and assumptions used to conduct the traffic operations analysis for the project site. The following background information is included:

- Study area description
- Study scenarios
- Capacity analysis methodologies
- Significant Impact Criteria

The traffic study is prepared using the City of San Diego Traffic Impact Study Manual, and a traffic study checklist is included in Appendix A.

2.1 Project Study Area

The project study area is generally determined by the limits or extents of where 50 peak hour project approach trips would travel to or from the site, which is based on City of San Diego Traffic Impact Study Manual guidelines. Traffic counts were conducted at the following 11 intersections (see Figure 1):

1. Collwood Boulevard at Montezuma Road
2. Collwood Boulevard at Collwood Way
3. Collwood Boulevard at Monroe Avenue
4. Collwood Boulevard at 54th Street
5. 54th Street at El Cajon Boulevard
6. 56th Street at El Cajon Boulevard
7. 54th Street at Trojan Avenue
8. Sharron Place at Trojan Avenue
9. 56th Street at Trojan Avenue
10. 52nd Street at University Avenue
11. 54th Street at University Avenue

Prior to the finalization of the trip generation, traffic counts were conducted at the following 13 roadway segments (see Figure 1):

1. Collwood Boulevard, south of Montezuma Road
2. Collwood Boulevard, north of Monroe Avenue
3. Collwood Boulevard, south of Monroe Avenue
4. 54th Street, north of El Cajon Boulevard
5. 54th Street, El Cajon Boulevard to Trojan Avenue
6. 54th Street, north of University Avenue
7. 54th Street, south of University Avenue
8. Sharron Place, south of Trojan Avenue

9. 56th Street, south of El Cajon Boulevard
10. El Cajon Boulevard, east of 54th Street
11. Trojan Avenue, east of 54th Street
12. Trojan Avenue, east of Sharron Place
13. University Avenue, 52nd Street to 54th Street

2.2 Study Scenarios

This report presents an analysis of the intersection operating conditions during the Friday commuter PM peak hour (5:00 – 6:00 PM) and the game PM peak hour (5:45 – 6:45 PM) for the following timeframes:

- Existing 2012 Conditions
- Existing 2012 With Non-Homecoming Game Conditions
- Existing 2012 With Homecoming Game Conditions
- Near-Term 2015 Without Project Conditions
- Near-Term 2015 With Non-Homecoming Game Conditions
- Near-Term 2015 With Homecoming Game Conditions
- Horizon Year 2035 Without Project Conditions
- Horizon Year 2035 With Non-Homecoming Conditions
- Horizon Year 2035 With Homecoming Conditions

2.3 Intersection Operations Analysis Methodologies

Street system operating conditions are typically described in terms of level of service (LOS). Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Levels of service range from Level A (free flow, little congestion) to Level F (forced flow, extreme congestion).

Intersection level of service analysis was conducted using Traffix software which applies the principles or the specific analysis methods contained in the *Highway Capacity Manual*, 2000 Edition (*HCM*), a publication of the Transportation Research Board, a research agency affiliated with the Federal Government. Chapter 9 of the *HCM* is devoted to analysis of signalized intersections and Chapter 10 is devoted to the analysis of unsignalized intersections. The methodology in the *HCM* for signalized intersections is based upon measurements or forecasts of control delay for traffic utilizing all approaches to the intersection. Intersection average delay and poorest movement delay are reported for all unsignalized intersections. Table 1 defines the level of service and control delay ranges for signalized and unsignalized intersections.

Table 1 – Levels of Service for Intersections

Level of Service	Signalized Delay (seconds/vehicle)	Unsignalized Delay (seconds/vehicle)
A	0 to 10	0 to 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: Highway Capacity Manual (HCM), 2000.

A lane capacity of 1,900 vehicles per hour per lane and a 4 second loss time per phase were used for this study.

2.4 Roadway Segment Capacity Analysis Methodologies

The street segments were analyzed based on the functional classification of the roadway using the theoretical capacities listed in the City of San Diego Traffic Impact Study Manual (see Appendix B). The roadway segment theoretical capacities and LOS standards are summarized in Table 2.

Table 2 – Roadway Segment Daily Capacity

Roadway Classification	Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	6	< 30,000	< 42,000	< 60,000	< 70,000	< 80,000
Prime Arterial	6	< 25,000	< 35,000	< 50,000	< 55,000	< 60,000
Major Arterial	6	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Major Arterial	4	< 15,000	< 21,000	< 30,000	< 35,000	< 40,000
Collector	4	< 10,000	< 14,000	< 20,000	< 25,000	< 30,000
Collector (no center Ln) (two-way left turn lane)	4 2	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (no fronting property)	2	< 4,000	< 5,500	< 7,500	< 9,000	< 10,000
Collector (commercial-industrial fronting)	2	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (multi-family)	2	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Sub-Collector	2	--	--	2,200	--	--

Source: City of San Diego, Traffic Impact Study Manual, July, 1998. Table 2.

2.5 Significant Traffic Impact Criteria

A project is considered to have caused a significant impact if the project traffic degrades a facility from acceptable LOS D to unacceptable LOS E or F or decrease the operations on the surrounding roadways by the impact thresholds listed in the City of San Diego Significance Determination Threshold (January, 2011). Table 3 shows the City of San Diego traffic impact significance thresholds:

Table 3 – Significant Traffic Impact Thresholds

Level of Service With Project	Allowable Increase Due to Project Impacts[1]				
	Freeways	Roadway Segments		Intersections	Ramp Metering
	V/C	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E[2]	0.010	0.02	1.0	2.0	2.0[3]
F[2]	0.005	0.01	0.5	1.0	1.0[3]

Source: City of San Diego, Significance Determination Threshold

Note: Delay measured in seconds. V/C = Volume to Capacity Ratio (capacity at LOS E should be used).

Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) arterials.

[1] If a proposed project's traffic impacts exceed the values show in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS or better.

[2] The acceptable Level of Service (LOS) standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C.

[3] The impact is only considered significant if the total delay exceeds 15 minutes.

If a significant impact is calculated due to the addition of project traffic, then feasible mitigation is required to reduce the facility to the pre-project conditions or better. The City guideline states that there are two impact thresholds for roadway segments: one threshold for volume-to-capacity (V/C) ratio change and another threshold for travel speed change. For roadway segment that have been identified to have project impacts based on the roadway capacity analysis, the District will adopt the practice of conducting the HCM Urban Street peak hour segment analysis to verify if the change in travel speeds would exceed the impact thresholds. If the HCM Urban Street peak hour segment analysis shows that there are no project impacts in travel speeds for the roadway segments, the District will interpret that there are no project impacts identified for the study area roadway segments.

2.6 Congestion Management Program Criteria

The San Diego Association of Governments (SANDAG) Congestion Management Program (CMP) is intended to determine if a large project (greater than 2,400 daily trips or more than 200 peak hour trips) will adversely impact the CMP transportation system. The project is estimated to generate 273 game PM peak hour trips. Therefore, CMP system roadways within the study area were reviewed to determine if an arterial analysis would be required. Since the study area does not include roadways identified in the original CMP system roadway list, a CMP arterial analysis was not required. The list of CMP system roadways is included in Appendix C.

3. Existing Conditions

This section documents existing conditions in the study area. The topics of discussion include local land uses, roadway characteristics, and intersection operation performance. The discussion presented here is limited to specific roadways and study area intersections in the project vicinity.

3.1 Existing Roadway Network

In the vicinity of Crawford High School, the following 4 major roadways were analyzed as part of this study: Collwood Boulevard, 54th Street, El Cajon Boulevard and University Avenue. The existing roadway conditions, intersection controls and lane geometrics are shown in Figure 2.

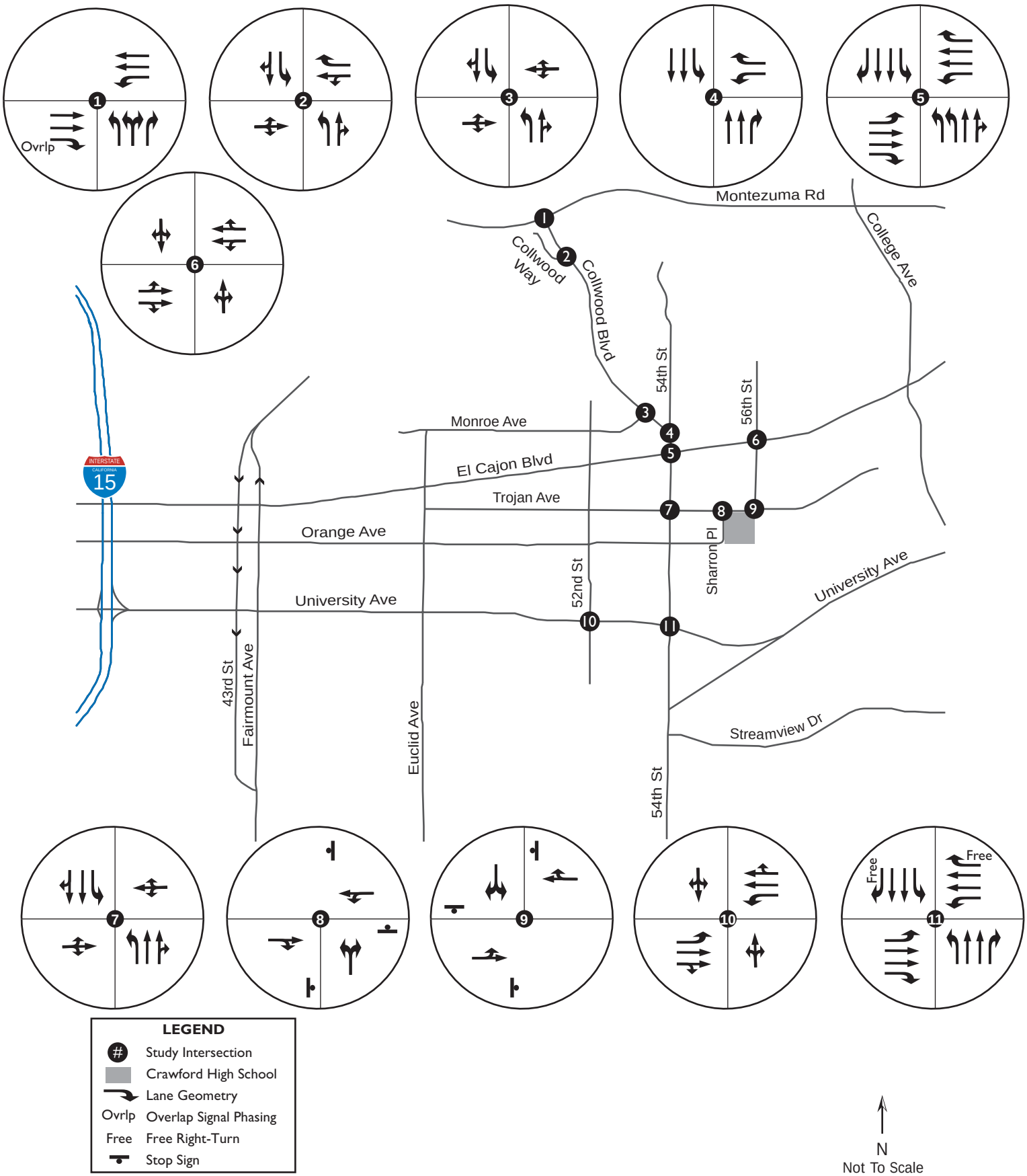
Collwood Boulevard is classified as a 4-Lane Major Street between Montezuma Road and El Cajon Boulevard in the College Area Community Plan (see Appendix D). Collwood Boulevard currently has one lane in each direction with a striped center median with bike lanes on both sides of the street. Collwood Boulevard is currently a 2-lane Collector roadway with two-way lane turn lane. The posted speed limit on this section of Collwood Boulevard is 35 miles per hour (mph). There is some on-street parking allowed on Collwood Boulevard in residential areas.

54th Street is classified as a 4-Lane Major south of El Cajon Boulevard in the Mid-City Community Plan (see Appendix D). 54th Street currently has two lanes in each direction with a raised median. 54th Street is currently constructed as a 4-lane divided Major. The posted speed limit on this section of 54th Street is 35 miles per hour (mph). There is some on-street parking allowed on 54th Street in residential areas.

El Cajon Boulevard is classified as a 4-Lane Major east of Fairmount Avenue and as a 6-lane Major west of Fairmount Avenue in the Mid-City Community Plan. El Cajon Boulevard currently has two lanes in each direction. El Cajon Boulevard is currently constructed as a 4-lane Major. El Cajon Boulevard has raised median west of Fairmount Avenue, and it has striped median east of Fairmount Avenue and constructed as a 4-Lane Collector. The posted speed limit of this section of El Cajon Boulevard is 35 mph. There is some on-street parking allowed on El Cajon Boulevard fronting the residential developments.

University Avenue is classified as a 4-Lane Major east of Euclid Avenue in the Mid-City Community Plan, and a 3-Lane Major west of Euclid Avenue. University Avenue currently has two lanes in each direction along most section of the street, with one stretch where there is only one westbound lane west of 52nd Street. University Avenue has striped median along the street. The posted speed limit on University Avenue is 35 mph.

Figure 2
Existing Lane Geometry



3.2 Traffic Count Data

Traffic counts were conducted when Crawford High School was in session. Figures 3 and 4 show the existing 2012 Friday commuter PM peak hour (5:00 – 6:00 PM) and game PM peak hour (5:45 – 6:45 PM) intersection traffic volumes for the study area. Figure 5 shows the roadway segment Friday daily Traffic volumes. The PM peak hour counts were conducted on Friday, June 1, 2012. Intersection traffic count data sheets are included in Appendix E of this report.

The 24-hour daily roadway segment counts were conducted on Friday, June 1, 2012. Roadway segment count data sheets are included in Appendix F of this report.

New 2014 traffic counts were collected at several roadways in the vicinity of Crawford Middle School to determine whether the previous 2012 Friday data had effectively captured the most congested day and time period. A full week of 24-hour roadway segment counts was collected at six locations adjacent to the project site from March 4th to March 10th, 2014 (see Appendix X).

Based on the count comparison included in Appendix X, Friday (2012 and/or 2014) ADT counts are the highest day of the week. The 2012 Friday ADT counts are typically higher the 2014 seven-day ADT counts, with only two exceptions where the 2012 Friday counts are slightly (1% to 2%) lower than the new 2014 counts. In conclusion, the recent 2014 Friday ADT counts are consistent with the previous 2012 Friday ADT counts. Therefore, the traffic analysis utilizing the 2012 Friday ADT count data had effectively captured the most congested day and time period. Table below summarizes the key conclusions of the traffic count comparison:

Segments	Highest ADT Day of the Week	Friday ADT Comparison		
		2012 Friday ADT	2014 Friday ADT	Percent Difference
2. Collwood Blvd., north of Monroe Ave.	2014 Friday	23,994	24,566	-2%
5. 54th St., El Cajon Blvd. to Trojan Ave.	2012 Friday	22,246	22,103	+1%
6. 54th St., north of University Ave.	2012 Friday	2,017	1,417	+30%
9. 56th St., south of El Cajon Blvd.	2012 Friday	4,064	2,801	+31%
10. El Cajon Blvd, east of 54th St.	2014 Friday	23,726	23,936	-1%
11. Trojan Ave., east of 54th St.	2012 Friday	21,953	21,491	+2%

3.3 Existing Transit Service

San Diego Metropolitan Transit System (MTS) operates a 93 fixed-route bus service in southern San Diego County. In the study area, MTS provides bus service along 54th Street, El Cajon Boulevard, and University Avenue. The MTS bus route map and schedules for the study area are included in Appendix G, and the routes and schedule are described below:

Figure 3
Existing 2012 Commuter PM Peak Hour Intersection Volumes

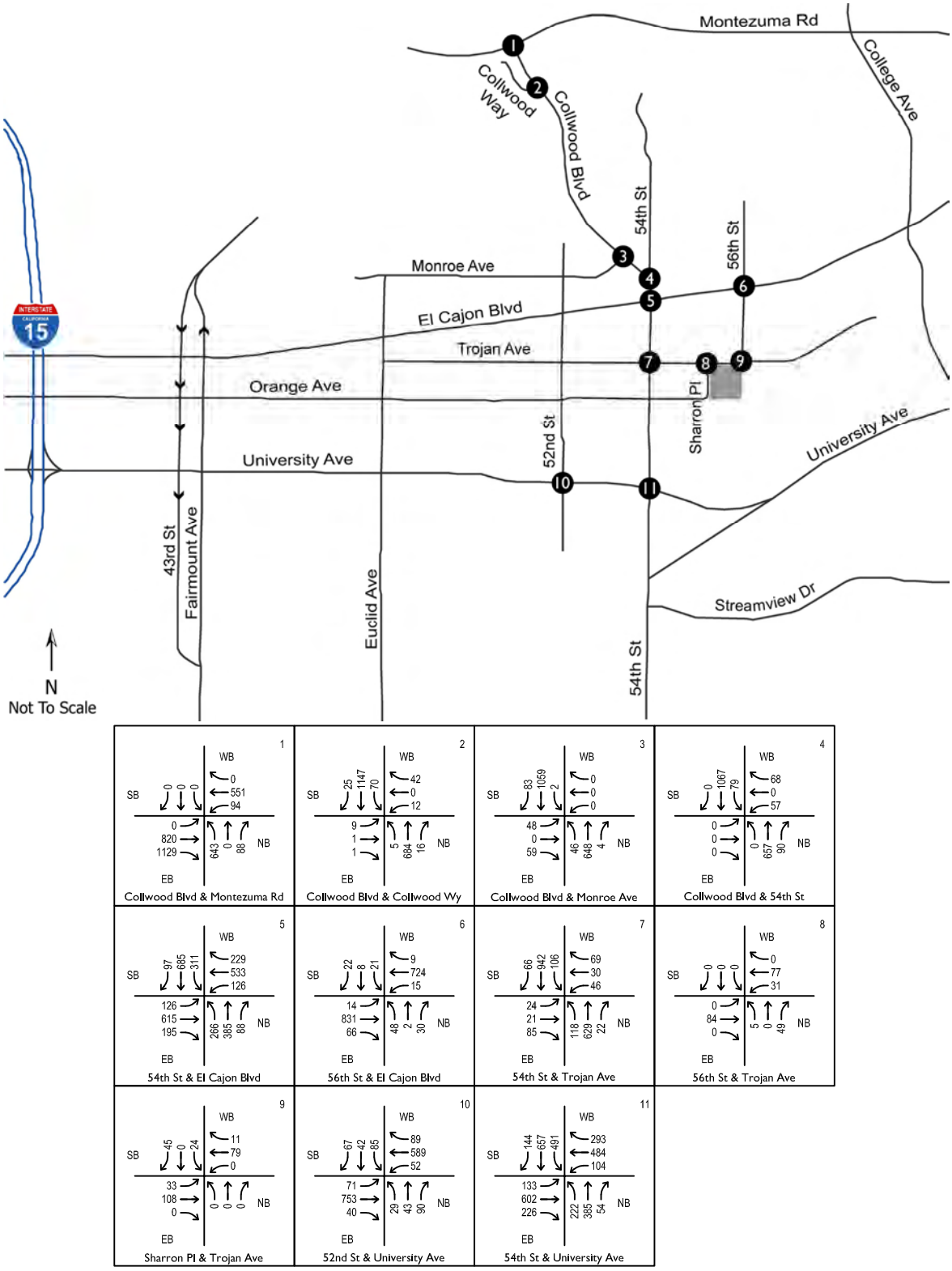


Figure 4
Existing 2012 Game PM Peak Hour Intersection Volumes

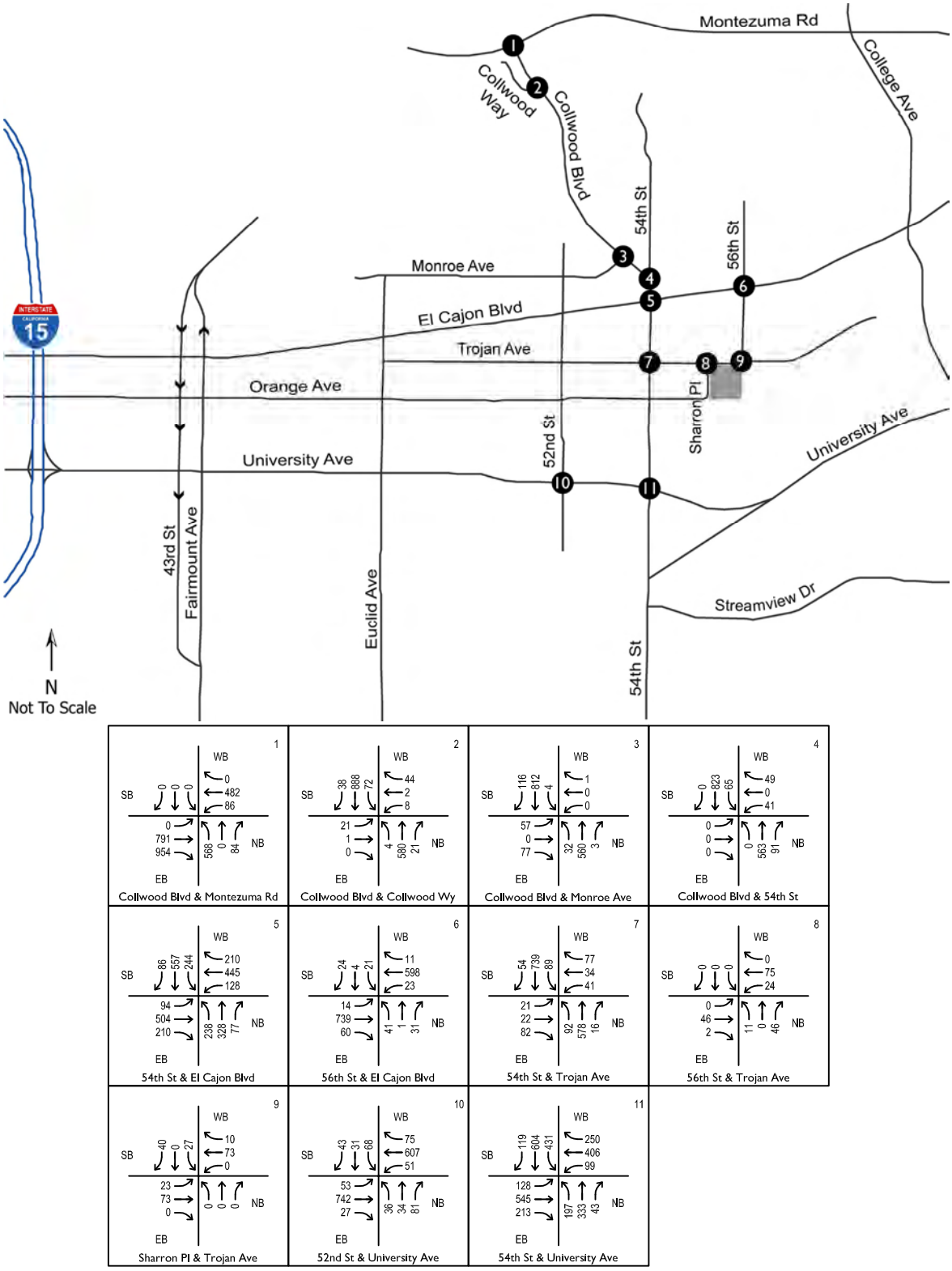
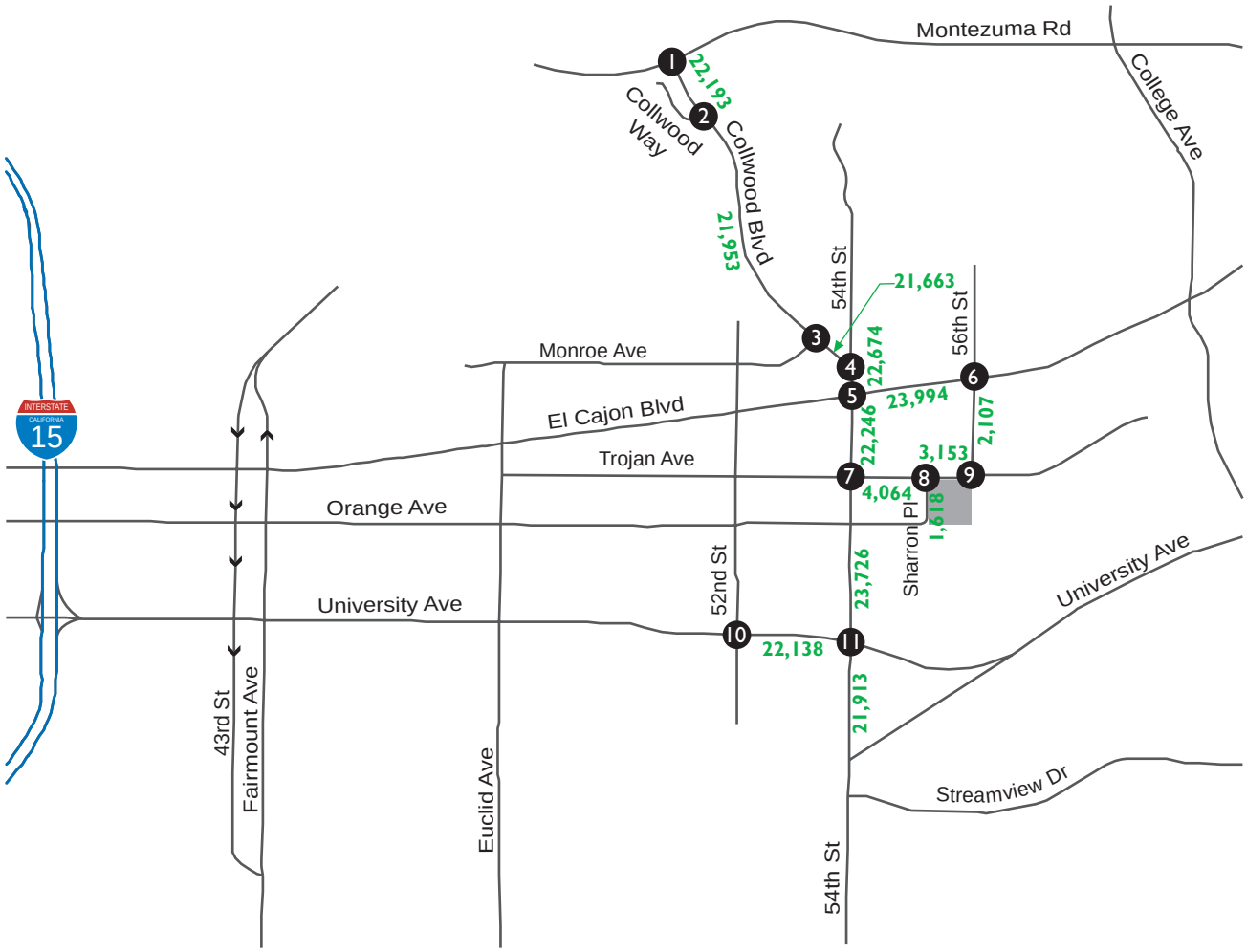


Figure 5
Existing 2012 Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
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- MTS Route #1 – This route serves El Cajon Boulevard. The weekday schedules are approximately 19 hours between 5:00 AM and 12:00 AM with a frequency of 15 minutes between 6:30 PM and 6:30 PM with the rest of the times having a 30 min frequency. The Saturday service schedule is approximately 18 hours between 5:30 AM and 12:00 PM with a frequency of 30 minutes. The Sunday service schedule is approximately 15 hours between 6:30 AM and 9:30 PM with a frequency of 30 minutes.

- MTS Route #7 – This route serves University Avenue. The weekday schedules are approximately 21 hours between 4:30 AM and 2:00 AM with a frequency of 15 minutes. The Saturday service schedule is approximately 19 hours between 5:30 AM and 1:00 AM with a frequency of 30 minutes. The Sunday service schedule is approximately 17 hours between 6:30 AM and 11:30 PM with a frequency of 30 minutes.

- MTS Route #15 – This route serves El Cajon Boulevard. The weekday schedules are approximately 20 hours between 4:30 AM and 1:00 AM with a frequency of 15 minutes. The Saturday service schedule is approximately 18 hours between 5:00 AM and 12:30 AM with a frequency of 20 minutes. The Sunday service schedule is approximately 17 hours between 6:00 AM and 11:00 PM with a frequency of 20 minutes.

MTS Route #955 – This route serves 54th Avenue. The weekday schedules are approximately 17 hours between 5:00 AM and 11:00 PM with a frequency of 15 minutes. The Saturday service schedule is approximately 18 hours between 5:00 AM and 12:30 AM with a frequency of 20 minutes. The Sunday service schedule is approximately 17 hours between 5:30 AM and 11:00 PM with a frequency of 20 minutes.

San Diego Unified School District provides school bus service for students. For Crawford High School, buses will pick up students along fixed routes and arrive to school at 7:15 AM before school starts. When school ends on normal days, buses will depart at 2:20 PM.

3.4 Existing 2012 Conditions Intersection Operations Analysis

Intersection Level of Service (LOS) analysis was conducted using Traffix software based on the analysis methodologies mentioned in Section 2 on this report. Table 4 shows the existing 2012 intersection LOS for Friday commuter and game PM peak hour conditions. Appendix H contains the intersection operations analysis worksheets for Existing 2012 Conditions. As shown in Table 4, all of the study area intersections are currently operating at Level of Service D or better during commuter and game PM peak hour, with existing geometry.

Table 4 - Existing 2012 Conditions
Intersection Operations Analysis Summary

Intersection			Commuter Peak (5:00-6:00 PM)		Game Peak (5:45-6:45 PM)	
No.	Name	Traffic Control[1]	Delay[2] (sec/veh)	LOS	Delay[2] (sec/veh)	LOS
1	Collwood Bl / Montezuma Rd	TS	26.1	C	19.9	B
2	Collwood Bl / Collwood Wy	TS	13.8	B	10.0	A
3	Collwood Bl / Monroe Av	TS	20.0	B	15.3	B
4	Collwood Bl / 54th St	TS	19.2	B	17.1	B
5	54th St / El Cajon Bl	TS	41.6	D	39.0	D
6	56th St / El Cajon Bl	TS	7.3	A	7.2	A
7	54th St / Trojan Av	TS	23.4	C	23.2	C
8	Sharron Pl / Trojan Av	AWS	7.6	A	7.4	A
9	56th St / Trojan Av	AWS	8.0	A	7.6	A
10	52nd St / University Av	TS	21.1	C	18.6	B
11	54th St / University Av	TS	44.6	D	41.2	D

Note:

[1] TS = Traffic Signal; AWS = All-Way Stop

[2] Highway Capacity Manual (HCM) average control delay

3.5 Existing 2012 Conditions Roadway Segment Capacity Analysis

Roadway segment capacity analysis was conducted based on the analysis methodologies mentioned in Section 2 on this report. Table 5 shows the roadway capacity analysis results for Existing 2012 Conditions. As shown in Table 5, the following three study area roadway segments are projected to experience LOS E or F:

- Collwood Boulevard, south of Montezuma Road – LOS F
- Collwood Boulevard, north of Monroe Avenue – LOS F
- Collwood Boulevard, south of Monroe Avenue – LOS F

Table 5 - Existing 2012 Conditions
Roadway Segment Capacity Analysis Summary

Roadway Segment			Current Street Section[1]	Roadway LOS E Capacity[2]	Existing 2012 With Project		
No.	Name	Link			Daily Volume	V/C Ratio	Level of Service
1	Collwood Bl	s/o Montezuma Rd	2C	15,000	22,193	1.480	F
2	Collwood Bl	n/o Monroe Av	2C	15,000	21,953	1.464	F
3	Collwood Bl	s/o Monroe Av	2C	15,000	21,663	1.444	F
4	54th St	n/o El Cajon Bl	4D	40,000	22,674	0.567	C
5	54th St	El Cajon Bl - Trojan Av	4D	40,000	22,246	0.556	C
6	54th St	n/o University Av	4D	40,000	23,726	0.593	C
7	54th St	s/o University Av	4D	40,000	21,913	0.548	C
8	Sharron Pl	s/o Trojan Av	2U	10,000	1,618	0.162	A
9	56th St	s/o El Cajon Bl	2U	10,000	2,107	0.211	A
10	El Cajon Bl	e/o 54th St	4D	40,000	23,994	0.600	C
11	Trojan Av	e/o 54th St	2U	10,000	4,064	0.406	B
12	Trojan Av	e/o Sharron Pl	2U	10,000	3,153	0.315	A
13	University Av	52nd St - 54th St	4U	30,000	22,138	0.738	D

Note:

[1] C = Collector (with two-way left turn lane); U = Undivided (with striped centerline); D = Divided (with median)

[2] City of San Diego Traffic Impact Study Manual (July 1998), Table 2.

4. Project Description

The proposed project includes the design, construction, and operation of an upgraded athletic facility on the Crawford High School campus in the City of San Diego. The purpose of the project is to upgrade the existing athletic facility to improve the school's athletic program. The project is consistent with the Community Plan designation of High School for the project site. This section includes the following background information:

- Project Definition
- Project traffic generation
- Project trip distribution patterns
- Project traffic assignment

4.1 Project Definition

The proposed project includes the following major upgrades to the existing athletic facility:

- Replace the existing football field with a new synthetic turf
- Replace 700 bleacher seats with approximately 2,250 bleacher seats (Home side will have approximately 70% of the seats and visitor side about 30%)
- Install new lighting for the football field

New school athletic events are not anticipated as part of the project; however, existing events possible only during daylight hours or with temporary lights will now have the opportunity to occur after dark. These events include football, soccer, and track and field.

The highest anticipated attendance will be Friday night football games. The football games are planned to begin around 7:00 PM (in some cases, a football game may start as early as 6:30 PM) and end approximately two and a half hours later. Therefore, the traffic analysis was based on an average Friday night football game. Since the analysis is based on attendance for the highest anticipated athletic event, no other events were analyzed as they would generate less traffic.

4.2 Project Traffic Generation

San Diego Unified School District is proposing to upgrade the existing sport fields at Crawford High School and increase bleacher capacity at the existing football field from 700 to 2,250 seats. The existing sport fields are already being used; however, the use is during daylight periods. The modernization project will include field lighting, thus some of the existing afternoon use will be shifted to evening use. There will be existing trip credit for the daily traffic because the current event traffic will shift from daytime to evening. Whereas, there is no PM peak hour trip credit because there is no existing evening traffic due to the absence of field lighting.

A site specific trip generation rate was calculated for the highest anticipated use which is an evening football game, including non-homecoming and homecoming games. The School District anticipates approximately 15 evening events per year to occur at Crawford High School, and the Friday evening football games are the largest events. Evening football games may start as early as 6:30 PM and end approximately 9:00 PM. It is anticipated that 34% of the attendees will arrive between 5:45 PM and 6:56 PM during the game PM peak hour. During the typical commuter PM peak hour (5:00 – 6:00 PM), it is anticipated that approximately 18% of the attendees will arrive. Football games are typically scheduled on Fridays.

The following trip generation methodology is based on data collection and meeting discussions with School District's officials and consulting team, and Appendix I shows the detailed trip generation calculations based on the approach mentioned below:

- Since the site is currently being used, daily trip credit is applied against the total gross daily trips for new net daily trips. However, trip credit is applied only to the daily trip generation because existing non-lighted games occur at the facilities during different time periods than the future lighted games. No credit is applied for the commuter and game PM peak hours because existing games occur during daytime hours while the future games will be shifted to the evening peak period with proposed stadium lights.

- The design capacity of the stadium would be approximately 2,250 spectators. Although the school expects actual typical attendance figures of 500 to 700 fans, this traffic impact study conservatively evaluates the attendance based a projected future ticket sales of 434 for non-homecoming games and 775 for homecoming games with stadium lights. The highest existing ticket sales data for Mission Bay High School is 205 for a non-lighted non-homecoming game and 369 for a non-lighted homecoming game.

- The future homecoming ticket sales projection of 775 tickets is estimated based on the highest historic homecoming game ticket sales data (369 tickets) for Crawford High School using an average 110% growth rate of homecoming ticket sales increase which has been experienced by 3 other schools that have installed stadium lights within the last 3 years. Table I-1 in Appendix I shows an average increase of 110% for homecoming game ticket sales from afternoon non-lighted games to evening lighted games, based on historical ticket sales data for Clairemont, Hoover and University City high schools.

- The future non-homecoming game ticket sales projections of 434 tickets are estimated by reducing the future homecoming game ticket sales (775 tickets) with a 56% reduction factor for the difference between historical homecoming and non-homecoming game sales data. Table I-2 in Appendix I shows an average decrease of 56% in ticket sales from lighted homecoming games to lighted non-homecoming games, based on historical ticket sales data for 12 other high schools in the district that have stadium lights.

- Table I-3 in Appendix I shows the existing daily and peak hour trip calculations based on existing ticket sales data of 205 tickets for non-homecoming and 369 tickets for homecoming games. In a similar format, Table I-4 in Appendix I calculates the future daily and peak hour trips based on future ticket sales data projection of 434 tickets for non-homecoming and 775 tickets for homecoming games.

- As shown in Tables I-3 and I-4 (Appendix I), the home crowd is assumed to be 70% of the total attendance, and the remaining 30% is the visiting crowd.

- Approximately half of the attendees living within a half-mile radius of the school are anticipated to walk to the game. Approximately 56% of the half of the students living within a mile-mile radius are assumed to attend non-homecoming games based on the existing percent difference (56%) between the existing ticket sales data (205 non-homecoming tickets vs. 369 homecoming tickets). Appendix J shows 307 students living with a half-mile radius of Mission Bay High School. For this study, approximately 85 and 154 attendees are estimated to walk to non-homecoming and homecoming games, respectively.

- The remaining attendees within this half-mile radius are assumed to drive or be driven to the game. For this study, approximately 59 and 104 attendees are estimated to currently drive to non-homecoming and homecoming games, respectively. Vehicle occupancy data was documented at 2 persons per vehicle from data collected at Morse High School and Lincoln High School. Existing numbers of vehicles driven by the home attendees are 30 and 52 vehicles for non-homecoming and homecoming games, respectively.

- Support attendees do not need to purchase tickets and they are present at the football game to support that particular school function. These support attendees may include coaches, trainers, volunteers, officiating crew, medical staff, security, concession operators, press, maintenance, etc. Based on input from an Athletic Director, the number of support attendees for a typical non-homecoming game is approximately 80 people. It is assumed that a homecoming game may have 90 support attendees. A smaller portion of the support attendees are located locally nearby the school, and they may include home coaches, trainers, teachers and volunteers. It is expected that most of the support attendees will be coming from further away thus be considered as visitor support attendees by using the regional trip distribution. The visitor support attendees may include visiting coaches, teachers, volunteers, officiating crew, medical staff, security, concession operators, press, maintenance, etc. For this study, it is assumed that the numbers of home support attendees are 20 for non-homecoming games and 25 for homecoming games. The numbers of visitor support attendees are 60 for non-homecoming games and 65 for homecoming games.

- The total daily traffic is based on vehicles driven by home attendees, visitor attendees, and support attendees. Historic game attendance is based on data collected at Madison High School (see Appendix J). Vehicle occupancy data was documented at 2 persons per vehicle from data collected at Morse High School and Lincoln High School. As shown in Table I-3 of Appendix I, the existing project-only daily traffic volumes are 282 daily trips for non-homecoming games and 396 daily trips for homecoming games. As shown in Table I-4 of Appendix I, the future project-only daily traffic volumes are 508 daily trips for non-homecoming games and 802 daily trips for homecoming games

- Commuter PM peak hour analysis is from 5:00 PM to 6:00 PM. This is the second half of the typical commuter PM peak period. Based on historical traffic survey, Madison High School had a one-hour generation of 18% from 5:00 PM to 6:00 PM with a split of 69% inbound and 31% outbound as shown in Appendix J of this report.

- When a game start around 7:00 PM, it is anticipated that the game PM peak hour will occur between 5:45 PM and 6:45 PM with the arrival of 34% of the project traffic. It is assumed that game peak hour traffic flow has a split of 80% inbound and 20% outbound. When games end past 9:00 PM, it is considered to be outside the commuter peak period, and therefore the post-game traffic period is not analyzed.

- For Crawford High School, the above approach resulted in 508 gross daily trips with 91 commuter PM peak hour trips and 173 game PM peak hour trips for non-homecoming games. As for homecoming games, there will be 802 gross daily trips with 144 commuter PM peak hour trips and 273 game PM peak hour trips. Since the current trips for existing afternoon games will be shifted to evenings, an existing daily trip credit adjustment is made so that the total net daily traffic is 226 non-homecoming net daily trips and 406 homecoming net daily trips. The non-homecoming games will generate 91 commuter peak hour trips and 173 game peak hour trips. The homecoming games will generate 144 commuter peak hour trips and 273 game peak hour trips.

Appendix I shows the detailed trip generation calculations based on the approach mentioned above. Table 6 summarizes the project trip generation.

Table 6 – Project Traffic Generation Summary

Component		Non-Homecoming Game							Homecoming Game						
		Daily Trips	Commuter Peak (5:00-6:00 PM)			Game Peak (5:45-6:45 PM)			Daily Trips	Commuter Peak (5:00-6:00 PM)			Game Peak (5:45-6:45 PM)		
Project	**Trip**		**Total**	**In**	**Out**	**Total**	**In**	**Out**		**Total**	**In**	**Out**	**Total**	**In**	**Out**
Home Attendee	Existing[1]	**100**	**18**	12	6	**34**	27	7	**154**	**28**	19	9	**52**	42	10
	Future[2]	**258**	**46**	32	14	**88**	70	18	**440**	**79**	55	24	**150**	120	30
	Net Increase	***158***	***28***	*20*	*8*	***54***	*43*	*11*	***286***	***51***	*36*	*15*	***98***	*78*	*20*
	Impact[3] to Analysis Period	**158**	**46**	32	14	**88**	70	18	**286**	**79**	55	24	**150**	120	30
Visitor Attendee	Existing[1]	**182**	**33**	23	10	**62**	50	12	**242**	**44**	30	14	**82**	66	16
	Future[2]	**250**	**45**	31	14	**85**	68	17	**362**	**65**	45	20	**123**	98	25
	Net Increase	***68***	***12***	*8*	*4*	***23***	*18*	*5*	***120***	***21***	*15*	*6*	***41***	*32*	*9*
	Impact[3] to Analysis Period	**68**	**45**	31	14	**85**	68	17	**120**	**65**	45	20	**123**	98	25
Total Project Impact[3] to Analysis Period		**226**	**91**	63	28	**173**	138	35	**406**	**144**	100	44	**273**	218	55

Note:

[1] Appendix I, Table i-3, Existing Trip Generation Calculations Without Lights

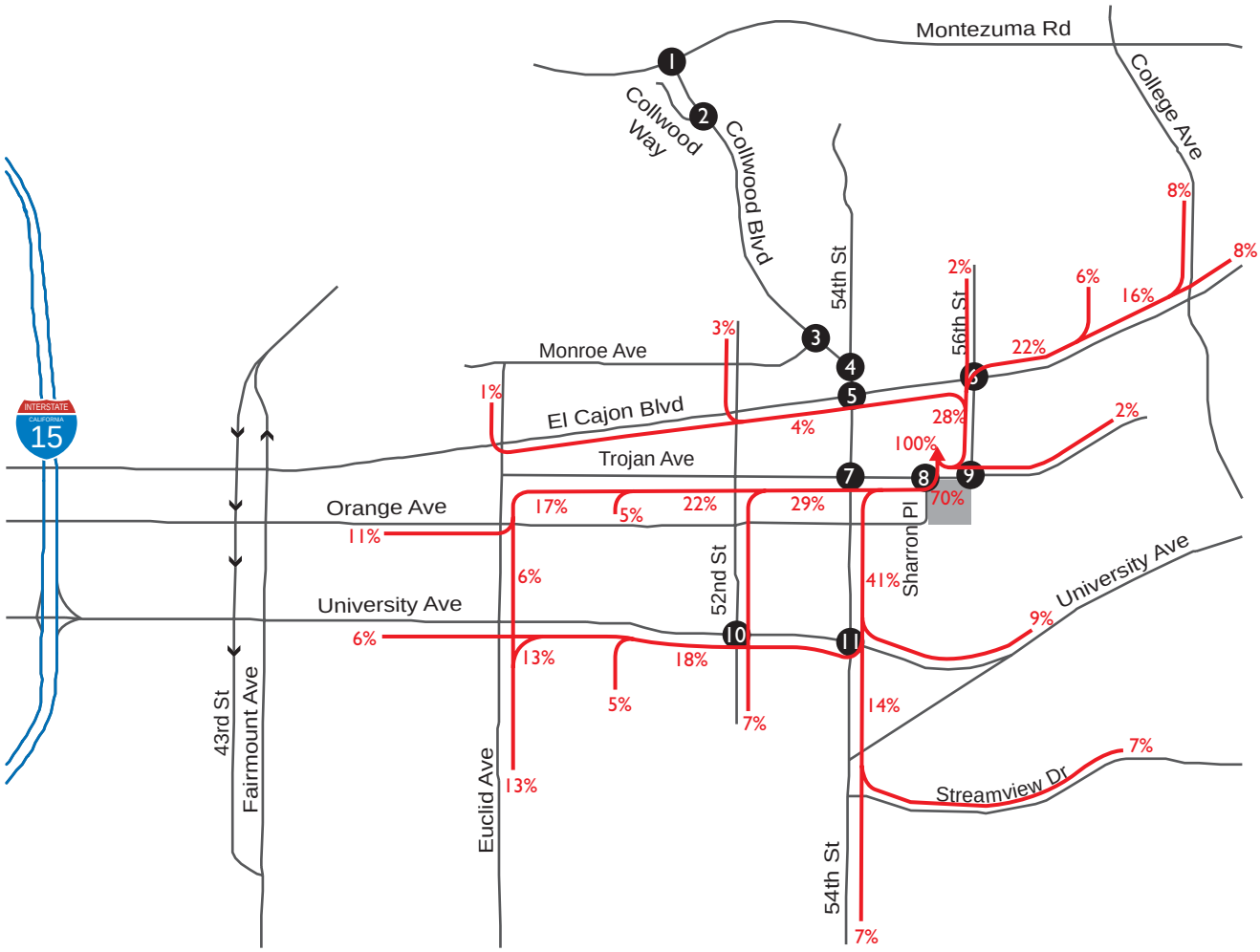
[2] Appendix I, Table i-4, Future Trip Generation Calculations With Lights

[3] Net daily trip impact to the analysis period include existing daily trip credit adjustment because current trips for existing afternoon games will be shifted to evenings. No trip credit for commuter and game peak hours.

4.3 Project Trip Distribution Patterns

Trip distribution is the process of identifying the probable destination, direction or traffic routes that will be utilized by project traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered when identifying the route where the project traffic will distribute. Trip distribution information can be estimated from observed traffic patterns, experience or through use of a computerized travel forecast model. Once the proposed project trips have been estimated, they are assigned to the study area network. The project local trip distribution patterns assumed for home attendees are shown in Figure 6. The project regional trip distribution patterns assumed for visiting attendees are shown in Figure 7. The trip distribution is based on the following assumptions:

Figure 6
Project Local (Home Attendee) Trip Distribution



LEGEND

#	Study Intersection
	Crawford High School
XX%	Percent Distribution

N
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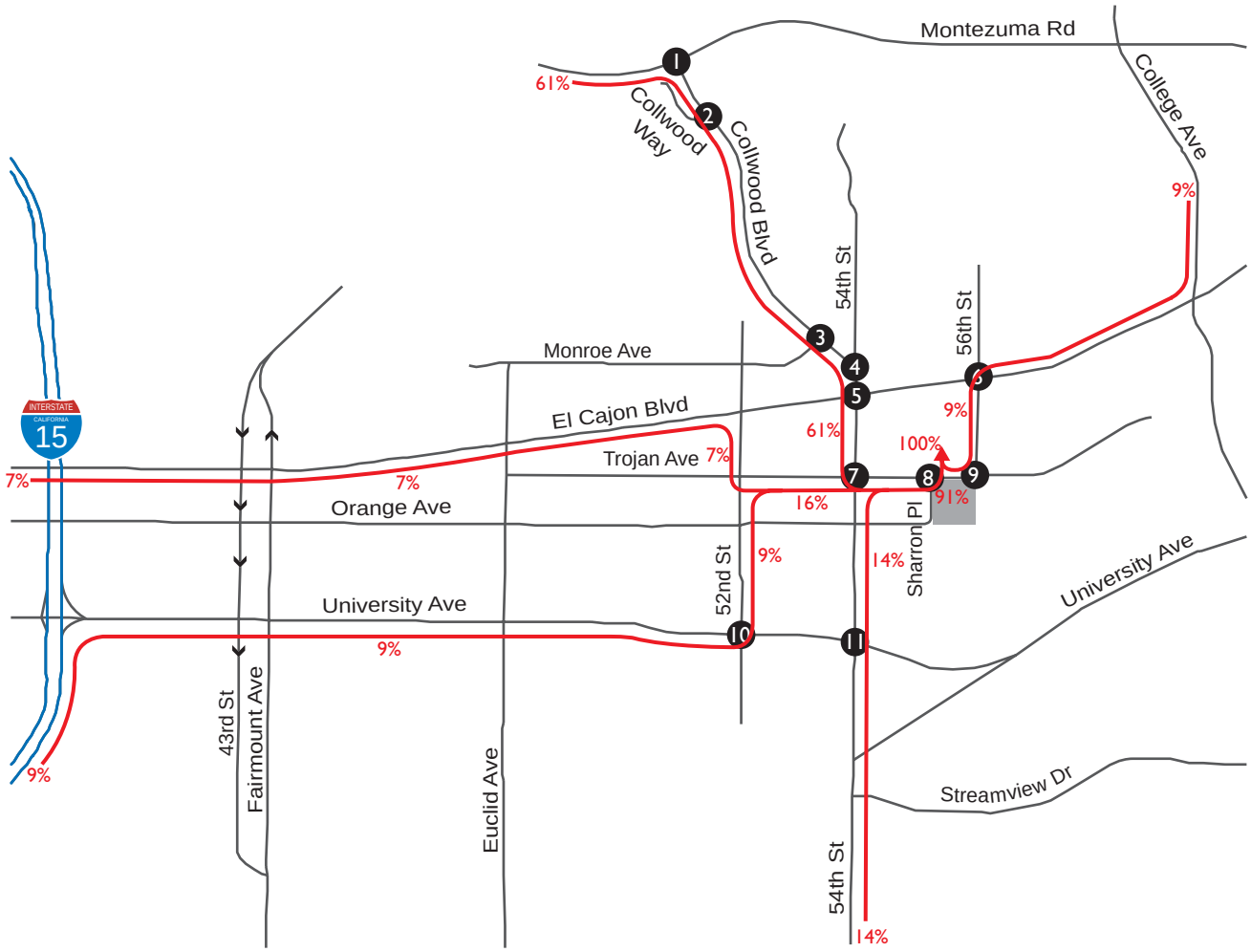
Figure 7
Project Regional (Visitor Attendee) Trip Distribution



LEGEND

- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

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- Local Distribution (Home Attendees) – See Figure 6

    - Local approaching routes are determined by identifying best approaching route from the school district boundary to Crawford High School. A copy of the Crawford High School attendance boundary and other high school boundaries are included in Appendix K.

- Regional Distribution (Visitor Attendees) – See Figure 7

    - There will be some shifting in visitor attendee distribution based on the actual visiting school playing in the game. A general regional approach was developed to address the regional trip generation.

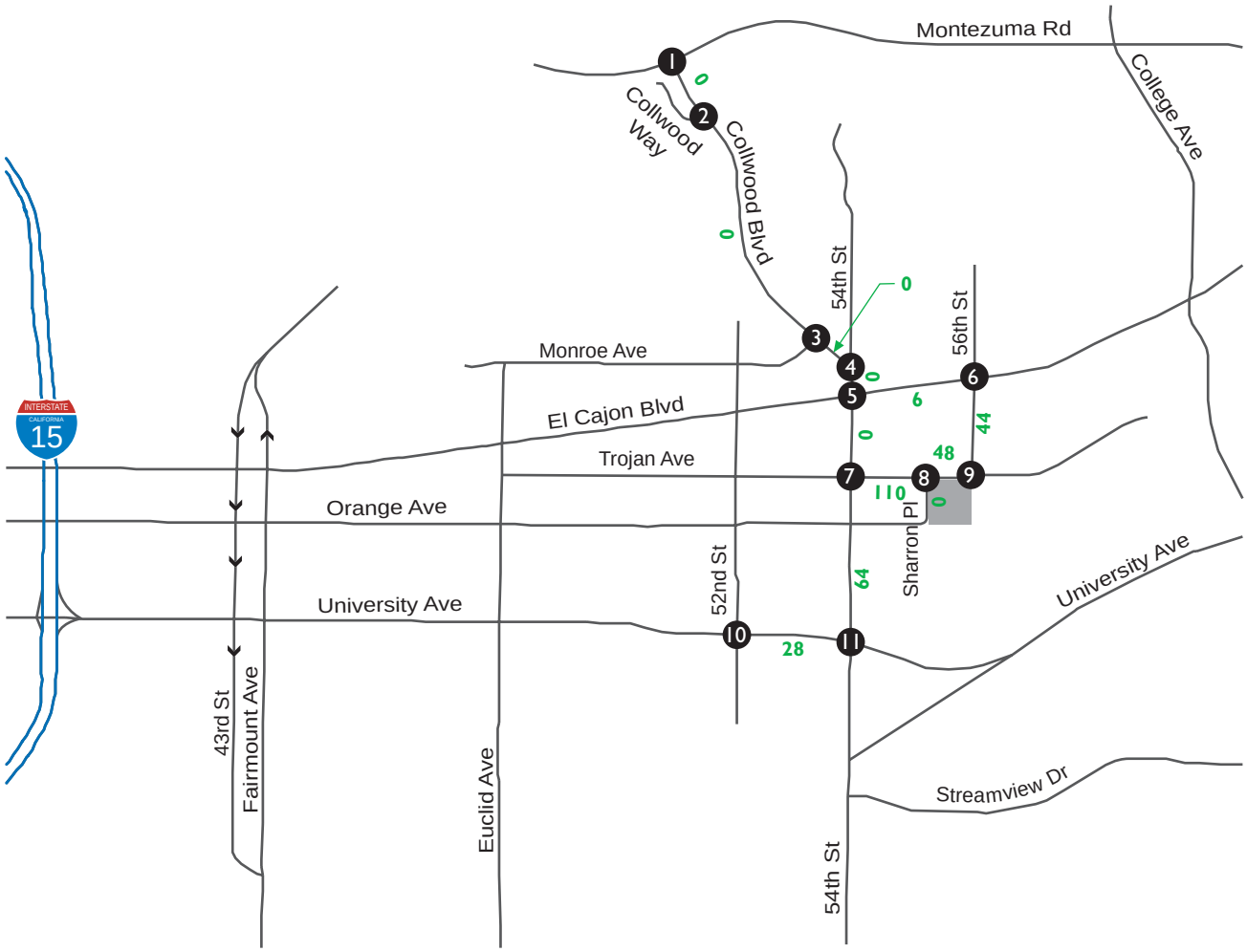
    - Regional approaching routes are determined by identifying best approaching route from different school sites within the San Diego region to Crawford High School. Regional traffic is anticipated come from west on I-15 Freeway and Montezuma Road, north on College Avenue, and south on 54th Street.

4.4 Project Trip Assignment

Based on the project traffic generation and trip distribution patterns presented above, project-only traffic volumes are shown in the following figures for the home attendees, visitor attendees and combined total home and visitor attendees:

- Figure 8: Project-Only Non-Homecoming Home Attendee Roadway Friday daily Traffic
- Figure 9: Project-Only Non-Homecoming Home Attendee Commuter PM Peak Hour Intersection Traffic
- Figure 10: Project-Only Non-Homecoming Home Attendee Game PM Peak Hour Intersection Traffic
- Figure 11: Project-Only Non-Homecoming Visitor Attendee Roadway Friday daily Traffic
- Figure 12: Project-Only Non-Homecoming Visitor Attendee Commuter PM Peak Hour Intersection Traffic
- Figure 13: Project-Only Non-Homecoming Visitor Attendee Game PM Peak Hour Intersection Traffic
- Figure 14: Project-Only Non-Homecoming Home and Visitor Attendee Roadway Friday Daily Traffic
- Figure 15: Project-Only Non-Homecoming Home and Visitor Attendee Commuter PM Peak Hour Intersection Traffic
- Figure 16: Project-Only Non-Homecoming Home and Visitor Attendee Game PM Peak Hour Intersection Traffic

Figure 8
Project-Only Non-Homecoming Home Attendee Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Figure 9
Project-Only Non-Homecoming Home Attendee Commuter PM Peak Hour Intersection Volumes

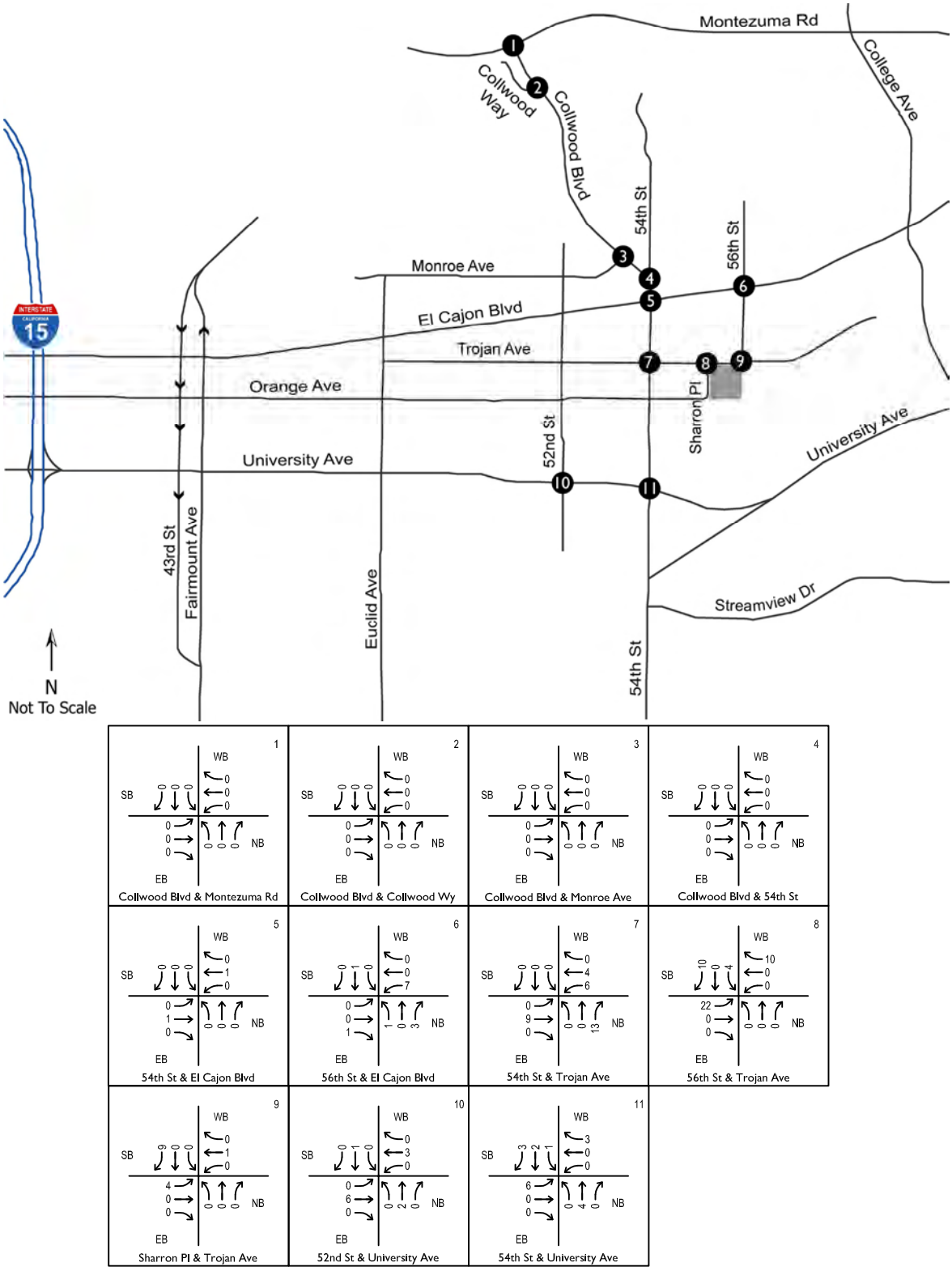


Figure 10
Project-Only Non-Homecoming Home Attendee Game PM Peak Hour Intersection Volumes

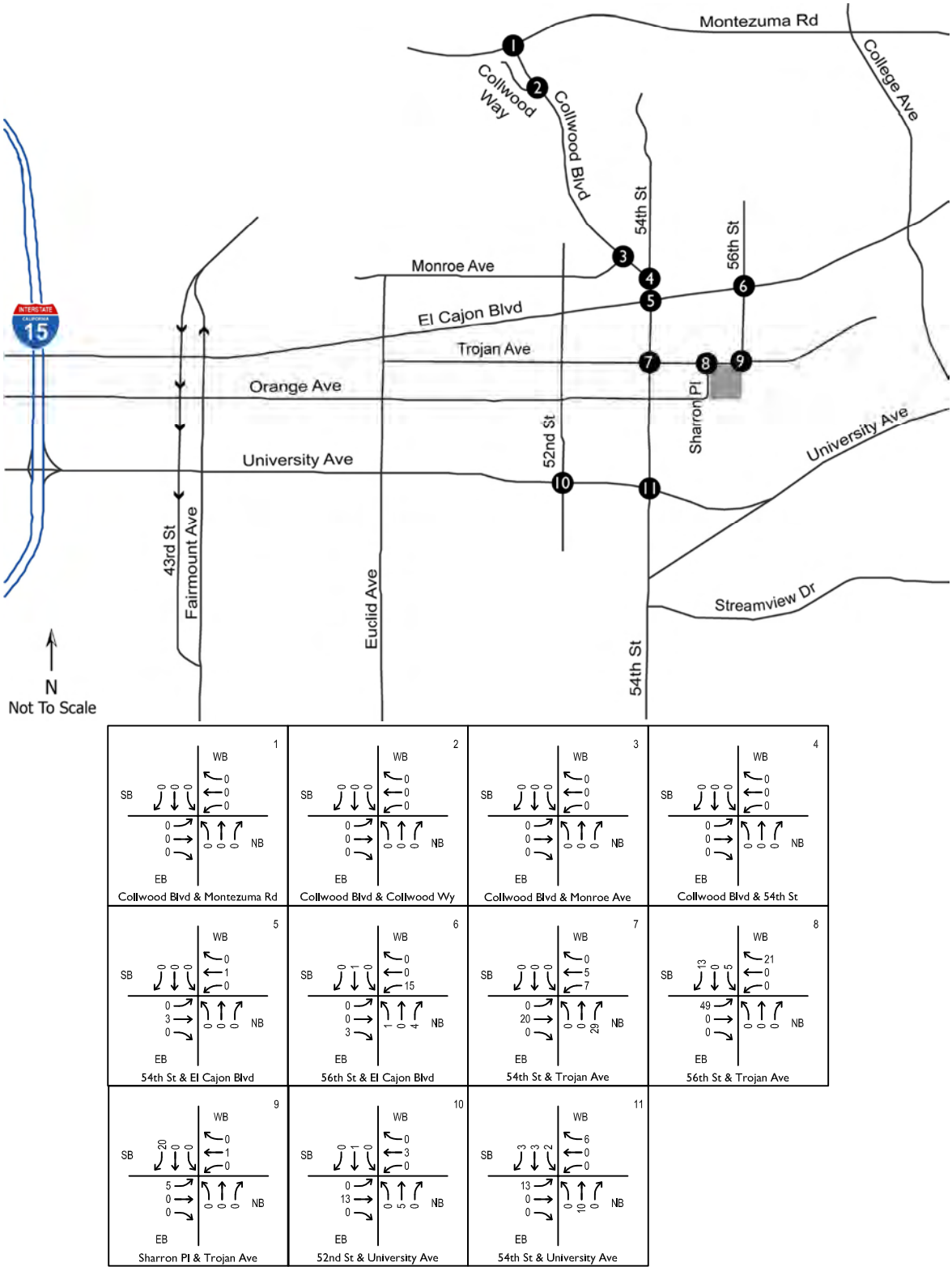
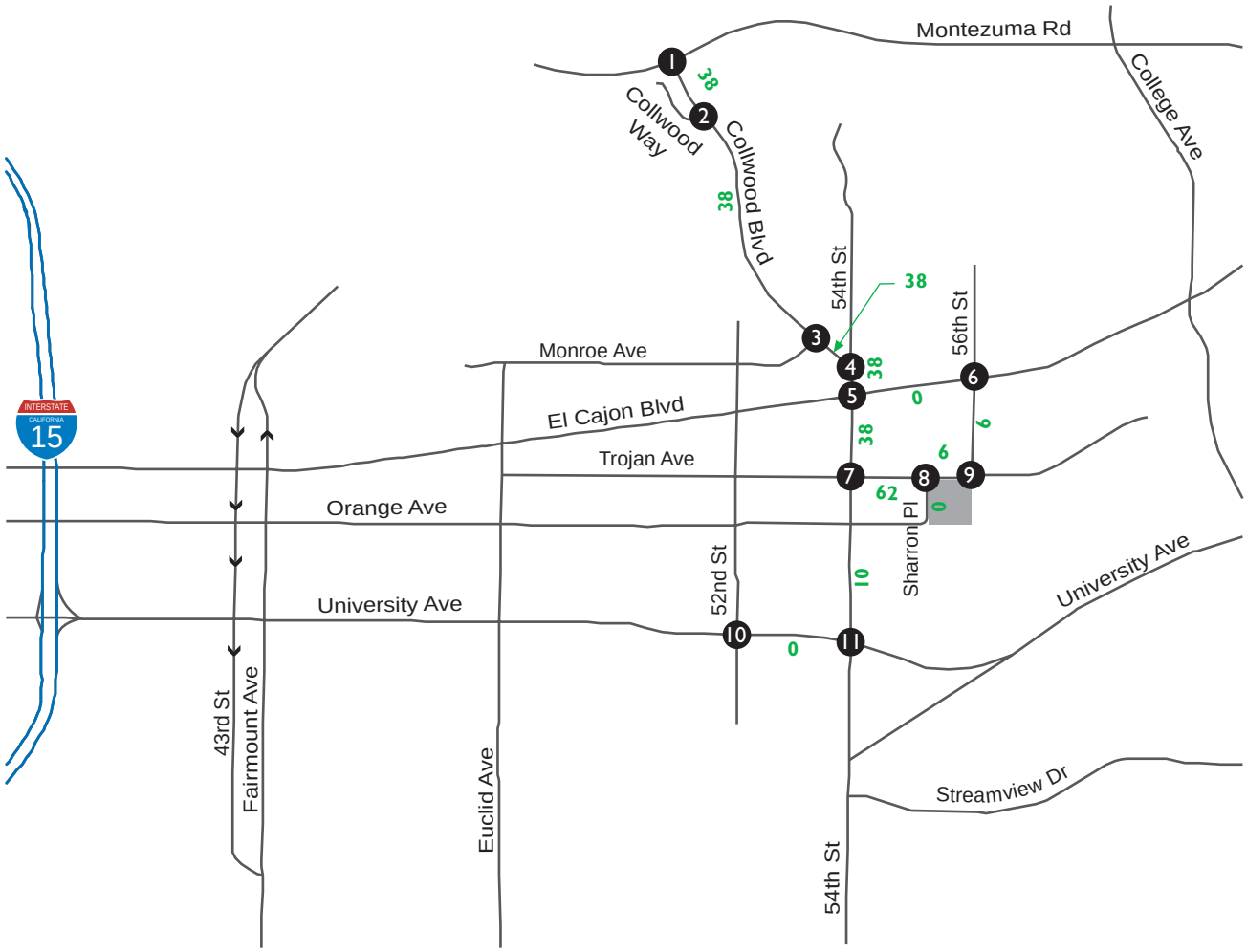


Figure 11
Project-Only Non- Homecoming Visitor Attendee Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Traffic Impact Study

Figure 12
Project-Only Non-Homecoming Visitor Attendee Commuter PM Peak Hour Intersection Volumes

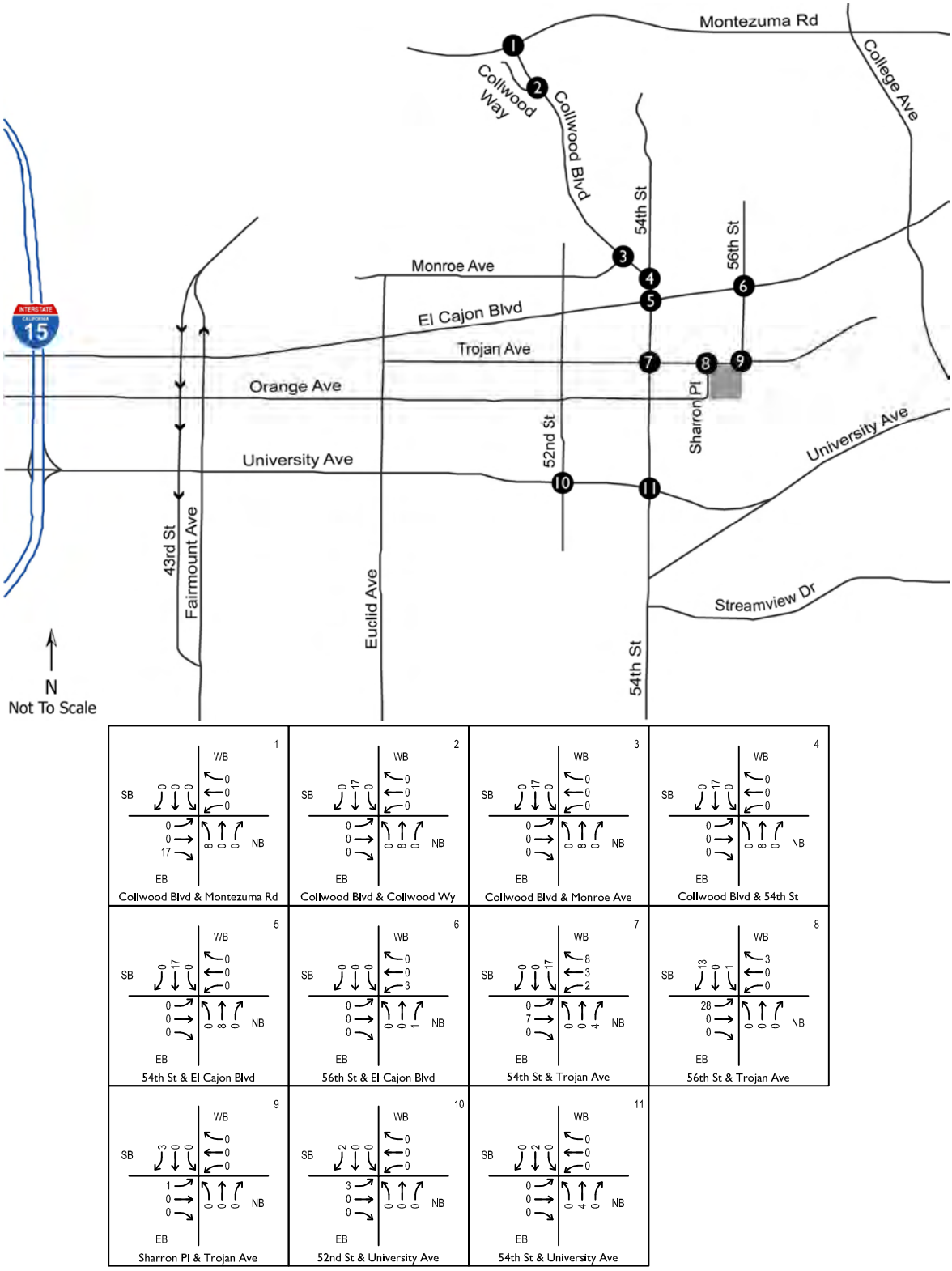


Figure 13
Project-Only Non-Homecoming Visitor Attendee Game PM Peak Hour Intersection Volumes

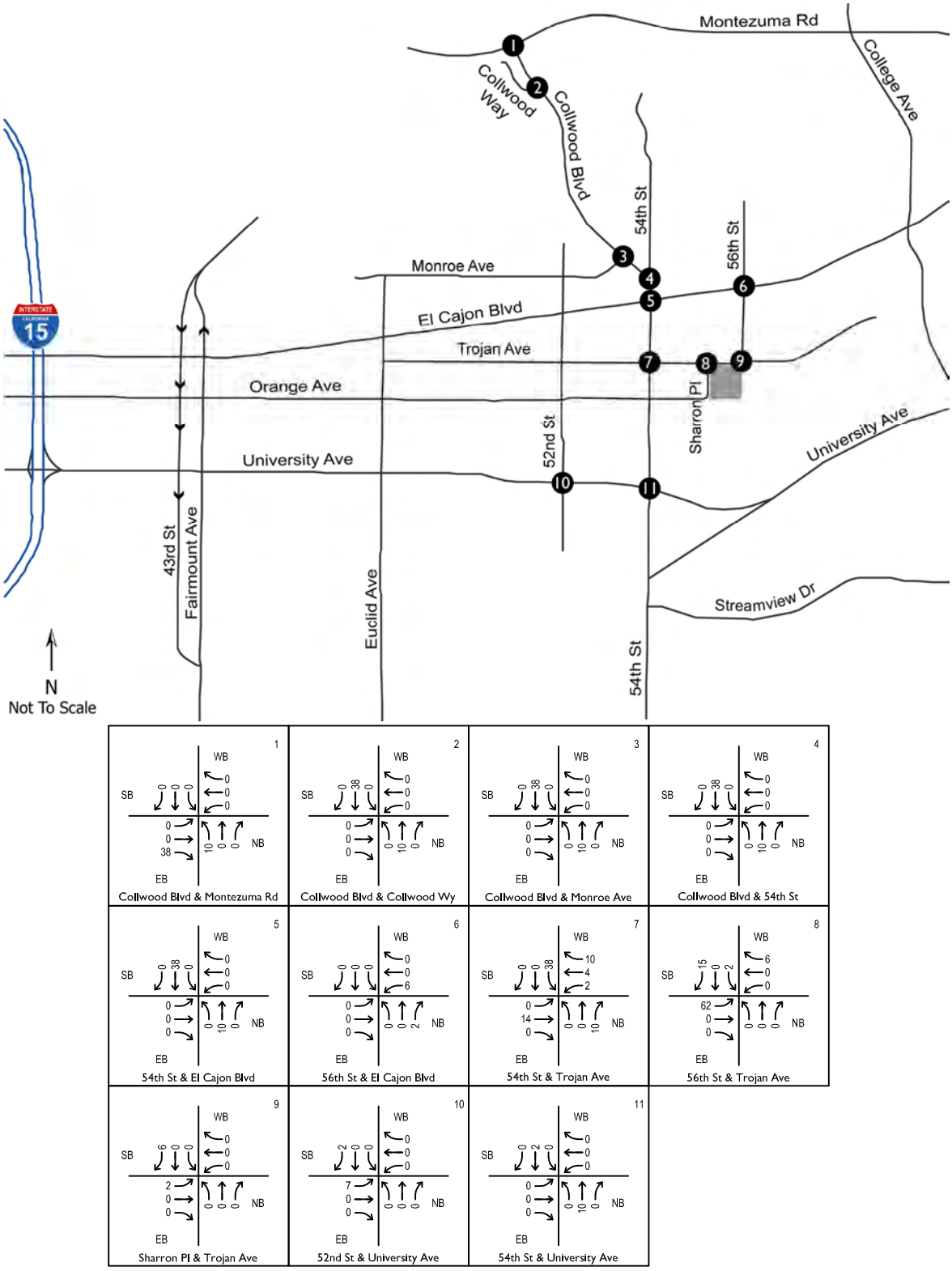
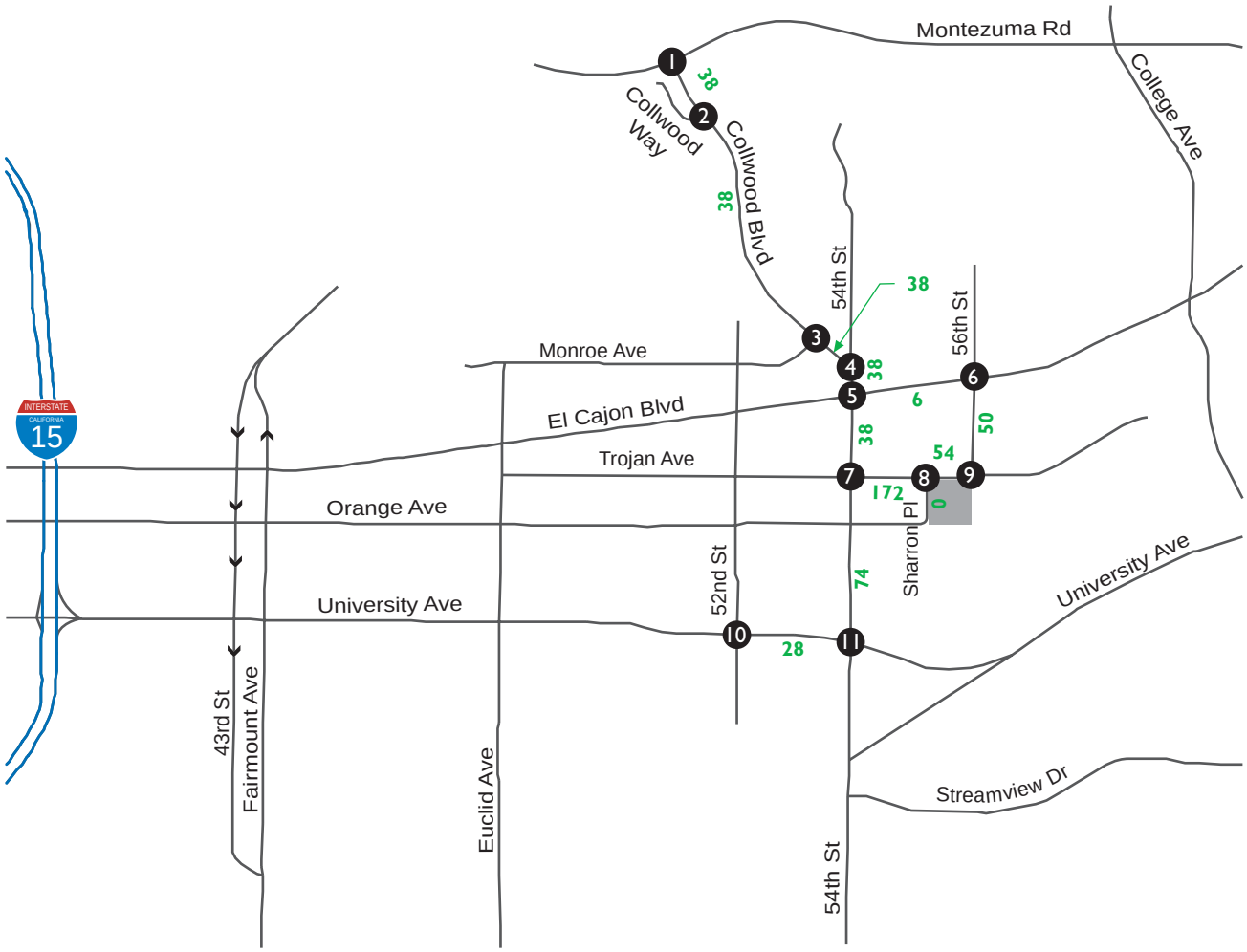


Figure 14
Project-Only Non-Homecoming Home and Visitor Attendee Friday Daily Traffic Volumes



LEGEND

- # Study Intersection
- Crawford High School

N
Not To Scale

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Figure 15
Project-Only Non-Homecoming Home and Visitor Attendee Commuter PM Peak Hour Intersection Volumes

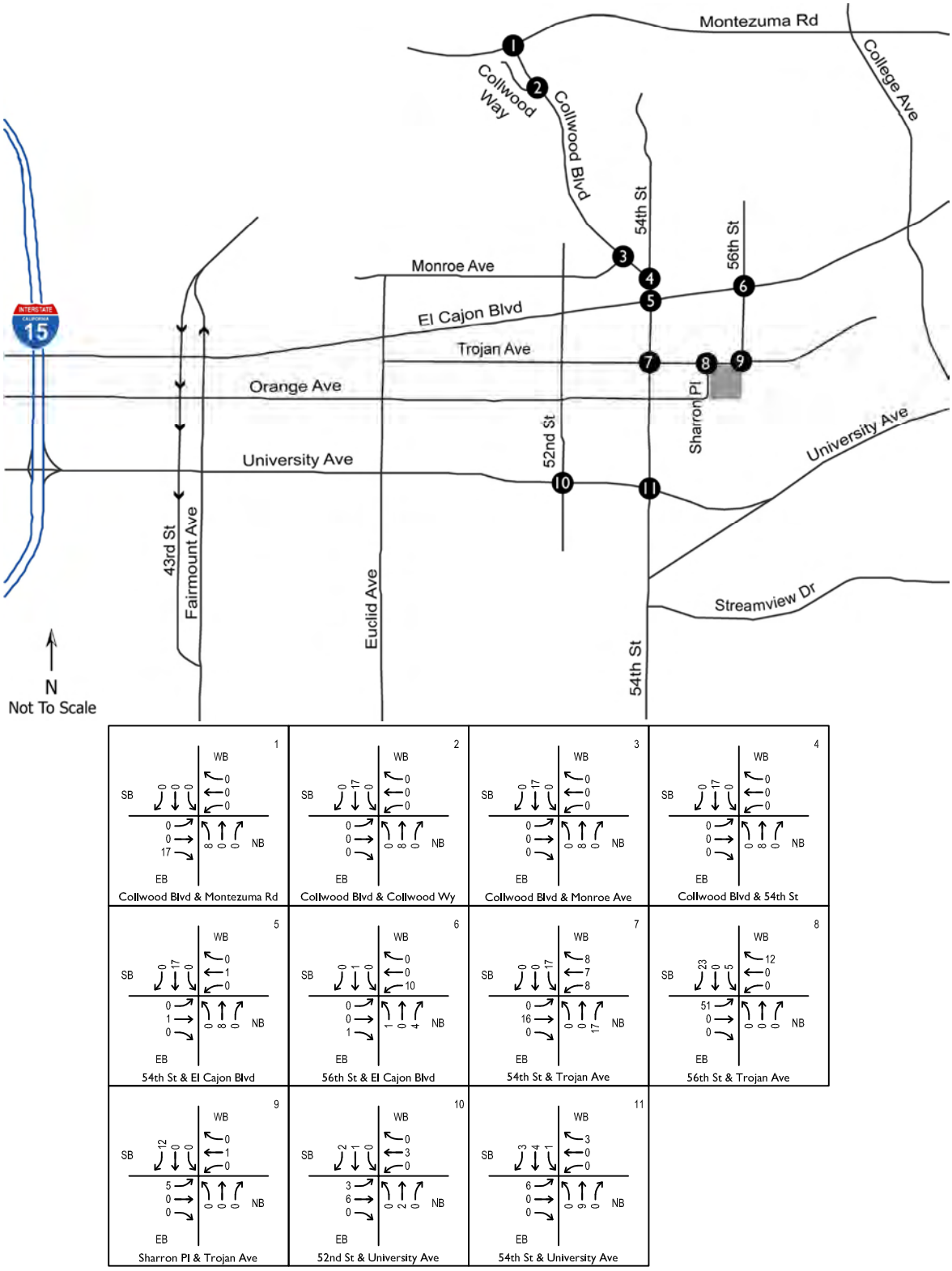
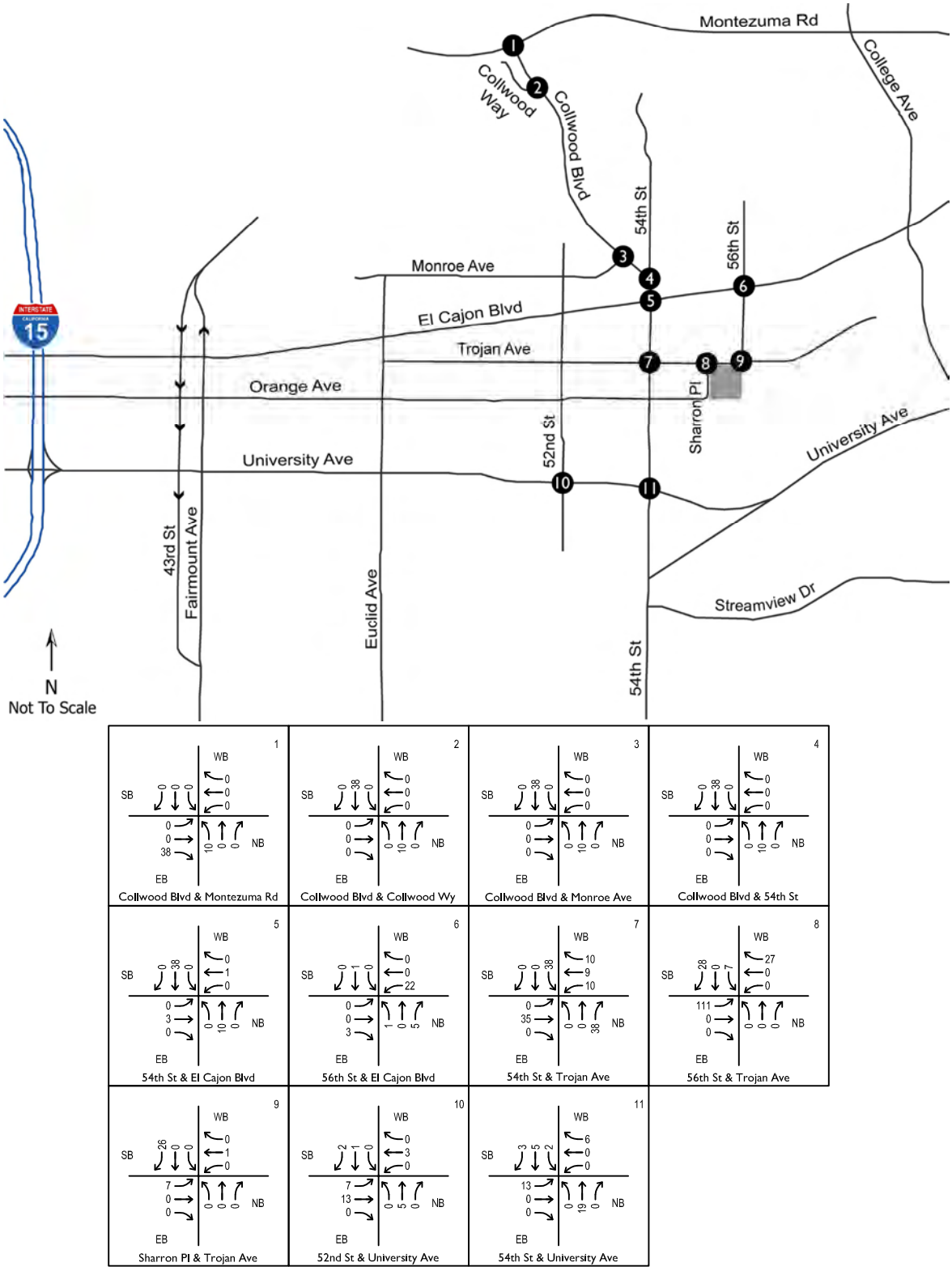
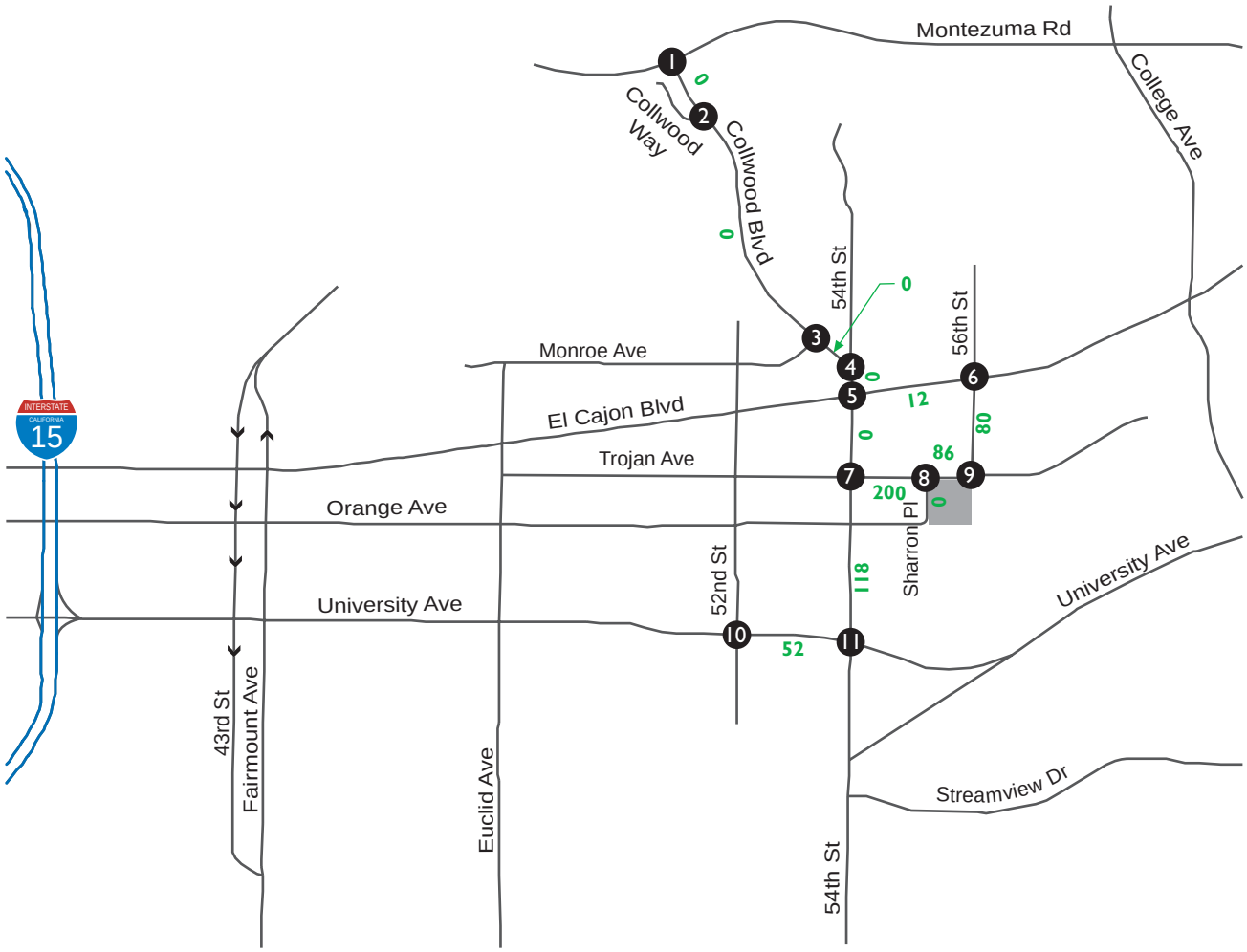


Figure 16
Project-Only Non-Homecoming Home and Visitor Attendee Game PM Peak Hour Intersection Volumes



- Figure 17: Project-Only Homecoming Home Attendee Roadway Friday Daily Traffic
- Figure 18: Project-Only Homecoming Home Attendee Commuter PM Peak Hour Intersection Traffic
- Figure 19: Project-Only Homecoming Home Attendee Game PM Peak Hour Intersection Traffic
- Figure 20: Project-Only Homecoming Visitor Attendee Friday Daily Traffic
- Figure 21: Project-Only Homecoming Visitor Attendee Commuter PM Peak Hour Intersection Traffic
- Figure 22: Project-Only Homecoming Visitor Attendee Game PM Peak Hour Intersection Traffic
- Figure 23: Project-Only Homecoming Home and Visitor Attendee Friday Daily Traffic
- Figure 24: Project-Only Homecoming Home and Visitor Attendee Commuter PM Peak Hour Intersection Traffic
- Figure 25: Project-Only Homecoming Home and Visitor Attendee Game PM Peak Hour Intersection Traffic

Figure 17
Project-Only Homecoming Home Attendee Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Figure 18
Project-Only Homecoming Home Attendee Commuter PM Peak Hour Intersection Volumes

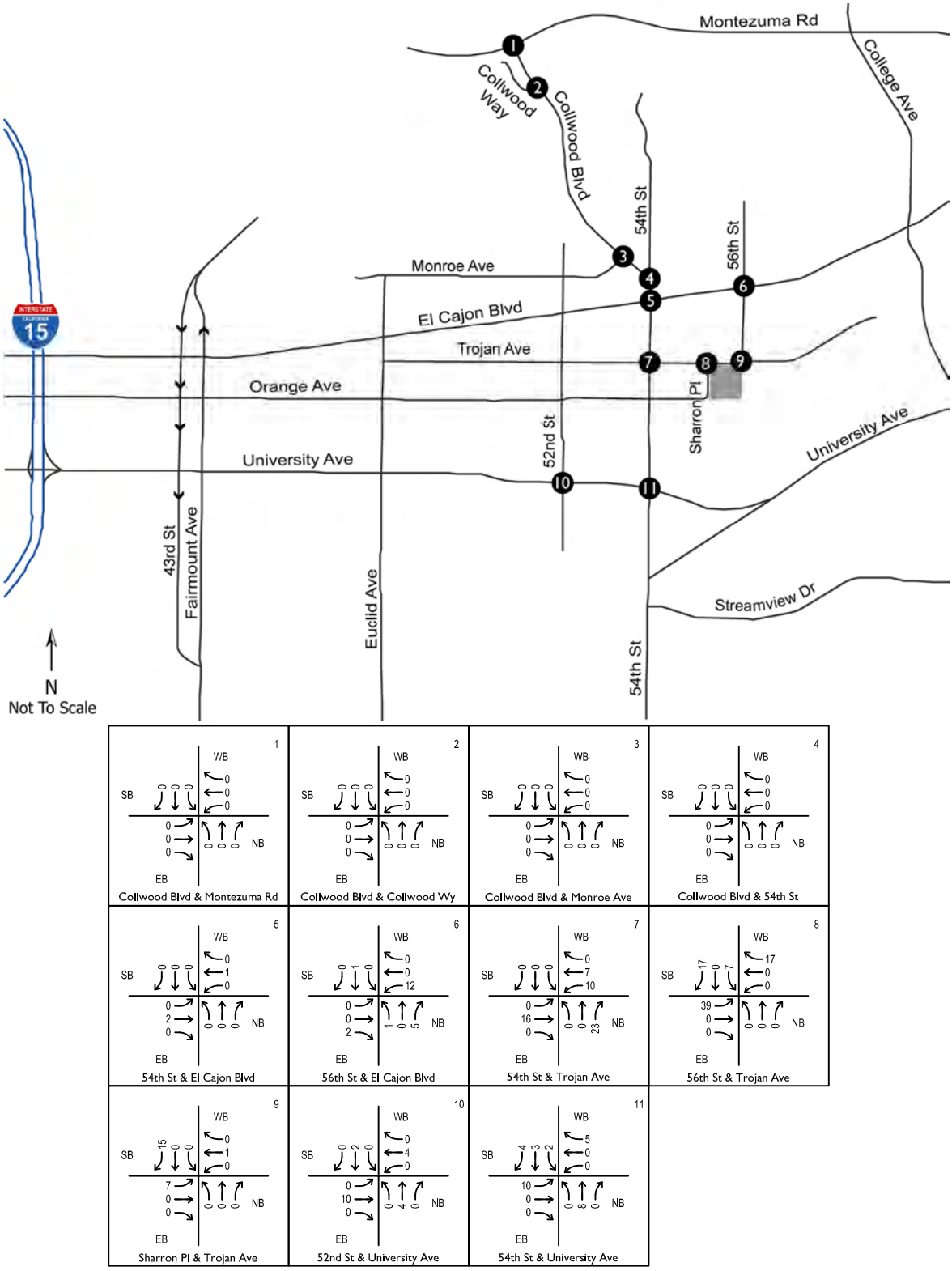


Figure 19
Project-Only Homecoming Home Attendee Game PM Peak Hour Intersection Volumes

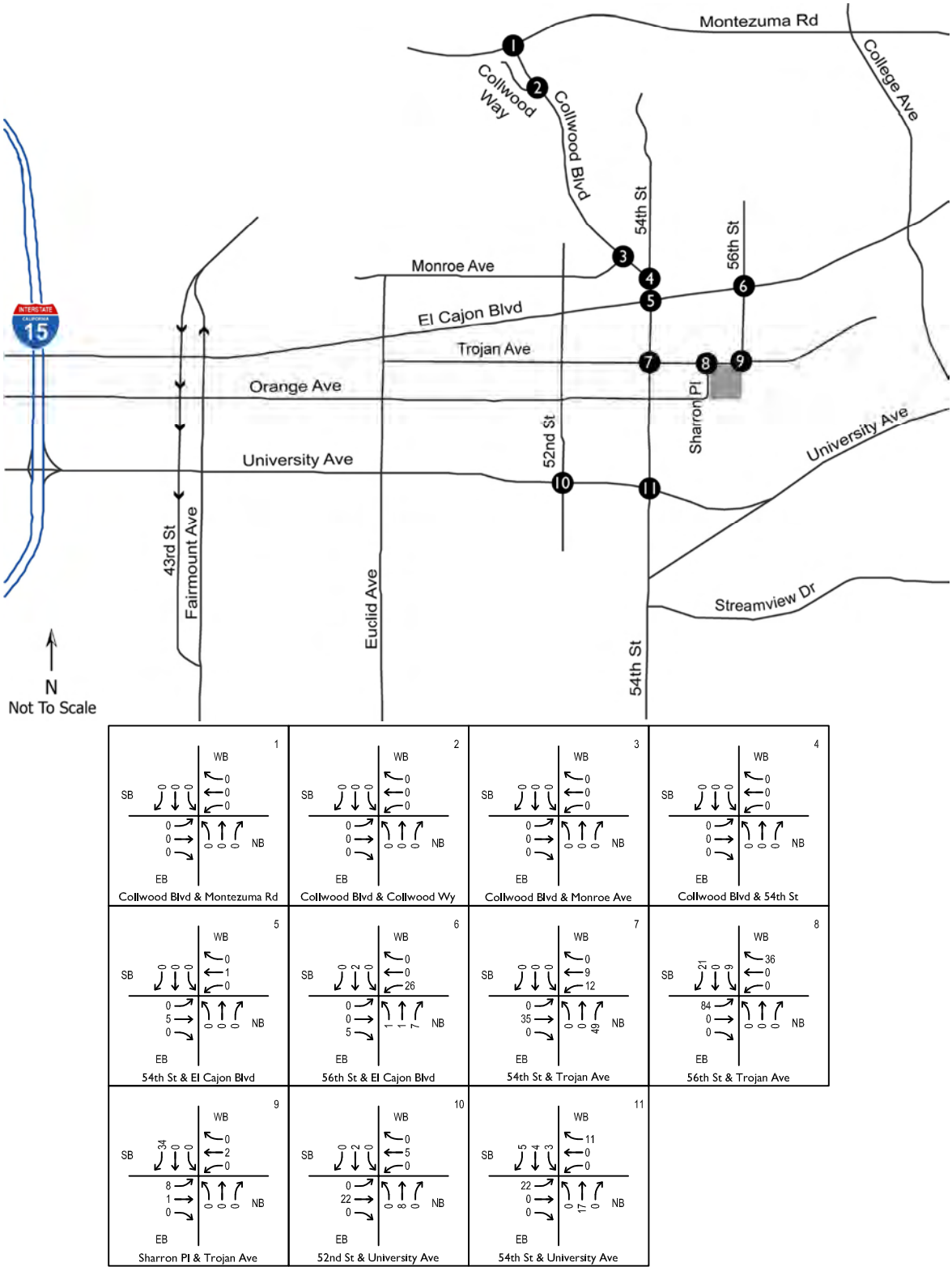
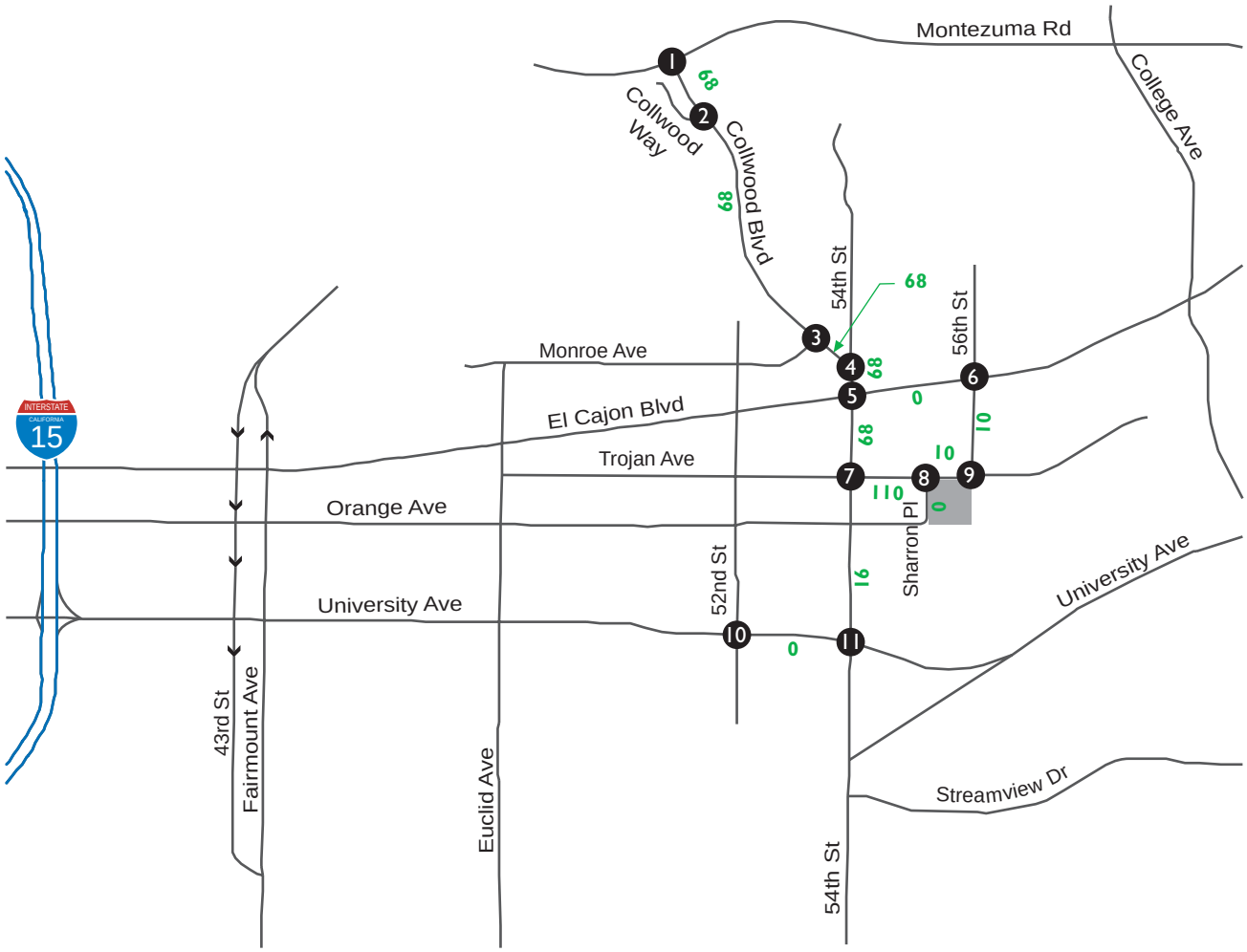


Figure 20
Project-Only Homecoming Visitor Attendee Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Figure 21
Project-Only Homecoming Visitor Attendee Commuter PM Peak Hour Intersection Volumes

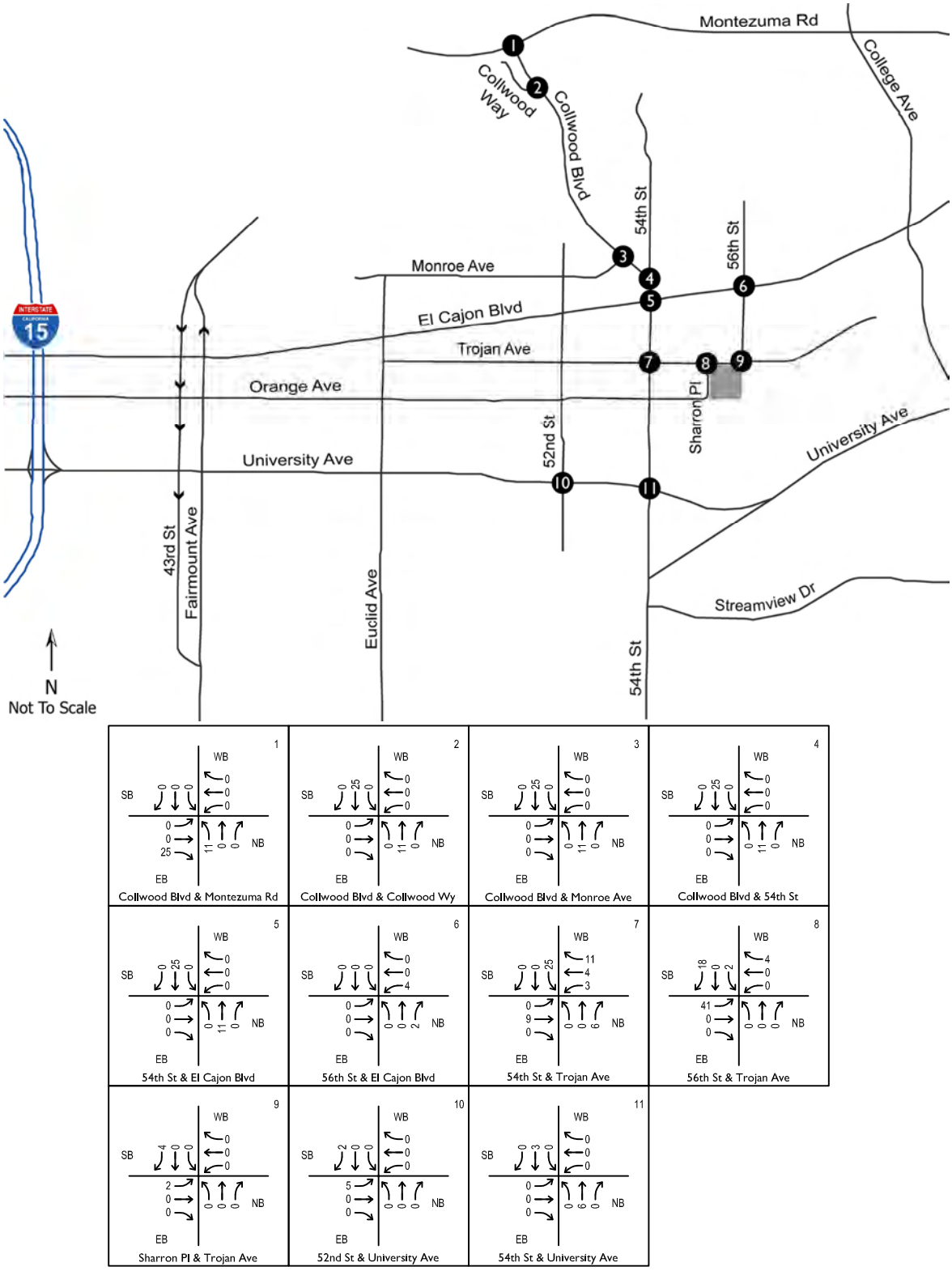


Figure 22
Project-Only Homecoming Visitor Attendee Game PM Peak Hour Intersection Volumes

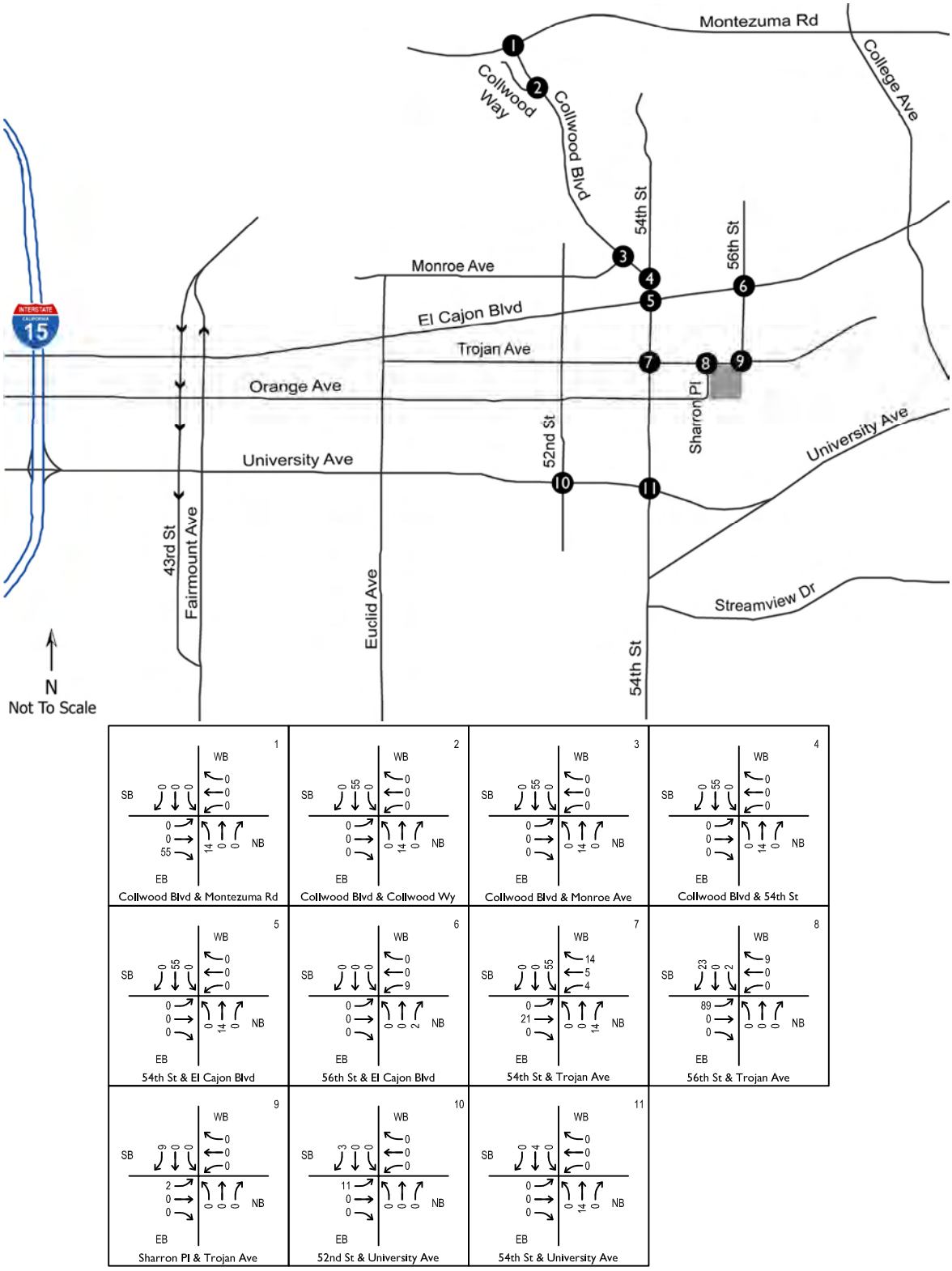
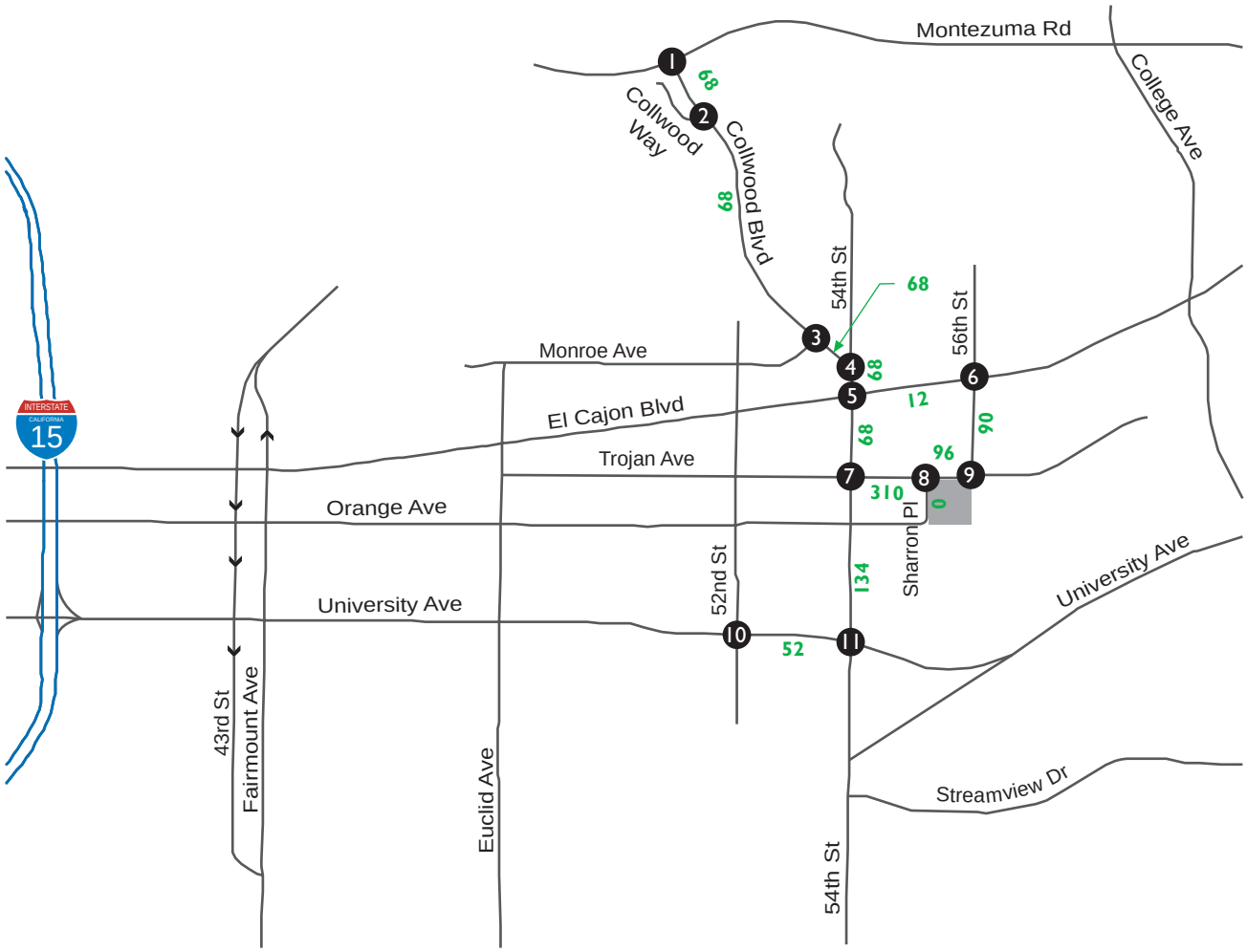


Figure 23
Project-Only Homecoming Home and Visitor Attendee Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Traffic Impact Study

Figure 24
Project-Only Homecoming Home and Visitor Attendee Commuter PM Peak Hour Intersection Volumes

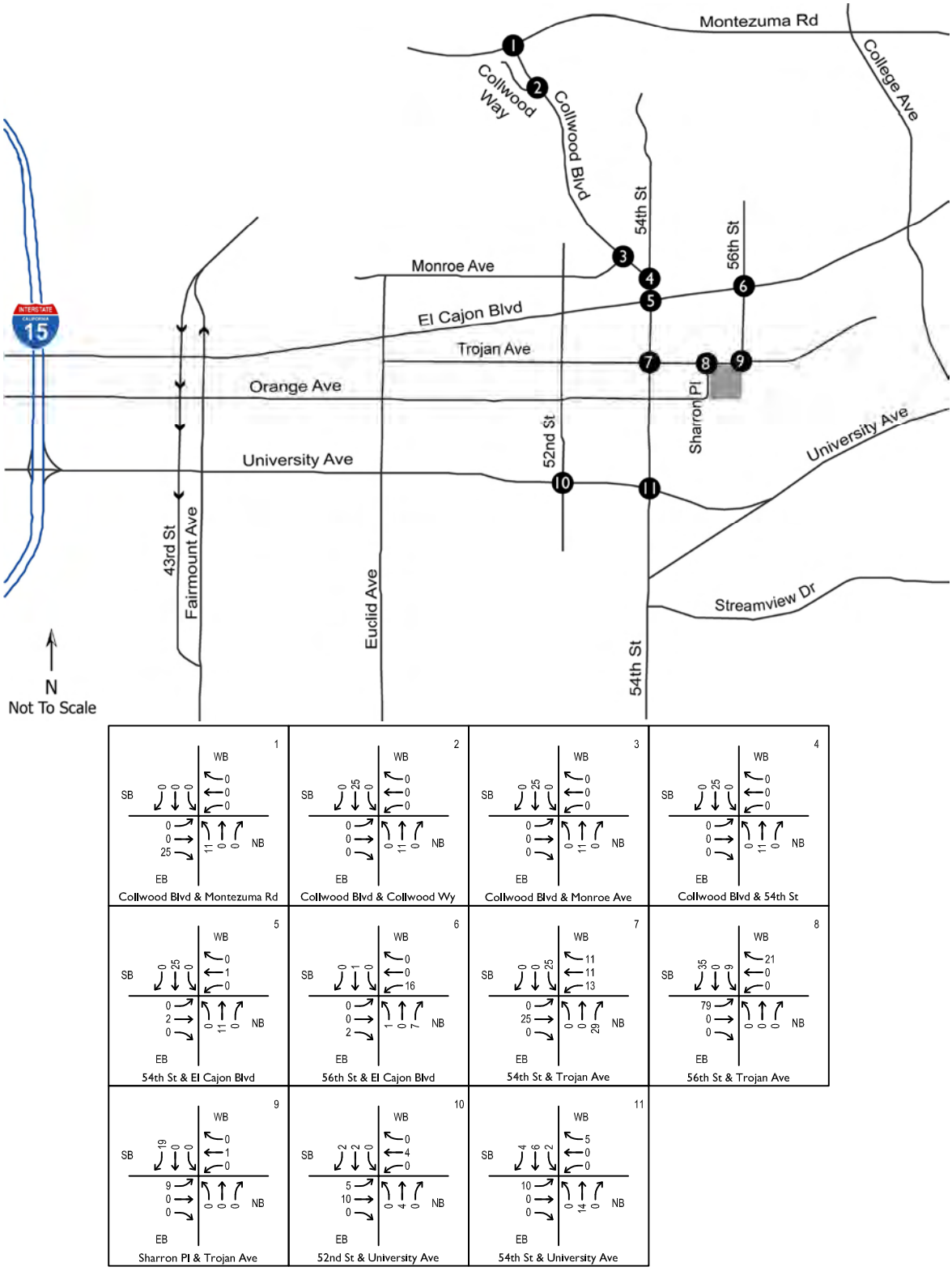
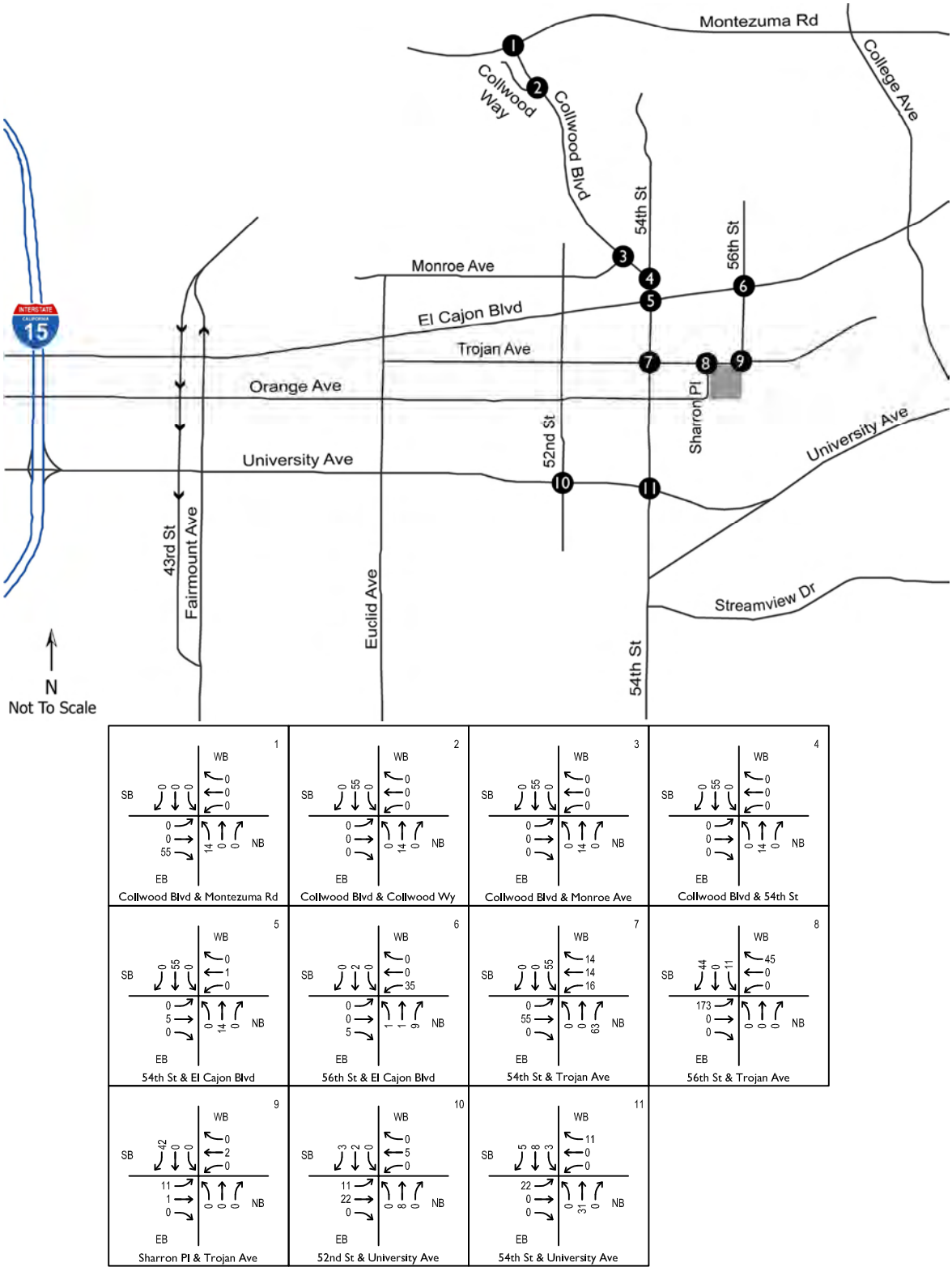


Figure 25
Project-Only Homecoming Home and Visitor Attendee Game PM Peak Hour Intersection Volumes



5. EXISTING 2012 WITH PROJECT CONDITIONS

5.1 Traffic Volumes for Existing 2012 With Project Conditions

Existing 2012 With Project traffic forecast is estimated based on the methodologies presented in Section 6. Existing 2012 With Non-Homecoming roadway Friday daily traffic volumes are shown in Figure 26. Future commuter and game PM peak hour intersection volumes for Existing 2012 With Non-Homecoming Conditions are shown in Figures 27 and 28.

Existing 2012 With Homecoming roadway Friday daily traffic volumes are shown in Figure 29. Future commuter and game PM peak hour intersection volumes for Existing 2012 With Homecoming Conditions are shown in Figures 30 and 31.

5.2 Intersection Operations Analysis for Existing 2012 With Project Conditions

Traffix software was used to conduct intersection operations analysis. Table 7 summarizes the results for the Existing 2012 With Project Conditions intersection operations analysis, with existing geometry. As shown in Table 7, all the study area intersections are projected to operate at Level of Service (LOS) D or better for Existing 2012 With Project (Non-Homecoming and Homecoming Games) Conditions during the commuter and game peak hours, with existing lane geometry. Appendix L contains the analysis worksheets for Existing 2012 With Non-Homecoming Game Conditions, with existing geometry. Appendix M contains the analysis worksheets for Existing 2012 With Homecoming Game Conditions, with existing geometry.

5.3 Roadway Segment Capacity Analysis for Existing 2012 With Project Conditions

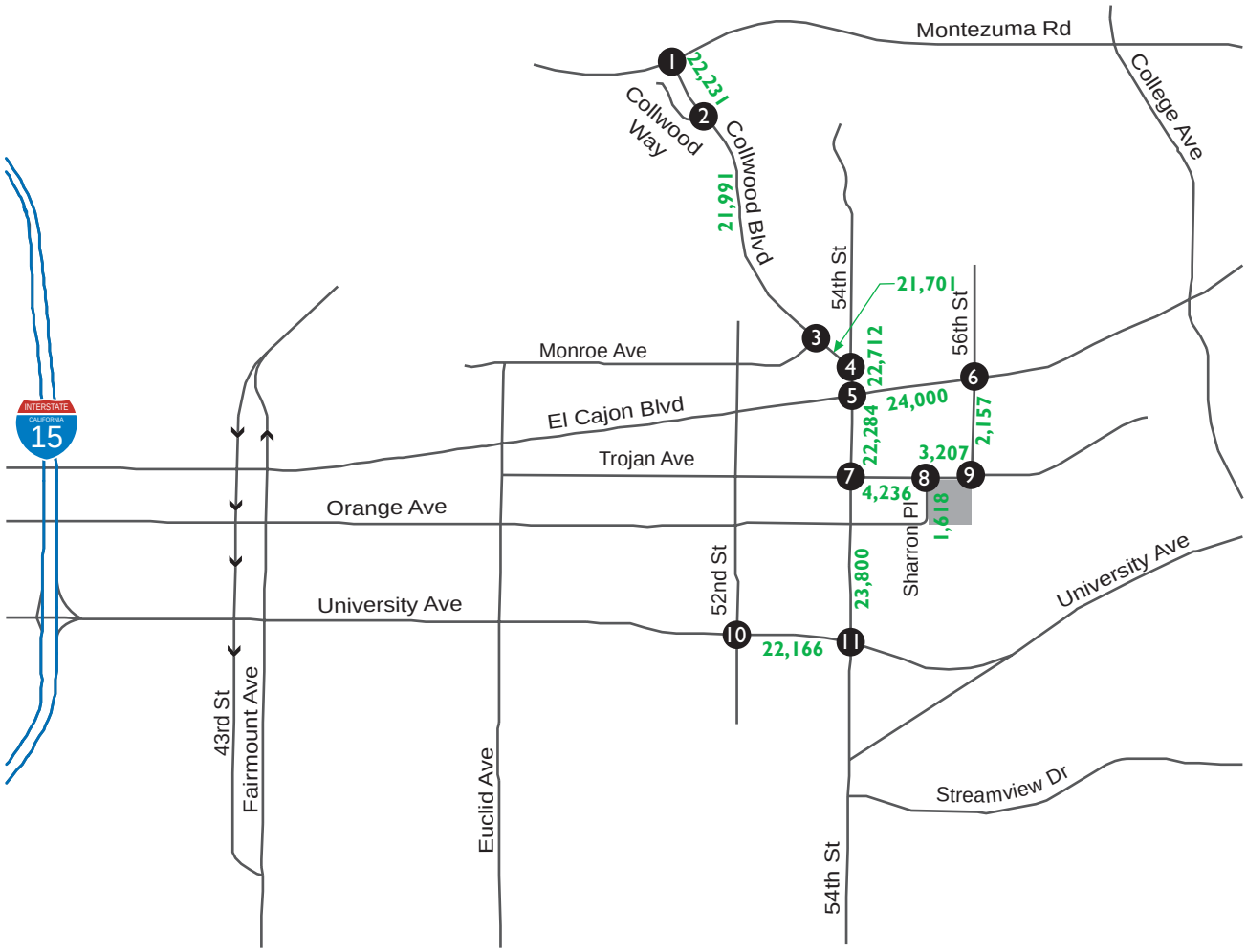
Roadway segment capacity analysis was conducted based on the analysis methodologies mentioned in Section 2 on this report. Table 8 shows the roadway capacity analysis results for Existing 2012 With Project (Non-Homecoming and Homecoming Game) Conditions. As shown in Table 8, the following three study area roadway segments are projected to experience LOS F:

- Collwood Boulevard, south of Montezuma Road – LOS F
- Collwood Boulevard, north of Monroe Avenue – LOS F
- Collwood Boulevard, south of Monroe Avenue – LOS F

5.4 Determination of Significant Impacts for Existing 2012 With Project Conditions

A significant impact is normally defined when project-related traffic would cause LOS to deteriorate to below the minimum acceptable level by a specific amount or when project traffic would take the facility from acceptable LOS to unacceptable LOS. Significant traffic impacts are determined using the sliding scale presented in previous Section 2.6 of this report.

Figure 26
Existing 2012 With Non-Homecoming Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Figure 27
Existing 2012 With Non-Homecoming Commuter PM Peak Hour Intersection Volumes

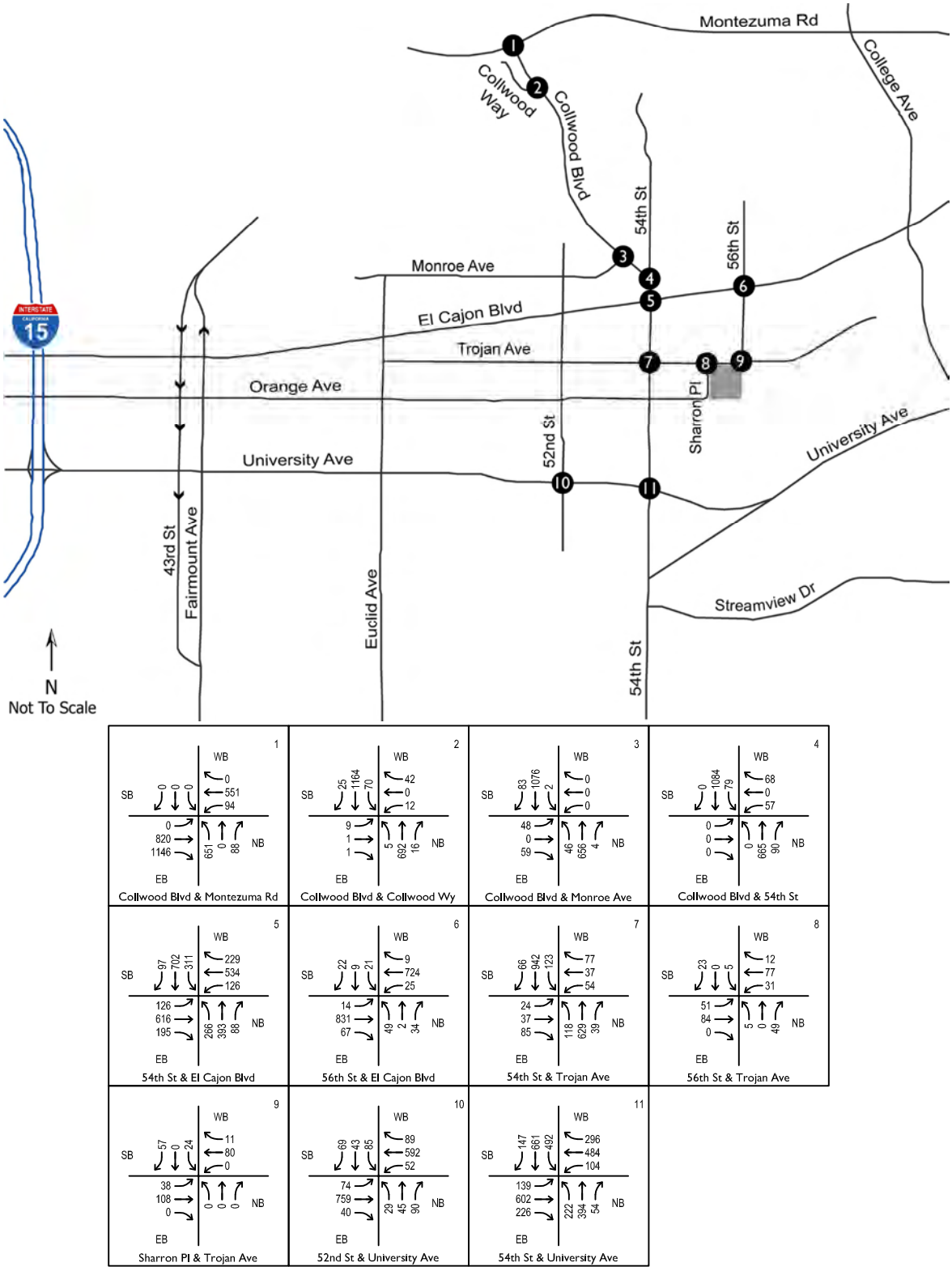


Figure 28
Existing 2012 With Non-Homecoming Game PM Peak Hour Intersection Volumes

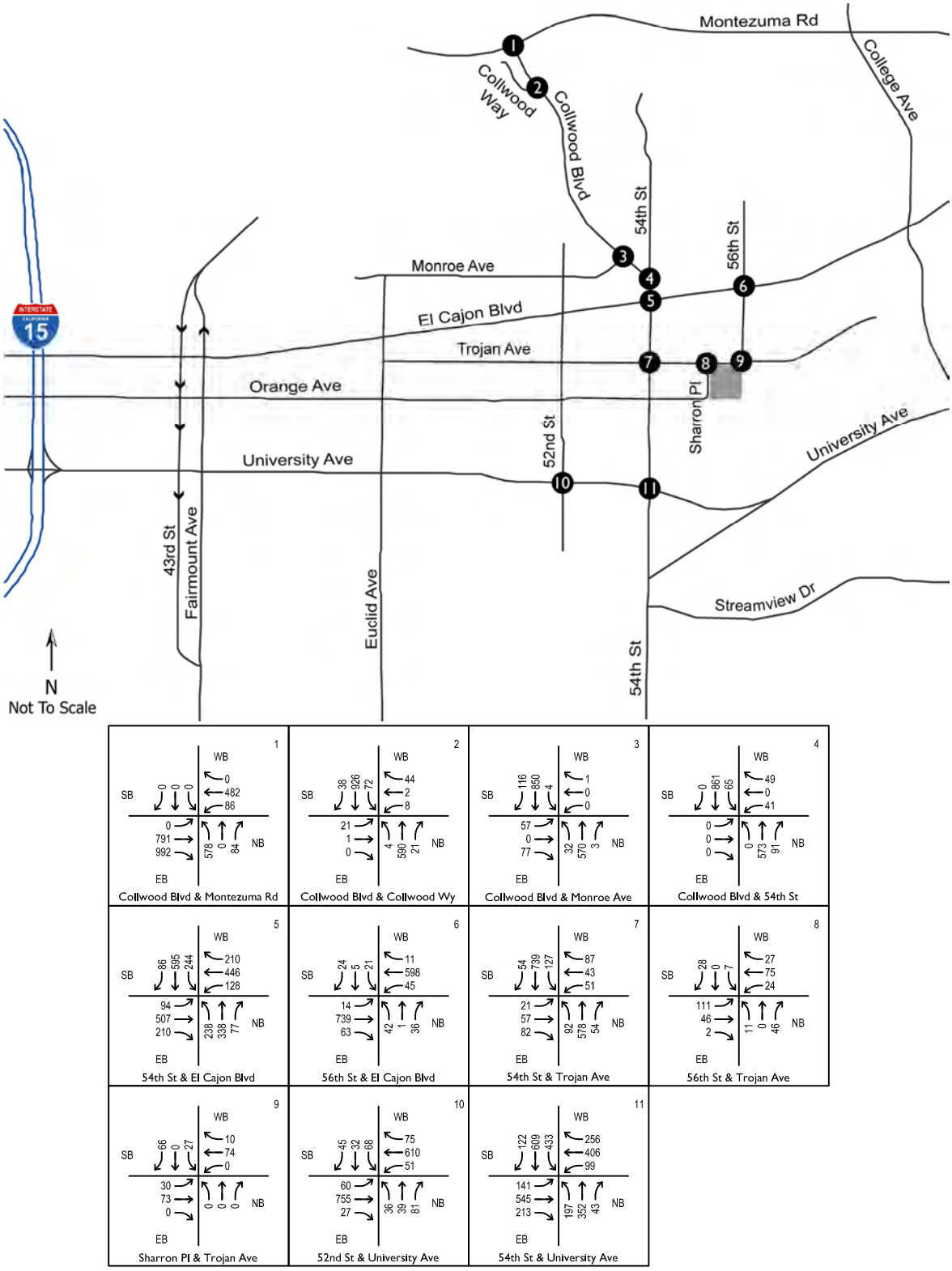
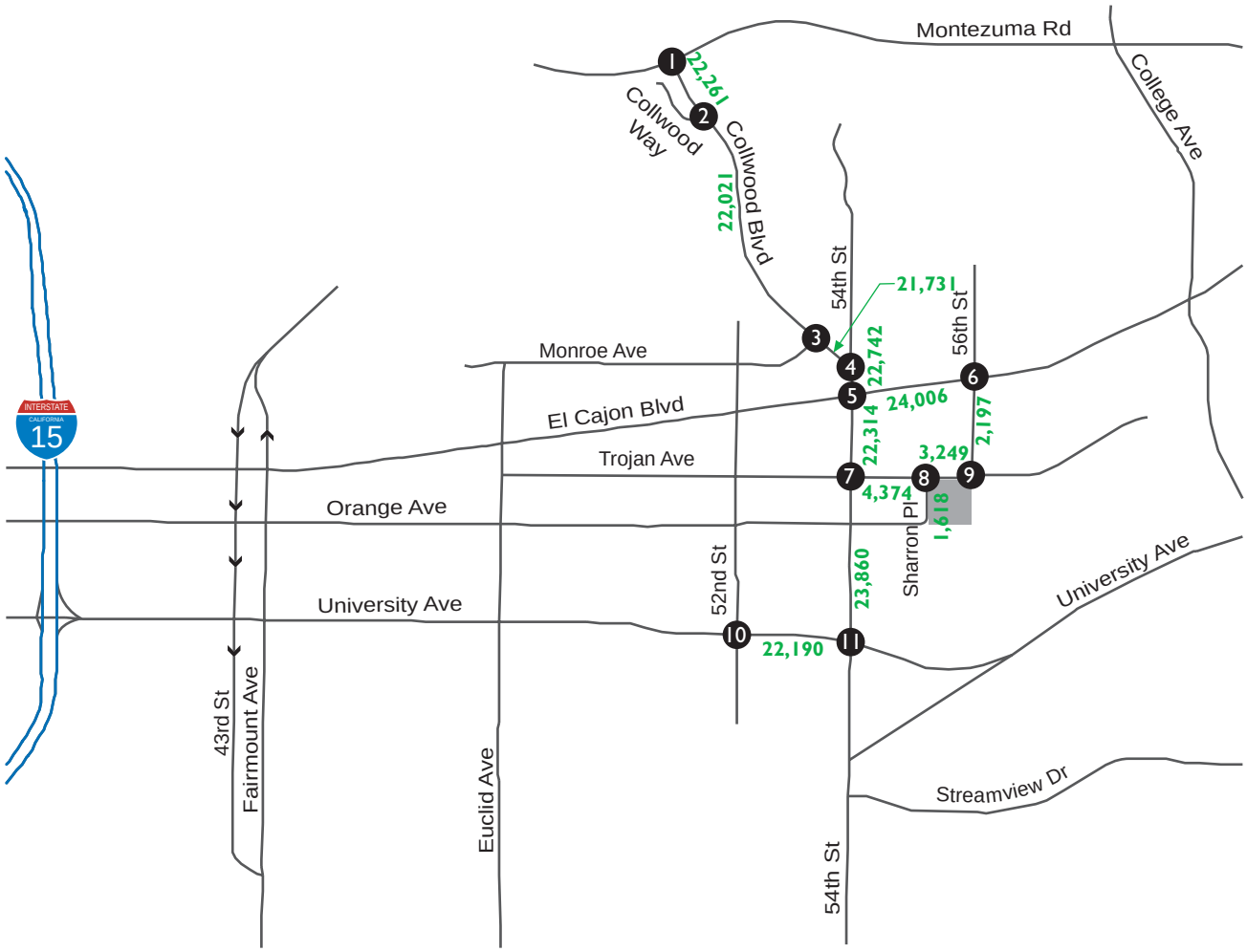


Figure 29
Existing 2012 With Homecoming Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Figure 30
Existing 2012 With Homecoming Commuter PM Peak Hour Intersection Volumes

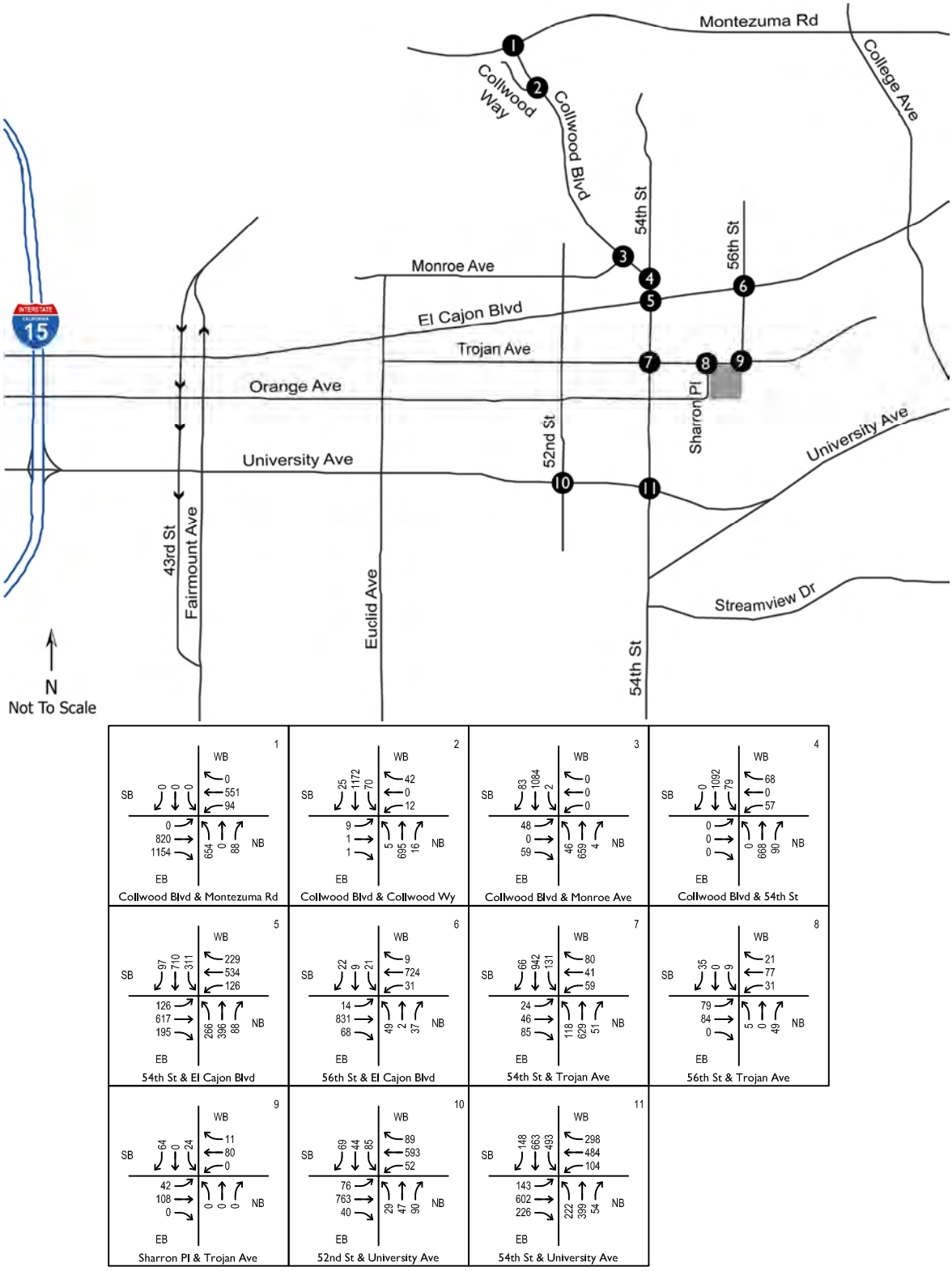


Figure 31
Existing 2012 With Homecoming Game PM Peak Hour Intersection Volumes

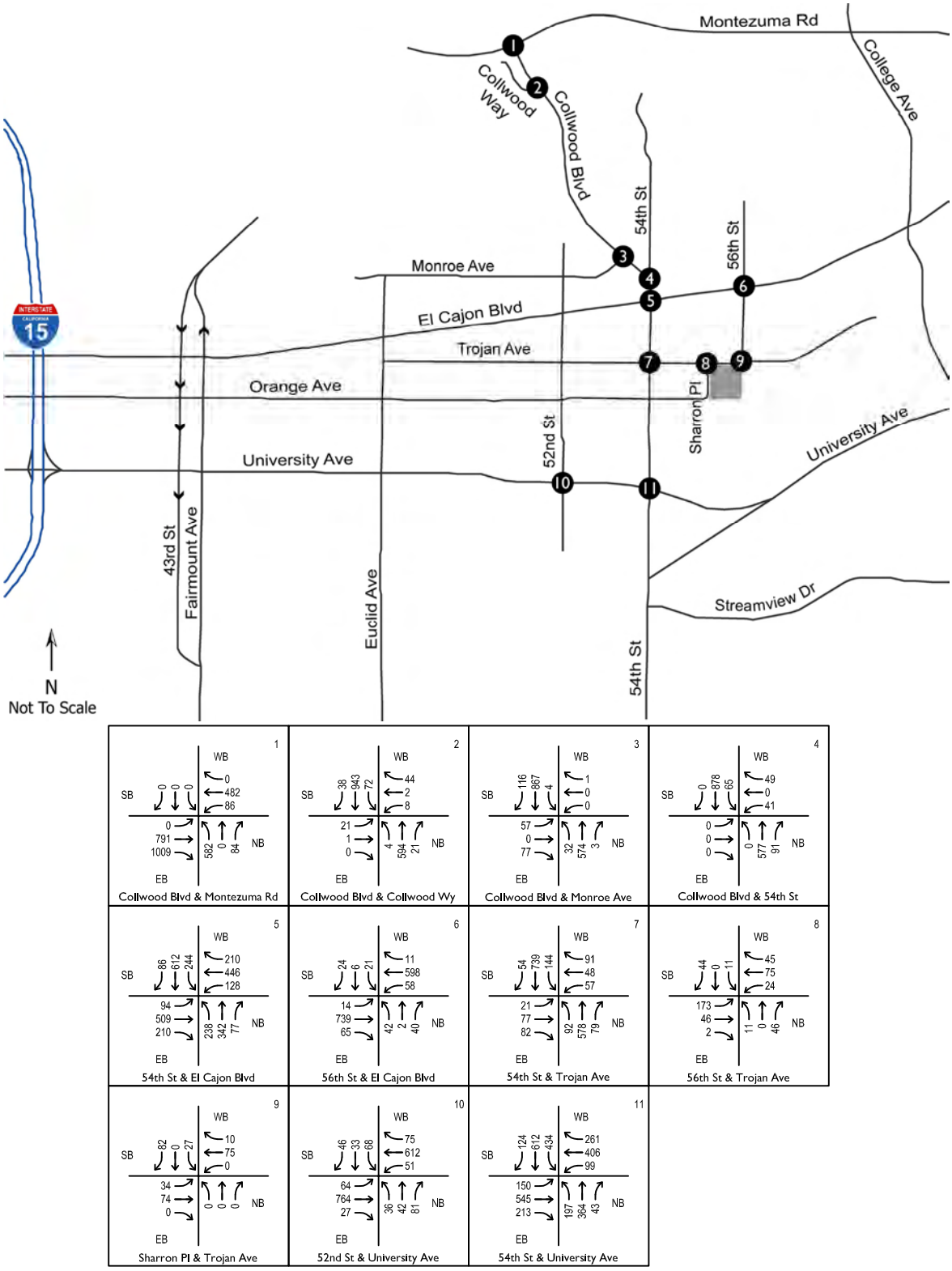


Table 7 - Existing 2012 With Project Traffic Conditions
Intersection Operations and Project Impact Summary

Study Area Intersection		Existing 2012 Commuter Peak (5:00-6:00 PM) Conditions									
		Existing Count		Non-Homecoming		Project	Project	Homecoming Game		Project	Project
No.	**Intersection Name**	Delay[1]	LOS	Delay[1]	LOS	Delay	Impact[2]	Delay[1]	LOS	Delay	Impact[2]
1	Collwood Bl / Montezuma Rd	26.1	C	27.0	C	0.9	No	27.4	C	1.3	No
2	Collwood Bl / Collwood Wy	13.8	B	14.3	B	0.5	No	14.5	B	0.7	No
3	Collwood Bl / Monroe Av	20.0	B	20.7	C	0.7	No	21.1	C	1.1	No
4	Collwood Bl / 54th St	19.2	B	19.2	B	0.0	No	19.2	B	0.0	No
5	54th St / El Cajon Bl	41.6	D	41.7	D	0.1	No	41.7	D	0.1	No
6	56th St / El Cajon Bl	7.3	A	7.6	A	0.3	No	7.8	A	0.5	No
7	54th St / Trojan Av	23.4	C	25.2	C	1.8	No	26.1	C	2.7	No
8	Sharron Pl / Trojan Av	7.6	A	7.9	A	0.3	No	8.2	A	0.6	No
9	56th St / Trojan Av	8.0	A	8.1	A	0.1	No	8.1	A	0.1	No
10	52nd St / University Av	21.1	C	21.2	C	0.1	No	21.2	C	0.1	No
11	54th St / University Av	44.6	D	44.9	D	0.3	No	45.1	D	0.5	No
No.	**Intersection Name**	**Existing 2012 Game Peak (5:45-6:45 PM) Conditions**									
1	Collwood Bl / Montezuma Rd	19.9	B	20.3	C	0.4	No	20.4	C	0.5	No
2	Collwood Bl / Collwood Wy	10.0	B	10.1	B	0.1	No	10.2	B	0.2	No
3	Collwood Bl / Monroe Av	15.3	B	15.5	B	0.2	No	15.7	B	0.4	No
4	Collwood Bl / 54th St	17.1	B	17.0	B	-0.1	No	17.0	B	-0.1	No
5	54th St / El Cajon Bl	39.0	D	38.9	D	-0.1	No	38.9	D	-0.1	No
6	56th St / El Cajon Bl	7.2	A	7.6	A	0.4	No	7.9	A	0.7	No
7	54th St / Trojan Av	23.2	C	25.9	C	2.7	No	27.2	C	4.0	No
8	Sharron Pl / Trojan Av	7.4	A	8.0	A	0.6	No	8.5	A	1.1	No
9	56th St / Trojan Av	7.6	A	7.6	A	0.0	No	7.7	A	0.1	No
10	52nd St / University Av	18.6	B	18.8	B	0.2	No	18.9	B	0.3	No
11	54th St / University Av	41.2	D	41.6	D	0.4	No	41.9	D	0.7	No

Note:

[1] Highway Capacity Manual (HCM) average control delay in vehicles per seconds

[2] Project impact threshold: LOS E > 2.0; LOS F > 1.0

Table 8 - Existing 2012 With Project Traffic Conditions
Roadway Segment Capacity Analysis and Project Impact Summary

Roadway Segment			Current Street Section[1]	Roadway LOS E Capacity[2]	Existing 2012 Traffic												
					Existing Count			With Non-Homecoming Game					With Homecoming Game				
No.	Name	Link			ADT	VC	LOS	ADT	VC	LOS	Change	Impact[3]	ADT	VC	LOS	Change	Impact[3]
1	Collwood Bl	s/o Montezuma Rd	2C	15,000	22,193	1.480	F	22,231	1.482	F	0.002	No	22,261	1.484	F	0.004	No
2	Collwood Bl	n/o Monroe Av	2C	15,000	21,953	1.464	F	21,991	1.466	F	0.002	No	22,021	1.468	F	0.004	No
3	Collwood Bl	s/o Monroe Av	2C	15,000	21,663	1.444	F	21,701	1.447	F	0.003	No	21,731	1.449	F	0.005	No
4	54th St	n/o El Cajon Bl	4D	40,000	22,674	0.567	C	22,712	0.568	C	0.001	No	22,742	0.569	C	0.002	No
5	54th St	El Cajon Bl - Trojan Av	4D	40,000	22,246	0.556	C	22,284	0.557	C	0.001	No	22,314	0.558	C	0.002	No
6	54th St	n/o University Av	4D	40,000	23,726	0.593	C	23,800	0.595	C	0.002	No	23,860	0.597	C	0.004	No
7	54th St	s/o University Av	4D	40,000	21,913	0.548	C	21,945	0.549	C	0.001	No	21,969	0.549	C	0.001	No
8	Sharron Pl	s/o Trojan Av	2U	10,000	1,618	0.162	A	1,618	0.162	A	0.000	No	1,618	0.162	A	0.000	No
9	56th St	s/o El Cajon Bl	2U	10,000	2,107	0.211	A	2,157	0.216	A	0.005	No	2,197	0.220	A	0.009	No
10	El Cajon Bl	e/o 54th St	4D	40,000	23,994	0.600	C	24,000	0.600	C	0.000	No	24,006	0.600	C	0.000	No
11	Trojan Av	e/o 54th St	2U	10,000	4,064	0.406	B	4,236	0.424	B	0.018	No	4,374	0.437	B	0.031	No
12	Trojan Av	e/o Sharron Pl	2U	10,000	3,153	0.315	A	3,207	0.321	A	0.006	No	3,249	0.325	A	0.010	No
13	University Av	52nd St - 54th St	4U	30,000	22,138	0.738	D	22,166	0.739	D	0.001	No	22,190	0.740	D	0.002	No

Note:

[1] C = Collector (with two-way left turn lane); U = Undivided (with striped centerline); D = Divided (with median)

[2] City of San Diego Traffic Impact Study Manual (July 1998), Table 2.

[3] Project impact threshold (V/C ratio): LOS E > 0.02; LOS F > 0.01

5.4.1 Intersection Significant Impact for Existing 2012 With Project Conditions

Table 7 displays a comparison of the intersection operations analysis results for "Existing 2012" conditions and "Existing 2012 With Project (Non-Homecoming and Homecoming Game)" conditions. As shown in Table 7, there are no significant project impacts identified at the study area intersections.

5.4.2 Roadway Segment Significant Impact for Existing 2012 With Project Conditions

Table 8 displays a comparison of the roadway capacity analysis results for "Existing 2012" conditions and "Existing 2012 With Project (Non-Homecoming and Homecoming Game)" conditions. As shown in Table 8, no significant project impacts are identified at the study area roadway segments, based on the roadway capacity analysis.

5.5 Recommended Improvements for Existing 2012 With Project Conditions

No improvements are recommended.

6. Future Traffic Forecast Methodology

This section documents the methodologies and assumptions used to forecast the future traffic volumes for the study area in addition to the project traffic mentioned in previous Section 4. The following background information is included:

- Other cumulative development traffic
- Ambient background growth

6.1 Other Cumulative Development Traffic

Based on information provided by City of San Diego engineering staff, there are five cumulative developments in the study area. The cumulative developments include Centrepoint, Plaza Linda Verde, Copley YMCA, Hillel Center, and Hoover High School Field Lighting project. The cumulative development traffic generation and trip distribution patterns are shown in Appendix N.

6.2 Ambient Background Growth

In addition to cumulative development traffic, other unidentified projects and general population growth will contribute to ambient background traffic growth. Ambient growth is calculated as a total growth percentage increase from existing traffic count volumes. This study utilized the following total growth factors to calculate Near-Term 2015 conditions and Horizon Year 2035 conditions:

- Near-Term 2015 – 1% total
- Horizon Year 2035 – 9% total

The 9% growth factor was calculated by comparing Existing 2012 and Long-Range 2035 SANDAG model roadway segment volumes. The growth calculations are included in Appendix O.

6.3 Future Traffic Volumes

Based on the traffic forecast methodologies mentioned above, Table 9 summarizes the ADT volume forecast calculations for Existing, Near-Term 2015 and Horizon Year 2035 conditions with and without the project (Non-Homecoming and Homecoming Game).

Table 9 - Roadway Segment Friday Daily Traffic Forecast

Roadway Segment			Existing 2012			Project Traffic						Other Cumu-lative	Near-Term 2015[1]			Horizon Year 2035[1]		
			ADT Count	Non-Home-coming	Home-coming	Non-Homecoming			Homecoming Game				No Project	Non-Home-coming	Home-coming	No Project	Non-Home-coming	Home-coming
No.	Name	Link				Home	Visitor	Total	Home	Visitor	Total							
1	Collwood Bl	s/o Montezuma Rd	22,193	22,231	22,261	-	38	38	-	68	68	408	22,823	22,861	22,891	24,598	24,636	24,666
2	Collwood Bl	n/o Monroe Av	21,953	21,991	22,021	-	38	38	-	68	68	296	22,469	22,507	22,537	24,225	24,263	24,293
3	Collwood Bl	s/o Monroe Av	21,663	21,701	21,731	-	38	38	-	68	68	288	22,168	22,206	22,236	23,901	23,939	23,969
4	54th St	n/o El Cajon Bl	22,674	22,712	22,742	-	38	38	-	68	68	288	23,189	23,227	23,257	25,003	25,041	25,071
5	54th St	El Cajon Bl - Trojan Av	22,246	22,284	22,314	-	38	38	-	68	68	288	22,756	22,794	22,824	24,536	24,574	24,604
6	54th St	n/o University Av	23,726	23,800	23,860	64	10	74	118	16	134	288	24,251	24,325	24,385	26,149	26,223	26,283
7	54th St	s/o University Av	21,913	21,945	21,969	22	10	32	40	16	56	288	22,420	22,452	22,476	24,173	24,205	24,229
8	Sharron Pl	s/o Trojan Av	1,618	1,618	1,618	-	-	-	-	-	-	-	1,634	1,634	1,634	1,764	1,764	1,764
9	56th St	s/o El Cajon Bl	2,107	2,157	2,197	44	6	50	80	10	90	-	2,128	2,178	2,218	2,297	2,347	2,387
10	El Cajon Bl	e/o 54th St	23,994	24,000	24,006	6	-	6	12	-	12	878	25,112	25,118	25,124	27,031	27,037	27,043
11	Trojan Av	e/o 54th St	4,064	4,236	4,374	110	62	172	200	110	310	-	4,105	4,277	4,415	4,430	4,602	4,740
12	Trojan Av	e/o Sharron Pl	3,153	3,207	3,249	48	6	54	86	10	96	-	3,185	3,239	3,281	3,437	3,491	3,533
13	University Av	52nd St - 54th St	22,138	22,166	22,190	28	-	28	52	-	52	-	22,359	22,387	22,411	24,130	24,158	24,182

Note: [1] Total 2015 Growth Rate = 1%; Total 2035 Growth Rate = 9%

7. NEAR-TERM 2015 WITHOUT AND WITH PROJECT CONDITIONS

7.1 Traffic Volumes for 2015 Without and With Project Conditions

Near-Term 2015 traffic forecast is estimated based on the methodologies presented in Section 6. Near-Term 2015 Without Project roadway Friday daily traffic volumes are shown in Figure 32. Future commuter and game PM peak hour intersection volumes for Near-Term 2015 Without Project Conditions are shown in Figures 33 and 34.

Near-Term 2015 With Non-Homecoming roadway Friday daily traffic volumes are shown in Figure 35. Future commuter and game PM peak hour intersection volumes for Near-Term 2015 With Non-Homecoming Conditions are shown in Figures 36 and 37.

Near-Term 2015 With Homecoming roadway Friday daily traffic volumes are shown in Figure 38. Future commuter and game PM peak hour intersection volumes for Near-Term 2015 With Homecoming Conditions are shown in Figures 39 and 40.

7.2 Intersection Operations Analysis for 2015 Without Project Conditions

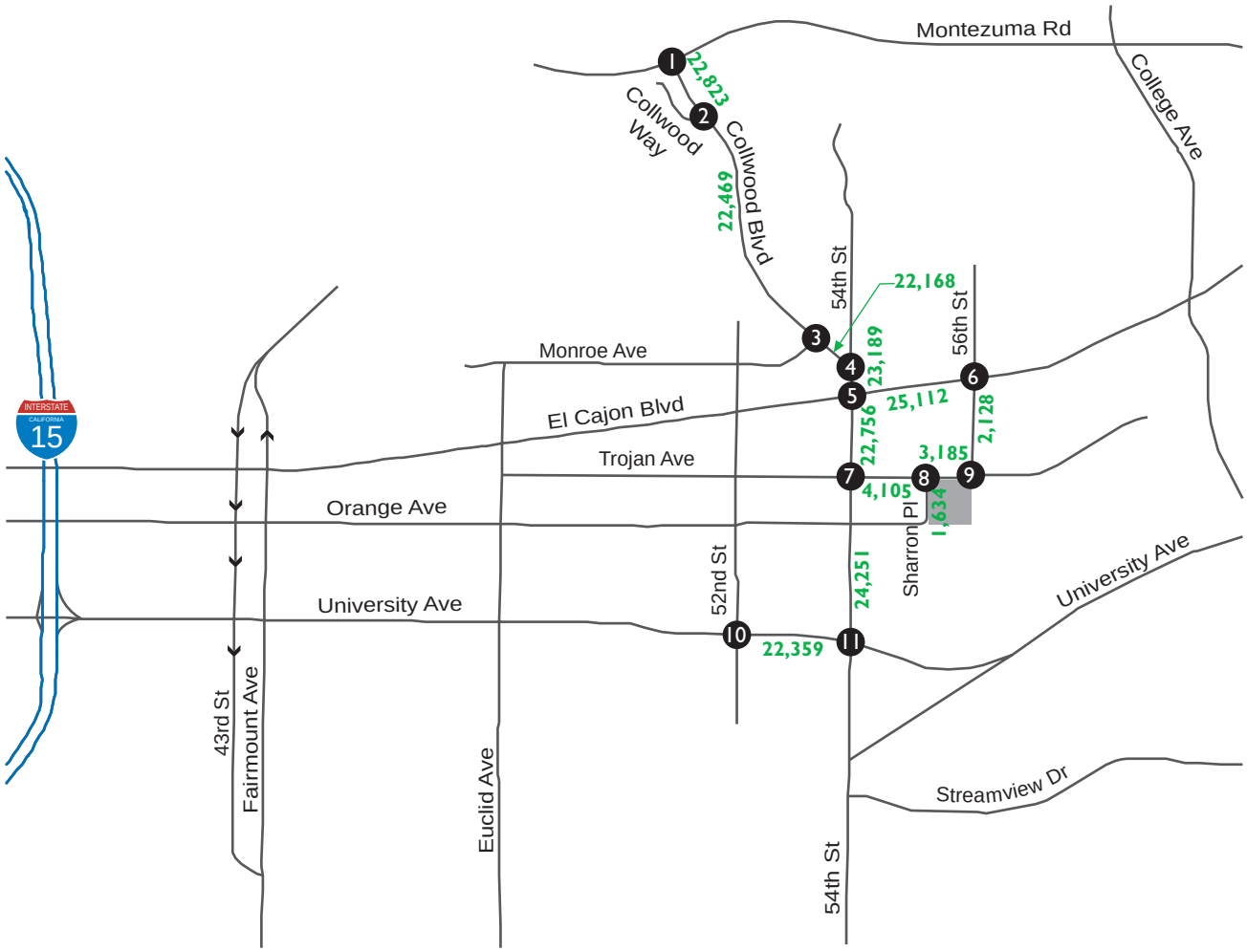
Traffix software was used to conduct intersection operations analysis. Table 10 summarizes the results for the 2015 Without Project Conditions intersection operations analysis, with existing geometry. As shown in Table 10, all the study area intersections are projected to operate at Level of Service (LOS) D or better for 2015 Without Project Conditions during the peak hours, with existing lane geometry. Appendix P contains the analysis worksheets for 2015 Without Project Conditions, with existing geometry.

7.3 Roadway Segment Capacity Analysis for 2015 Without Project Conditions

Roadway segment capacity analysis was conducted based on the analysis methodologies mentioned in Section 2 on this report. Table 11 shows the roadway capacity analysis results for 2015 Without Project Conditions. As shown in Table 11, the following three study area roadway segments are projected to experience LOS F:

- Collwood Boulevard, south of Montezuma Road – LOS F
- Collwood Boulevard, north of Monroe Avenue – LOS F
- Collwood Boulevard, south of Monroe Avenue – LOS F

Figure 32
Near-Term 2015 Without Project Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Figure 33
Near-Term 2015 Without Project Commuter PM Peak Hour Intersection Volumes

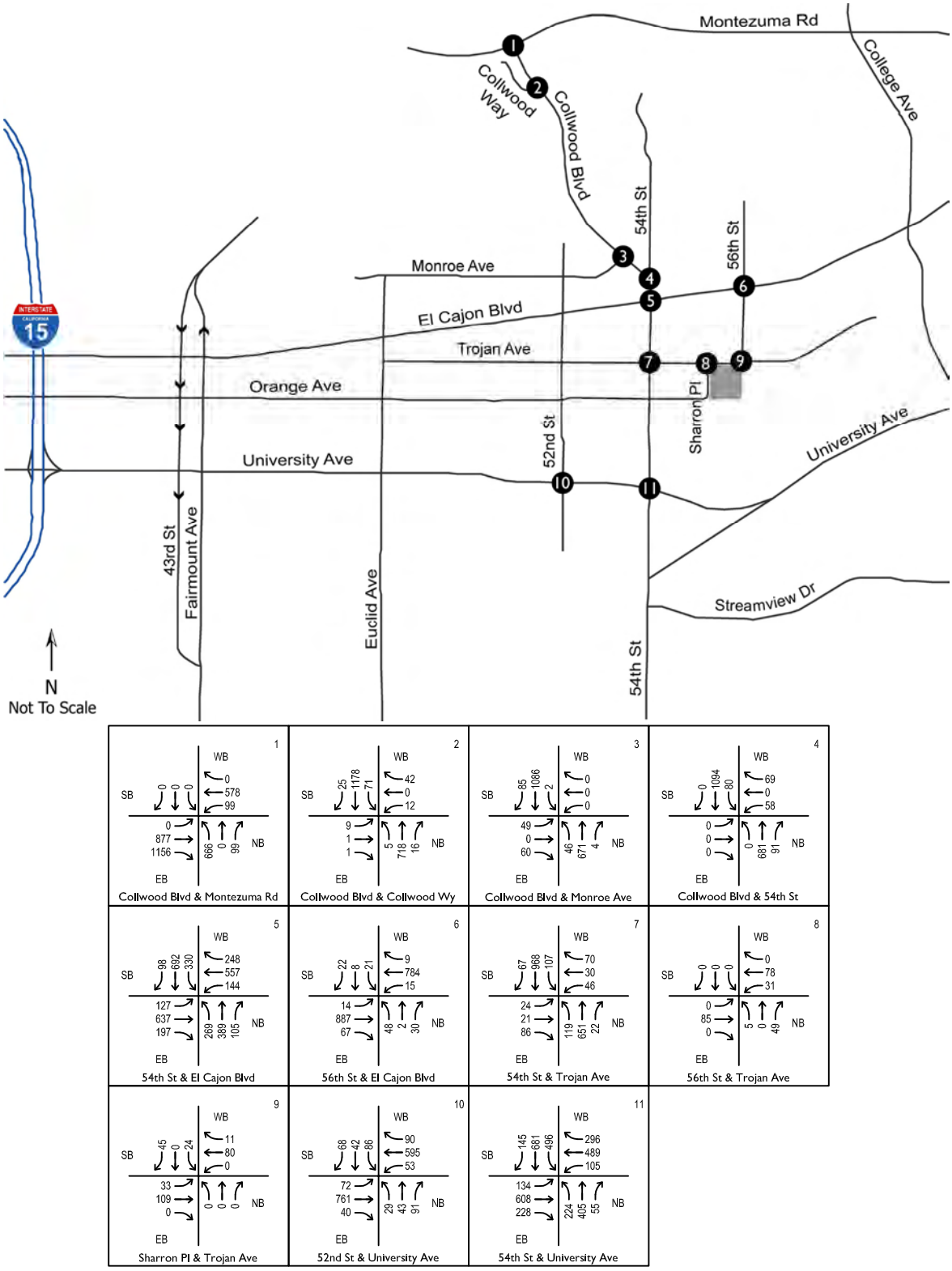


Figure 34
Near-Term 2015 Without Project Game PM Peak Hour Intersection Volumes

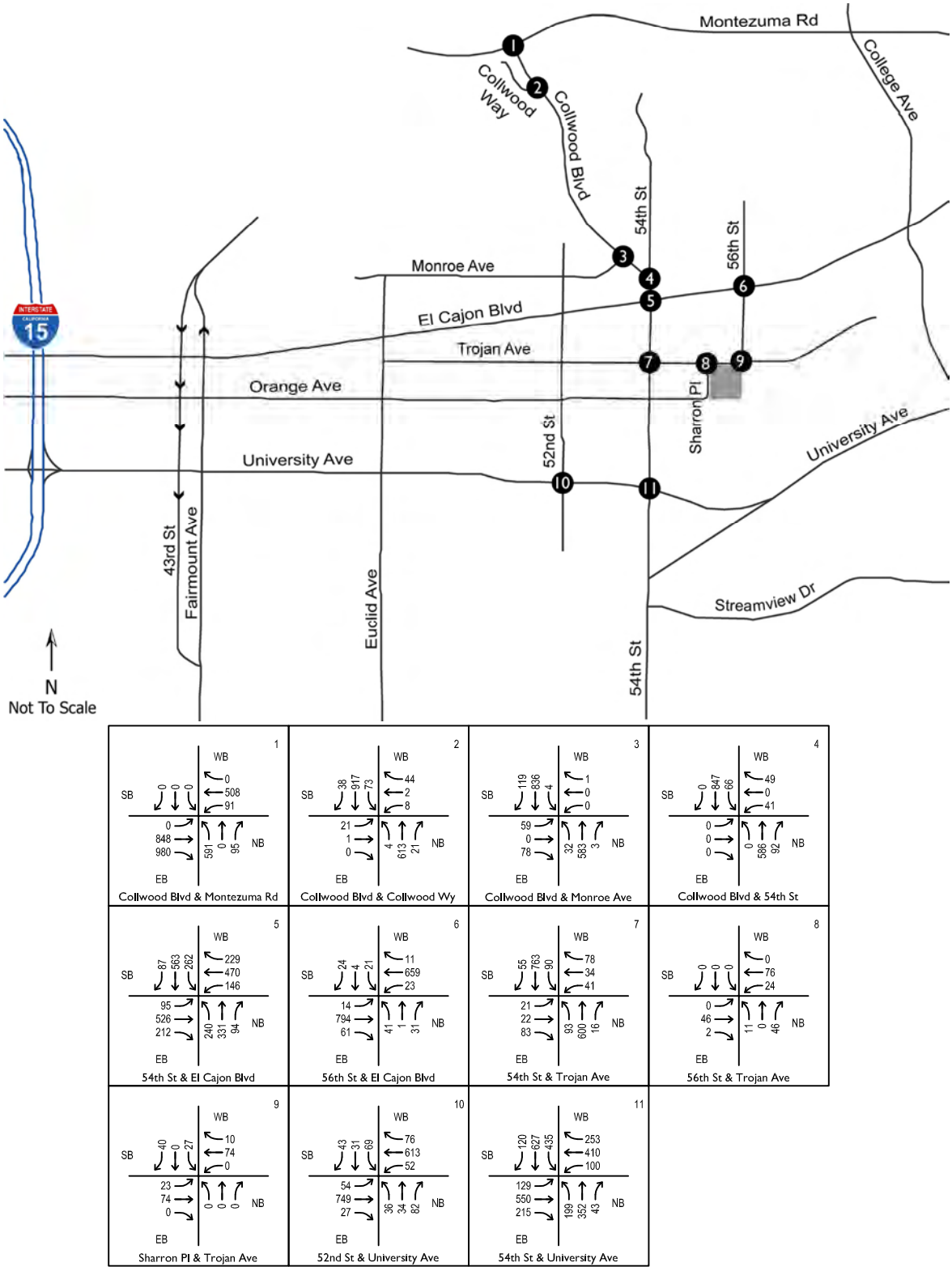
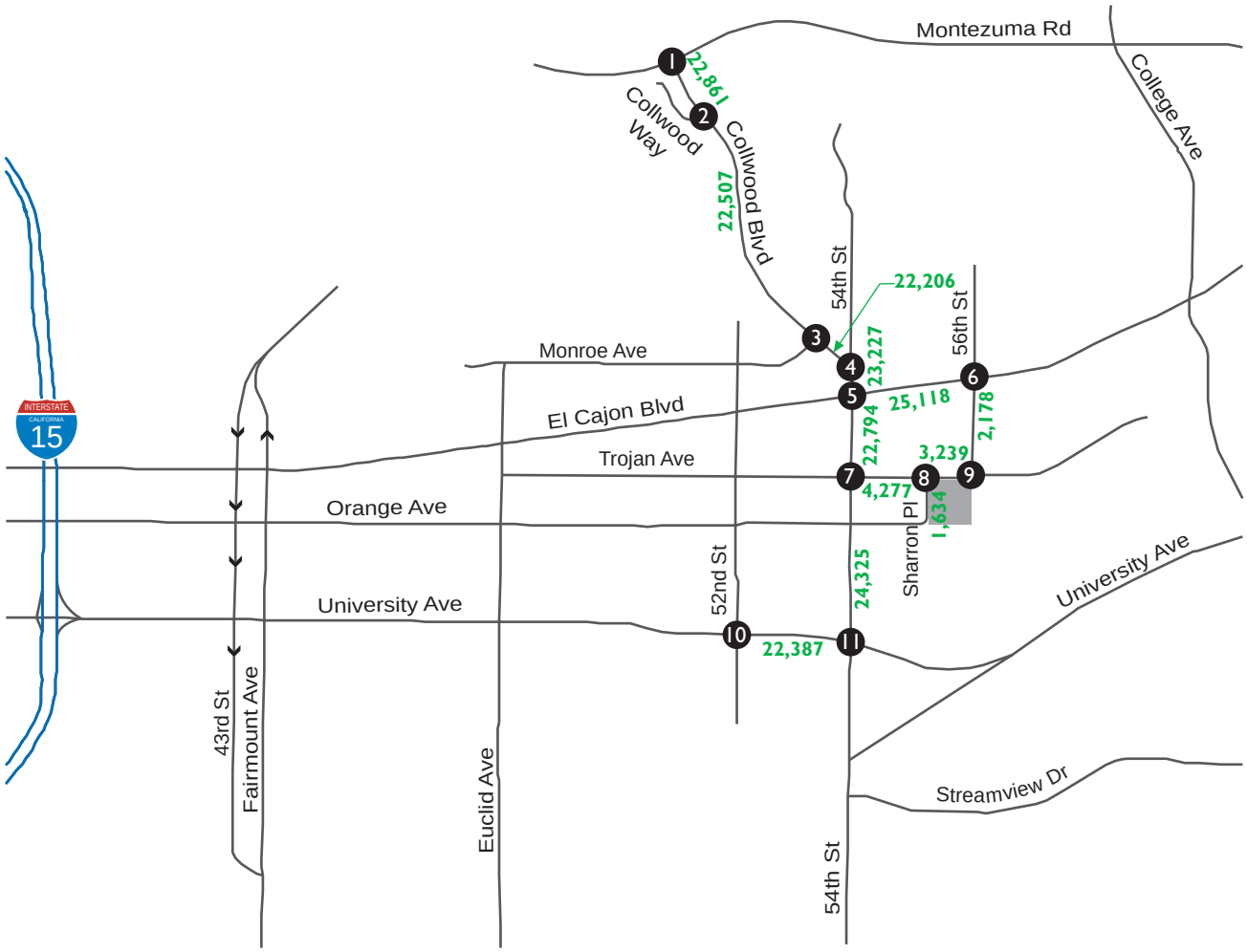


Figure 35
Near-Term 2015 With Non-Homecoming Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Traffic Impact Study

Figure 36
Near-Term 2015 With Non-Homecoming Commuter PM Peak Hour Intersection Volumes

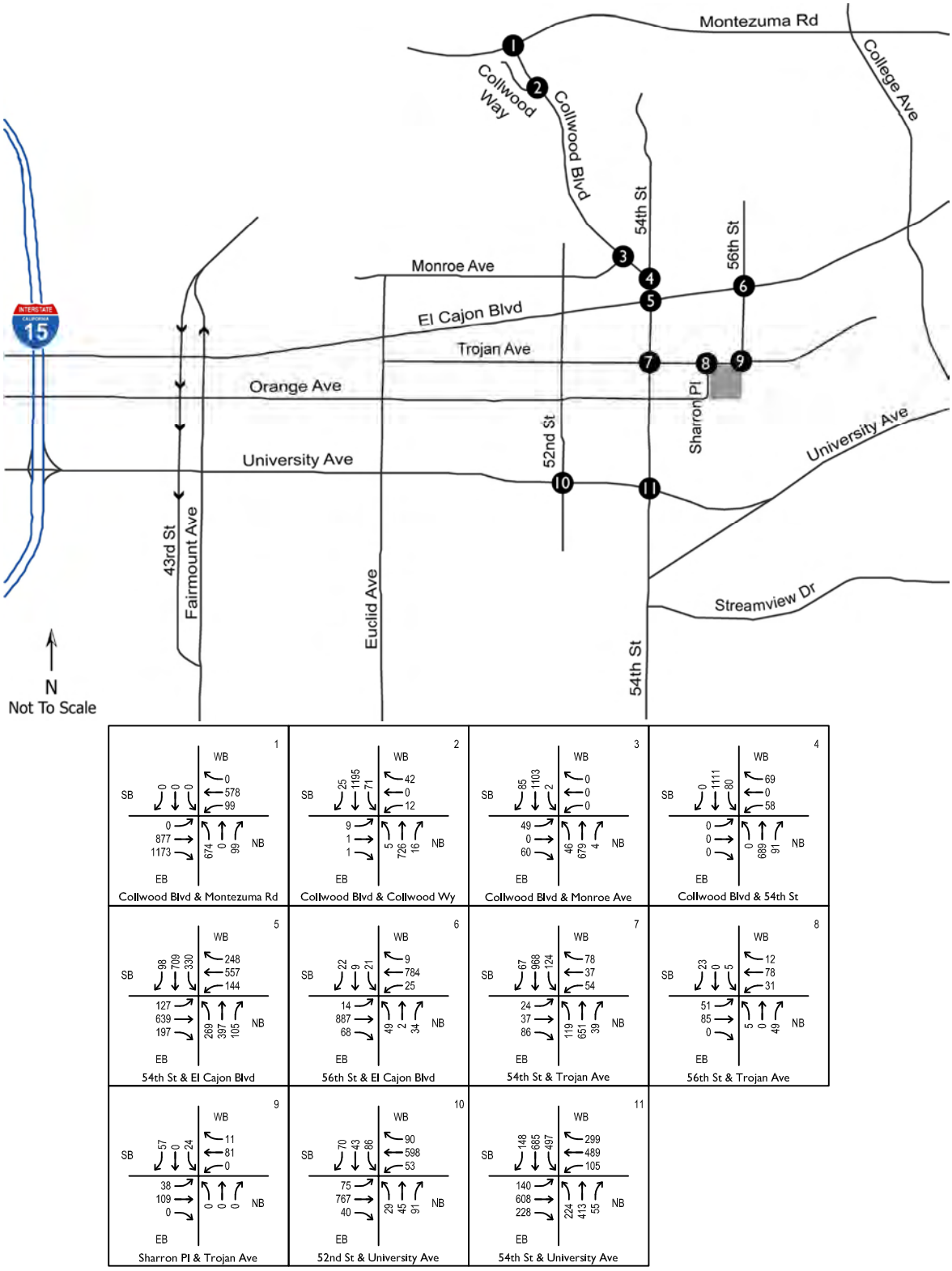


Figure 37
Near-Term 2015 With Non-Homecoming Game PM Peak Hour Intersection Volumes

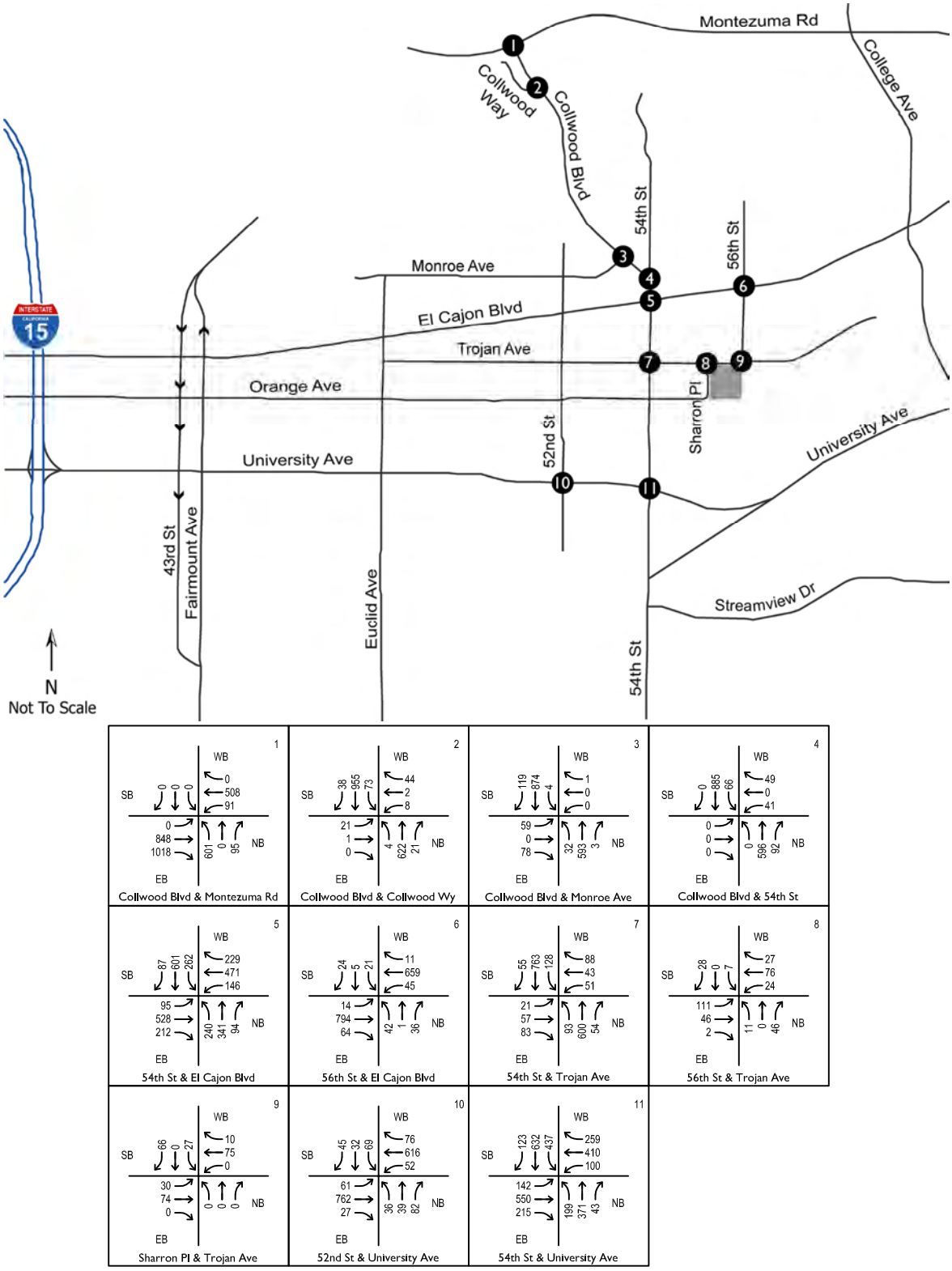
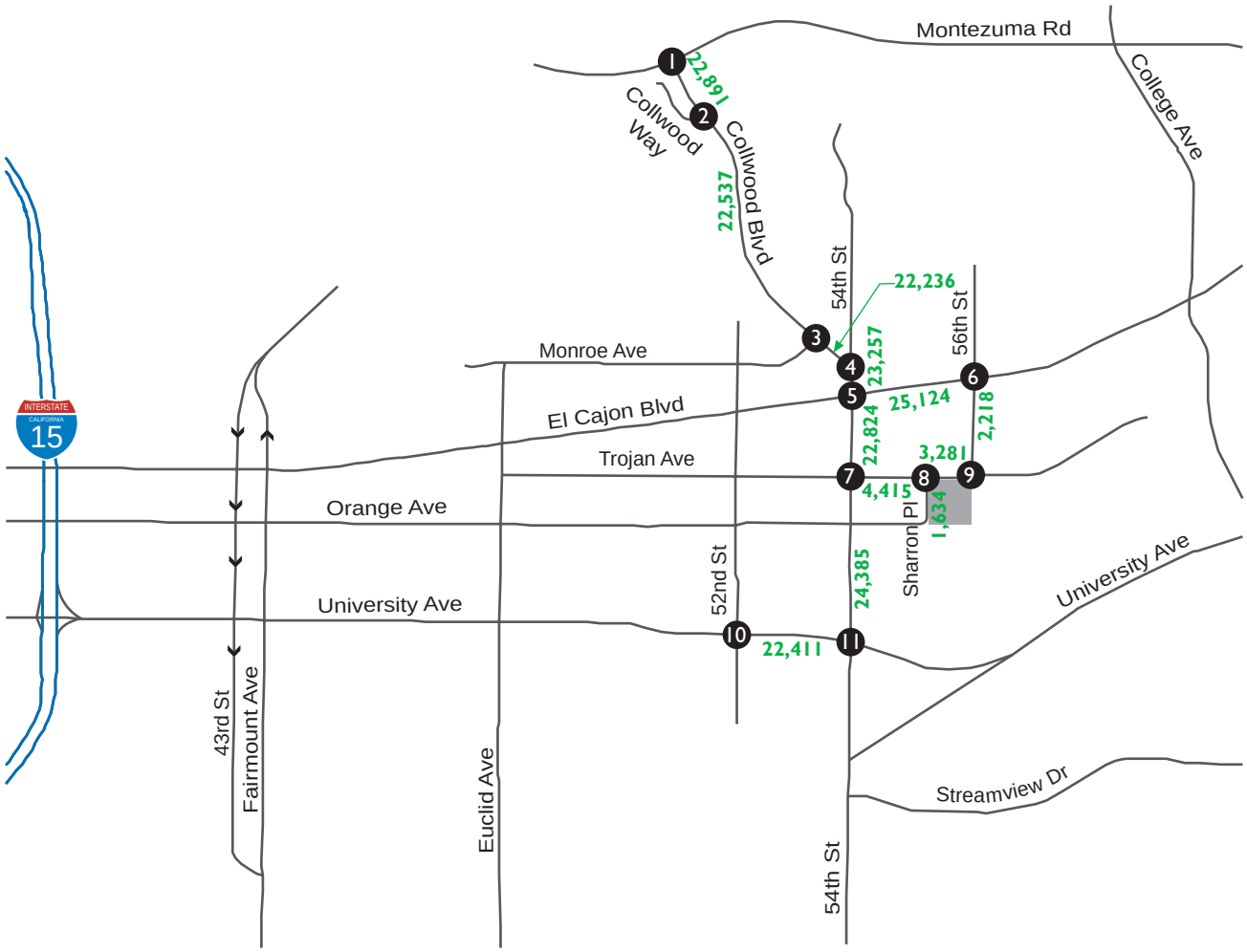


Figure 38
Near-Term 2015 With Homecoming Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Traffic Impact Study

Figure 39
Near-Term 2015 With Homecoming Commuter PM Peak Hour Intersection Volumes

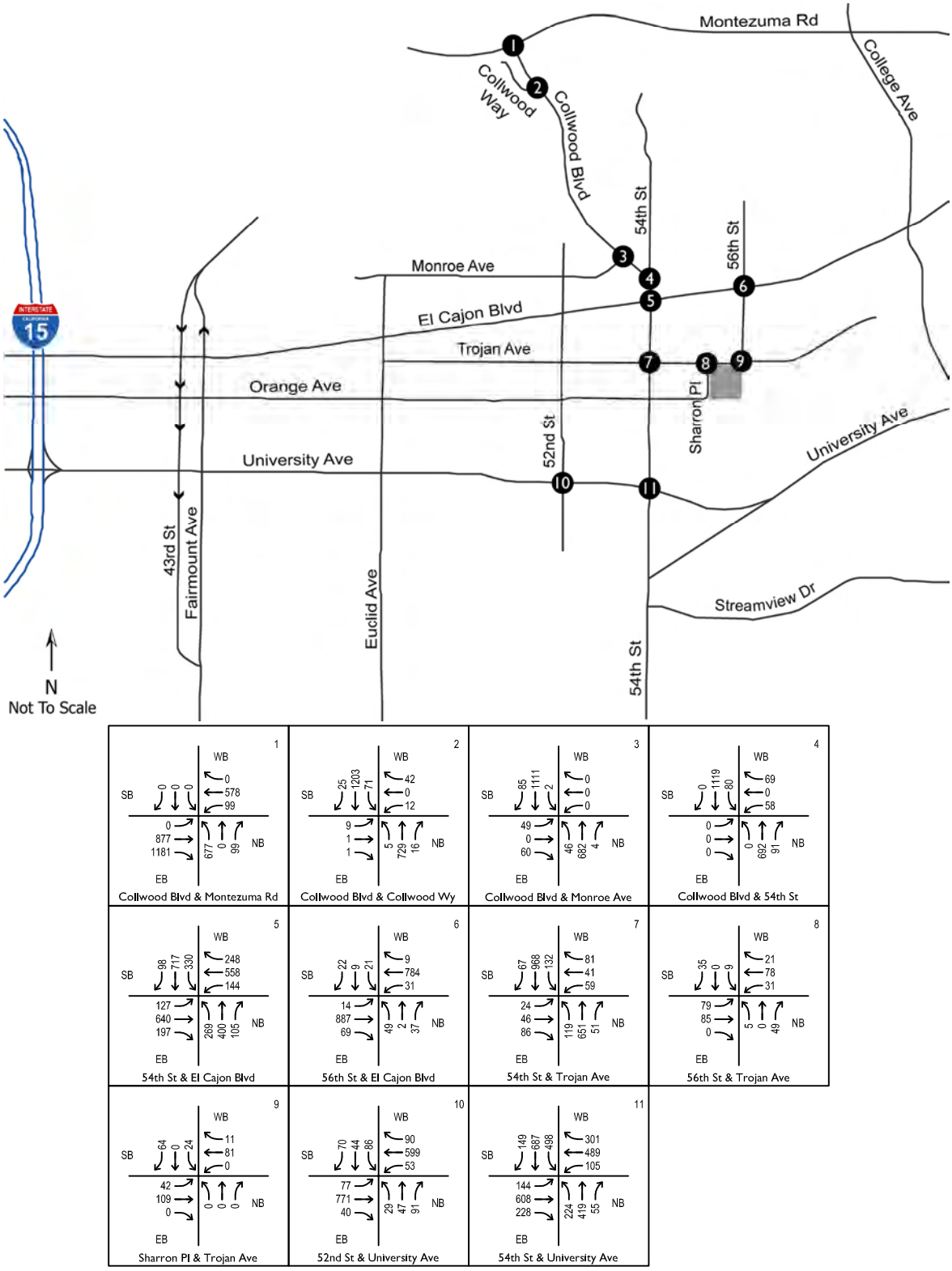


Figure 40
Near-Term 2015 With Homecoming Game PM Peak Hour Intersection Volumes

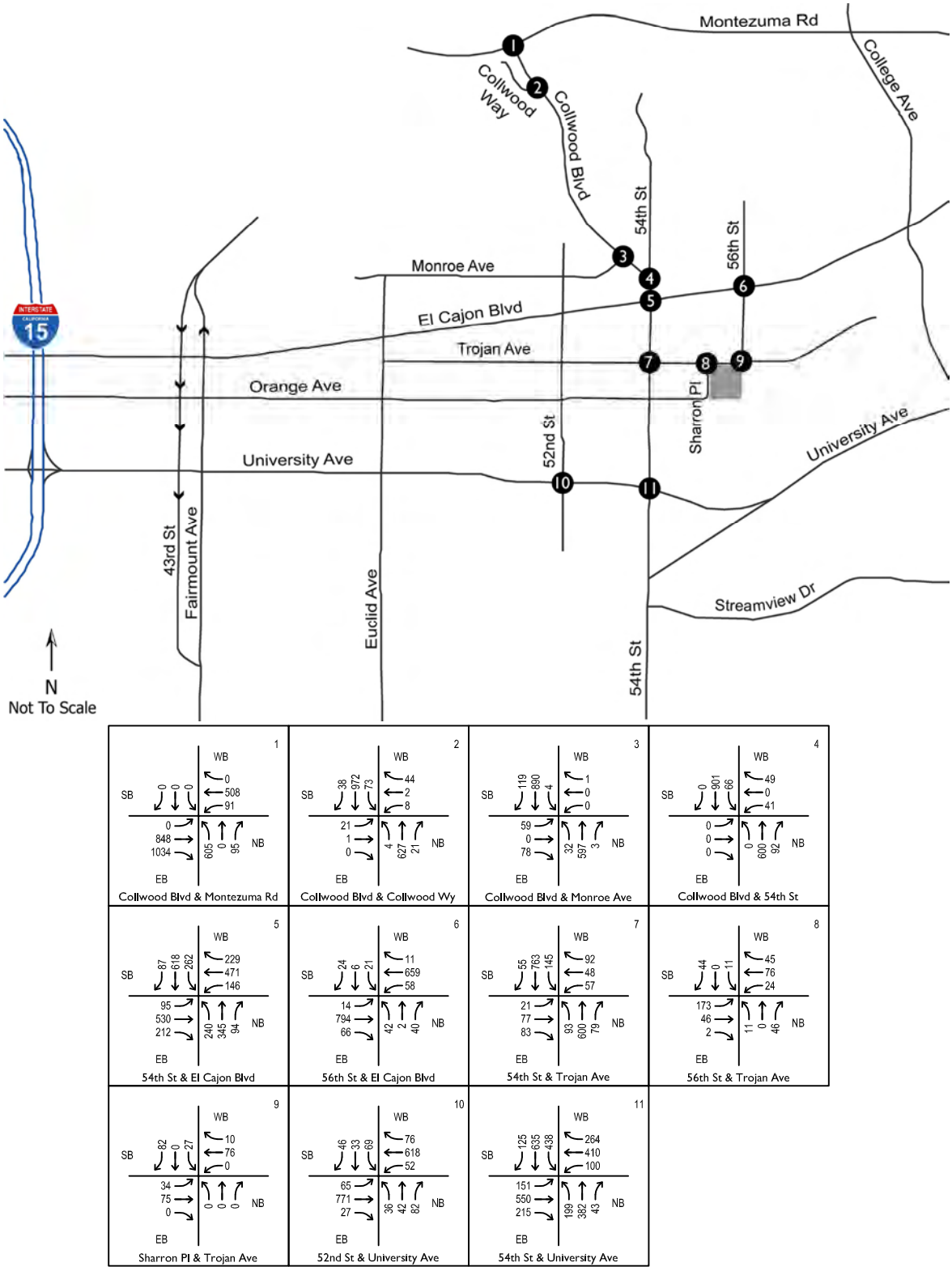


Table 10 - Near-Term 2015 With Project Traffic Conditions
Intersection Operations and Project Impact Summary

Study Area Intersection		Near-Term 2015 Commuter Peak (5:00-6:00 PM) Conditions									
		Without Project		Non-Homecoming		Project	Project	Homecoming Game		Project	Project
No.	Intersection Name	Delay[1]	LOS	Delay[1]	LOS	Delay	Impact[2]	Delay[1]	LOS	Delay	Impact[2]
1	Collwood Bl / Montezuma Rd	27.9	C	29.1	C	1.2	No	29.6	C	1.7	No
2	Collwood Bl / Collwood Wy	14.8	B	15.5	B	0.7	No	15.8	B	1.0	No
3	Collwood Bl / Monroe Av	21.5	C	22.4	C	0.9	No	22.9	C	1.4	No
4	Collwood Bl / 54th St	19.3	B	19.4	B	0.1	No	19.4	B	0.1	No
5	54th St / El Cajon Bl	42.7	D	42.8	D	0.1	No	42.8	D	0.1	No
6	56th St / El Cajon Bl	7.0	A	7.4	A	0.4	No	7.6	A	0.6	No
7	54th St / Trojan Av	23.3	C	25.2	C	1.9	No	26.1	C	2.8	No
8	Sharron Pl / Trojan Av	7.6	A	7.9	A	0.3	No	8.2	A	0.6	No
9	56th St / Trojan Av	8.0	A	8.1	A	0.1	No	8.2	A	0.2	No
10	52nd St / University Av	21.1	C	21.2	C	0.1	No	21.3	C	0.2	No
11	54th St / University Av	45.1	D	45.4	D	0.3	No	46.0	D	0.9	No
No.	Intersection Name	Near-Term 2015 Game Peak (5:45-6:45 PM) Conditions									
1	Collwood Bl / Montezuma Rd	20.5	C	20.9	C	0.4	No	21.1	C	0.6	No
2	Collwood Bl / Collwood Wy	10.1	B	10.2	B	0.1	No	10.3	B	0.2	No
3	Collwood Bl / Monroe Av	15.6	B	15.9	B	0.3	No	16.1	B	0.5	No
4	Collwood Bl / 54th St	17.1	B	17.0	B	-0.1	No	17.0	B	-0.1	No
5	54th St / El Cajon Bl	39.5	D	39.5	D	0.0	No	39.5	D	0.0	No
6	56th St / El Cajon Bl	6.9	A	7.3	A	0.4	No	7.7	A	0.8	No
7	54th St / Trojan Av	23.0	C	25.8	C	2.8	No	27.2	C	4.2	No
8	Sharron Pl / Trojan Av	7.4	A	8.0	A	0.6	No	8.5	A	1.1	No
9	56th St / Trojan Av	7.6	A	7.6	A	0.0	No	7.7	A	0.1	No
10	52nd St / University Av	18.6	B	18.8	B	0.2	No	18.9	B	0.3	No
11	54th St / University Av	41.5	D	41.9	D	0.4	No	42.1	D	0.6	No

Note:

[1] Highway Capacity Manual (HCM) average control delay in vehicles per seconds

[2] Project impact threshold: LOS E > 2.0; LOS F > 1.0

Table 11 - Near-Term 2015 With Project Traffic Conditions
Roadway Segment Capacity Analysis and Project Impact Summary

Roadway Segment			Current Street Section[1]	Roadway LOS E Capacity[2]	Near-Term 2015 Traffic												
					Without Project			With Non-Homecoming Game					With Homecoming Game				
No.	Name	Link			ADT	VC	LOS	ADT	VC	LOS	Change	Impact[3]	ADT	VC	LOS	Change	Impact[3]
1	Collwood Bl	s/o Montezuma Rd	2C	15,000	22,823	1.522	F	22,861	1.524	F	0.002	No	22,891	1.526	F	0.004	No
2	Collwood Bl	n/o Monroe Av	2C	15,000	22,469	1.498	F	22,507	1.500	F	0.002	No	22,537	1.502	F	0.004	No
3	Collwood Bl	s/o Monroe Av	2C	15,000	22,168	1.478	F	22,206	1.480	F	0.002	No	22,236	1.482	F	0.004	No
4	54th St	n/o El Cajon Bl	4D	40,000	23,189	0.580	C	23,227	0.581	C	0.001	No	23,257	0.581	C	0.001	No
5	54th St	El Cajon Bl - Trojan Av	4D	40,000	22,756	0.569	C	22,794	0.570	C	0.001	No	22,824	0.571	C	0.002	No
6	54th St	n/o University Av	4D	40,000	24,251	0.606	C	24,325	0.608	C	0.002	No	24,385	0.610	C	0.004	No
7	54th St	s/o University Av	4D	40,000	22,420	0.561	C	22,452	0.561	C	0.000	No	22,476	0.562	C	0.001	No
8	Sharron Pl	s/o Trojan Av	2U	10,000	1,634	0.163	A	1,634	0.163	A	0.000	No	1,634	0.163	A	0.000	No
9	56th St	s/o El Cajon Bl	2U	10,000	2,128	0.213	A	2,178	0.218	A	0.005	No	2,218	0.222	A	0.009	No
10	El Cajon Bl	e/o 54th St	4D	40,000	25,112	0.628	C	25,118	0.628	C	0.000	No	25,124	0.628	C	0.000	No
11	Trojan Av	e/o 54th St	2U	10,000	4,105	0.411	B	4,277	0.428	B	0.017	No	4,415	0.442	B	0.031	No
12	Trojan Av	e/o Sharron Pl	2U	10,000	3,185	0.319	A	3,239	0.324	A	0.005	No	3,281	0.328	A	0.009	No
13	University Av	52nd St - 54th St	4U	30,000	22,359	0.745	D	22,387	0.746	D	0.001	No	22,411	0.747	D	0.002	No

Note:

[1] C = Collector (with two-way left turn lane); U = Undivided (with striped centerline); D = Divided (with median)

[2] City of San Diego Traffic Impact Study Manual (July 1998), Table 2.

[3] Project impact threshold (V/C ratio): LOS E > 0.02; LOS F > 0.01

7.4 Intersection Operations Analysis for 2015 With Project Conditions

Traffix software was used to conduct intersection operations analysis. Table 10 summarizes the results for the 2015 With Project (Non-Homecoming and Homecoming Game) Conditions intersection operations analysis, with existing geometry. As shown in Table 10, all the study area intersections are projected to operate at Level of Service (LOS) D or better for 2015 With Project (Non-Homecoming and Homecoming Game) Conditions during the peak hours, with existing lane geometry. Appendix Q contains the analysis worksheets for 2015 With Non-Homecoming Conditions, with existing geometry. Appendix R contains the analysis worksheets for 2015 With Homecoming Conditions, with existing geometry.

7.5 Roadway Segment Capacity Analysis for 2015 With Project Conditions

Roadway segment capacity analysis was conducted based on the analysis methodologies mentioned in Section 2 on this report. Table 11 shows the roadway capacity analysis results for 2015 With Project (Non-Homecoming and Homecoming Game) Conditions. As shown in Table 11, the following three study area roadway segments are projected to experience LOS F:

- Collwood Boulevard, south of Montezuma Road – LOS F
- Collwood Boulevard, north of Monroe Avenue – LOS F
- Collwood Boulevard, south of Monroe Avenue – LOS F

7.6 Determination of Significant Impacts for 2015 With Project Conditions

A significant impact is normally defined when project-related traffic would cause LOS to deteriorate to below the minimum acceptable level by a measurable amount or when project traffic would take the facility from acceptable LOS to unacceptable LOS. Significant traffic impacts are determined using the sliding scale presented in previous Section 2.6 of this report.

7.6.1 Intersection Significant Impact for 2015 With Project Conditions

Table 10 displays a comparison of the intersection operations analysis results for "2015 Without Project" conditions and "2015 With Project (Non-Homecoming and Homecoming Game)" conditions. As shown in Table 10, there are no significant project impacts identified at the study area intersections.

7.6.2 Roadway Segment Significant Impact for 2015 With Project Conditions

Table 11 displays a comparison of the roadway capacity analysis results for "2015 Without Project" conditions and "2015 With Project (Non-Homecoming and Homecoming Game)" conditions. As shown in Table 11, no significant project impacts are identified at the study area roadway segments, based on the roadway capacity analysis.

7.7 Recommended Improvements for 2015 With Project Conditions

No improvements are recommended.

8. HORIZON YEAR 2035 WITHOUT AND WITH PROJECT CONDITIONS

8.1 Traffic Volumes for 2035 Without and With Project Conditions

traffic2035 traffic forecast is estimated based on the methodologies presented in Section 6. Horizon Year 2035 Without Project roadway Friday daily traffic volumes are shown in Figure 41. Future commuter and game PM peak hour intersection volumes for Near-Term 2015 Without Project Conditions are shown in Figures 42 and 43.

Horizon Year 2035 With Non-Homecoming roadway Friday daily traffic volumes are shown in Figure 44. Future commuter and game PM peak hour intersection volumes for Near-Term 2015 With Non-Homecoming Conditions are shown in Figures 45 and 46.

Horizon Year 2035 With Homecoming roadway Friday daily traffic volumes are shown in Figure 47. Future commuter and game PM peak hour intersection volumes for Near-Term 2015 With Homecoming Conditions are shown in Figures 48 and 49.

8.2 Intersection Operations Analysis for 2035 Without Project Conditions

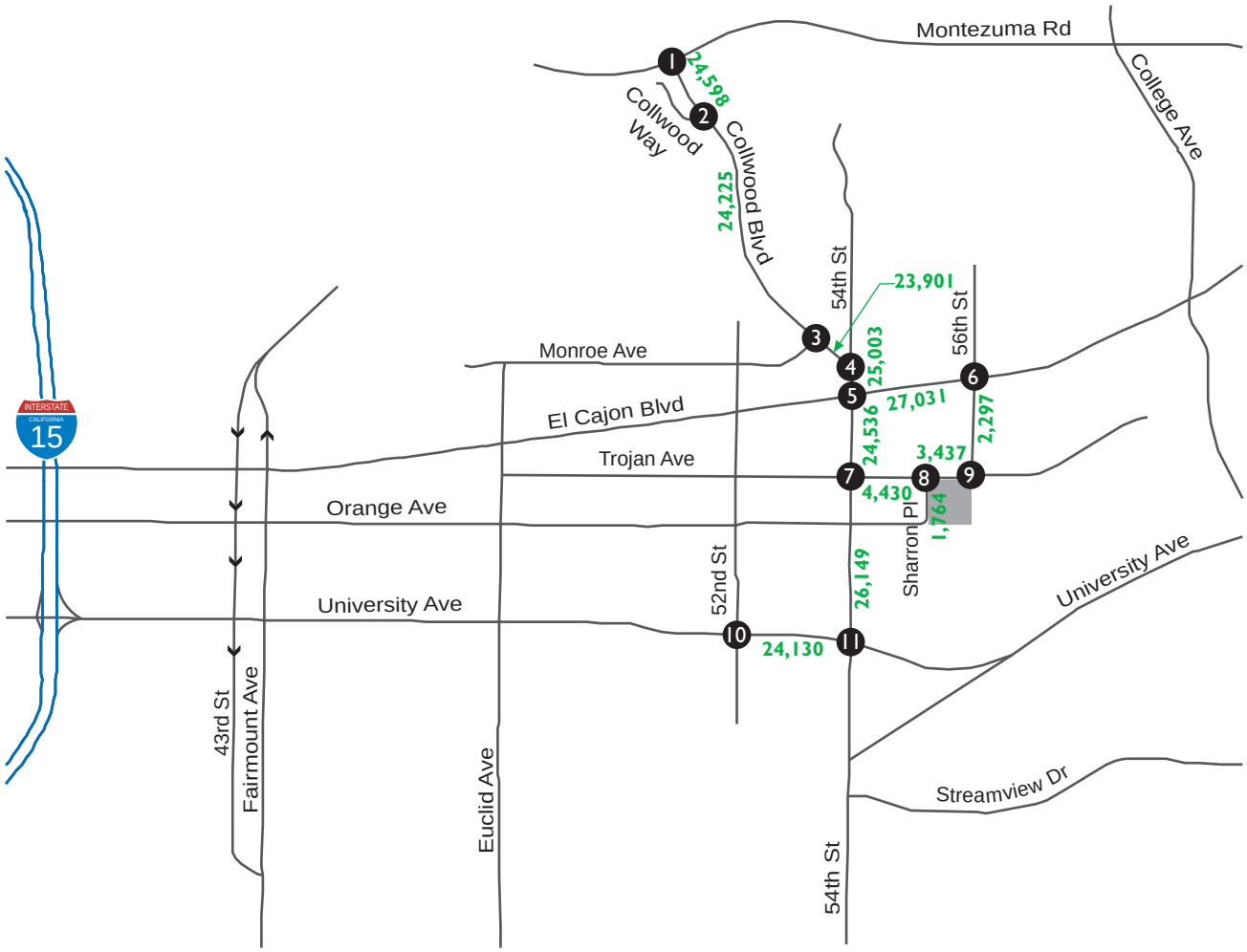
Traffix software was used to conduct intersection operations analysis. Table 12 summarizes the results for the 2035 Without Project Conditions intersection operations analysis, with existing geometry. As shown in Table 12, all the study area intersections are projected to operate at Level of Service (LOS) D or better for 2035 Without Project Conditions during the peak hours, with existing lane geometry. Appendix S contains the analysis worksheets for 2035 Without Project Conditions, with existing geometry.

8.3 Roadway Segment Capacity Analysis for 2035 Without Project Conditions

Roadway segment capacity analysis was conducted based on the analysis methodologies mentioned in Section 2 on this report. Table 13 shows the roadway capacity analysis results for 2035 Without Project Conditions. As shown in Table 13, the following three study area roadway segments are projected to exceed the theoretical capacity of the roadways:

- Collwood Boulevard, south of Montezuma Road
- Collwood Boulevard, north of Monroe Avenue
- Collwood Boulevard, south of Monroe Avenue

Figure 41
Horizon Year 2035 Without Project Roadway Friday Daily Traffic Volumes



LEGEND

- # Study Intersection
- Crawford High School

N
Not To Scale

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Figure 42
Horizon Year 2035 Without Project Commuter PM Peak Hour Intersection Volumes

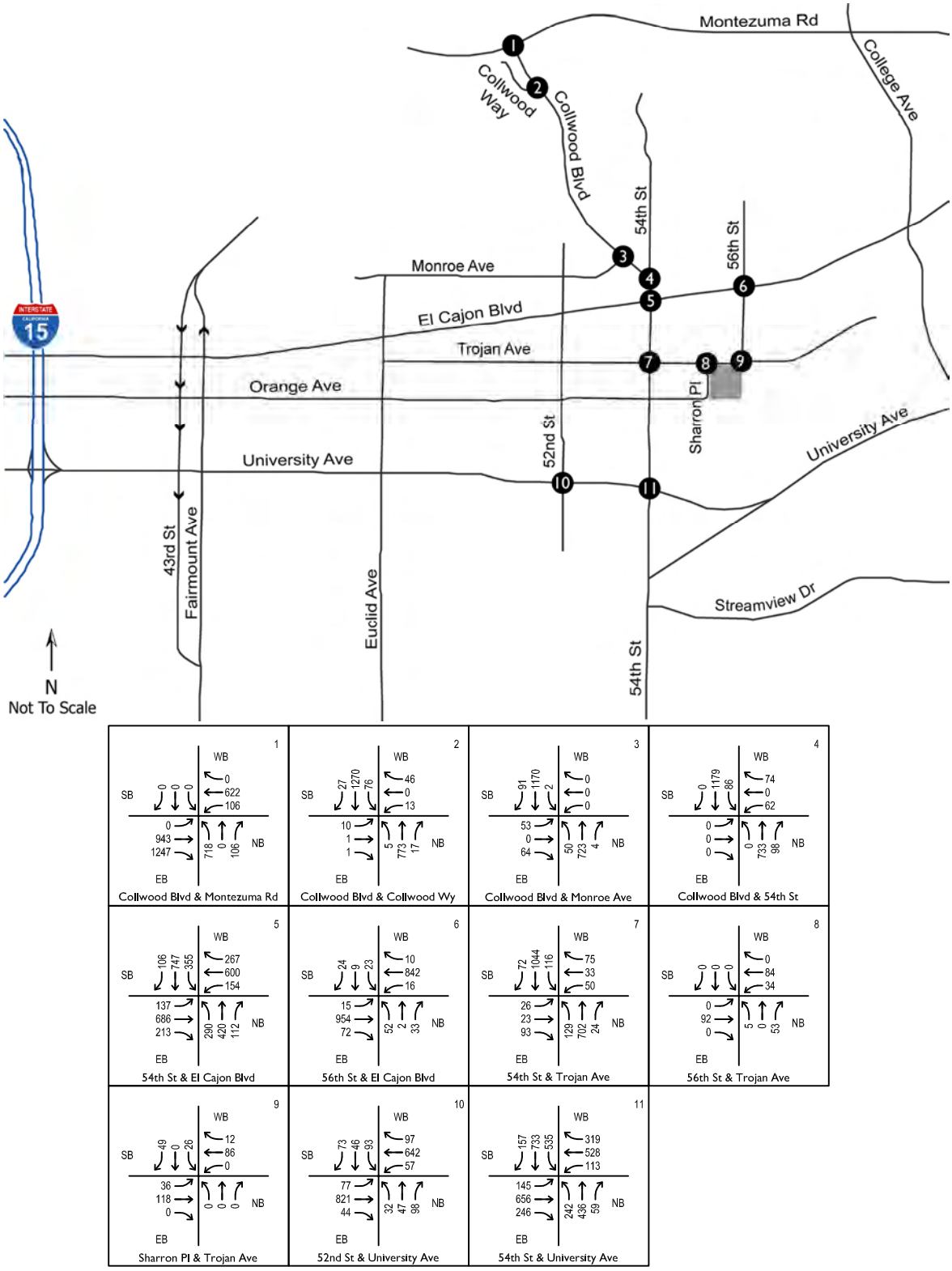


Figure 43
Horizon Year 2035 Without Project Game PM Peak Hour Intersection Volumes

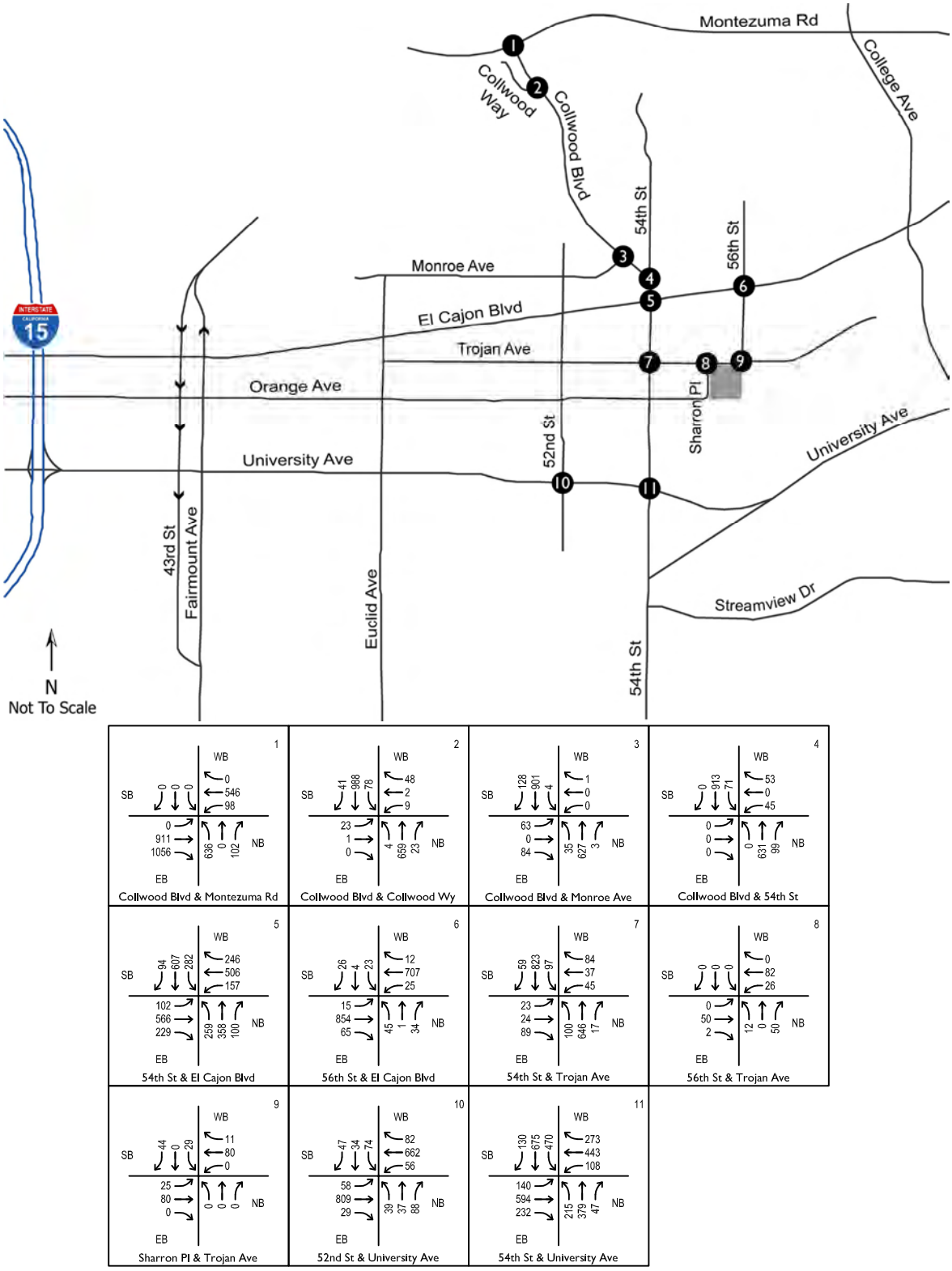
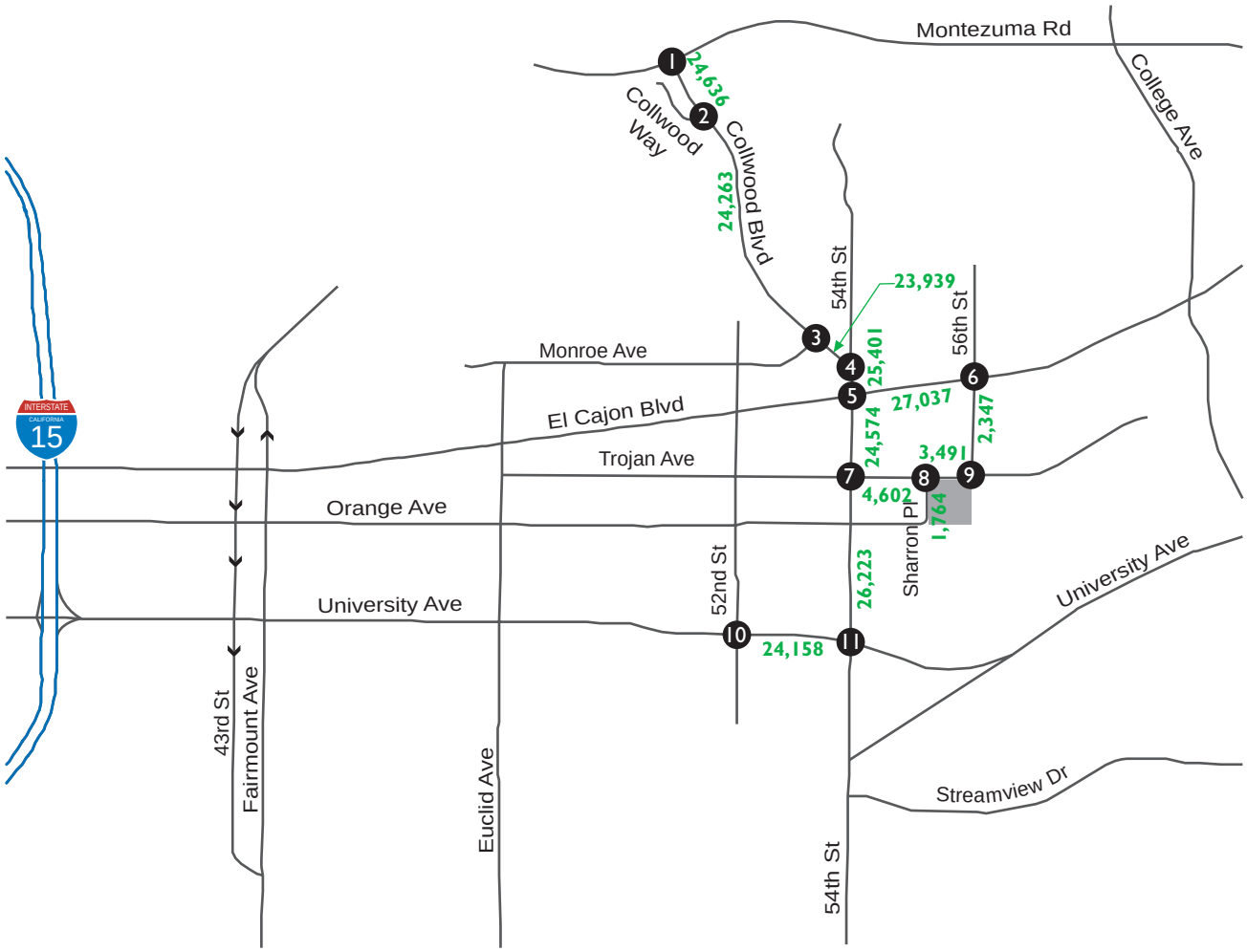


Figure 44
Horizon Year 2035 With Non-Homecoming Roadway Friday Daily Traffic Volumes



LEGEND

Study Intersection

Crawford High School

N
Not To Scale

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Traffic Impact Study

Figure 45
Horizon Year 2035 With Non-Homecoming Commuter PM Peak Hour Intersection Volumes

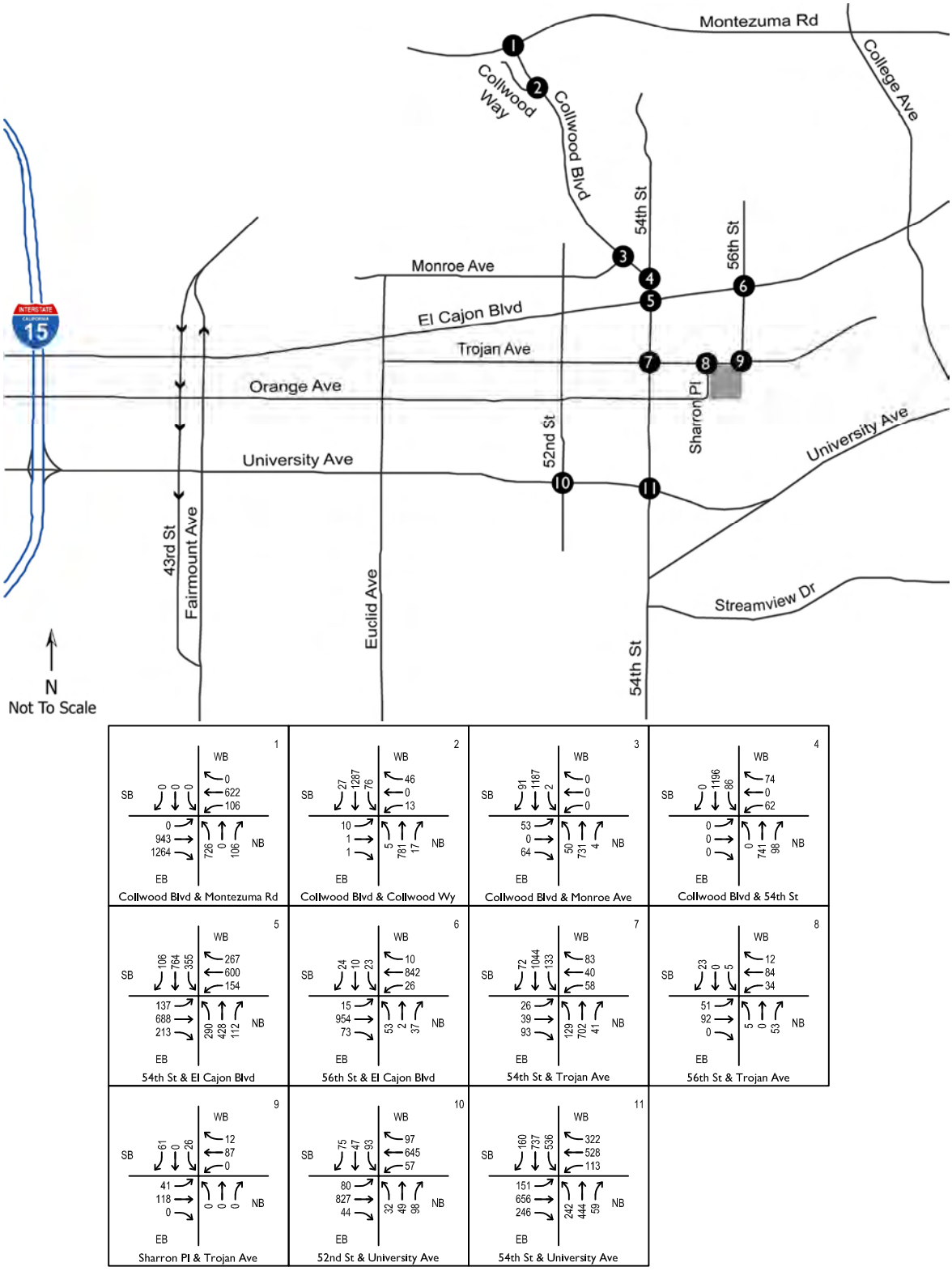


Figure 46
Horizon Year 2035 With Non-Homecoming Game PM Peak Hour Intersection Volumes

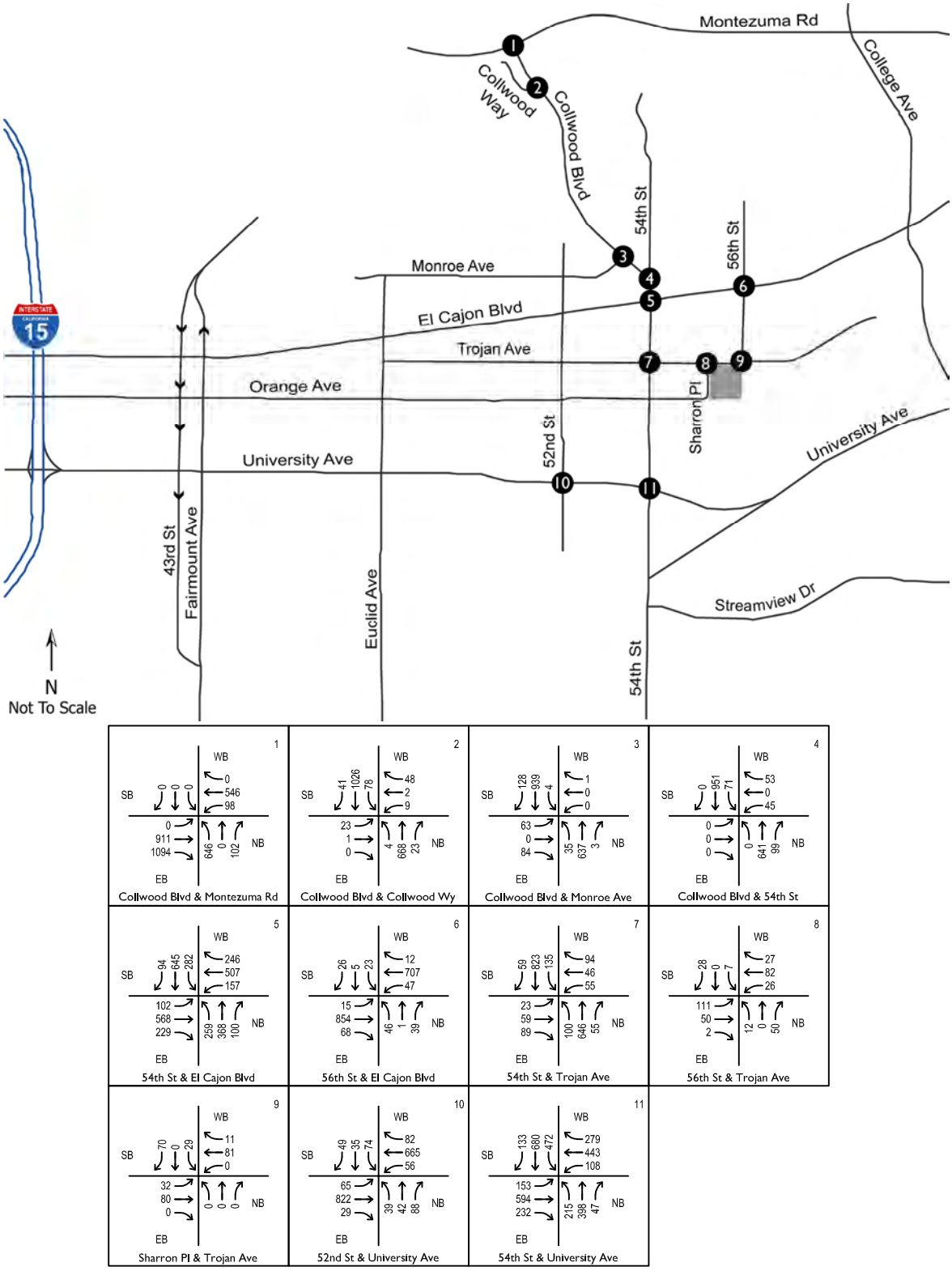
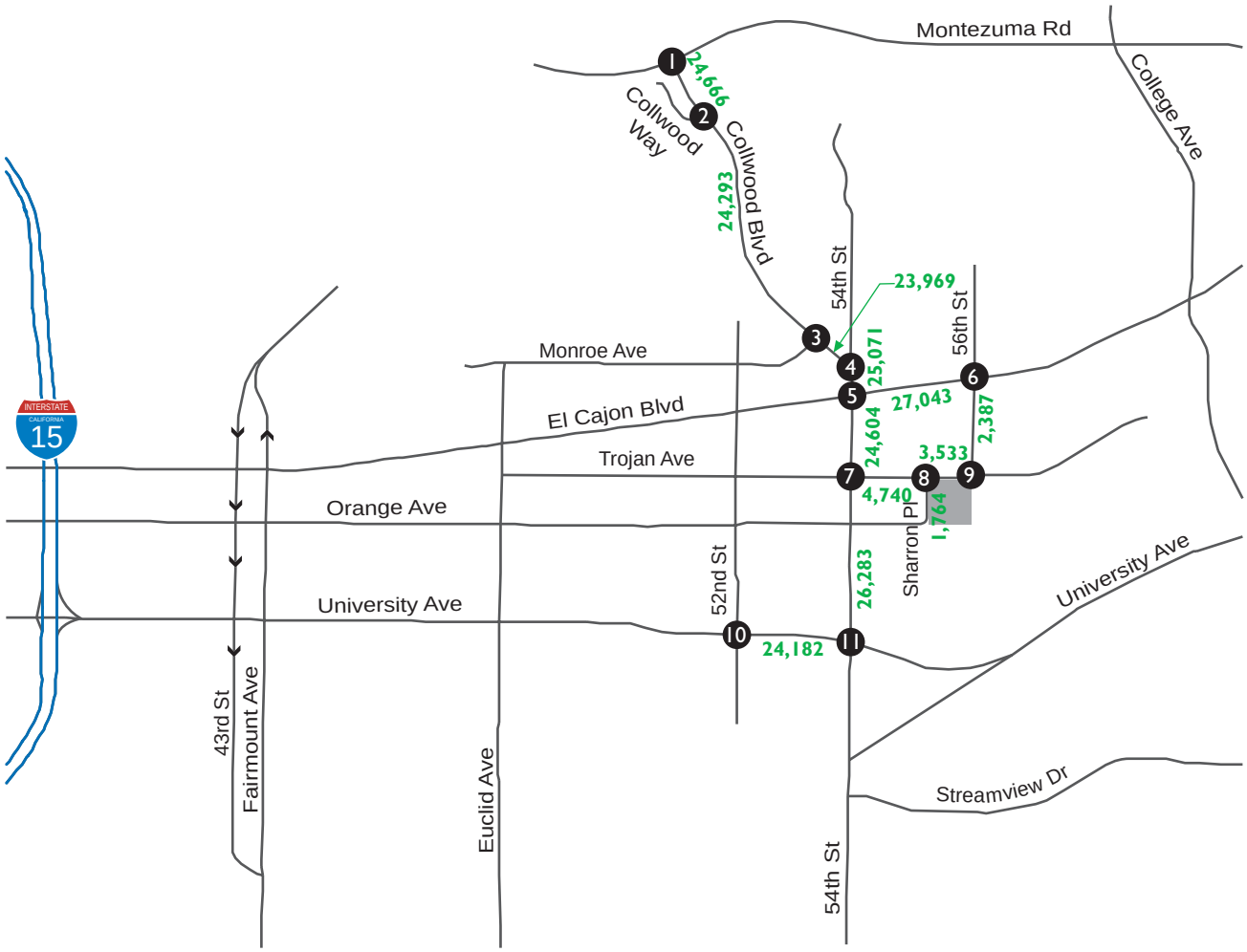


Figure 47
Horizon Year 2035 With Homecoming Roadway Friday Daily Traffic Volumes



LEGEND

- # Study Intersection
- Crawford High School

N
Not To Scale

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Traffic Impact Study

Figure 48
Horizon Year 2035 With Homecoming Commuter PM Peak Hour Intersection Volumes

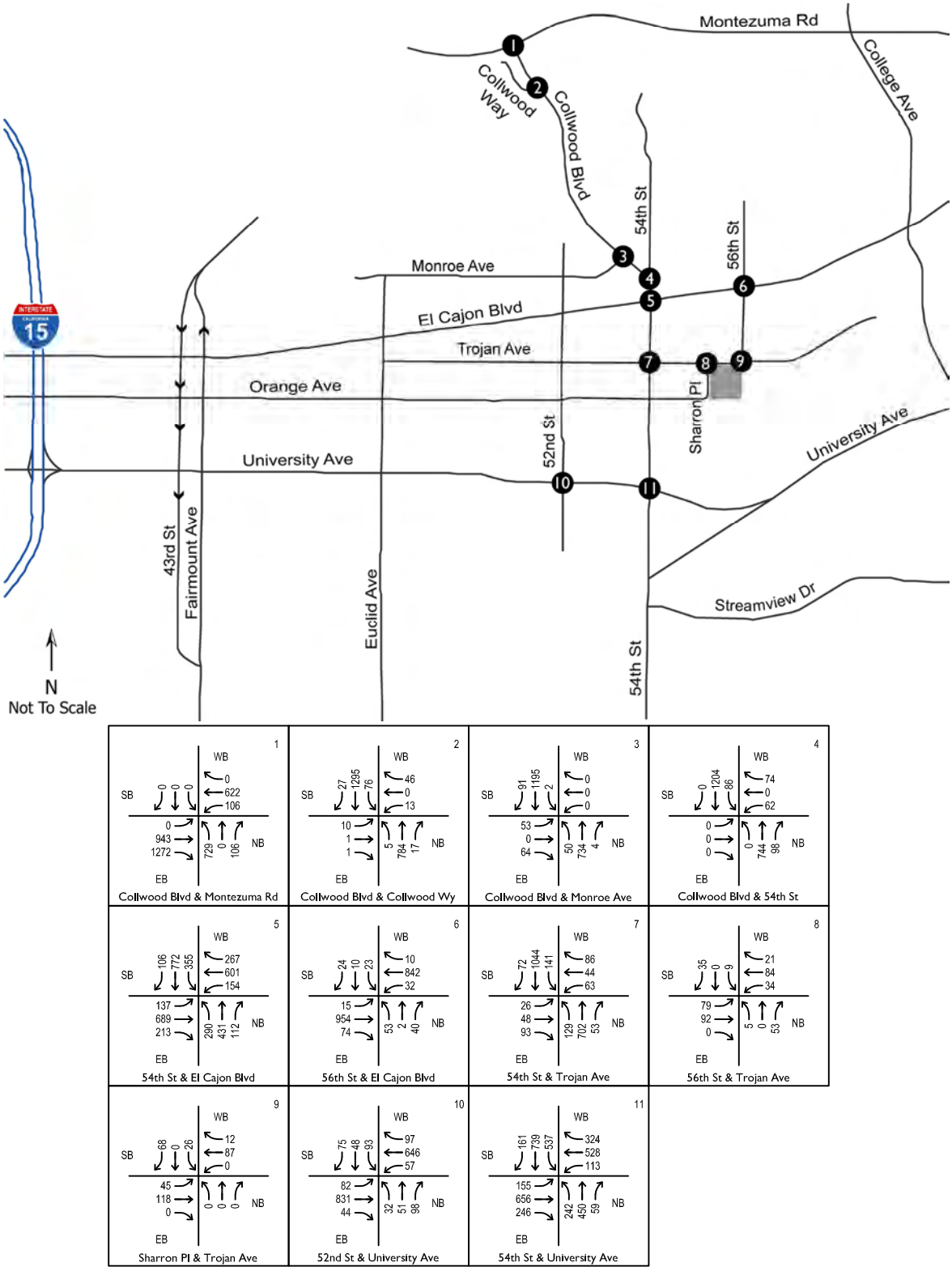


Figure 49
Horizon Year 2035 With Homecoming Game PM Peak Hour Intersection Volumes

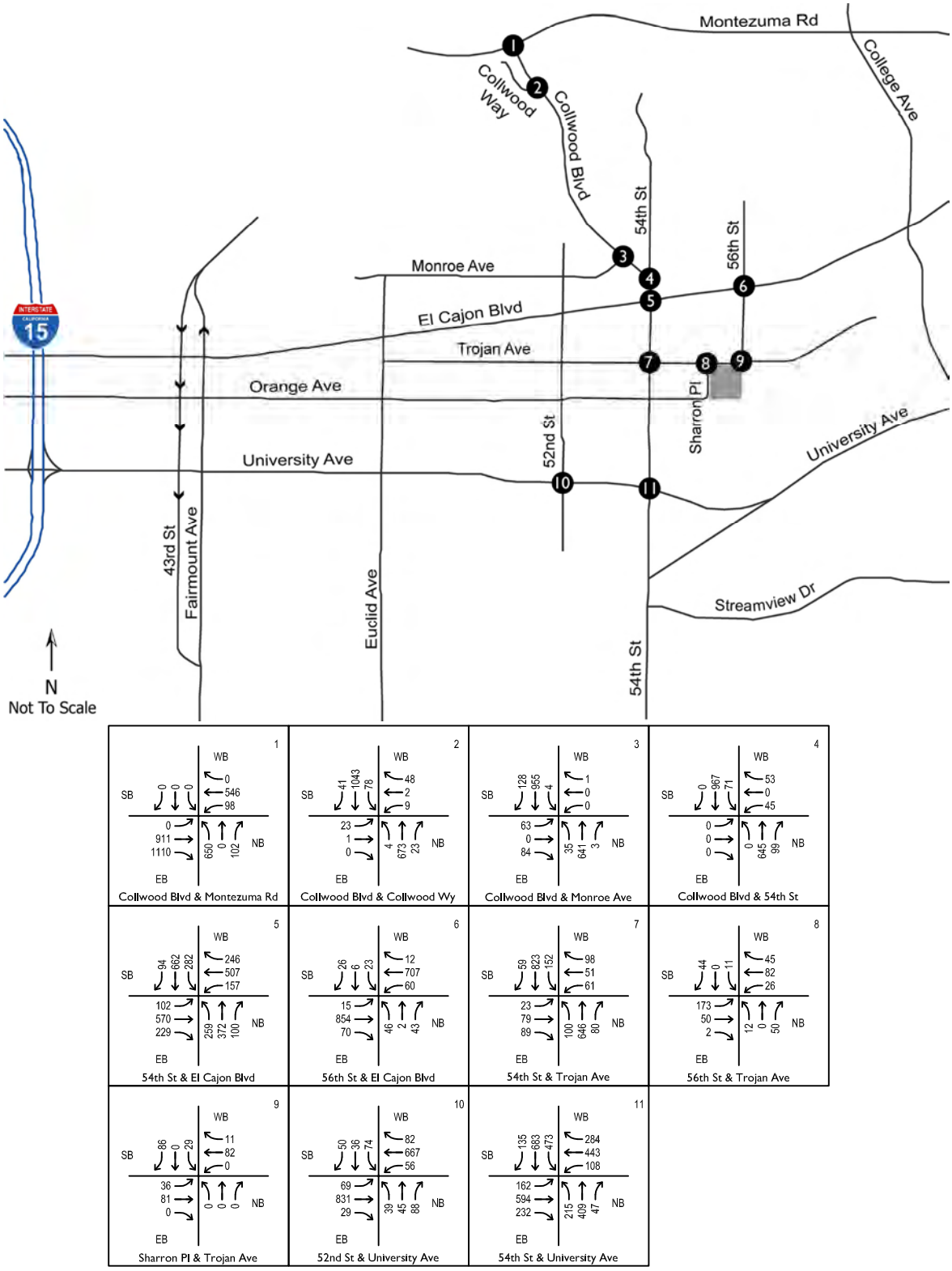


Table 12 - Horizon Year 2035 With Project Traffic Conditions
Intersection Operations and Project Impact Summary

Study Area Intersection		Horizon Year 2035 Commuter Peak (5:00-6:00 PM) Conditions									
		Without Project		Non-Homecoming		Project	Project	Homecoming Game		Project	Project
No.	Intersection Name	Delay[1]	LOS	Delay[1]	LOS	Delay	Impact[2]	Delay[1]	LOS	Delay	Impact[2]
1	Collwood Bl / Montezuma Rd	36.5	D	38.5	D	2.0	No	39.4	D	2.9	No
2	Collwood Bl / Collwood Wy	20.6	C	22.1	C	1.5	No	22.8	C	2.2	No
3	Collwood Bl / Monroe Av	30.1	C	32.0	C	1.9	No	33.0	C	2.9	No
4	Collwood Bl / 54th St	20.1	C	20.2	C	0.1	No	20.2	C	0.1	No
5	54th St / El Cajon Bl	44.6	D	44.7	D	0.1	No	44.7	D	0.1	No
6	56th St / El Cajon Bl	7.2	A	7.5	A	0.3	No	7.7	A	0.5	No
7	54th St / Trojan Av	24.2	C	26.1	C	1.9	No	27.0	C	2.8	No
8	Sharron Pl / Trojan Av	7.7	A	8.0	A	0.3	No	8.3	A	0.6	No
9	56th St / Trojan Av	8.2	A	8.2	A	0.0	No	8.3	A	0.1	No
10	52nd St / University Av	21.6	C	21.8	C	0.2	No	21.8	C	0.2	No
11	54th St / University Av	48.0	D	48.3	D	0.3	No	48.6	D	0.6	No
No.	Intersection Name	Horizon Year 2035 Game Peak (5:45-6:45 PM) Conditions									
1	Collwood Bl / Montezuma Rd	21.9	C	22.6	C	0.7	No	22.9	C	1.0	No
2	Collwood Bl / Collwood Wy	10.9	B	11.1	B	0.2	No	11.2	B	0.3	No
3	Collwood Bl / Monroe Av	17.1	B	17.7	B	0.6	No	17.9	B	0.8	No
4	Collwood Bl / 54th St	17.3	B	17.4	B	0.1	No	17.4	B	0.1	No
5	54th St / El Cajon Bl	40.4	D	40.4	D	0.0	No	40.4	D	0.0	No
6	56th St / El Cajon Bl	7.1	A	7.5	A	0.4	No	7.8	A	0.7	No
7	54th St / Trojan Av	23.5	C	26.2	C	2.7	No	27.4	C	3.9	No
8	Sharron Pl / Trojan Av	7.5	A	8.1	A	0.6	No	8.6	A	1.1	No
9	56th St / Trojan Av	7.6	A	7.7	A	0.1	No	7.8	A	0.2	No
10	52nd St / University Av	19.0	B	19.1	B	0.1	No	19.2	B	0.2	No
11	54th St / University Av	42.9	D	43.3	D	0.4	No	43.6	D	0.7	No

Note:

[1] Highway Capacity Manual (HCM) average control delay in vehicles per seconds

[2] Project impact threshold: LOS E > 2.0; LOS F > 1.0

Table 13 - Horizon Year 2035 With Project Traffic Conditions
Roadway Segment Capacity Analysis and Project Impact Summary

Roadway Segment (Daily Capacity Analysis)			Current Street Section[1]	Roadway LOS E Capacity[2]	Horizon Year 2035 Traffic												
					Without Project			With Non-Homecoming Game					With Homecoming Game				
No.	Name	Link			ADT	VC	LOS	ADT	VC	LOS	Change	Impact[3]	ADT	VC	LOS	Change	Impact[3]
1	Collwood Bl	s/o Montezuma Rd	2C	15,000	24,598	1.640	F	24,636	1.642	F	0.002	No	24,666	1.644	F	0.004	No
2	Collwood Bl	n/o Monroe Av	2C	15,000	24,225	1.615	F	24,263	1.618	F	0.003	No	24,293	1.620	F	0.005	No
3	Collwood Bl	s/o Monroe Av	2C	15,000	23,901	1.593	F	23,939	1.596	F	0.003	No	23,969	1.598	F	0.005	No
4	54th St	n/o El Cajon Bl	4D	40,000	25,003	0.625	C	25,041	0.626	C	0.001	No	25,071	0.627	C	0.002	No
5	54th St	El Cajon Bl - Trojan Av	4D	40,000	24,536	0.613	C	24,574	0.614	C	0.001	No	24,604	0.615	C	0.002	No
6	54th St	n/o University Av	4D	40,000	26,149	0.654	C	26,223	0.656	C	0.002	No	26,283	0.657	C	0.003	No
7	54th St	s/o University Av	4D	40,000	24,173	0.604	C	24,205	0.605	C	0.001	No	24,229	0.606	C	0.002	No
8	Sharron Pl	s/o Trojan Av	2U	10,000	1,764	0.176	A	1,764	0.176	A	0.000	No	1,764	0.176	A	0.000	No
9	56th St	s/o El Cajon Bl	2U	10,000	2,297	0.230	A	2,347	0.235	A	0.005	No	2,387	0.239	A	0.009	No
10	El Cajon Bl	e/o 54th St	4D	40,000	27,031	0.676	C	27,037	0.676	C	0.000	No	27,043	0.676	C	0.000	No
11	Trojan Av	e/o 54th St	2U	10,000	4,430	0.443	B	4,602	0.460	B	0.017	No	4,740	0.474	B	0.031	No
12	Trojan Av	e/o Sharron Pl	2U	10,000	3,437	0.344	A	3,491	0.349	A	0.005	No	3,533	0.353	A	0.009	No
13	University Av	52nd St - 54th St	4U	30,000	24,130	0.804	D	24,158	0.805	D	0.001	No	24,182	0.806	D	0.002	No

Note:

[1] C = Collector (with two-way left turn lane); U = Undivided (with striped centerline); D = Divided (with median)

[2] City of San Diego Traffic Impact Study Manual (July 1998), Table 2.

[3] Project impact threshold (V/C ratio): LOS E > 0.02; LOS F > 0.01

8.4 Intersection Operations Analysis for 2035 With Project Conditions

Traffix software was used to conduct intersection operations analysis. Table 12 summarizes the results for the 2035 With Project (Non-Homecoming and Homecoming Game) Conditions intersection operations analysis, with existing geometry. As shown in Table 12, all the study area intersections are projected to operate at Level of Service (LOS) D or better for 2035 With Project (Non-Homecoming and Homecoming Game) Conditions during the commuter and game peak hours, with existing lane geometry. Appendix T contains the analysis worksheets for 2035 With Non-Homecoming Conditions, with existing geometry. Appendix U contains the analysis worksheets for 2035 With Homecoming Conditions, with existing geometry.

8.5 Roadway Segment Capacity Analysis for 2035 With Project Conditions

Roadway segment capacity analysis was conducted based on the analysis methodologies mentioned in Section 2 on this report. Table 13 shows the roadway capacity analysis results for 2035 With Project (Non-Homecoming and Homecoming Game) Conditions. As shown in Table 13, the following three study area roadway segments are projected to experience LOS F:

- Collwood Boulevard, south of Montezuma Road – LOS F
- Collwood Boulevard, north of Monroe Avenue – LOS F
- Collwood Boulevard, south of Monroe Avenue – LOS F

8.6 Determination of Significant Impacts for 2035 With Project Conditions

A significant impact is normally defined when project-related traffic would cause LOS to deteriorate to below the minimum acceptable level by a measurable amount or when project traffic would take the facility from acceptable LOS to unacceptable LOS. Significant traffic impacts are determined using the sliding scale presented in previous Section 2.6 of this report.

8.6.1 Intersection Significant Impact for 2035 With Project Conditions

Table 12 displays a comparison of the intersection operations analysis results for "2035 Without Project" conditions and "2035 With Project (Non-Homecoming and Homecoming Game)" conditions. As shown in Table 12, there are no significant project impacts identified at the study area intersections.

Traffic

8.6.2 Roadway Segment Significant Impact for 2035 With Project Conditions

Table 13 displays a comparison of the roadway capacity analysis results for "2035 Without Project" conditions and "2035 With Project (Non-Homecoming and Homecoming Game)" conditions. As shown in Table 13, no significant project impacts are identified at the roadway segments, based on the roadway capacity analysis.

8.7 Recommended Improvements for 2035 With Project Conditions

No improvements are recommended.

9. Parking

Crawford High School upon implementation of the master plan has about 211 marked stalls distributed throughout the campus for faculty, staff and students that includes several lots, including a new 72-space lot on the Mann Middle School campus that will serve Crawford High School.

Two events for games have been considered throughout this study. One is the homecoming game event which is the historical highest attendance at any football game throughout the year, and it occurs only once during the football season on a Friday evening. The second event is the highest attendance for a non-homecoming football game which is also derived from historical attendance records obtained from the District. The parking needed for each of these events is a combination of spectator parking and parking for game officials, support staff, and other individuals involved with helping to produce the event. For spectators or attendees we have assumed an automobile occupancy of two persons per vehicle, and for all others we have assumed a lump sum of 90 and 80 parking spaces needed based on discussions with various athletic directors at campuses throughout the District for homecoming and non-homecoming games. The results for demand and supply are shown in Table 14 below.

Table 14 – Parking Demand and Supply

Parking Components	Homecoming Game	Non-Homecoming Game
Vehicles Driven by Home & Visiting Attendees	195+116 = 311	109+65 = 174
Vehicles Driven by Support Attendees	25+65 = 90	20+60 = 80
Total Parking Demand	401	254
Parking Supply within Campus	211	211
Parking Surplus / (Deficiency) within Campus	**(190)**	**(43)**
Available Mann Middle School Parking Supply	190	190
Needed On-Street Without Mann Middle School	**0**	**(147)**
Available On-Street Within 1/4 Mile	**223**	**223**

During the normal season Table 14 demonstrates that the parking needs for a non-homecoming game cannot be met within the Crawford designated parking areas, and that a deficiency of 43 spaces would exist. The need for parking for the homecoming game event is expected to also exceed the available designated supply, and Table 14 above shows how additional parking can be utilized to meet the projected space deficiency.

Mann Middle School, which is owned and operated by the District, is immediately across Trojan Avenue from Crawford High School on the north side of the street. The school has two lots in the master plan that will provide a total of 190 spaces. Pedestrians using those lots can easily walk to the stop controlled intersection of Trojan Avenue and Sharron Place, use the marked yellow crosswalks at the

crossing and arrive at the entrance to the Crawford High School campus. However, the parking lot improvements at Mann Middle School may not be done in time such that there will be an interim period that public on-street parking will be needed to accommodate the parking demand for the football games.

The nearby public on-street parking availability has been surveyed (see Appendix V for a full summary). Of the more than 449 on-street spaces within 1/4 mile, some are occupied by residents of the area on a typical Friday evening. Our survey shows that 223 spaces unoccupied could be used by the public, and that has been reflected in Table 14.

To summarize, a homecoming game would require 190 more spaces than existing on-campus supply. The 190 spaces can be mostly accommodated at Mann Middle School with on-street spaces available for any additional needs. Based on this data we conclude that there is no impact of non-homecoming and homecoming game events being studied associated with deficiency of parking. Both games would need to also use the nearby available parking at Mann Middle School to meet the parking demands. Prior to the completion of the parking lot improvements at Mann Middle School, there will be an interim period that public on-street parking will be of greater need to accommodate the parking demand for the football games.

10. Summary of Potential Impacts

Table 15 summarizes the project impacts on the roadway facilities and recommended mitigations. As shown in Table 15, no significant project impacts are identified at the study area intersections and roadway segments. No improvements are recommended.

Table 15 – Direct and Cumulative Impact Summary and Proposed Mitigation

Traffic Conditions	Project Scenario	Roadway Facility	Time Period	Potential Impacts	Recommended Mitigation	Project Participation
Existing 2012 With Project	Non-Homecoming Game	Intersection	Commuter Peak Hour	• None	• None	n/a
			Game Peak Hour	• None	• None	
		Segment	24-Hour Daily	• None	• None	
	Homecoming Game	Intersection	Commuter Peak Hour	• None	• None	
			Game Peak Hour	• None	• None	
		Segment	24-Hour Daily	• None	• None	
Near-Term 2015 With Project	Non-Homecoming Game	Intersection	Commuter Peak Hour	• None	• None	n/a
			Game Peak Hour	• None	• None	
		Segment	24-Hour Daily	• None	• None	
	Homecoming Game	Intersection	Commuter Peak Hour	• None	• None	
			Game Peak Hour	• None	• None	
		Segment	24-Hour Daily	• None	• None	
Horizon Year 2035 With Project	Non-Homecoming Game	Intersection	Commuter Peak Hour	• None	• None	n/a
			Game Peak Hour	• None	• None	
		Segment	24-Hour Daily	• None	• None	
	Homecoming Game	Intersection	Commuter Peak Hour	• None	• None	
			Game Peak Hour	• None	• None	
		Segment	24-Hour Daily	• None	• None	

11. Conclusion and Recommendations

The purpose of this study is to assess the overall traffic impact of the proposed Crawford High School Sports Field Modernization project, which will be completed in 2015. Crawford High School is located south of Trojan Avenue and east of Sharron Place in the City of San Diego, California. Appendix W contains the project site plans.

A site specific trip generation rate was calculated for the highest anticipated uses which are evening football games. The School District anticipates approximately 15 evening events per year to occur at Crawford High School, and the Friday evening football games are the largest events. Evening football games may start as early as 6:30 PM and end approximately 9:00 PM. It is anticipated that 34 of the attendees will arrive between 5:45 PM and 6:45 PM. During the typical commuter PM peak hour (5:00 – 6:00 PM), it is anticipated that approximately 18% of the attendees will arrive. Football games are typically scheduled on Fridays. The non-homecoming games will generate 91 commuter peak hour trips and 173 game peak hour trips. The homecoming games will generate 144 commuter peak hour trips and 273 game peak hour trips. Since the current trips for existing afternoon games will be shifted to evenings, an existing daily trip credit adjustment is made so that the total net daily traffic is 226 non-homecoming net daily trips and 406 homecoming net daily trips.

The project study area is determined by the limits or extent of where 50 peak hour approach trips would travel to or from the site, which is based on the City of San Diego Traffic Impact Study Manual and Congestion Management Program (CMP) guidelines. For this project, 11 intersections and 13 roadway segments around Crawford High School were analyzed.

The City identified several cumulative development projects in the study area, which are Centrepoint, Plaza Linda Verde, Copley YMCA, Hillel Center and Hoover High School Field Lighting project. The cumulative development traffic generation and trip distribution patterns are shown in Appendix M. In addition, a 1% total growth factor was applied to represent Near-Term 2015 conditions. For Horizon Year 2035 conditions, a 9% total growth factor was applied. The 9% growth factor was calculated by comparing Existing 2012 and Long-Range 2035 SANDAG model roadway segment volumes.

The addition of project traffic resulting from the proposed Sports Field Modernization project does not cause an increase in traffic delays at the 11 study area intersections beyond the City of San Diego significance criteria. All the 11 study area intersections are projected to operate at acceptable Level of Service D or better for all six analysis scenarios based on existing lane geometry. Therefore, no traffic impacts were identified (i.e. no direct impacts and no cumulative impacts) at the study area intersections.

The roadway segment analysis shows that the following study area roadway segments are projected to experience LOS F for all traffic conditions:

- Collwood Boulevard, south of Montezuma Road – LOS F
- Collwood Boulevard, north of Monroe Avenue – LOS F
- Collwood Boulevard, south of Monroe Avenue – LOS F

It should be noted that the theoretical daily roadway capacity is intended for general planning purpose, whereas the need for mitigation measures should be identified based on peak hour analysis. Based on the verification of the roadway capacity analysis, there are no project impacts identified for the study area roadway segments. Per City of San Diego guidelines, the project traffic will not exceed the impact thresholds at the study area roadway segments. Therefore, no roadway improvements are recommended.

During the normal season, the parking needs of 254 spaces for a non-homecoming game cannot be met within the campus (211 spaces), and that a deficiency of 43 spaces would exist. The need for 401 parking spaces for the homecoming game event is expected to also exceed the available supply on the campus, at which a homecoming game would require 190 more spaces than on-campus supply. The parking deficient 190 spaces can be mostly accommodated at Mann Middle School with on-street spaces available for any additional needs. Based on this data we conclude that there is no impact of non-homecoming and homecoming game events being studied associated with a deficiency of parking. Both games would need to also use the nearby available parking at Mann Middle School to meet the parking demands. Prior to the completion of the parking lot improvements at Mann Middle School, there will be an interim period that public on-street parking will be of greater need to accommodate the parking demand for the football games.

New 2014 traffic counts were collected at several roadways in the vicinity of Crawford Middle School to determine whether the previous 2012 Friday data had effectively captured the most congested day and time period. A full week of 24-hour roadway segment counts was collected at six locations adjacent to the project site from March 4th to March 10th, 2014 (see Appendix X).

Based on the count comparison included in Appendix X, Friday (2012 and/or 2014) ADT counts are the highest day of the week. The 2012 Friday ADT counts are typically higher the 2014 seven-day ADT counts, with only two exceptions where the 2012 Friday counts are slightly (1% to 2%) lower than the new 2014 counts. In conclusion, the recent 2014 Friday ADT counts are consistent with the previous 2012 Friday ADT counts. Therefore, the traffic analysis utilizing the 2012 Friday ADT count data had effectively captured the most congested day and time period.

Appendix A – City of San Diego Traffic Impact Study Check List

CITY OF SAN DIEGO
TRANSPORTATION DEVELOPMENT SECTION
TRAFFIC IMPACT STUDY
SCREEN CHECK

To be completed by City Staff:
Date Received _____
Reviewer _____
Date Screen Check ____

To be completed by consultant (including page #):
Name of Traffic Study Crawford High School Sports Field Modernization
Consultant KOA Corporation
Date Submitted 8/27/2013

Indicate Page # in report:		Satisfactory YES	NO	NOT REQUIRED
pg. i-vii	1. Table of contents, list of figures and list of tables.	☐	☐	
pg. 1-3	2. Executive summary.	☐	☐	
pg. 2	3. Map of the proposed project location	☐	☐	
	4. General project description and background information:			
pg. 17-20	a. Proposed project description (acres, dwelling units....)	☐	☐	
pg. 21	b. Total trip generation of proposed project.	☐	☐	
pg. 8	c. Community plan assumption for the proposed site.	☐	☐	
pg. 7	d. Discuss how project affects the Congestion Management program.	☐	☐	
pg. 84,10	5. Parking, transit and on-site circulation discussions are included.	☐	☐	
pg. 2	6. Map of the Transportation Impact Study Area and specific intersections studied in the traffic report.	☐	☐	
pg. 8-15	7. Existing Transportation Conditions:			
	a. Figure identifying roadway conditions including raised medians, median openings, separate left and right turn lanes, roadway and intersection dimensions, bike lanes, parking, number of travel lanes, posted speed, intersection controls, turn restrictions and intersection lane configurations.	☐	☐	
	b. Figure indicating the daily (ADT) and peak hour volumes.	☐	☐	
	c. Figure or table showing level of service (LOS) for intersections during peak hours and roadway sections within the study area (analysis sheets included in the appendix).	☐	☐	
	8. Project Trip Generation:			
pg. 21	Table showing the calculated project generated daily (ADT) and the peak hour volumes.	☐	☐	
pg. 22-23	9. Project Trip Distribution using the current TRANPLAN Computer Traffic Model (provide a computer plot) or manual assignment if previously approved. (Identify which method was used.)	☐	☐	
	10. Project Traffic Assignment:			
pg. 25-44	a. Figure indicating the daily (ADT) and peak hour volumes.	☐	☐	
pg. n/a	b. Figure showing pass-by-trip adjustments, if cumulative trip rates are used.	☐	☐	☐
	11. Existing + Other Pending Projects:			
pg. 57-59	a. Figure indicating the daily (ADT) and peak hour volumes.	☐	☐	
pg. 66-67	b. Figure or table showing the projected LOS for intersections during peak hours and roadway sections within the study area (analysis sheets included in the appendix).	☐	☐	
pg. n/a	c. Traffic signal warrant analysis for appropriate locations (signal warrants included in the appendix).	☐	☐	

		Satisfactory YES	NO	NOT REQUIRED
	12. Existing + Other Pending Projects + Project (short term cumulative):			
pg. 66-67	a. Figure or table showing the projected LOS for intersections during peak hours and roadway sections with the project (analysis sheets included in the appendix).	☐	☐	
pg. Apx N	b. Figure showing other projects that were included in the study, and the assignment of their site traffic.	☐	☐	
pg. n/a	c. Traffic signal warrant analysis for appropriate locations (signal warrants in the appendix).	☐	☐	
	13. Build-out Transportation Conditions (if project conforms to the community plan):			
pg. 71-77	a. Build-out ADT and street classification that reflect the community plan.	☐	☐	☐
pg. 80-81	b. Figure or table showing the build-out LOS for intersections during peak hours and roadway sections with the project (analysis sheets included in the appendix).	☐	☐	☐
pg. n/a	c. Traffic signal warrant analysis at appropriate locations (signal warrants included in the appendix).	☐	☐	☐
	14. Build-out Transportation Conditions (if project does not conform to the community plan).			
pg. n/a	a. Build-out ADT and street classification as shown in the community plan.	☐	☐	☐
pg. n/a	b. Build-out ADT and street classification for two scenarios: with the proposed project and with the land use assumed in the community plan.	☐	☐	☐
pg. n/a	c. Figure or table showing the build-out LOS for intersections during peak hours and roadway sections for two scenarios: with the proposed project and with the land use assumed in the community plan (analysis sheets included in the appendix).	☐	☐	☐
pg. n/a	d. Traffic signal warrant analysis at appropriate locations with the land use assumed in the community plan (signal warrants included in the appendix).	☐	☐	☐
pg. 51-52 55,66 67,80 81	**15.** A summary table showing the comparison of Existing, Existing + Other Pending Projects, Existing + Other Pending Projects + Proposed Project, and Buildout, LOS on roadway sections and intersections during peak hours.	☐	☐	
	16. Transportation Mitigation Measures.			
pg. 86	a. Table identifying the mitigations required that are the responsibility of the developer and others. A phasing plan is required if mitigations are proposed in phases.	☐	☐	
pg. n/a	b. Figure showing all proposed mitigations that include: intersection lane configurations, lane widths, raised medians, median openings, roadway and intersection dimensions, right-of-way, offset, etc.	☐	☐	
pg. cover	**17.** The traffic study is signed by a California Registered Traffic Engineer.	☐	☐	
pg. 6	**18.** The Highway Capacity Manual Operational Method or other approved method is used at appropriate locations within the study area.	☐	☐	
pg. 7	**19.** Analysis complies with Congestion Management requirements.	☐	☐	☐
pg. n/a	**20.** Appropriate freeway analysis is included.	☐	☐	☐
pg. n/a	**21.** Appropriate freeway ramp metering analysis is included.	☐	☐	☐

THE TRAFFIC STUDY SCREEN CHECK FOR THE SUBJECT PROJECT IS:

_____ Approved

_____ Not approved because the following items are missing:

_____

_____

_____

_____

_____

Appendix B – Traffic Analysis Inputs and Parameters

TABLE 6
Inputs and Assumptions for Intersection Capacity Analysis
Using the Highway Capacity Manual (HCM) Method

- Arrival Type = 3-5
- Cycle Length © = 60-120 seconds (or observed at existing locations)
- Ideal Saturation Flow Rate for HCM software = 1,900 pcphpl
- Minimum Green for each phase = 5-10 seconds
- Yellow Interval:

85% Approach Speed (mph)	*Yellow Interval (seconds)
35 or less	3.0
40	3.5
45	4.0
50	4.5
55	5.0
60	5.5

*Add 1 second for an all-red interval at all intersections.

- Minimum Heavy Vehicles = 2-4%
- Peak Hour Factor (PHF) = 0.80-0.95
- Minimum Pedestrians = 10/hour/approach

The following factors are used to convert daily volumes to peak hour volumes:

- Directional Factor (D) = 0.55-0.75
- Design Hour Factor (K) = 0.07-0.11
- Peak Hour Peak Direction = 0.05-0.08

NOTES**:**

1. Arrival Type 4 or 5 should be used for intersection approaches which are part of a coordinated arterial system.
2. Ideal Saturation Flow rate inputs may be higher than 1,900 pcphpl for individual movements at intersections with very high traffic volume. The use of higher saturation flow rate must be identified.
3. Level of Service F is not acceptable for intersection approaches except for side streets on an interconnected arterial system.
4. The 85% speeds can be obtained from the City's Traffic Engineering Division, Traffic Safety Information and Research Section.

Appendix C – CMP System Roadway List

Exhibit 4-1
List of CMP System Roadways

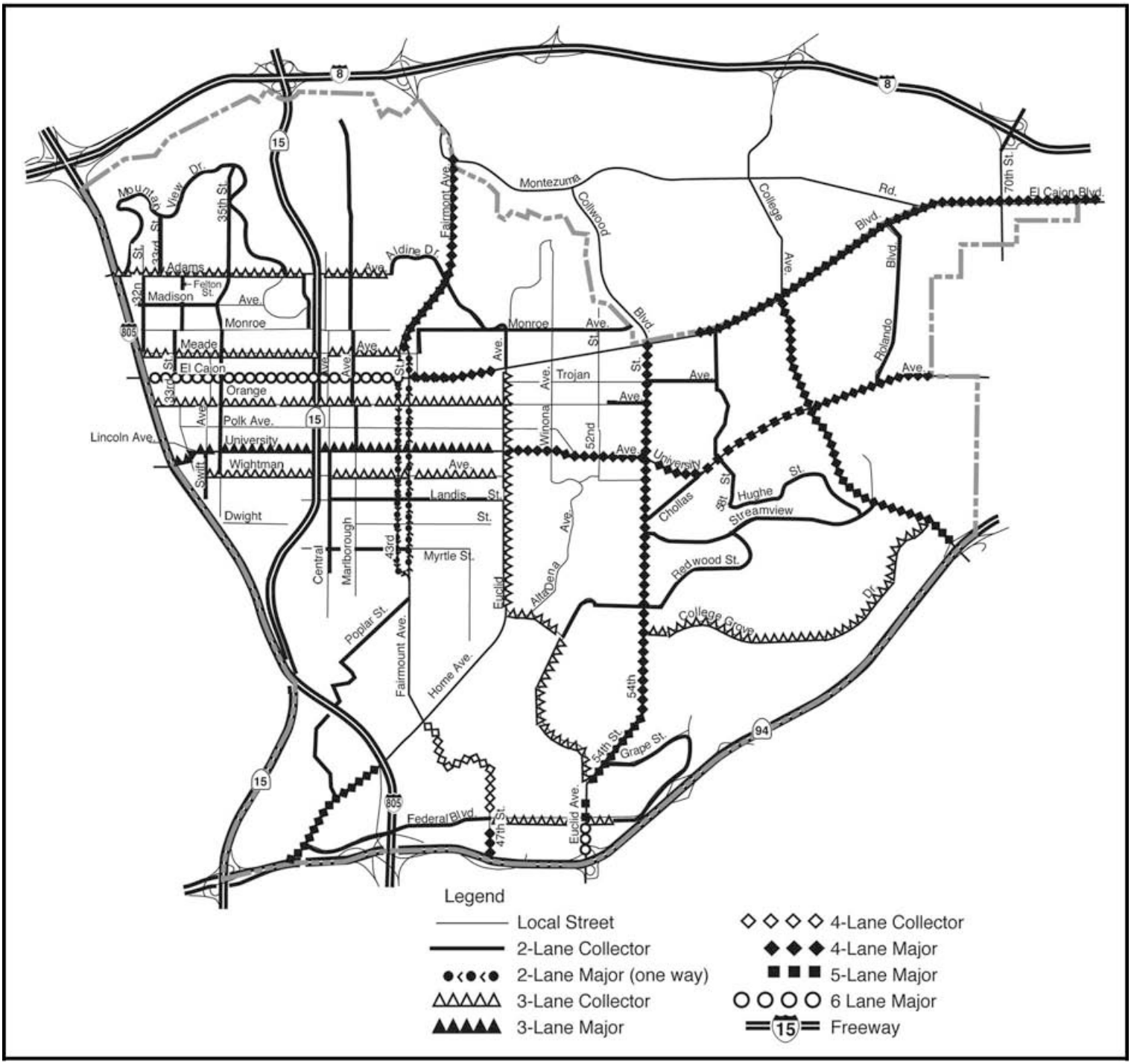
CMP Freeways:
Interstate 5: Orange County Line to U.S./Mexico Border
Interstate 8: Nimitz Boulevard to Imperial County Line
Interstate 15: Riverside County Line to I-5
Interstate 805: I-5 (North) to I-5 (South)
State Route 52: I-5 to SR 25
State Route 54: I-5 to Briarwood Road
State Route 56: I-5 to Carmel Valley Road and I-15 to Black Mountain Road
State Route 67: Mapleview Street to I-8
State Route 78: I-5 to North Broadway
State Route 94: I-5 to Avocado Boulevard
State Route 125: SR 54 to SR 94
State Route 163: I-15 to I-5
State Route 905: Oro Vista Road to Otay Mesa Road
CMP Highways:
State Route 54: I-8 to SR 94
State Route 67: SR 78 to Mapleview Valley
State Route 75: I-5 (North) to I-5 (South)
State Route 76: Coast Highway to SR 79
State Route 78: North Broadway to Imperial County Line
State Route 79: Riverside County Line to I-8
State Route 94: Avocado Boulevard to Old Highway 80
State Route 282: Alameda Boulevard to Orange Avenue
CMP Arterials:
(1) Balboa Avenue: I-5 to I-15[1]
(2) Centre City Parkway: I-15 (North) to I-15 (South)
(3) Fletcher Parkway/Broadway/E. Main Street/Greenfield Drive: I-8 (West) to I-8 (East)
(4) La Jolla Village Drive/Miramar Road: I-5 to I-15
(5) Manchester Avenue/El Camino Real: I-5 to SR 76/Mission Avenue
(6) Nimitz Blvd./North Harbor Dr./Grape & Hawthorne Streets/Pacific Highway/Harbor Drive: I-8 to I-5
(7) Olivenhain Road/Rancho Santa Fe Road: El Camino Real to SR 78
(8) Otay Mesa Road-Interim SR 905: SR 905 (West) to SR 905 (East)[2]
(9) Palomar Airport Road/San Marcos Boulevard: I-5 to SR 78
(10) Sea World Drive/Friars Road/Mission Gorge Road/Woodside Avenue: I-5 to SR 67
(11) Scripps Poway Parkway: I-15 to SR 67
(12) SR 54 & Sweetwater Road-Interim SR 125: I-805 to Broadway[2]

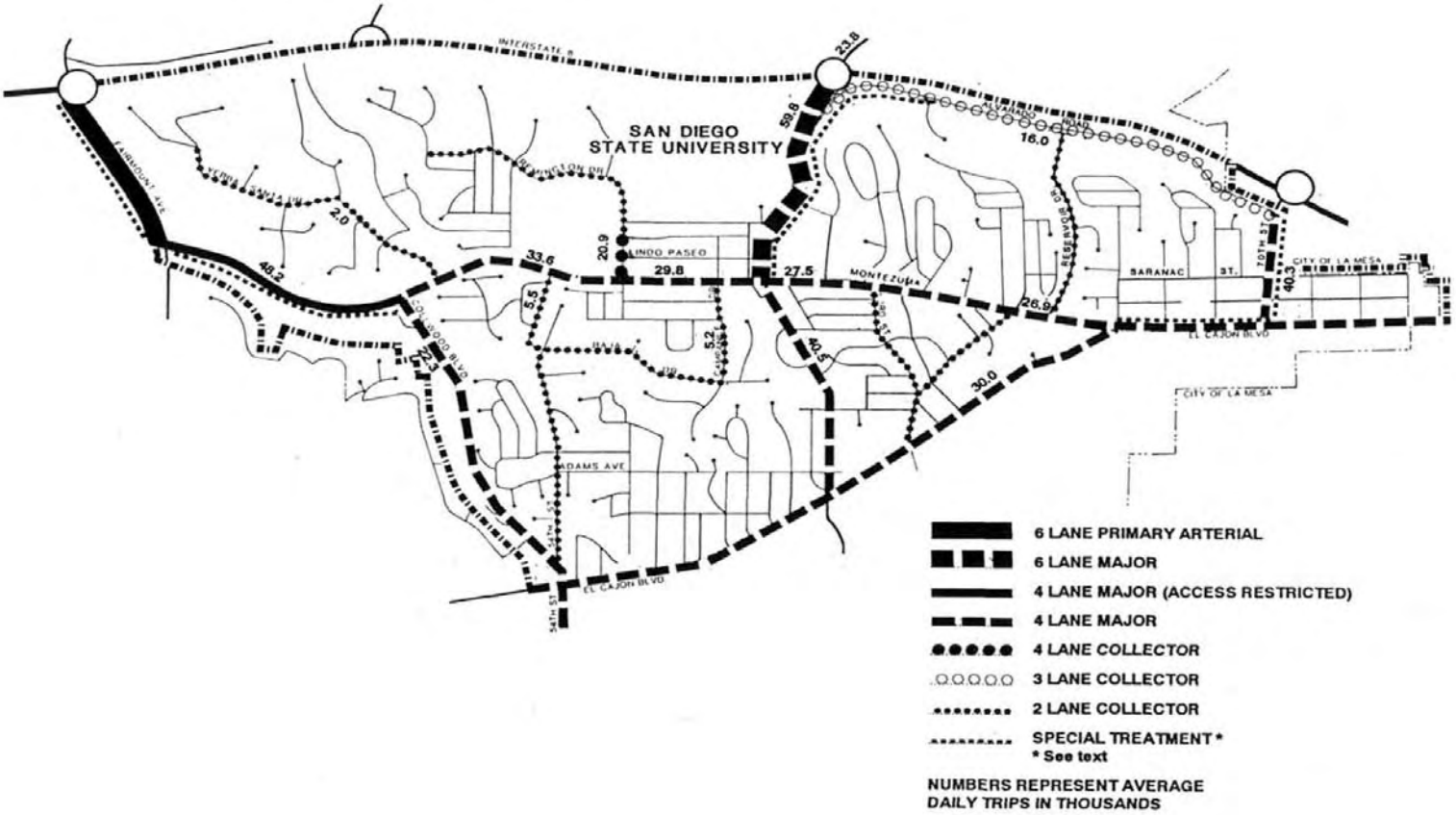
[1]This CMP Arterial was formerly designated as CMP State Highway 274.
[2]These CMP Arterials are designated as interim facilities on the CMP network and will be replaced by a state highway following their construction.

Appendix D – Mid-City Community Plan Circulation Element

Mid-City Community Plan

Future Recommended Street Network





Future Street Classifications and Traffic Volumes

11 FIGURE

College Area Community Plan

Appendix E – Intersection Peak Hour Traffic Count Data Sheets

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

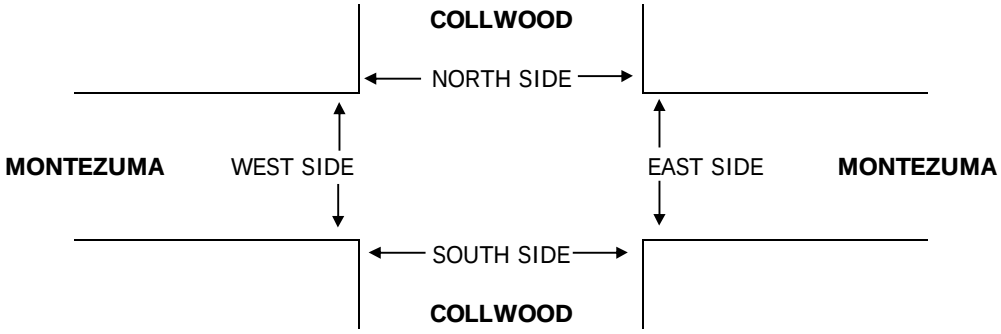
DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	COLLWOOD	LOCATION #:	1
FRIDAY	EAST & WEST:	MONTEZUMA	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND COLLWOOD			SOUTHBOUND COLLWOOD			EASTBOUND MONTEZUMA			WESTBOUND MONTEZUMA			
	LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL
PM	2:15 PM													0
	2:30 PM													0
	2:45 PM													0
	3:00 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	5:00 PM	161		20					184	284	20	141		810
	5:15 PM	175		28					223	295	28	131		880
	5:30 PM	150		18					200	279	25	146		818
	5:45 PM	157		22					213	271	21	133		817
	VOLUMES	643	0	88	0	0	0	0	820	1,129	94	551	0	3,325
	APPROACH %	88%	0%	12%	0%	0%	0%	0%	42%	58%	15%	85%	0%	
	APP/DEPART	731	/	0	0	/	1,223	1,949	/		645	/	1,194	908
	5:45 PM	157		22					213	271	21	133		817
	6:00 PM	141		16					197	268	22	127		771
	6:15 PM	149		21					189	213	21	106		699
	6:30 PM	121		25					192	202	22	116		678
	VOLUMES	568	0	84	0	0	0	0	791	954	86	482	0	2,965
	APPROACH %	87%	0%	13%	0%	0%	0%	0%	45%	55%	15%	85%	0%	
	APP/DEPART	652	/	0	0	/	1,040	1,745	/	875	568	/	1,050	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

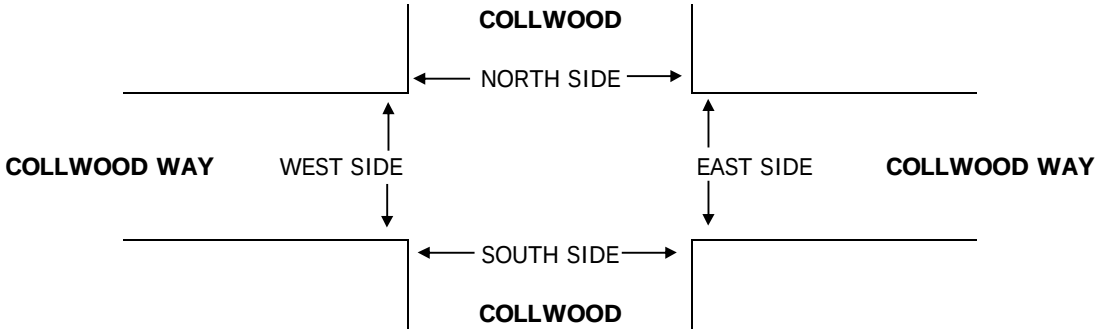
DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	COLLWOOD	LOCATION #:	2
FRIDAY	EAST & WEST:	COLLWOOD WAY	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

	NORTHBOUND COLLWOOD			SOUTHBOUND COLLWOOD			EASTBOUND COLLWOOD WAY			WESTBOUND COLLWOOD WAY			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	0	0	1	0	0	1	0	
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM 5:00 PM	0	175	5	18	280	5	3	0	0	3	0	9	498
5:15 PM	2	189	7	12	329	7	2	1	0	2	0	10	561
5:30 PM	2	153	2	22	280	2	1	0	1	6	0	14	483
5:45 PM	1	167	2	18	258	11	3	0	0	1	0	9	470
VOLUMES	5	684	16	70	1,147	25	9	1	1	12	0	42	2,012
APPROACH %	1%	97%	2%	6%	92%	2%	82%	9%	9%	22%	0%	78%	
APP/DEPART	705	/	735	1,242	/	1,160	11	/		54	/	30	87
5:45 PM	1	167	2	18	258	11	3	0	0	1	0	9	470
6:00 PM	2	145	5	21	242	12	3	0	0	2	0	10	442
6:15 PM	0	150	6	13	209	7	7	1	0	2	1	13	409
6:30 PM	1	118	8	20	179	8	8	0	0	3	1	12	358
VOLUMES	4	580	21	72	888	38	21	1	0	8	2	44	1,679
APPROACH %	1%	96%	3%	7%	89%	4%	95%	5%	0%	15%	4%	81%	
APP/DEPART	605	/	645	998	/	896	22	/	94	54	/	44	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

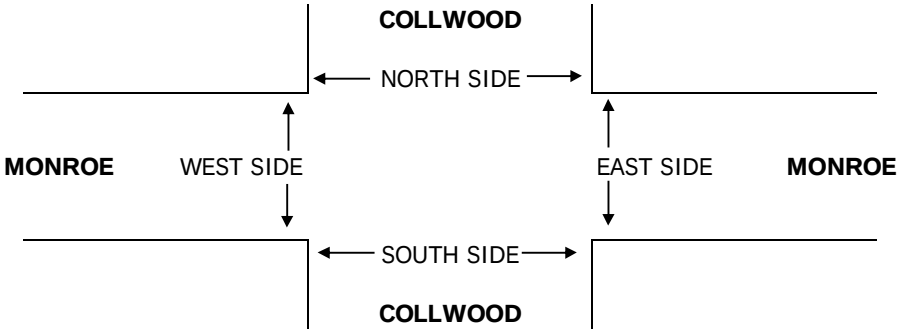
DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	COLLWOOD	LOCATION #:	3
FRIDAY	EAST & WEST:	MONROE	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ ◄ W E ► S ▼

	NORTHBOUND COLLWOOD			SOUTHBOUND COLLWOOD			EASTBOUND MONROE			WESTBOUND MONROE			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
PM													
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
5:00 PM	15	184	1	1	295	16	10	0	10	0	0	0	532
5:15 PM	10	170	2	0	284	22	9	0	18	0	0	0	515
5:30 PM	14	139	1	0	247	15	11	0	14	0	0	0	441
5:45 PM	7	155	0	1	233	30	18	0	17	0	0	0	461
VOLUMES	46	648	4	2	1,059	83	48	0	59	0	0	0	1,949
APPROACH %	7%	93%	1%	0%	93%	7%	45%	0%	55%	0%	0%	0%	
APP/DEPART	698	/	696	1,144	/	1,118	107	/		0	/	129	6
5:45 PM	7	155	0	1	233	30	18	0	17	0	0	0	461
6:00 PM	11	127	0	1	226	24	15	0	17	0	0	1	422
6:15 PM	5	146	1	0	191	29	10	0	26	0	0	0	408
6:30 PM	9	132	2	2	162	33	14	0	17	0	0	0	371
VOLUMES	32	560	3	4	812	116	57	0	77	0	0	1	1,662
APPROACH %	5%	94%	1%	0%	87%	12%	43%	0%	57%	0%	0%	100%	
APP/DEPART	595	/	618	932	/	889	134	/	7	1	/	148	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	COLLWOOD	LOCATION #:	4
FRIDAY	EAST & WEST:	54TH	CONTROL:	SIGNAL

NOTES:

AM
PM
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OTHER
OTHER

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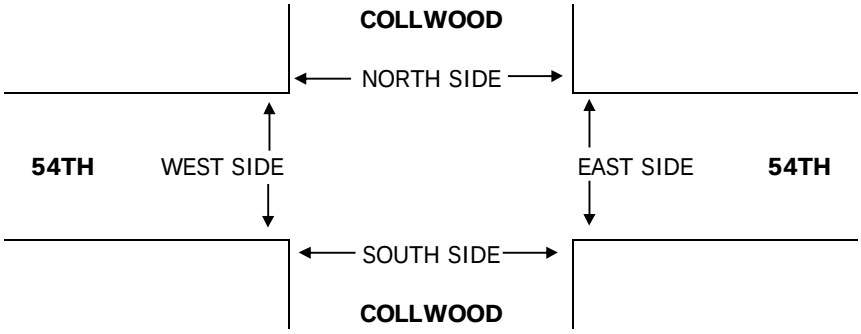
		NORTHBOUND COLLWOOD			SOUTHBOUND COLLWOOD			EASTBOUND 54TH			WESTBOUND 54TH			
	LANES:	NL X	NT 2	NR 1	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
PM	2:15 PM													0
	2:30 PM													0
	2:45 PM													0
	3:00 PM													0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	5:00 PM		175	20	25	295					17		18	550
	5:15 PM		184	28	22	277					15		21	547
	5:30 PM		140	15	19	274					13		19	480
	5:45 PM		158	27	13	221					12		10	441
	VOLUMES	0	657	90	79	1,067	0	0	0	0	57	0	68	2,018
	APPROACH %	0%	88%	12%	7%	93%	0%	0%	0%	0%	46%	0%	54%	
	APP/DEPART	747	/	725	1,146	/	1,124	0	/		125	/	0	169
	5:45 PM		158	27	13	221					12		10	441
	6:00 PM		135	23	20	229					10		9	426
	6:15 PM		139	20	14	205					10		13	401
	6:30 PM		131	21	18	168					9		17	364
	VOLUMES	0	563	91	65	823	0	0	0	0	41	0	49	1,632
	APPROACH %	0%	86%	14%	7%	93%	0%	0%	0%	0%	46%	0%	54%	
	APP/DEPART	654	/	612	888	/	864	0	/	156	90	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

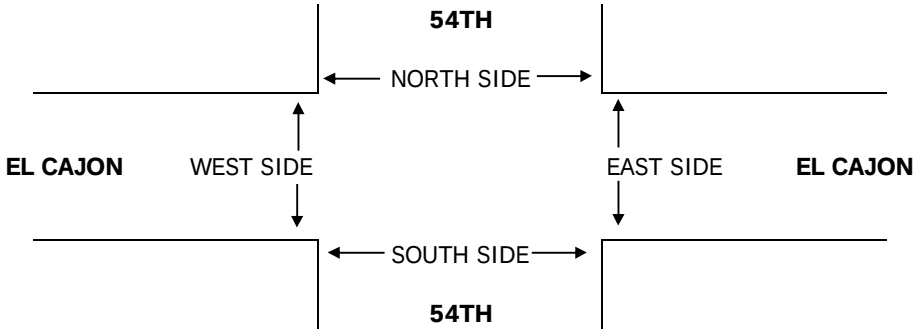
DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	54TH	LOCATION #:	5
FRIDAY	EAST & WEST:	EL CAJON	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

	NORTHBOUND 54TH			SOUTHBOUND 54TH			EASTBOUND EL CAJON			WESTBOUND EL CAJON			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM 5:00 PM	68	108	20	75	184	33	39	154	68	28	137	51	965
5:15 PM	65	95	28	88	159	26	33	161	41	33	128	67	924
5:30 PM	66	96	23	79	178	18	28	153	34	27	133	60	895
5:45 PM	67	86	17	69	164	20	26	147	52	38	135	51	872
VOLUMES	266	385	88	311	685	97	126	615	195	126	533	229	3,656
APPROACH %	36%	52%	12%	28%	63%	9%	13%	66%	21%	14%	60%	26%	
APP/DEPART	739	/	740	1,093	/	1,006	936	/		888	/	896	1,014
5:45 PM	67	86	17	69	164	20	26	147	52	38	135	51	872
6:00 PM	76	81	17	60	132	19	22	131	47	31	126	59	801
6:15 PM	51	84	23	63	140	26	26	111	57	27	96	52	756
6:30 PM	44	77	20	52	121	21	20	115	54	32	88	48	692
VOLUMES	238	328	77	244	557	86	94	504	210	128	445	210	3,121
APPROACH %	37%	51%	12%	28%	63%	10%	12%	62%	26%	16%	57%	27%	
APP/DEPART	643	/	632	887	/	895	808	/	825	783	/	769	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	56TH	LOCATION #:	6
FRIDAY	EAST & WEST:	EL CAJON	CONTROL:	SIGNAL

NOTES:

AM
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MD
OTHER
OTHER

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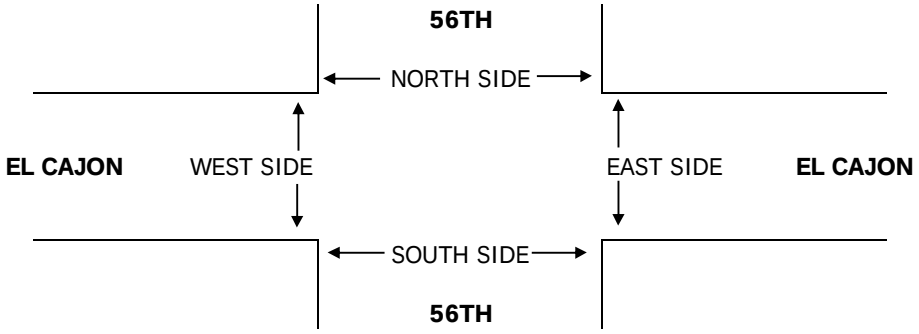
	NORTHBOUND 56TH			SOUTHBOUND 56TH			EASTBOUND EL CAJON			WESTBOUND EL CAJON			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
PM													
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
5:00 PM	9	1	9	4	3	7	1	209	19	6	171	2	441
5:15 PM	11	0	9	4	2	2	1	233	17	4	177	1	461
5:30 PM	14	0	4	9	3	5	3	200	15	0	206	1	460
5:45 PM	14	1	8	4	0	8	9	189	15	5	170	5	428
VOLUMES	48	2	30	21	8	22	14	831	66	15	724	9	1,790
APPROACH %	60%	3%	38%	41%	16%	43%	2%	91%	7%	2%	97%	1%	
APP/DEPART	80	/	25	51	/	89	911	/		748	/	794	882
5:45 PM	14	1	8	4	0	8	9	189	15	5	170	5	428
6:00 PM	12	0	10	4	1	8	1	189	12	9	157	1	404
6:15 PM	6	0	6	7	1	1	2	193	15	3	140	2	376
6:30 PM	9	0	7	6	2	7	2	168	18	6	131	3	359
VOLUMES	41	1	31	21	4	24	14	739	60	23	598	11	1,567
APPROACH %	56%	1%	42%	43%	8%	49%	2%	91%	7%	4%	95%	2%	
APP/DEPART	73	/	26	49	/	87	813	/	791	632	/	663	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

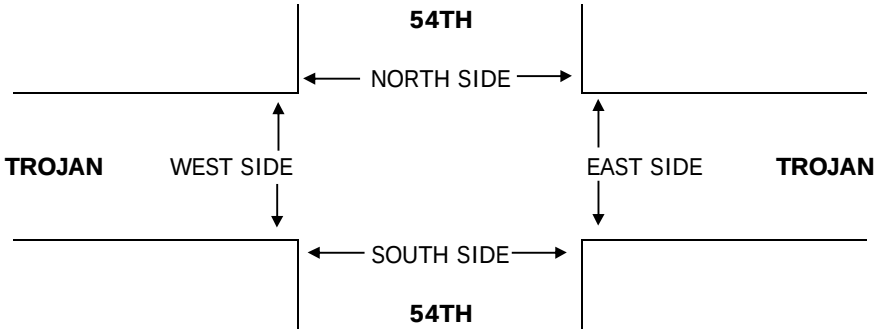
DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	54TH	LOCATION #:	7
FRIDAY	EAST & WEST:	TROJAN	CONTROL:	SIGNAL

NOTES:

AM PM MD OTHER OTHER

N ◄ W E ► S

	NORTHBOUND 54TH			SOUTHBOUND 54TH			EASTBOUND TROJAN			WESTBOUND TROJAN			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM 5:00 PM	34	177	5	31	241	15	5	5	20	18	9	20	580
5:15 PM	28	168	8	22	251	21	7	8	22	11	7	12	565
5:30 PM	33	143	6	28	232	17	5	5	16	9	6	18	518
5:45 PM	23	141	3	25	218	13	7	3	27	8	8	19	495
VOLUMES	118	629	22	106	942	66	24	21	85	46	30	69	2,158
APPROACH %	15%	82%	3%	10%	85%	6%	18%	16%	65%	32%	21%	48%	
APP/DEPART	769	/	722	1,114	/	1,073	130	/		145	/	214	149
5:45 PM	23	141	3	25	218	13	7	3	27	8	8	19	495
6:00 PM	26	158	1	29	184	15	4	7	13	13	7	17	474
6:15 PM	22	138	5	14	160	11	4	5	22	8	10	19	418
6:30 PM	21	141	7	21	177	15	6	7	20	12	9	22	458
VOLUMES	92	578	16	89	739	54	21	22	82	41	34	77	1,845
APPROACH %	13%	84%	2%	10%	84%	6%	17%	18%	66%	27%	22%	51%	
APP/DEPART	686	/	676	882	/	862	125	/	127	152	/	180	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	SHARRON	LOCATION #:	8
FRIDAY	EAST & WEST:	TROJAN	CONTROL:	3-WAY STOP

NOTES:

AM
PM
MD
OTHER
OTHER

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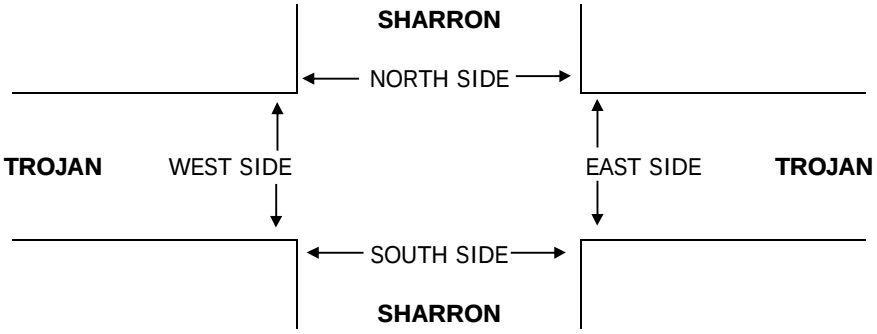
S ▼

	NORTHBOUND SHARRON			SOUTHBOUND SHARRON			EASTBOUND TROJAN			WESTBOUND TROJAN			
LANES:	NL 0.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL
PM													
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
5:00 PM	1		10					21	0	8	15		55
5:15 PM	1		12					25	0	9	20		67
5:30 PM	0		12					26	0	7	21		66
5:45 PM	3		15					12	0	7	21		58
VOLUMES	5	0	49	0	0	0	0	84	0	31	77	0	246
APPROACH %	9%	0%	91%	0%	0%	0%	0%	100%	0%	29%	71%	0%	
APP/DEPART	54	/	0	0	/	31	84	/		108	/	82	133
5:45 PM	3		15					12	0	7	21		58
6:00 PM	3		11					11	0	7	26		58
6:15 PM	3		8					12	1	7	16		47
6:30 PM	2		12					11	1	3	12		41
VOLUMES	11	0	46	0	0	0	0	46	2	24	75	0	204
APPROACH %	19%	0%	81%	0%	0%	0%	0%	96%	4%	24%	76%	0%	
APP/DEPART	57	/	0	0	/	26	48	/	92	99	/	86	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	56TH	LOCATION #:	9
FRIDAY	EAST & WEST:	TROJAN	CONTROL:	3-WAY STOP

NOTES:

AM
PM
MD
OTHER
OTHER

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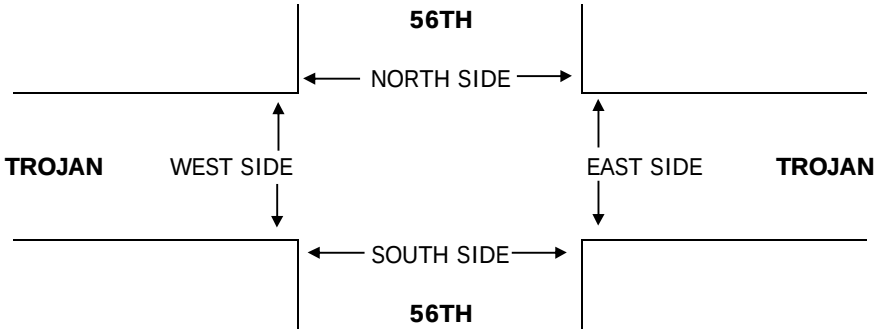
	NORTHBOUND 56TH			SOUTHBOUND 56TH			EASTBOUND TROJAN			WESTBOUND TROJAN			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	X	X	X	0.5	X	0.5	0	1	X	X	1	0	
PM													
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
5:00 PM				10		11	12	28			29	0	90
5:15 PM				3		12	8	27			18	6	74
5:30 PM				7		7	7	30			20	1	72
5:45 PM				4		15	6	23			12	4	64
VOLUMES	0	0	0	24	0	45	33	108	0	0	79	11	300
APPROACH %	0%	0%	0%	35%	0%	65%	23%	77%	0%	0%	88%	12%	
APP/DEPART	0	/	44	69	/	0	141	/		90	/	124	132
5:45 PM				4		15	6	23			12	4	64
6:00 PM				7		12	6	18			22	1	66
6:15 PM				7		4	6	15			20	2	54
6:30 PM				9		9	5	17			19	3	62
VOLUMES	0	0	0	27	0	40	23	73	0	0	73	10	246
APPROACH %	0%	0%	0%	40%	0%	60%	24%	76%	0%	0%	88%	12%	
APP/DEPART	0	/	33	67	/	0	96	/	100	83	/	113	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	52ND	LOCATION #:	10
FRIDAY	EAST & WEST:	UNIVERSITY	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

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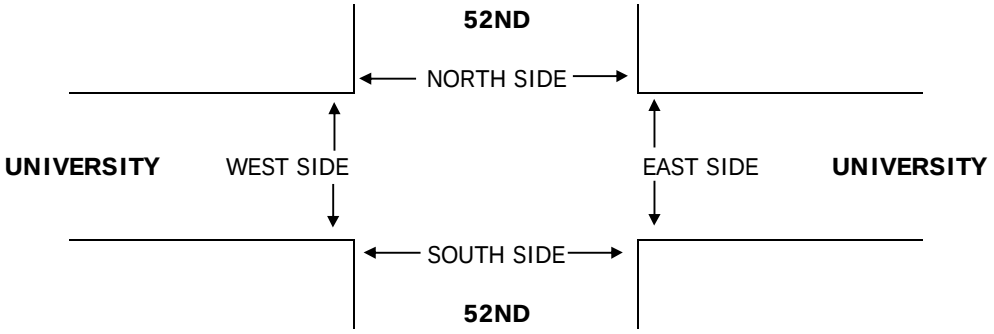
	NORTHBOUND 52ND			SOUTHBOUND 52ND			EASTBOUND UNIVERSITY			WESTBOUND UNIVERSITY			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM 5:00 PM	5	13	28	24	11	17	15	196	10	11	164	18	512
5:15 PM	6	10	20	28	13	17	18	167	16	16	145	29	485
5:30 PM	8	12	28	18	11	21	17	196	8	16	144	21	500
5:45 PM	10	8	14	15	7	12	21	194	6	9	136	21	453
VOLUMES	29	43	90	85	42	67	71	753	40	52	589	89	1,950
APPROACH %	18%	27%	56%	44%	22%	35%	8%	87%	5%	7%	81%	12%	
APP/DEPART	162	/	203	194	/	134	864	/		730	/	685	928
5:45 PM	10	8	14	15	7	12	21	194	6	9	136	21	453
6:00 PM	7	8	28	28	8	16	13	182	6	22	163	15	496
6:15 PM	7	8	19	13	7	8	6	188	7	8	158	18	447
6:30 PM	12	10	20	12	9	7	13	178	8	12	150	21	452
VOLUMES	36	34	81	68	31	43	53	742	27	51	607	75	1,848
APPROACH %	24%	23%	54%	48%	22%	30%	6%	90%	3%	7%	83%	10%	
APP/DEPART	151	/	162	142	/	109	822	/	891	733	/	686	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	CRAWFORD HS	PROJECT #:	CA12-0601-03
6/1/12	NORTH & SOUTH:	54TH	LOCATION #:	11
FRIDAY	EAST & WEST:	UNIVERSITY	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

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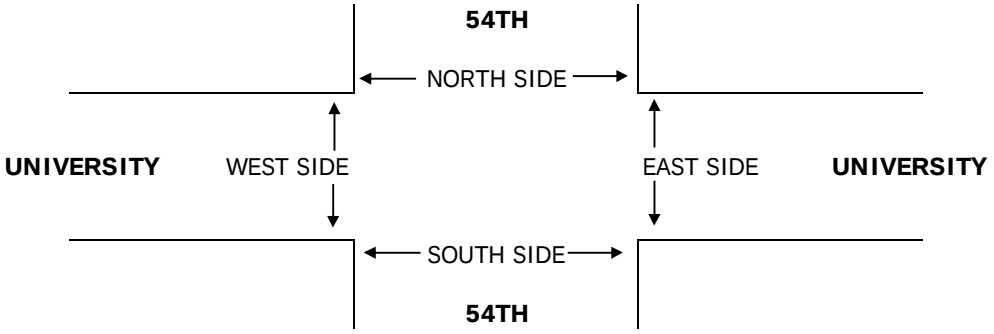
S

	NORTHBOUND 54TH			SOUTHBOUND 54TH			EASTBOUND UNIVERSITY			WESTBOUND UNIVERSITY			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM 5:00 PM	58	96	15	121	159	45	29	167	67	26	127	84	994
5:15 PM	55	104	18	123	151	36	38	148	53	22	142	73	963
5:30 PM	54	105	9	119	165	30	36	148	56	30	103	66	921
5:45 PM	55	80	12	128	182	33	30	139	50	26	112	70	917
VOLUMES	222	385	54	491	657	144	133	602	226	104	484	293	3,795
APPROACH %	34%	58%	8%	38%	51%	11%	14%	63%	24%	12%	55%	33%	
APP/DEPART	661	/	811	1,292	/	987	961	/		881	/	850	1,147
5:45 PM	55	80	12	128	182	33	30	139	50	26	112	70	917
6:00 PM	50	92	10	112	161	28	38	142	62	25	113	60	893
6:15 PM	48	77	13	95	141	30	31	129	51	26	91	58	790
6:30 PM	44	84	8	96	120	28	29	135	50	22	90	62	768
VOLUMES	197	333	43	431	604	119	128	545	213	99	406	250	3,368
APPROACH %	34%	58%	8%	37%	52%	10%	14%	62%	24%	13%	54%	33%	
APP/DEPART	573	/	711	1,154	/	916	886	/	1,019	755	/	722	0



Appendix F – Roadway Segment Daily Traffic Count Data Sheets

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

COLLOWOOD S-O MONTEZUMA

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	16		67					12:00	119		127				
00:15	20		44					12:15	126		132				
00:30	24		47					12:30	132		168				
00:45	16	76	38	196			272	12:45	161	538	133	560			1098
01:00	15		40					13:00	147		153				
01:15	12		23					13:15	134		143				
01:30	11		19					13:30	142		135				
01:45	14	52	33	115			167	13:45	147	570	171	602			1172
02:00	12		24					14:00	139		145				
02:15	17		23					14:15	152		187				
02:30	15		24					14:30	132		231				
02:45	14	58	25	96			154	14:45	154	577	234	797			1374
03:00	10		15					15:00	138		250				
03:15	3		14					15:15	138		235				
03:30	8		17					15:30	152		232				
03:45	13	34	5	51			85	15:45	164	592	233	950			1542
04:00	15		8					16:00	109		237				
04:15	7		10					16:15	134		216				
04:30	30		7					16:30	152		219				
04:45	42	94	9	34			128	16:45	139	534	293	965			1499
05:00	39		18					17:00	195		318				
05:15	54		8					17:15	189		351				
05:30	76		12					17:30	177		312				
05:45	144	313	17	55			368	17:45	184	745	288	1269			2014
06:00	121		27					18:00	151		262				
06:15	129		36					18:15	168		229				
06:30	183		57					18:30	141		218				
06:45	259	692	72	192			884	18:45	135	595	208	917			1512
07:00	221		103					19:00	123		185				
07:15	262		85					19:15	112		205				
07:30	241		100					19:30	91		201				
07:45	310	1034	114	402			1436	19:45	94	420	152	743			1163
08:00	248		129					20:00	83		169				
08:15	262		113					20:15	72		134				
08:30	237		112					20:30	84		147				
08:45	236	983	91	445			1428	20:45	87	326	133	583			909
09:00	212		100					21:00	54		148				
09:15	157		112					21:15	74		137				
09:30	135		116					21:30	77		121				
09:45	185	689	107	435			1124	21:45	86	291	115	521			812
10:00	138		122					22:00	70		100				
10:15	142		114					22:15	61		107				
10:30	114		122					22:30	52		90				
10:45	148	542	110	468			1010	22:45	55	238	86	383			621
11:00	129		106					23:00	36		67				
11:15	118		138					23:15	42		86				
11:30	138		122					23:30	20		50				
11:45	136	521	142	508			1029	23:45	33	131	58	261			392
Total Vol.		5088		2997			**8085**			5557		8551			**14108**

Daily Totals

NB	SB	EB	WB	**Combined**
10645	11548			**22193**

	AM			**PM**		
Split %	62.9%	37.1%	**36.4%**	39.4%	60.6%	**63.6%**
Peak Hour	07:15	11:45	**07:45**	17:00	16:45	**17:00**
Volume	1061	569	**1525**	745	1274	**2014**
P.H.F.	0.86	0.85	**0.90**	0.95	0.91	**0.93**

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

COLLOWOOD N-O MONROE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	18		60					12:00	127		121				
00:15	22		51					12:15	115		141				
00:30	21		44					12:30	141		151				
00:45	18	79	37	192			271	12:45	152	535	142	555			1090
01:00	17		33					13:00	137		155				
01:15	10		28					13:15	128		148				
01:30	15		21					13:30	148		132				
01:45	12	54	31	113			167	13:45	121	534	161	596			1130
02:00	9		28					14:00	148		155				
02:15	16		20					14:15	137		167				
02:30	10		22					14:30	144		195				
02:45	18	53	19	89			142	14:45	162	591	223	740			1331
03:00	12		12					15:00	141		241				
03:15	5		18					15:15	121		221				
03:30	7		15					15:30	137		218				
03:45	10	34	7	52			86	15:45	166	565	241	921			1486
04:00	14		5					16:00	121		231				
04:15	8		12					16:15	114		208				
04:30	33		8					16:30	135		221				
04:45	41	96	9	34			130	16:45	133	503	295	955			1458
05:00	39		20					17:00	168		281				
05:15	51		13					17:15	189		335				
05:30	77		10					17:30	175		270				
05:45	131	298	18	61			359	17:45	168	700	255	1141			1841
06:00	138		22					18:00	153		231				
06:15	122		35					18:15	160		218				
06:30	167		48					18:30	131		177				
06:45	251	678	84	189			867	18:45	115	559	189	815			1374
07:00	218		118					19:00	108		167				
07:15	241		132					19:15	126		184				
07:30	258		168					19:30	98		191				
07:45	295	1012	177	595			1607	19:45	90	422	161	703			1125
08:00	251		165					20:00	77		142				
08:15	241		135					20:15	84		151				
08:30	233		133					20:30	80		140				
08:45	218	943	128	561			1504	20:45	75	316	130	563			879
09:00	223		113					21:00	62		129				
09:15	184		131					21:15	66		137				
09:30	121		135					21:30	70		135				
09:45	168	696	128	507			1203	21:45	72	270	121	522			792
10:00	141		135					22:00	65		101				
10:15	166		148					22:15	72		88				
10:30	115		135					22:30	51		95				
10:45	128	550	128	546			1096	22:45	50	238	70	354			592
11:00	117		135					23:00	44		68				
11:15	108		122					23:15	28		70				
11:30	126		158					23:30	35		54				
11:45	138	489	137	552			1041	23:45	30	137	53	245			382
Total Vol.		4982		3491			**8473**			5370		8110			**13480**

Daily Totals

NB	SB	EB	WB	**Combined**
10352	11601			**21953**

	AM			**PM**		
Split %	58.8%	41.2%	**38.6%**	39.8%	60.2%	**61.4%**
Peak Hour	07:15	07:30	**07:30**	17:00	16:45	**16:45**
Volume	1045	645	**1690**	700	1181	**1846**
P.H.F.	0.89	0.91	**0.90**	0.94	0.88	**0.88**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

COLLOWOOD S-O MONROE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	18		60					12:00	123		141				
00:15	22		32					12:15	136		136				
00:30	25		41					12:30	151		160				
00:45	19	84	32	165			249	12:45	163	573	140	577			1150
01:00	17		39					13:00	140		138				
01:15	8		18					13:15	151		143				
01:30	11		19					13:30	145		119				
01:45	20	56	30	106			162	13:45	152	588	173	573			1161
02:00	15		22					14:00	157		145				
02:15	17		20					14:15	133		158				
02:30	11		31					14:30	158		214				
02:45	12	55	20	93			148	14:45	158	606	231	748			1354
03:00	9		15					15:00	150		214				
03:15	3		13					15:15	141		223				
03:30	8		13					15:30	170		202				
03:45	15	35	6	47			82	15:45	167	628	217	856			1484
04:00	9		14					16:00	110		218				
04:15	10		10					16:15	148		201				
04:30	32		12					16:30	164		214				
04:45	35	86	14	50			136	16:45	143	565	277	910			1475
05:00	36		21					17:00	143		232				
05:15	45		11					17:15	160		241				
05:30	90		21					17:30	153		256				
05:45	127	298	20	73			371	17:45	161	617	254	983			1600
06:00	102		28					18:00	144		250				
06:15	121		54					18:15	154		257				
06:30	175		74					18:30	131		205				
06:45	221	619	117	273			892	18:45	119	548	181	893			1441
07:00	200		123					19:00	129		159				
07:15	246		124					19:15	116		190				
07:30	244		157					19:30	103		171				
07:45	286	976	182	586			1562	19:45	104	452	147	667			1119
08:00	194		160					20:00	87		135				
08:15	212		131					20:15	87		119				
08:30	227		132					20:30	91		127				
08:45	199	832	112	535			1367	20:45	83	348	131	512			860
09:00	186		117					21:00	82		125				
09:15	131		126					21:15	85		121				
09:30	149		135					21:30	88		96				
09:45	173	639	135	513			1152	21:45	93	348	102	444			792
10:00	123		133					22:00	74		99				
10:15	129		115					22:15	62		114				
10:30	112		143					22:30	66		85				
10:45	146	510	130	521			1031	22:45	45	247	83	381			628
11:00	114		125					23:00	47		58				
11:15	116		136					23:15	34		83				
11:30	159		127					23:30	33		49				
11:45	141	530	149	537			1067	23:45	27	141	49	239			380
Total Vol.		4720		3499			**8219**			5661		7783			**13444**

Daily Totals

NB	SB	EB	WB	**Combined**
10381	11282			**21663**

	AM			**PM**		
Split %	57.4%	42.6%	**37.9%**	42.1%	57.9%	**62.1%**
Peak Hour	07:00	07:30	**07:15**	15:00	17:30	**17:30**
Volume	976	630	**1593**	628	1017	**1629**
P.H.F.	0.85	0.87	**0.85**	0.93	0.99	**0.98**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

54TH BTN COLLWOOD & ELCAJON

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	18		55					12:00	135		130				
00:15	15		48					12:15	141		162				
00:30	12		50					12:30	140		151				
00:45	18	63	42	195			258	12:45	175	591	175	618			1209
01:00	19		35					13:00	162		148				
01:15	11		28					13:15	135		172				
01:30	7		21					13:30	168		135				
01:45	9	46	19	103			149	13:45	177	642	162	617			1259
02:00	12		26					14:00	184		177				
02:15	15		22					14:15	195		184				
02:30	16		35					14:30	177		219				
02:45	19	62	22	105			167	14:45	162	718	235	815			1533
03:00	9		21					15:00	195		221				
03:15	10		18					15:15	155		251				
03:30	13		20					15:30	162		262				
03:45	18	50	9	68			118	15:45	175	687	251	985			1672
04:00	7		12					16:00	162		242				
04:15	9		18					16:15	195		235				
04:30	18		11					16:30	177		268				
04:45	21	55	16	57			112	16:45	184	718	284	1029			1747
05:00	33		9					17:00	195		281				
05:15	41		21					17:15	215		288				
05:30	95		22					17:30	161		262				
05:45	121	290	31	83			373	17:45	160	731	275	1106			1837
06:00	108		33					18:00	151		232				
06:15	113		50					18:15	172		219				
06:30	132		68					18:30	135		210				
06:45	148	501	121	272			773	18:45	133	591	177	838			1429
07:00	195		135					19:00	138		184				
07:15	232		132					19:15	121		161				
07:30	218		141					19:30	118		151				
07:45	262	907	191	599			1506	19:45	115	492	135	631			1123
08:00	241		178					20:00	103		128				
08:15	218		126					20:15	95		129				
08:30	226		151					20:30	88		135				
08:45	222	907	129	584			1491	20:45	75	361	121	513			874
09:00	170		122					21:00	95		120				
09:15	141		135					21:15	104		132				
09:30	123		148					21:30	77		115				
09:45	151	585	151	556			1141	21:45	65	341	101	468			809
10:00	135		126					22:00	84		98				
10:15	126		122					22:15	70		88				
10:30	101		138					22:30	51		97				
10:45	141	503	129	515			1018	22:45	55	260	90	373			633
11:00	122		128					23:00	40		84				
11:15	101		141					23:15	35		66				
11:30	135		138					23:30	33		54				
11:45	128	486	151	558			1044	23:45	32	140	55	259			399
Total Vol.		4455		3695			**8150**			6272		8252			**14524**

Daily Totals

NB	SB	EB	WB	**Combined**
10727	11947			**22674**

	AM			**PM**		
Split %	54.7%	45.3%	**35.9%**	43.2%	56.8%	**64.1%**
Peak Hour	07:15	07:45	**07:15**	16:30	16:30	**16:30**
Volume	953	646	**1595**	771	1121	**1892**
P.H.F.	0.91	0.85	**0.88**	0.96	0.97	**0.94**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

54TH BTN ELCAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		28					12:00	147		137				
00:15	17		36					12:15	144		146				
00:30	15		23					12:30	146		178				
00:45	10	53	21	108			161	12:45	163	600	155	616			1216
01:00	11		24					13:00	125		172				
01:15	13		31					13:15	184		203				
01:30	12		22					13:30	169		240				
01:45	10	46	18	95			141	13:45	169	647	232	847			1494
02:00	9		27					14:00	165		216				
02:15	7		19					14:15	182		254				
02:30	4		10					14:30	168		234				
02:45	8	28	17	73			101	14:45	144	659	248	952			1611
03:00	10		8					15:00	179		216				
03:15	13		11					15:15	148		228				
03:30	11		9					15:30	163		240				
03:45	15	49	11	39			88	15:45	147	637	251	935			1572
04:00	36		9					16:00	152		266				
04:15	27		15					16:15	135		292				
04:30	28		14					16:30	167		277				
04:45	63	154	17	55			209	16:45	145	599	285	1120			1719
05:00	102		22					17:00	174		289				
05:15	85		22					17:15	181		295				
05:30	90		51					17:30	151		262				
05:45	147	424	68	163			587	17:45	178	684	251	1097			1781
06:00	175		75					18:00	162		223				
06:15	186		112					18:15	168		218				
06:30	271		137					18:30	135		190				
06:45	233	865	101	425			1290	18:45	131	596	188	819			1415
07:00	268		116					19:00	108		162				
07:15	218		152					19:15	99		125				
07:30	211		141					19:30	92		144				
07:45	216	913	128	537			1450	19:45	83	382	126	557			939
08:00	193		116					20:00	82		130				
08:15	178		111					20:15	86		117				
08:30	155		133					20:30	86		100				
08:45	152	678	123	483			1161	20:45	83	337	117	464			801
09:00	178		134					21:00	59		88				
09:15	129		122					21:15	55		84				
09:30	146		135					21:30	46		88				
09:45	115	568	122	513			1081	21:45	43	203	58	318			521
10:00	130		138					22:00	36		65				
10:15	146		131					22:15	23		65				
10:30	127		138					22:30	31		45				
10:45	129	532	140	547			1079	22:45	15	105	57	232			337
11:00	157		157					23:00	21		45				
11:15	153		159					23:15	20		46				
11:30	157		160					23:30	11		28				
11:45	153	620	172	648			1268	23:45	17	69	36	155			224
Total Vol.		4930		3686			**8616**			5518		8112			**13630**

Daily Totals

NB	SB	EB	WB	**Combined**
10448	11798			**22246**

	AM			**PM**		
Split %	57.2%	42.8%	**38.7%**	40.5%	59.5%	**61.3%**
Peak Hour	06:30	11:00	**06:30**	13:15	16:30	**16:30**
Volume	990	648	**1496**	687	1146	**1813**
P.H.F.	0.91	0.94	**0.92**	0.94	0.97	**0.95**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

54TH N-O UNIVERSITY

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	12		33					12:00	168		137				
00:15	18		30					12:15	151		168				
00:30	19		27					12:30	142		184				
00:45	10	59	21	111			170	12:45	177	638	175	664			1302
01:00	11		18					13:00	138		162				
01:15	15		28					13:15	175		189				
01:30	9		22					13:30	184		226				
01:45	13	48	19	87			135	13:45	195	692	262	839			1531
02:00	11		25					14:00	175		235				
02:15	17		20					14:15	181		262				
02:30	9		23					14:30	175		277				
02:45	12	49	15	83			132	14:45	161	692	251	1025			1717
03:00	18		11					15:00	189		223				
03:15	22		9					15:15	142		241				
03:30	16		12					15:30	184		251				
03:45	15	71	7	39			110	15:45	175	690	262	977			1667
04:00	23		9					16:00	195		284				
04:15	35		13					16:15	161		319				
04:30	41		18					16:30	184		284				
04:45	55	154	21	61			215	16:45	195	735	290	1177			1912
05:00	84		20					17:00	221		318				
05:15	113		25					17:15	208		279				
05:30	104		44					17:30	181		284				
05:45	126	427	52	141			568	17:45	215	825	292	1173			1998
06:00	148		77					18:00	177		256				
06:15	195		84					18:15	161		224				
06:30	248		135					18:30	168		201				
06:45	262	853	141	437			1290	18:45	152	658	197	878			1536
07:00	284		121					19:00	141		180				
07:15	223		135					19:15	121		138				
07:30	219		140					19:30	134		142				
07:45	241	967	131	527			1494	19:45	114	510	144	604			1114
08:00	203		128					20:00	103		129				
08:15	195		122					20:15	97		137				
08:30	184		121					20:30	91		117				
08:45	162	744	128	499			1243	20:45	104	395	121	504			899
09:00	177		141					21:00	80		105				
09:15	135		118					21:15	75		111				
09:30	121		130					21:30	62		94				
09:45	135	568	141	530			1098	21:45	51	268	88	398			666
10:00	141		128					22:00	48		70				
10:15	144		121					22:15	35		65				
10:30	138		148					22:30	41		51				
10:45	128	551	151	548			1099	22:45	28	152	44	230			382
11:00	151		162					23:00	28		52				
11:15	135		141					23:15	21		48				
11:30	121		177					23:30	19		33				
11:45	135	542	184	664			1206	23:45	11	79	30	163			242
Total Vol.		5033		3727			**8760**			6334		8632			**14966**

Daily Totals

NB	SB	EB	WB	**Combined**
11367	12359			**23726**

	AM			**PM**		
Split %	57.5%	42.5%	**36.9%**	42.3%	57.7%	**63.1%**
Peak Hour	06:30	11:45	**06:30**	17:00	16:15	**17:00**
Volume	1017	673	**1549**	825	1211	**1998**
P.H.F.	0.90	0.91	**0.96**	0.89	0.95	**0.93**

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

54TH BTN UNIVERSITY & STREAMVIEW

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	32		29					12:00	153		138				
00:15	28		29					12:15	134		163				
00:30	27		24					12:30	144		142				
00:45	33	120	25	107			227	12:45	148	579	153	596			1175
01:00	23		13					13:00	125		159				
01:15	19		17					13:15	153		148				
01:30	22		20					13:30	158		126				
01:45	18	82	20	70			152	13:45	147	583	169	602			1185
02:00	11		10					14:00	154		160				
02:15	12		8					14:15	168		217				
02:30	9		17					14:30	167		241				
02:45	4	36	12	47			83	14:45	171	660	209	827			1487
03:00	6		9					15:00	152		228				
03:15	4		9					15:15	145		231				
03:30	5		5					15:30	175		235				
03:45	9	24	11	34			58	15:45	187	659	212	906			1565
04:00	11		9					16:00	164		234				
04:15	16		10					16:15	158		237				
04:30	22		7					16:30	160		229				
04:45	19	68	9	35			103	16:45	166	648	230	930			1578
05:00	32		16					17:00	143		246				
05:15	44		20					17:15	175		242				
05:30	51		22					17:30	218		262				
05:45	65	192	27	85			277	17:45	226	762	236	986			1748
06:00	77		39					18:00	184		219				
06:15	98		42					18:15	235		262				
06:30	101		72					18:30	195		233				
06:45	135	411	89	242			653	18:45	184	798	205	919			1717
07:00	161		134					19:00	175		168				
07:15	184		127					19:15	151		183				
07:30	219		96					19:30	141		149				
07:45	221	785	95	452			1237	19:45	135	602	166	666			1268
08:00	252		108					20:00	148		141				
08:15	225		133					20:15	141		135				
08:30	170		118					20:30	126		130				
08:45	166	813	122	481			1294	20:45	135	550	141	547			1097
09:00	156		97					21:00	118		137				
09:15	135		111					21:15	91		113				
09:30	166		102					21:30	92		116				
09:45	143	600	97	407			1007	21:45	91	392	94	460			852
10:00	150		130					22:00	81		81				
10:15	124		114					22:15	79		90				
10:30	145		107					22:30	56		84				
10:45	147	566	119	470			1036	22:45	73	289	74	329			618
11:00	131		117					23:00	64		70				
11:15	133		148					23:15	42		59				
11:30	138		153					23:30	32		52				
11:45	140	542	133	551			1093	23:45	32	170	52	233			403
Total Vol.		4239		2981			**7220**			6692		8001			**14693**

Daily Totals

NB	SB	EB	WB	**Combined**
10931	10982			**21913**

	AM			**PM**		
Split %	58.7%	41.3%	**32.9%**	45.5%	54.5%	**67.1%**
Peak Hour	07:30	11:30	**07:30**	17:30	17:00	**17:30**
Volume	917	587	**1349**	863	986	**1842**
P.H.F.	0.91	0.90	**0.94**	0.90	0.94	**0.93**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

SHARRON S-O TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		0					12:00	18		11				
00:15	2		3					12:15	13		5				
00:30	1		0					12:30	13		8				
00:45	1	6	4	7			13	12:45	16	60	9	33			93
01:00	3		1					13:00	9		6				
01:15	0		0					13:15	14		8				
01:30	3		0					13:30	10		5				
01:45	0	6	0	1			7	13:45	7	40	12	31			71
02:00	0		0					14:00	15		14				
02:15	2		1					14:15	19		14				
02:30	2		0					14:30	59		23				
02:45	0	4	1	2			6	14:45	42	135	11	62			197
03:00	0		1					15:00	22		22				
03:15	1		1					15:15	23		13				
03:30	2		2					15:30	22		13				
03:45	2	5	1	5			10	15:45	13	80	10	58			138
04:00	0		0					16:00	15		8				
04:15	1		0					16:15	11		9				
04:30	0		0					16:30	13		10				
04:45	0	1	0	0			1	16:45	13	52	8	35			87
05:00	1		0					17:00	18		9				
05:15	0		0					17:15	9		8				
05:30	1		0					17:30	12		11				
05:45	1	3	0	0			3	17:45	16	55	9	37			92
06:00	0		2					18:00	16		9				
06:15	4		7					18:15	17		5				
06:30	5		5					18:30	10		8				
06:45	14	23	10	24			47	18:45	14	57	5	27			84
07:00	34		25					19:00	6		5				
07:15	84		55					19:15	13		9				
07:30	46		21					19:30	1		5				
07:45	20	184	12	113			297	19:45	7	27	5	24			51
08:00	16		9					20:00	8		7				
08:15	13		18					20:15	7		7				
08:30	17		16					20:30	5		0				
08:45	17	63	7	50			113	20:45	6	26	3	17			43
09:00	17		7					21:00	1		2				
09:15	13		14					21:15	6		5				
09:30	6		4					21:30	3		1				
09:45	9	45	4	29			74	21:45	2	12	4	12			24
10:00	9		6					22:00	5		1				
10:15	15		5					22:15	8		3				
10:30	8		5					22:30	3		4				
10:45	10	42	3	19			61	22:45	3	19	0	8			27
11:00	15		5					23:00	3		2				
11:15	8		8					23:15	0		5				
11:30	6		7					23:30	0		4				
11:45	8	37	4	24			61	23:45	3	6	1	12			18
Total Vol.		419		274			**693**			569		356			**925**

Daily Totals

NB	SB	EB	WB	**Combined**
988	630			**1618**

	AM			**PM**		
Split %	60.5%	39.5%	**42.8%**	61.5%	38.5%	**57.2%**
Peak Hour	07:00	07:00	**07:00**	14:30	14:15	**14:30**
Volume	184	113	**297**	146	70	**215**
P.H.F.	0.55	0.51	**0.53**	0.61	0.76	**0.66**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

56TH N-O MEADE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		2					12:00	20		11				
00:15	1		4					12:15	17		15				
00:30	0		2					12:30	14		29				
00:45	0	2	4	12			14	12:45	13	64	21	76			140
01:00	2		0					13:00	12		30				
01:15	0		2					13:15	10		32				
01:30	0		1					13:30	8		14				
01:45	0	2	0	3			5	13:45	13	43	10	86			129
02:00	0		0					14:00	11		17				
02:15	0		0					14:15	14		14				
02:30	1		1					14:30	31		16				
02:45	0	1	2	3			4	14:45	31	87	20	67			154
03:00	0		0					15:00	16		23				
03:15	0		0					15:15	16		20				
03:30	3		2					15:30	9		9				
03:45	0	3	0	2			5	15:45	18	59	14	66			125
04:00	1		0					16:00	11		11				
04:15	0		1					16:15	21		24				
04:30	2		3					16:30	12		19				
04:45	0	3	1	5			8	16:45	6	50	19	73			123
05:00	2		2					17:00	20		23				
05:15	4		0					17:15	22		23				
05:30	5		3					17:30	18		19				
05:45	2	13	1	6			19	17:45	25	85	19	84			169
06:00	4		5					18:00	26		22				
06:15	7		8					18:15	18		21				
06:30	5		5					18:30	10		28				
06:45	20	36	12	30			66	18:45	11	65	22	93			158
07:00	22		25					19:00	11		14				
07:15	44		50					19:15	8		14				
07:30	35		16					19:30	6		12				
07:45	24	125	20	111			236	19:45	6	31	4	44			75
08:00	20		23					20:00	16		16				
08:15	16		16					20:15	6		6				
08:30	14		20					20:30	7		8				
08:45	20	70	21	80			150	20:45	9	38	16	46			84
09:00	20		7					21:00	5		10				
09:15	11		11					21:15	10		10				
09:30	6		11					21:30	3		8				
09:45	9	46	4	33			79	21:45	7	25	12	40			65
10:00	10		8					22:00	8		11				
10:15	18		10					22:15	2		8				
10:30	10		16					22:30	9		12				
10:45	11	49	6	40			89	22:45	4	23	3	34			57
11:00	13		14					23:00	3		9				
11:15	10		16					23:15	3		7				
11:30	13		14					23:30	5		10				
11:45	11	47	16	60			107	23:45	6	17	3	29			46
Total Vol.		397		385			**782**			587		738			**1325**

Daily Totals

NB	SB	EB	WB	**Combined**
984	1123			**2107**

	AM			**PM**		
Split %	50.8%	49.2%	**37.1%**	44.3%	55.7%	**62.9%**
Peak Hour	07:00	07:00	**07:00**	14:30	12:30	**17:15**
Volume	125	111	**236**	94	112	**174**
P.H.F.	0.71	0.56	**0.63**	0.76	0.88	**0.91**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

EL CAJON E-O 54TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			41		42			12:00			216		181		
00:15			49		36			12:15			211		201		
00:30			38		39			12:30			208		223		
00:45			29	157	33	150	307	12:45			221	856	212	817	1673
01:00			34		27			13:00			213		199		
01:15			29		22			13:15			190		207		
01:30			18		20			13:30			163		179		
01:45			16	97	22	91	188	13:45			181	747	181	766	1513
02:00			23		19			14:00			162		170		
02:15			27		28			14:15			169		178		
02:30			25		26			14:30			194		202		
02:45			26	101	11	84	185	14:45			199	724	180	730	1454
03:00			19		19			15:00			240		195		
03:15			15		8			15:15			243		228		
03:30			18		12			15:30			219		213		
03:45			9	61	12	51	112	15:45			198	900	207	843	1743
04:00			19		16			16:00			222		190		
04:15			16		12			16:15			250		183		
04:30			17		17			16:30			278		235		
04:45			11	63	20	65	128	16:45			268	1018	226	834	1852
05:00			16		18			17:00			288		215		
05:15			19		35			17:15			228		223		
05:30			18		27			17:30			261		218		
05:45			22	75	44	124	199	17:45			231	1008	235	891	1899
06:00			31		55			18:00			222		205		
06:15			23		66			18:15			238		184		
06:30			55		83			18:30			223		161		
06:45			70	179	105	309	488	18:45			178	861	142	692	1553
07:00			88		111			19:00			172		150		
07:15			92		137			19:15			169		128		
07:30			112		162			19:30			162		142		
07:45			122	414	193	603	1017	19:45			145	648	148	568	1216
08:00			192		199			20:00			119		115		
08:15			159		192			20:15			147		117		
08:30			136		161			20:30			138		129		
08:45			143	630	185	737	1367	20:45			133	537	129	490	1027
09:00			148		183			21:00			111		109		
09:15			149		144			21:15			122		112		
09:30			167		145			21:30			108		107		
09:45			172	636	196	668	1304	21:45			96	437	92	420	857
10:00			149		151			22:00			83		94		
10:15			171		185			22:15			89		87		
10:30			185		160			22:30			79		78		
10:45			159	664	202	698	1362	22:45			72	323	98	357	680
11:00			158		186			23:00			60		67		
11:15			196		171			23:15			65		58		
11:30			163		177			23:30			35		45		
11:45			203	720	204	738	1458	23:45			46	206	36	206	412
Total Vol.				3797		4318	**8115**					8265		7614	**15879**

Daily Totals

NB	SB	EB	WB	**Combined**
		12062	11932	**23994**

	AM			**PM**		
Split %	46.8%	53.2%	**33.8%**	52.0%	48.0%	**66.2%**
Peak Hour	11:45	11:45	**11:45**	16:15	16:30	**16:30**
Volume	838	809	**1647**	1084	899	**1961**
P.H.F.	0.97	0.91	**0.96**	0.94	0.96	**0.96**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

TROJAN E-O 54TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		1			12:00			29		28		
00:15			4		2			12:15			32		32		
00:30			4		1			12:30			26		55		
00:45			2	14	1	5	19	12:45			22	109	51	166	275
01:00			1		1			13:00			32		45		
01:15			2		4			13:15			25		41		
01:30			2		1			13:30			28		33		
01:45			0	5	0	6	11	13:45			44	129	28	147	276
02:00			0		0			14:00			35		32		
02:15			2		2			14:15			60		40		
02:30			1		0			14:30			77		51		
02:45			2	5	2	4	9	14:45			55	227	38	161	388
03:00			4		0			15:00			48		44		
03:15			1		1			15:15			38		35		
03:30			2		0			15:30			33		22		
03:45			3	10	1	2	12	15:45			35	154	28	129	283
04:00			1		1			16:00			40		32		
04:15			2		1			16:15			51		48		
04:30			4		3			16:30			48		44		
04:45			5	12	5	10	22	16:45			44	183	34	158	341
05:00			6		6			17:00			41		44		
05:15			4		4			17:15			33		38		
05:30			12		5			17:30			38		30		
05:45			9	31	9	24	55	17:45			30	142	31	143	285
06:00			15		11			18:00			33		35		
06:15			20		15			18:15			28		40		
06:30			18		20			18:30			37		41		
06:45			22	75	28	74	149	18:45			32	130	32	148	278
07:00			44		65			19:00			28		31		
07:15			68		95			19:15			33		28		
07:30			35		65			19:30			28		20		
07:45			22	169	55	280	449	19:45			19	108	19	98	206
08:00			18		48			20:00			18		22		
08:15			20		44			20:15			22		26		
08:30			19		41			20:30			11		11		
08:45			22	79	38	171	250	20:45			7	58	15	74	132
09:00			15		26			21:00			6		19		
09:15			9		18			21:15			11		9		
09:30			12		23			21:30			5		10		
09:45			11	47	22	89	136	21:45			12	34	11	49	83
10:00			18		19			22:00			11		5		
10:15			20		15			22:15			2		4		
10:30			22		21			22:30			9		9		
10:45			21	81	18	73	154	22:45			8	30	11	29	59
11:00			17		20			23:00			6		2		
11:15			23		19			23:15			8		3		
11:30			18		22			23:30			3		1		
11:45			21	79	21	82	161	23:45			4	21	4	10	31
Total Vol.				607		820	**1427**					1325		1312	**2637**

Daily Totals

NB	SB	EB	WB	**Combined**
		1932	2132	**4064**

	AM			**PM**		
Split %	42.5%	57.5%	**35.1%**	50.2%	49.8%	**64.9%**
Peak Hour	06:45	07:00	**07:00**	14:15	12:30	**14:15**
Volume	169	280	**449**	240	192	**413**
P.H.F.	0.62	0.74	**0.69**	0.78	0.87	**0.81**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

TROJAN E-O SHARRON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		1			12:00			21		25		
00:15			5		4			12:15			28		17		
00:30			5		2			12:30			21		36		
00:45			4	19	4	11	30	12:45			23	93	40	118	211
01:00			3		2			13:00			18		24		
01:15			3		4			13:15			18		35		
01:30			4		1			13:30			23		17		
01:45			0	10	0	7	17	13:45			19	78	25	101	179
02:00			0		1			14:00			19		26		
02:15			1		1			14:15			20		25		
02:30			3		0			14:30			66		23		
02:45			2	6	4	6	12	14:45			52	157	25	99	256
03:00			0		0			15:00			36		34		
03:15			2		1			15:15			34		40		
03:30			2		1			15:30			33		24		
03:45			3	7	1	3	10	15:45			23	126	24	122	248
04:00			2		1			16:00			25		25		
04:15			2		1			16:15			24		28		
04:30			1		3			16:30			27		22		
04:45			0	5	2	7	12	16:45			27	103	23	98	201
05:00			1		1			17:00			39		26		
05:15			2		2			17:15			38		22		
05:30			2		2			17:30			40		33		
05:45			2	7	3	8	15	17:45			29	146	27	108	254
06:00			3		6			18:00			29		28		
06:15			6		15			18:15			23		33		
06:30			8		7			18:30			19		23		
06:45			10	27	19	47	74	18:45			26	97	16	100	197
07:00			32		46			19:00			20		16		
07:15			71		86			19:15			22		21		
07:30			39		29			19:30			14		13		
07:45			24	166	40	201	367	19:45			12	68	18	68	136
08:00			16		32			20:00			17		15		
08:15			23		34			20:15			15		15		
08:30			21		41			20:30			18		7		
08:45			16	76	34	141	217	20:45			12	62	11	48	110
09:00			21		19			21:00			9		13		
09:15			16		21			21:15			15		9		
09:30			11		13			21:30			7		9		
09:45			20	68	21	74	142	21:45			13	44	6	37	81
10:00			18		18			22:00			15		6		
10:15			18		12			22:15			6		11		
10:30			12		15			22:30			12		10		
10:45			16	64	13	58	122	22:45			10	43	10	37	80
11:00			14		21			23:00			9		6		
11:15			18		18			23:15			8		6		
11:30			10		20			23:30			3		5		
11:45			17	59	19	78	137	23:45			5	25	3	20	45
Total Vol.				514		641	**1155**					1042		956	**1998**

Daily Totals

	NB	SB	EB	WB	**Combined**
			1556	1597	**3153**
	AM		**PM**		
Split %	44.5%	55.5%	**36.6%**	52.2%	47.8%	**63.4%**
Peak Hour	07:00	07:00	**07:00**	14:30	12:30	**14:30**
Volume	166	201	**367**	188	135	**310**
P.H.F.	0.58	0.58	**0.58**	0.71	0.84	**0.87**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY, JUNE 1ST 2012 CITY: SAN DIEGO PROJECT: CA12-0601-03

UNIVERSITY E-O SHILOH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			14		33			12:00			184		174		
00:15			11		29			12:15			194		164		
00:30			4		22			12:30			155		217		
00:45			9	38	26	110	148	12:45			208	741	200	755	1496
01:00			13		35			13:00			161		216		
01:15			7		15			13:15			209		201		
01:30			8		15			13:30			183		209		
01:45			6	34	16	81	115	13:45			156	709	200	826	1535
02:00			3		18			14:00			178		176		
02:15			6		13			14:15			156		188		
02:30			4		14			14:30			183		172		
02:45			6	19	8	53	72	14:45			184	701	176	712	1413
03:00			8		15			15:00			214		214		
03:15			12		14			15:15			201		217		
03:30			8		13			15:30			195		248		
03:45			13	41	5	47	88	15:45			205	815	196	875	1690
04:00			9		9			16:00			191		205		
04:15			18		5			16:15			211		214		
04:30			11		11			16:30			236		202		
04:45			11	49	17	42	91	16:45			238	876	181	802	1678
05:00			13		19			17:00			217		225		
05:15			18		13			17:15			251		178		
05:30			29		25			17:30			216		202		
05:45			29	89	26	83	172	17:45			192	876	205	810	1686
06:00			47		31			18:00			241		184		
06:15			39		57			18:15			221		225		
06:30			60		54			18:30			183		175		
06:45			114	260	100	242	502	18:45			177	822	168	752	1574
07:00			117		115			19:00			180		143		
07:15			147		145			19:15			152		165		
07:30			132		123			19:30			150		195		
07:45			143	539	155	538	1077	19:45			131	613	184	687	1300
08:00			115		162			20:00			114		159		
08:15			146		171			20:15			94		137		
08:30			155		197			20:30			75		161		
08:45			146	562	179	709	1271	20:45			71	354	158	615	969
09:00			181		174			21:00			64		146		
09:15			150		160			21:15			55		126		
09:30			126		128			21:30			57		117		
09:45			137	594	141	603	1197	21:45			45	221	131	520	741
10:00			163		146			22:00			31		105		
10:15			153		171			22:15			39		104		
10:30			146		141			22:30			32		84		
10:45			155	617	176	634	1251	22:45			24	126	59	352	478
11:00			167		180			23:00			18		55		
11:15			155		177			23:15			15		48		
11:30			158		162			23:30			18		35		
11:45			194	674	170	689	1363	23:45			10	61	32	170	231
Total Vol.				3516		3831	**7347**					6915		7876	**14791**

Daily Totals

NB	SB	EB	WB	**Combined**
		10431	11707	**22138**

	AM			**PM**		
Split %	47.9%	52.1%	**33.2%**	46.8%	53.2%	**66.8%**
Peak Hour	11:30	11:45	**11:45**	16:30	15:00	**16:30**
Volume	730	725	**1452**	942	875	**1728**
P.H.F.	0.94	0.84	**0.98**	0.94	0.88	**0.98**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Appendix G – MTS Bus Route Map

Grantville
13, 14, 18,
Green Line
SDSU
11, 14, 15, 115,
856, 936, 955,
Green Line
Alvarado
Medical Center
Green Line
Mission
San Diego
14, Green
Line
Boulevard
Transit Plaza
1, 15, 210, 960
City Heights
College Grove
856, 916, 917, 936
Friars Rd
Zion Av
Rainier Av
Mission Gorge Rd
Alvarado Canyon Rd
Alvarado Rd
Montezuma Rd
Aldine Dr
Fairmount Av
Collwood Bl
Campanile Dr
College Av
Rolando Bl
Monroe Av
El Cajon Bl
University Av
Landis St
41st St
Myrtle Av
Euclid Av
Streamview Dr
Chollas Lake
College Grove Dr
Federal Bl
54th St
Poplar St
Home Av
Ralene St
Boundary St
Grape St
San Diego State University

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*	
Day Pass (Regional) / *Pase diario (Regional)* Compass Card required ($2) / *Se requiere un Compass Card ($2)*	**$5.00**
One-Way Fare / *Tarifa de una direccíon*	**$2.25**
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	**$1.10***
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	**FREE / *GRATIS***

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	**$72.00**
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	**$18.00***
Youths (18 and under) *Jóvenes (18 años o menos)*	**$36.00***

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for $2 at select outlets. A $5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional $2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por $2 en selectas sucursales. Un pase de un día por $5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de $2.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
The Transit Store / Lost & Found *The Transit Store / Objetos extraviados*	**(619) 234-1060**
Articles found on the bus are turned in at The Transit Store *Artículos encontrados en los autobuses son entregados a The Transit Store*	1st & Broadway Downtown San Diego M–F 9am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**www.sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at The Transit Store, or visit **www.sdmts.com**.

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en The Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

1

Hillcrest – Grossmont Transit Ctr. (1) or 70th St. Trolley (1A)

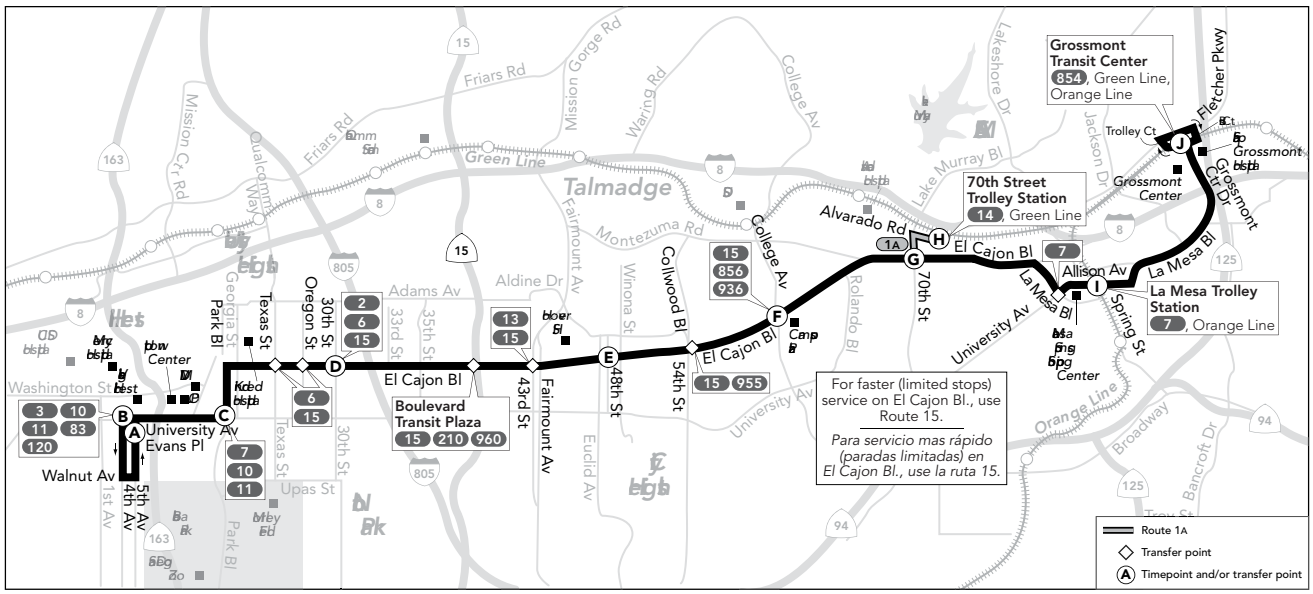
via El Cajon Bl.

- Downtown La Mesa
- Grossmont Center
- Hillcrest DMV
- Sharp Grossmont Hospital
- Uptown Shopping Center

TROLLEY CONNECTIONS
70th St.
La Mesa Bl.
Grossmont

MTS Metropolitan Transit System

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*



A Saturday or Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

Route 1 – Sunday / *domingo*

Hillcrest ➡ City Heights ➡ La Mesa

Ⓐ 5th Av. & Evans Pl. **DEPART**	Ⓑ 5th Av. & University Av.	Ⓒ Park Bl. & University Av.	Ⓓ El Cajon Bl. & 30th St.	Ⓔ El Cajon Bl. & 48th St.	Ⓕ El Cajon Bl. & College Av.	Ⓖ El Cajon Bl. & 70th St.	Ⓗ 70th St. Trolley Station	Ⓘ La Mesa Bl. Trolley Station	Ⓙ Grossmont Transit Ctr. **ARRIVE**
6:28a	6:29a	6:33a	6:41a	6:51a	6:58a	7:05a	—	7:13a	7:21a
7:32	7:33	7:39	7:47	7:58	8:06	8:13	—	8:21	8:30
8:15	8:16	8:23	8:32	8:45	8:54	9:01	—	9:09	9:20
8:45	8:46	8:53	9:02	9:15	9:24	9:31	—	9:39	9:50
9:12	9:13	9:20	9:29	9:42	9:51	9:58	—	10:06	10:17
9:39	9:40	9:47	9:57	10:11	10:20	10:27	—	10:35	10:46
10:04	10:05	10:12	10:22	10:36	10:45	10:53	—	11:02	11:13
10:29	10:30	10:38	10:49	11:04	11:14	11:22	—	11:31	11:43
10:59	11:00	11:08	11:19	11:34	11:44	11:52	—	**12:01p**	**12:13p**
11:29	11:30	11:38	11:49	**12:04p**	**12:14p**	**12:22p**	—	**12:31**	**12:43**
11:59	**12:00p**	**12:09p**	**12:20p**	**12:36**	**12:46**	**12:54**	—	**1:03**	**1:15**
12:29p	**12:30**	**12:39**	**12:50**	**1:06**	**1:16**	**1:24**	—	**1:33**	**1:45**
12:59	**1:00**	**1:09**	**1:20**	**1:36**	**1:46**	**1:54**	—	**2:03**	**2:15**
1:29	**1:30**	**1:39**	**1:50**	**2:06**	**2:16**	**2:24**	—	**2:33**	**2:45**
1:59	**2:00**	**2:09**	**2:20**	**2:36**	**2:46**	**2:54**	—	**3:03**	**3:15**
2:29	**2:30**	**2:39**	**2:50**	**3:06**	**3:16**	**3:24**	—	**3:33**	**3:45**
2:59	**3:00**	**3:09**	**3:20**	**3:36**	**3:46**	**3:54**	—	**4:03**	**4:15**
3:29	**3:30**	**3:39**	**3:50**	**4:06**	**4:16**	**4:24**	—	**4:33**	**4:45**
3:59	**4:00**	**4:09**	**4:20**	**4:36**	**4:46**	**4:54**	—	**5:03**	**5:15**
4:29	**4:30**	**4:39**	**4:50**	**5:06**	**5:16**	**5:24**	—	**5:33**	**5:45**
4:59	**5:00**	**5:08**	**5:18**	**5:33**	**5:42**	**5:50**	—	**5:58**	**6:08**
5:47	**5:48**	**5:56**	**6:05**	**6:18**	**6:26**	**6:33**	—	**6:41**	**6:51**
6:34	**6:35**	**6:43**	**6:52**	**7:05**	**7:13**	**7:20**	—	**7:28**	—
7:34	**7:35**	**7:42**	**7:50**	**7:59**	**8:06**	**8:13**	—	**8:20**	—
8:34	**8:35**	**8:42**	**8:50**	**8:59**	**9:06**	**9:13**	—	**9:20**	—

La Mesa ➡ City Heights ➡ Hillcrest

Ⓙ Grossmont Transit Ctr. **DEPART**	Ⓘ La Mesa Bl. Trolley Station	Ⓗ 70th St. Trolley Station	Ⓖ El Cajon Bl. & 70th St.	Ⓕ El Cajon Bl. & College Av.	Ⓔ El Cajon Bl. & 48th St.	Ⓓ El Cajon Bl. & 30th St.	Ⓒ Park Bl. & University Av.	Ⓑ 4th Av. & University Av.	Ⓐ 5th Av. & Evans Pl. **ARRIVE**
—	5:37a	—	5:44a	5:48a	5:55a	6:04a	6:11a	6:16a	6:19a
—	6:37	—	6:45	6:48	6:55	7:04	7:11	7:16	7:19
7:31a	7:42	—	7:50	7:56	8:05	8:17	8:24	8:31	8:34
8:40	8:51	—	9:00	9:06	9:15	9:28	9:36	9:43	9:46
9:40	9:51	—	10:00	10:06	10:16	10:30	10:38	10:45	10:48
10:10	10:21	—	10:30	10:36	10:46	11:00	11:08	11:15	11:18
10:38	10:50	—	11:00	11:07	11:17	11:31	11:39	11:46	11:49
11:02	11:14	—	11:24	11:31	11:41	11:55	**12:03p**	**12:11p**	**12:15p**
11:30	11:42	—	11:52	11:59	**12:09p**	**12:23p**	**12:31**	**12:39**	**12:43**
12:00p	**12:12p**	—	**12:22p**	**12:29p**	**12:39**	**12:53**	**1:01**	**1:09**	**1:13**
12:30	**12:42**	—	**12:52**	**12:59**	**1:09**	**1:23**	**1:31**	**1:39**	**1:43**
1:00	**1:12**	—	**1:22**	**1:29**	**1:39**	**1:53**	**2:01**	**2:09**	**2:13**
1:30	**1:42**	—	**1:52**	**1:59**	**2:09**	**2:23**	**2:31**	**2:39**	**2:43**
2:00	**2:12**	—	**2:22**	**2:29**	**2:39**	**2:53**	**3:01**	**3:09**	**3:13**
2:30	**2:42**	—	**2:52**	**2:59**	**3:09**	**3:23**	**3:31**	**3:39**	**3:43**
3:00	**3:12**	—	**3:22**	**3:29**	**3:39**	**3:53**	**4:01**	**4:09**	**4:13**
3:30	**3:42**	—	**3:52**	**3:59**	**4:09**	**4:23**	**4:31**	**4:39**	**4:43**
4:00	**4:12**	—	**4:22**	**4:29**	**4:39**	**4:53**	**5:01**	**5:09**	**5:13**
4:30	**4:42**	—	**4:52**	**4:59**	**5:09**	**5:23**	**5:31**	**5:39**	**5:43**
5:00	**5:12**	—	**5:22**	**5:29**	**5:39**	**5:53**	**6:01**	**6:09**	**6:13**
5:30	**5:42**	—	**5:52**	**5:59**	**6:09**	**6:23**	**6:31**	**6:39**	**6:43**
6:18	**6:30**	—	**6:39**	**6:45**	**6:53**	**7:05**	**7:12**	**7:20**	**7:23**
7:18	**7:30**	—	**7:39**	**7:45**	**7:53**	**8:05**	**8:12**	**8:20**	**8:23**

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.

Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*	
Day Pass (Regional) / *Pase diario (Regional)*	**$5.00**
One-Way Fare / *Tarifa de una dirección*	**$2.25**
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	**$1.10***
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	**FREE / *GRATIS***

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	**$72.00**
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	**$18.00***
Youths (18 and under) *Jóvenes (18 años o menos)*	**$36.00***

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

Valid for unlimited travel for one person on Trolley, most MTS buses, NCTD BREEZE and SPRINTER. Valid for a discount on COASTER fares. Not valid on Premium Express, Rural, Access, or special service buses.

Válidos para viajes ilimitados de una sola persona para: el Trolley, la mayoría de los autobuses de MTS, y los servicios del NCTD de BREEZE y SPRINTER. Válidos para acceder a descuentos en el COASTER, pero no para las rutas Premium Express, rurales, Access, ni los servicios especiales.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/*ó* **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/*ó* **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas* (via teléfono de teclas)	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
The Transit Store / Lost & Found *The Transit Store / Objetos extraviados*	**(619) 234-1060**
Articles found on the bus are turned in at The Transit Store *Artículos encontrados en los autobuses son entregados a The Transit Store*	1st & Broadway Downtown San Diego M–F 9am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**www.sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at The Transit Store, or visit **www.sdmts.com**.
*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en The Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective SEPTEMBER 2, 2012

7

Downtown – La Mesa

via University Av.

DESTINATIONS

- Balboa Park
- City College
- City Heights Retail Village
- City Heights Transit Plaza
- Joan Kroc Center
- San Diego Zoo

TROLLEY CONNECTIONS
City College
La Mesa Blvd.

MTS Metropolitan Transit System

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

Route 7 – Monday through Friday / *lunes a viernes*

Downtown ➡ North Park ➡ City Heights ➡ La Mesa

Ⓐ Broadway & Front St. **DEPART**	Ⓑ Broadway & 3rd Av.	Ⓒ City College Trolley Sta. (11th Av.)	Ⓓ Park Bl. & University	Ⓔ University & 30th St.	Ⓖ University & Fairmount	Ⓗ University & College Av.	Ⓘ University & 69th St.	Ⓙ La Mesa Bl. Trolley **ARRIVE**
4:38a	4:41a	4:46a	4:54a	4:59a	5:08a	5:16a	5:19a	5:26a
5:00	5:04	5:10	5:19	5:24	5:34	5:43	5:46	—
5:20	5:24	5:30	5:39	5:44	5:54	6:03	6:06	6:13
5:35	5:39	5:45	5:54	5:59	6:09	6:18	6:21	—
5:50	5:54	6:00	6:09	6:14	6:24	6:33	6:36	6:43
6:03	6:07	6:13	6:23	6:29	6:39	6:49	6:52	—
6:15	6:19	6:25	6:35	6:41	6:51	7:01	7:04	7:12
6:27	6:31	6:37	6:47	6:53	7:03	7:13	7:16	—
6:37	6:41	6:48	6:59	7:05	7:16	7:27	7:31	7:39
6:48	6:53	7:00	7:11	7:17	7:28	7:39	7:43	—
7:00	7:05	7:12	7:23	7:29	7:40	7:51	7:55	8:03
7:12	7:17	7:24	7:35	7:41	7:52	8:03	8:07	—
7:24	7:29	7:36	7:47	7:53	8:04	8:15	8:19	8:27
7:36	7:41	7:48	7:59	8:05	8:16	8:27	8:31	—
7:48	7:53	8:00	8:11	8:17	8:28	8:39	8:43	8:51
8:00	8:05	8:12	8:23	8:30	8:42	8:53	8:57	—
8:12	8:17	8:24	8:35	8:42	8:54	9:05	9:09	9:18
8:24	8:29	8:36	8:47	8:54	9:06	9:17	9:21	—
8:36	8:41	8:48	8:59	9:06	9:18	9:29	9:33	9:42
8:48	8:53	9:00	9:11	9:18	9:30	9:41	9:45	—
9:00	9:05	9:12	9:23	9:30	9:42	9:53	9:57	10:06
9:12	9:17	9:24	9:35	9:42	9:54	10:05	10:09	—
9:24	9:29	9:36	9:47	9:54	10:06	10:17	10:21	10:30
9:36	9:41	9:48	9:59	10:06	10:18	10:29	10:33	—
9:48	9:53	10:00	10:11	10:18	10:30	10:41	10:45	10:54
10:00	10:05	10:12	10:23	10:30	10:42	10:53	10:57	—
10:12	10:17	10:24	10:35	10:42	10:54	11:05	11:09	11:18
10:24	10:29	10:36	10:47	10:54	11:06	11:17	11:21	—
10:36	10:41	10:48	10:59	11:06	11:18	11:29	11:33	11:42
10:48	10:53	11:00	11:11	11:18	11:30	11:41	11:45	—
11:00	11:05	11:12	11:23	11:30	11:42	11:53	11:57	**12:06p**
11:12	11:17	11:24	11:35	11:42	11:54	**12:05p**	**12:09p**	—
11:24	11:29	11:36	11:47	11:54	**12:06p**	**12:17**	**12:21**	**12:30**
11:36	11:41	11:48	11:59	**12:06p**	**12:18**	**12:29**	**12:33**	—
11:48	11:53	**12:00p**	**12:11p**	**12:18**	**12:30**	**12:41**	**12:45**	**12:54**
12:00p	**12:05p**	**12:12**	**12:23**	**12:30**	**12:42**	**12:53**	**12:57**	—
12:11	**12:16**	**12:23**	**12:35**	**12:42**	**12:56**	**1:08**	**1:12**	**1:22**
12:23	**12:28**	**12:35**	**12:47**	**12:54**	**1:08**	**1:20**	**1:24**	—
12:35	**12:40**	**12:47**	**12:59**	**1:06**	**1:20**	**1:32**	**1:36**	**1:46**
12:47	**12:52**	**12:59**	**1:11**	**1:18**	**1:32**	**1:44**	**1:48**	—
12:59	**1:04**	**1:11**	**1:23**	**1:30**	**1:44**	**1:56**	**2:00**	**2:10**
1:10	**1:16**	**1:23**	**1:35**	**1:42**	**1:57**	**2:09**	**2:13**	—
1:22	**1:28**	**1:35**	**1:47**	**1:54**	**2:09**	**2:21**	**2:25**	**2:35**
1:34	**1:40**	**1:47**	**1:59**	**2:06**	**2:21**	**2:33**	**2:37**	—
1:46	**1:52**	**1:59**	**2:11**	**2:18**	**2:33**	**2:45**	**2:49**	**2:59**
1:58	**2:04**	**2:11**	**2:23**	**2:30**	**2:45**	**2:57**	**3:01**	—
—	—	R **2:20**	**2:32**	**2:39**	**2:54** B	—	—	—
2:10	**2:16**	**2:23**	**2:35**	**2:42**	**2:57**	**3:09**	**3:13**	**3:23**
—	—	R **2:32**	**2:44**	**2:51**	**3:06** B	—	—	—
2:22	**2:28**	**2:35**	**2:47**	**2:54**	**3:09**	**3:21**	**3:25**	—
—	—	R **2:44**	**2:56**	**3:03**	**3:18** B	—	—	—
2:34	**2:40**	**2:47**	**2:59**	**3:06**	**3:21**	**3:33**	**3:37**	**3:47**
2:46	**2:52**	**2:59**	**3:11**	**3:18**	**3:33**	**3:45**	**3:49**	—
2:58	**3:04**	**3:11**	**3:23**	**3:30**	**3:45**	**3:57**	**4:01**	**4:11**
3:10	**3:16**	**3:23**	**3:35**	**3:42**	**3:57**	**4:09**	**4:13**	—
3:16	**3:22**	**3:29**	**3:41**	**3:48**	**4:03** B	—	—	—
3:22	**3:28**	**3:35**	**3:47**	**3:54**	**4:09**	**4:21**	**4:25**	**4:35**
3:28	**3:34**	**3:41**	**3:53**	**4:00**	**4:15** B	—	—	—
3:34	**3:40**	**3:47**	**3:59**	**4:06**	**4:21**	**4:33**	**4:37**	—
3:40	**3:46**	**3:53**	**4:05**	**4:12**	**4:27** B	—	—	—
3:46	**3:52**	**3:59**	**4:11**	**4:18**	**4:33**	**4:45**	**4:49**	**4:59**
3:52	**3:58**	**4:05**	**4:17**	**4:24**	**4:39** B	—	—	—
3:58	**4:04**	**4:11**	**4:23**	**4:30**	**4:45**	**4:57**	**5:01**	—
4:04	**4:10**	**4:17**	**4:29**	**4:36**	**4:51** B	—	—	—
4:10	**4:16**	**4:23**	**4:35**	**4:42**	**4:57**	**5:09**	**5:13**	**5:23**
4:16	**4:22**	**4:29**	**4:41**	**4:48**	**5:03** B	—	—	—
4:22	**4:28**	**4:35**	**4:47**	**4:54**	**5:09**	**5:21**	**5:25**	—
4:28	**4:34**	**4:41**	**4:53**	**5:00**	**5:15** B	—	—	—
4:34	**4:40**	**4:47**	**4:59**	**5:06**	**5:21**	**5:33**	**5:37**	**5:47**
4:40	**4:46**	**4:53**	**5:05**	**5:12**	**5:27** B	—	—	—
4:46	**4:52**	**4:59**	**5:11**	**5:18**	**5:33**	**5:45**	**5:49**	—
4:52	**4:58**	**5:05**	**5:17**	**5:24**	**5:39** B	—	—	—
4:58	**5:04**	**5:11**	**5:23**	**5:30**	**5:45**	**5:57**	**6:01**	**6:11**
5:05	**5:11**	**5:18**	**5:29**	**5:36**	**5:50** B	—	—	—
5:11	**5:17**	**5:24**	**5:35**	**5:42**	**5:56**	**6:08**	**6:12**	—
5:23	**5:29**	**5:36**	**5:47**	**5:54**	**6:08**	**6:20**	**6:24**	**6:33**
5:35	**5:41**	**5:48**	**5:59**	**6:06**	**6:20**	**6:31**	**6:35**	—
5:47	**5:53**	**6:00**	**6:11**	**6:18**	**6:32**	**6:43**	**6:47**	**6:56**
5:59	**6:05**	**6:12**	**6:23**	**6:30**	**6:44**	**6:55**	**6:59**	—
6:13	**6:19**	**6:26**	**6:37**	**6:43**	**6:56**	**7:06**	**7:10**	**7:18**
6:27	**6:33**	**6:40**	**6:51**	**6:57**	**7:10**	**7:20**	**7:24**	—
6:42	**6:48**	**6:55**	**7:06**	**7:12**	**7:23**	**7:33**	**7:37**	**7:44**
6:58	**7:03**	**7:10**	**7:20**	**7:26**	**7:37**	**7:47**	**7:51**	—
7:14	**7:19**	**7:25**	**7:35**	**7:41**	**7:52**	**8:02**	**8:06**	**8:13**
7:29	**7:34**	**7:40**	**7:50**	**7:56**	**8:07**	**8:17**	**8:21**	—
7:44	**7:49**	**7:55**	**8:05**	**8:11**	**8:22**	**8:32**	**8:36**	**8:43**
7:59	**8:04**	**8:10**	**8:20**	**8:26**	**8:36**	**8:45**	**8:48**	—
8:15	**8:19**	**8:25**	**8:34**	**8:40**	**8:50**	**8:59**	**9:02**	**9:09**
8:30	**8:34**	**8:40**	**8:49**	**8:55**	**9:05**	**9:14**	**9:17**	—
8:45	**8:49**	**8:55**	**9:04**	**9:10**	**9:20**	**9:29**	**9:32**	**9:39**
9:00	**9:04**	**9:10**	**9:19**	**9:25**	**9:35**	**9:44**	**9:47**	—
9:15	**9:19**	**9:25**	**9:34**	**9:40**	**9:50**	**9:59**	**10:02**	**10:09**
9:30	**9:34**	**9:40**	**9:49**	**9:55**	**10:05**	**10:14**	**10:17**	—
9:45	**9:49**	**9:55**	**10:04**	**10:10**	**10:20**	**10:29**	**10:32**	**10:39**
10:00	**10:04**	**10:10**	**10:19**	**10:24**	**10:33**	**10:42**	**10:45**	—
10:17	**10:20**	**10:25**	**10:34**	**10:39**	**10:48**	**10:57**	**11:00**	**11:07**
10:32	**10:35**	**10:40**	**10:49**	**10:54**	**11:03**	**11:12**	**11:15**	—
10:47	**10:50**	**10:55**	**11:04**	**11:09**	**11:18**	**11:27**	**11:30**	**11:37**
11:02	**11:05**	**11:10**	**11:18**	**11:23**	**11:31**	**11:39**	**11:42**	—
11:32	**11:35**	**11:40**	**11:48**	**11:53**	12:01a	12:09a	12:12a	—
12:02a	12:05a	12:10a	12:18a	12:23a	12:31	12:39	—	—
12:32	12:35	12:40	12:48	12:53	1:01	1:09	—	—
1:02	1:05	1:10	1:18	1:23	1:31	1:39	—	—
1:32	1:35	1:40	1:48	1:53	2:01 B	—	—	—

La Mesa ➡ City Heights ➡ North Park ➡ Downtown

Ⓙ La Mesa Bl. Trolley **DEPART**	Ⓘ University & 69th St.	Ⓗ University & College Av.	Ⓖ University & Fairmount	Ⓕ City Heights Transit Plaza @ 15 Fwy.	Ⓔ University & 30th St.	Ⓓ Park Bl. & University	Ⓒ City College Trolley Sta. (Park Bl.)	Ⓑ Broadway & 4th Av.	Ⓐ Broadway & Union St. **ARRIVE**
—	—	—	—	4:29a	4:35a	4:39a	4:47a	4:50a	4:53a
—	4:29a	4:32a	4:41a	4:44	4:51	4:56	5:04	5:08	5:11
—	4:44	4:47	4:56	4:59	5:06	5:11	5:19	5:23	5:26
—	4:59	5:02	5:11	5:14	5:21	5:26	5:34	5:38	5:41
—	5:12	5:15	5:24	5:27	5:34	5:39	5:47	5:51	5:54
—	5:24	5:27	5:36	5:39	5:46	5:52	6:00	6:04	6:07
—	5:36	5:39	5:48	5:51	5:58	6:04	6:12	6:16	6:20
—	—	—	—	6:03	6:10	6:16	6:24	6:28	6:32
5:47a	5:54	5:57	6:06	6:09	6:16	6:22	6:30	6:34	6:38
—	—	—	—	6:15	6:23	6:29	6:37	6:41	6:45
—	6:02	6:06	6:17	6:21	6:29	6:35	6:43	6:47	6:52
—	—	—	—	6:27	6:35	6:41	6:49	6:53	6:58
6:07	6:14	6:18	6:29	6:33	6:41	6:47	6:55	6:59	7:04
—	—	—	—	6:39	6:47	6:53	7:01	7:05	7:10
—	6:26	6:30	6:41	6:45	6:53	6:59	7:07	7:11	7:16
—	—	—	—	6:51	6:59	7:05	7:13	7:17	7:22
6:31	6:38	6:42	6:53	6:57	7:05	7:11	7:19	7:23	7:28
—	—	—	—	7:03	7:11	7:17	7:26	7:30	7:35
—	6:49	6:53	7:05	7:09	7:17	7:23	7:32	7:36	7:42
—	—	—	—	7:15	7:23	7:29	7:38	7:42	7:48
6:53	7:01	7:05	7:17	7:21	7:29	7:35	7:44	7:48	7:54
—	—	—	—	7:27	7:35	7:41	7:50	7:54	8:00
—	7:13	7:17	7:29	7:33	7:41	7:47	7:56	8:00	8:06
—	—	—	—	7:39	7:47	7:53	8:03	8:07	8:13
7:15	7:24	7:28	7:40	7:45	7:53	7:59	8:09	8:14	8:20
—	—	—	—	7:51	7:59	8:05	8:15	8:20	8:26
—	7:36	7:40	7:52	7:57	8:05	8:11	8:21	8:26	8:32
—	—	—	—	8:03	8:11	8:17	8:27	8:32	8:38
7:39	7:48	7:52	8:04	8:09	8:17	8:23	8:33	8:38	8:44
—	—	—	—	8:15	8:23	8:29	8:39	8:44	8:50
—	8:00	8:04	8:16	8:21	8:29	8:35	8:45	8:50	8:56
8:03	8:12	8:16	8:28	8:33	8:41	8:47	8:57	9:02	9:08
—	8:24	8:28	8:40	8:45	8:53	8:59	9:09	9:14	9:20
8:27	8:36	8:40	8:52	8:57	9:05	9:11	9:21	9:26	9:32
—	8:48	8:52	9:04	9:09	9:17	9:23	9:33	9:38	9:44
8:51	9:00	9:04	9:16	9:21	9:29	9:35	9:45	9:50	9:56
—	9:11	9:15	9:28	9:33	9:42	9:48	9:58	10:03	10:09
9:14	9:23	9:27	9:40	9:45	9:54	10:01	10:12	10:17	10:22
—	9:35	9:39	9:52	9:57	10:06	10:13	10:24	10:29	10:34
9:38	9:47	9:51	10:04	10:09	10:18	10:25	10:36	10:41	10:46
—	9:59	10:03	10:16	10:21	10:30	10:37	10:48	10:53	10:58
10:02	10:11	10:15	10:28	10:33	10:42	10:49	11:00	11:05	11:10
—	10:23	10:27	10:40	10:45	10:54	11:01	11:12	11:17	11:22
10:26	10:35	10:39	10:52	10:57	11:06	11:13	11:24	11:29	11:34
—	10:47	10:51	11:04	11:09	11:18	11:25	11:36	11:41	11:46
10:50	10:59	11:03	11:16	11:21	11:30	11:37	11:48	11:53	11:58
—	11:11	11:15	11:28	11:33	11:42	11:49	**12:00p**	**12:05p**	**12:10p**
11:14	11:23	11:27	11:40	11:45	11:54	**12:01p**	**12:12**	**12:17**	**12:22**
—	11:35	11:39	11:52	11:57	**12:06p**	**12:13**	**12:24**	**12:29**	**12:34**
11:38	11:47	11:51	**12:04p**	**12:09p**	**12:18**	**12:25**	**12:36**	**12:41**	**12:46**
—	11:59	**12:03p**	**12:16**	**12:21**	**12:30**	**12:37**	**12:48**	**12:53**	**12:58**
12:02p	**12:11p**	**12:15**	**12:28**	**12:33**	**12:42**	**12:49**	**1:00**	**1:05**	**1:10**
—	**12:23**	**12:27**	**12:40**	**12:45**	**12:54**	**1:01**	**1:12**	**1:17**	**1:22**
12:26	**12:35**	**12:39**	**12:52**	**12:57**	**1:06**	**1:13**	**1:24**	**1:29**	**1:34**
—	**12:47**	**12:51**	**1:04**	**1:09**	**1:18**	**1:25**	**1:36**	**1:41**	**1:46**
12:50	**12:59**	**1:03**	**1:16**	**1:21**	**1:30**	**1:37**	**1:48**	**1:53**	**1:58**
—	**1:11**	**1:15**	**1:28**	**1:33**	**1:42**	**1:49**	**2:00**	**2:05**	**2:10**
1:14	**1:23**	**1:27**	**1:40**	**1:45**	**1:54**	**2:01**	**2:12**	**2:17**	**2:22**
—	**1:33**	**1:37**	**1:50**	**1:55**	**2:04**	**2:11**	**2:22**	**2:27**	**2:32**
—	**1:43**	**1:47**	**2:00**	**2:05**	**2:14**	**2:21**	**2:32**	**2:37**	**2:42**
—	—	—	—	—	—	R **2:29**	**2:40**	**2:45**	**2:50**
1:44	**1:53**	**1:57**	**2:10**	**2:15**	**2:24**	**2:31**	**2:42**	**2:47**	**2:52**
—	—	—	—	—	—	R **2:40**	**2:51**	**2:56**	**3:01**
—	**2:05**	**2:09**	**2:22**	**2:27**	**2:36**	**2:43**	**2:54**	**2:59**	**3:04**
2:07	**2:17**	**2:21**	**2:34**	**2:39**	**2:49**	**2:56**	**3:07**	**3:12**	**3:17**
—	**2:29**	**2:33**	**2:46**	**2:51**	**3:01**	**3:08**	**3:19**	**3:24**	**3:29**
2:31	**2:41**	**2:45**	**2:58**	**3:03**	**3:13**	**3:20**	**3:31**	**3:36**	**3:41**
—	**2:53**	**2:57**	**3:10**	**3:15**	**3:25**	**3:32**	**3:43**	**3:48**	**3:53**
2:55	**3:05**	**3:09**	**3:22**	**3:27**	**3:37**	**3:44**	**3:55**	**4:00**	**4:05**
—	**3:17**	**3:21**	**3:34**	**3:39**	**3:49**	**3:56**	**4:07**	**4:12**	**4:17**
3:19	**3:29**	**3:33**	**3:46**	**3:51**	**4:01**	**4:08**	**4:19**	**4:24**	**4:29**
—	**3:41**	**3:45**	**3:58**	**4:03**	**4:13**	**4:20**	**4:31**	**4:36**	**4:41**
3:43	**3:53**	**3:57**	**4:10**	**4:15**	**4:25**	**4:32**	**4:43**	**4:48**	**4:53**
—	**4:05**	**4:09**	**4:22**	**4:27**	**4:37**	**4:44**	**4:55**	**5:00**	**5:05**
4:07	**4:17**	**4:21**	**4:34**	**4:39**	**4:49**	**4:56**	**5:07**	**5:12**	**5:17**
—	**4:29**	**4:33**	**4:46**	**4:51**	**5:01**	**5:08**	**5:19**	**5:24**	**5:29**
4:31	**4:41**	**4:45**	**4:58**	**5:03**	**5:13**	**5:20**	**5:31**	**5:36**	**5:41**
—	**4:53**	**4:57**	**5:10**	**5:15**	**5:25**	**5:32**	**5:43**	**5:48**	**5:53**
4:55	**5:05**	**5:09**	**5:22**	**5:27**	**5:37**	**5:44**	**5:55**	**6:00**	**6:05**
—	**5:18**	**5:22**	**5:35**	**5:39**	**5:48**	**5:55**	**6:06**	**6:10**	**6:15**
5:21	**5:30**	**5:34**	**5:47**	**5:51**	**6:00**	**6:07**	**6:17**	**6:21**	**6:26**
—	**5:42**	**5:46**	**5:59**	**6:03**	**6:12**	**6:19**	**6:29**	**6:33**	**6:38**
5:45	**5:54**	**5:58**	**6:11**	**6:15**	**6:24**	**6:31**	**6:41**	**6:45**	**6:50**
—	**6:06**	**6:10**	**6:23**	**6:27**	**6:35**	**6:42**	**6:51**	**6:55**	**6:59**
6:09	**6:18**	**6:22**	**6:35**	**6:39**	**6:47**	**6:53**	**7:02**	**7:06**	**7:10**
—	**6:30**	**6:34**	**6:47**	**6:51**	**6:59**	**7:05**	**7:14**	**7:18**	**7:22**
6:33	**6:42**	**6:46**	**6:59**	**7:03**	**7:11**	**7:17**	**7:26**	**7:30**	**7:34**
—	**6:57**	**7:01**	**7:14**	**7:18**	**7:26**	**7:32**	**7:41**	**7:45**	**7:49**
7:06	**7:14**	**7:18**	**7:29**	**7:33**	**7:41**	**7:47**	**7:55**	**7:59**	**8:03**
—	**7:29**	**7:33**	**7:44**	**7:48**	**7:56**	**8:02**	**8:10**	**8:14**	**8:18**
7:36	**7:44**	**7:48**	**7:59**	**8:03**	**8:11**	**8:17**	**8:25**	**8:29**	**8:33**
—	**8:00**	**8:03**	**8:14**	**8:18**	**8:25**	**8:31**	**8:39**	**8:43**	**8:46**
8:10	**8:17**	**8:20**	**8:30**	**8:33**	**8:40**	**8:46**	**8:54**	**8:58**	**9:02**
—	**8:32**	**8:35**	**8:45**	**8:48**	**8:55**	**9:01**	**9:09**	**9:13**	**9:16**
8:40	**8:47**	**8:50**	**9:00**	**9:03**	**9:10**	**9:16**	**9:24**	**9:28**	**9:31**
—	**9:02**	**9:05**	**9:15**	**9:18**	**9:25**	**9:31**	**9:39**	**9:43**	**9:46**
9:10	**9:17**	**9:20**	**9:30**	**9:33**	**9:40**	**9:46**	**9:54**	**9:58**	**10:01**
—	**9:37**	**9:40**	**9:50**	**9:53**	**10:00**	**10:06**	**10:14**	**10:18**	**10:21**
9:55	**10:02**	**10:05**	**10:15**	**10:18**	**10:25**	**10:31**	**10:39**	**10:43**	**10:46**
—	**10:31**	**10:34**	**10:42**	**10:45**	**10:51**	**10:57**	**11:04**	**11:08**	**11:11**
10:54	**11:01**	**11:04**	**11:12**	**11:15**	**11:21**	**11:27**	**11:34**	**11:38**	**11:41**
—	**11:31**	**11:34**	**11:42**	**11:45**	**11:51**	**11:57**	12:04a	12:08a	12:11a
—	12:01a	12:04a	12:12a	12:15a	12:21a	12:27a	12:34	12:38	12:41
—	12:31	12:34	12:42	12:45	12:51	12:57	1:04	1:08	1:11

B = Trip ends 8 minutes later at University Ave. & 54th St. / *Viaje termina 8 minutos después en University Ave. y 54th St.*
R = Trip does not operate during June, July and August school break / *Viaje no opera durante las vacaciones de escuela en junio, julio y agosto*

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*	
Day Pass (Regional) / *Pase diario (Regional)*	$5.00
One-Way Fare / *Tarifa de una direccíon*	$2.25
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$1.10*
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	FREE / *GRATIS*

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	$72.00
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$18.00*
Youths (18 and under) *Jóvenes (18 años o menos)*	$36.00*

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

Valid for unlimited travel for one person on Trolley, most MTS buses, NCTD BREEZE and SPRINTER. Valid for a discount on COASTER fares. Not valid on Premium Express, Rural, Access, or special service buses.

Válidos para viajes ilimitados de una sola persona para: el Trolley, la mayoría de los autobuses de MTS, y los servicios del NCTD de BREEZE y SPRINTER. Válidos para acceder a descuentos en el COASTER, pero no para las rutas Premium Express, rurales, Access, ni los servicios especiales.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
The Transit Store / Lost & Found *The Transit Store / Objetos extraviados*	**(619) 234-1060**
Articles found on the bus are turned in at The Transit Store *Artículos encontrados en los autobuses son entregados a The Transit Store*	1st & Broadway Downtown San Diego M–F 9am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**www.sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at The Transit Store, or visit **www.sdmts.com**.

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Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective SEPTEMBER 2, 2012

15

SDSU – Downtown

Limited stops via El Cajon Bl.

DESTINATIONS

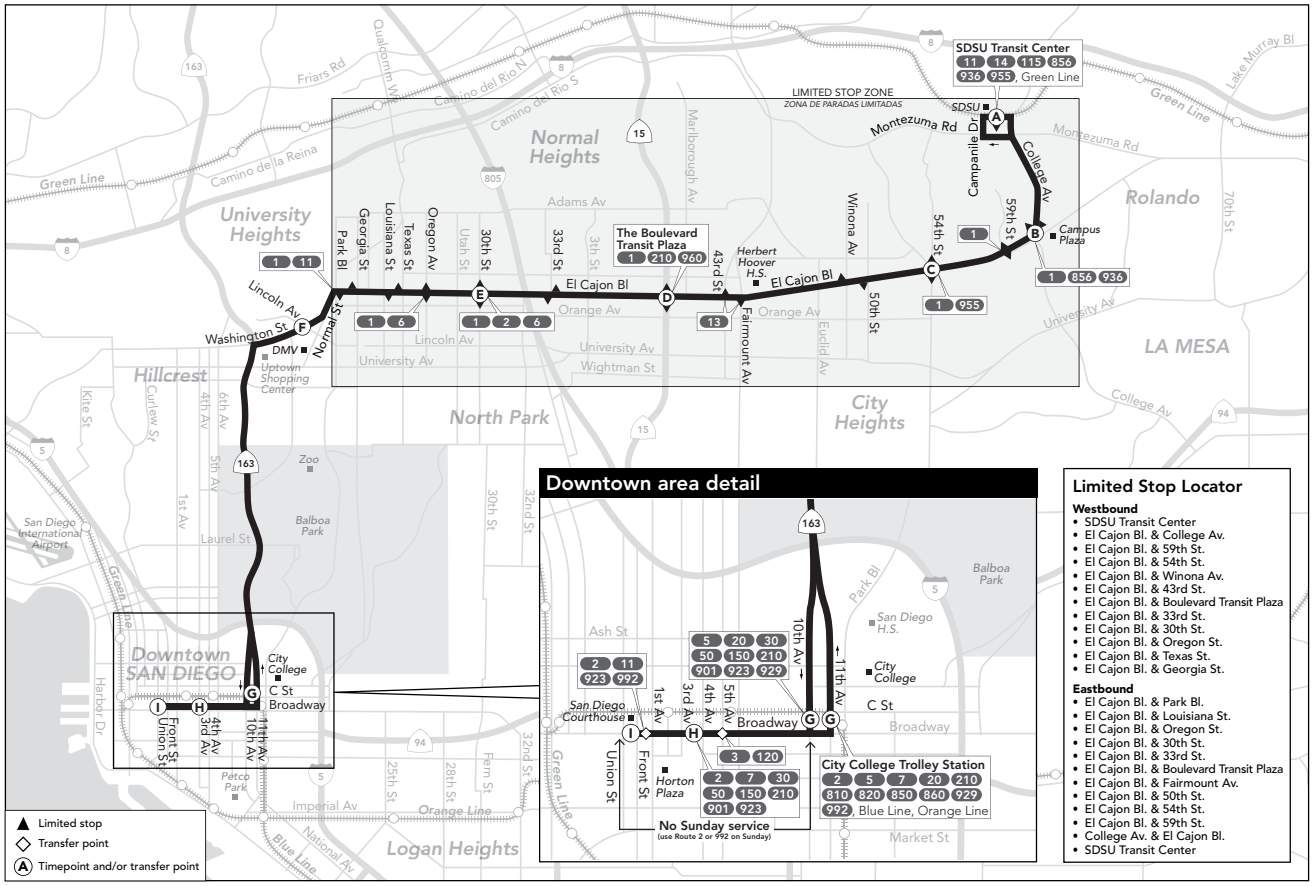
- Campus Plaza
- El Cajon Bl.
- Hoover High School
- San Diego State University
- The Boulevard Transit Plaza

TROLLEY CONNECTIONS
SDSU
City College

MTS Metropolitan Transit System

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.



Limited Stop Locator

Westbound

- SDSU Transit Center
- El Cajon Bl. & College Av.
- El Cajon Bl. & 59th St.
- El Cajon Bl. & 54th St.
- El Cajon Bl. & Winona Av.
- El Cajon Bl. & 43rd St.
- El Cajon Bl. & Boulevard Transit Plaza
- El Cajon Bl. & 33rd St.
- El Cajon Bl. & 30th St.
- El Cajon Bl. & Oregon St.
- El Cajon Bl. & Texas St.
- El Cajon Bl. & Georgia St.

Eastbound

- El Cajon Bl. & Park Bl.
- El Cajon Bl. & Louisiana St.
- El Cajon Bl. & Oregon St.
- El Cajon Bl. & 30th St.
- El Cajon Bl. & 33rd St.
- El Cajon Bl. & Boulevard Transit Plaza
- El Cajon Bl. & Fairmount Av.
- El Cajon Bl. & 50th St.
- El Cajon Bl. & 54th St.
- El Cajon Bl. & 59th St.
- College Av. & El Cajon Bl.
- SDSU Transit Center

Route 15 – Sunday / *domingo*

Downtown ➡ City Heights ➡ SDSU

(I) Broadway & Front St. **DEPART**	(H) Broadway & 3rd Av.	(G) City College Trolley (11th Av.)	(F) Washington St. & Lincoln Av.	(E) El Cajon Bl. & 30th St.	(D) Boulevard Transit Plaza (@ Fwy. 15)	(C) El Cajon Bl. & 54th St.	(B) College Av. & El Cajon Bl.	(A) SDSU Transit Center **ARRIVE**
—	—	6:11a	6:15a	6:20a	6:24a	6:30a	6:32a	6:37a
—	—	7:11	7:15	7:21	7:25	7:32	7:34	7:39
—	—	8:11	8:15	8:21	8:26	8:33	8:35	8:40
		8:41	8:45	8:51	8:56	9:03	9:05	9:10
		9:08	9:12	9:19	9:24	9:32	9:35	9:40
		9:38	9:42	9:49	9:54	10:02	10:05	10:10
		10:08	10:12	10:19	10:24	10:32	10:35	10:40
		10:35	10:40	10:48	10:53	11:01	11:04	11:10
		11:05	11:10	11:18	11:23	11:31	11:34	11:40
		11:35	11:40	11:48	11:53	**12:01p**	**12:04p**	**12:10p**
		12:05p	**12:10p**	**12:18p**	**12:23p**	**12:31**	**12:34**	**12:40**
		12:35	**12:40**	**12:48**	**12:53**	**1:01**	**1:04**	**1:10**
		1:05	**1:10**	**1:18**	**1:23**	**1:31**	**1:34**	**1:40**
		1:35	**1:40**	**1:48**	**1:53**	**2:01**	**2:04**	**2:10**
		2:05	**2:10**	**2:18**	**2:23**	**2:31**	**2:34**	**2:40**
		2:35	**2:40**	**2:48**	**2:53**	**3:01**	**3:04**	**3:10**
		3:05	**3:10**	**3:18**	**3:23**	**3:31**	**3:34**	**3:40**
		3:35	**3:40**	**3:48**	**3:53**	**4:01**	**4:04**	**4:10**
		4:05	**4:10**	**4:18**	**4:23**	**4:31**	**4:34**	**4:40**
		4:35	**4:40**	**4:48**	**4:53**	**5:01**	**5:04**	**5:10**
		5:05	**5:10**	**5:18**	**5:23**	**5:31**	**5:34**	**5:40**
		5:35	**5:40**	**5:48**	**5:53**	**6:01**	**6:04**	**6:10**
		6:07	**6:11**	**6:19**	**6:24**	**6:31**	**6:34**	**6:40**
		6:38	**6:42**	**6:50**	**6:55**	**7:02**	**7:05**	**7:11**
		7:08	**7:12**	**7:20**	**7:25**	**7:32**	**7:35**	**7:41**
		7:38	**7:42**	**7:50**	**7:55**	**8:02**	**8:05**	**8:11**
		8:09	**8:13**	**8:21**	**8:26**	**8:33**	**8:36**	**8:42**
		8:39	**8:43**	**8:51**	**8:56**	**9:03**	**9:06**	**9:12**
		9:09	**9:13**	**9:21**	**9:26**	**9:33**	**9:36**	**9:41**
—	—	**9:39**	**9:43**	**9:51**	**9:56**	**10:03**	**10:06**	**10:11**
—	—	**10:10**	**10:14**	**10:20**	**10:25**	**10:32**	**10:35**	**10:40**
—	—	**11:10**	**11:14**	**11:20**	**11:25**	**11:32**	**11:35**	**11:40**

NOTE: On Sunday, use Routes 2 and 992 on Broadway between Front St. and City College Trolley Station

NOTA: *En los domingos, use las rutas 2 y 992 para servicio en Broadway entre Front St. y City College Trolley Station*

LIMITED STOP ZONE / *ZONA DE PARADAS LIMITADAS*

SDSU ➡ City Heights ➡ Downtown

(A) SDSU Transit Center **DEPART**	(B) El Cajon Bl. & College Av.	(C) El Cajon Bl. & 54th St.	(D) Boulevard Transit Plaza (@ Fwy. 15)	(E) El Cajon Bl. & 30th St.	(F) Washington St. & Lincoln Av.	(G) City College Trolley (10th Av.)	(H) Broadway & 4th Av.	(I) Broadway & Union St. **ARRIVE**
5:31a	5:33a	5:36a	5:43a	5:47a	5:52a	5:57a	—	—
6:24	6:26	6:29	6:36	6:40	6:45	6:50	—	—
6:54	6:56	6:59	7:06	7:10	7:15	7:20	—	—
7:22	7:24	7:27	7:34	7:39	7:44	7:50		
7:52	7:54	7:57	8:04	8:09	8:14	8:20		
8:22	8:24	8:27	8:35	8:41	8:46	8:52		
8:52	8:54	8:57	9:05	9:11	9:16	9:22		
9:22	9:24	9:27	9:35	9:41	9:46	9:52		
9:50	9:52	9:55	10:03	10:09	10:14	10:20		
10:20	10:23	10:26	10:34	10:40	10:46	10:52		
10:50	10:53	10:56	11:04	11:10	11:16	11:22		
11:20	11:23	11:27	11:35	11:41	11:47	11:53		
11:50	11:53	11:57	**12:05p**	**12:11p**	**12:17p**	**12:23p**		
12:20p	**12:23p**	**12:27p**	**12:35**	**12:41**	**12:47**	**12:53**		
12:50	**12:53**	**12:57**	**1:05**	**1:11**	**1:17**	**1:23**		
1:20	**1:23**	**1:27**	**1:35**	**1:41**	**1:47**	**1:53**		
1:50	**1:53**	**1:57**	**2:05**	**2:11**	**2:17**	**2:23**		
2:20	**2:23**	**2:27**	**2:35**	**2:41**	**2:47**	**2:53**		
2:50	**2:53**	**2:57**	**3:05**	**3:11**	**3:17**	**3:23**		
3:20	**3:23**	**3:27**	**3:35**	**3:41**	**3:47**	**3:53**		
3:50	**3:53**	**3:57**	**4:05**	**4:11**	**4:17**	**4:23**		
4:20	**4:23**	**4:27**	**4:35**	**4:41**	**4:47**	**4:53**		
4:50	**4:53**	**4:56**	**5:03**	**5:09**	**5:15**	**5:21**		
5:20	**5:23**	**5:26**	**5:33**	**5:39**	**5:45**	**5:51**		
5:50	**5:53**	**5:56**	**6:03**	**6:09**	**6:15**	**6:21**		
6:20	**6:23**	**6:26**	**6:33**	**6:39**	**6:45**	**6:51**		
6:50	**6:53**	**6:56**	**7:03**	**7:09**	**7:15**	**7:21**		
7:20	**7:23**	**7:26**	**7:33**	**7:39**	**7:45**	**7:50**		
7:50	**7:53**	**7:56**	**8:03**	**8:08**	**8:14**	**8:19**		
8:20	**8:23**	**8:26**	**8:33**	**8:38**	**8:44**	**8:49**	—	—
9:20	**9:22**	**9:25**	**9:31**	**9:36**	**9:42**	**9:47**	—	—
10:20	**10:22**	**10:25**	**10:31**	**10:36**	**10:42**	**10:47**	—	—

NOTE: On Sunday, use Routes 2 and 992 on Broadway between City College Trolley Station and Union St.

NOTA: *En los domingos, use las rutas 2 y 992 para servicio en Broadway entre City College Trolley Station y Union St.*

LIMITED STOP ZONE / *ZONA DE PARADAS LIMITADAS*

CASH FARES / Tarifas

Exact fare, please / *Favor de pagar la cantidad exacta*	
Day Pass (Regional) / *Pase diario (Regional)*	$5.00
One-Way Fare / *Tarifa de una direccíon*	$2.25
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$1.10*
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	FREE / *GRATIS*

MONTHLY PASSES / Pases

Adult / *Adulto*	$72.00
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$18.00*
Youths (18 and under) *Jóvenes (18 años o menos)*	$36.00*

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / Pase diario

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DIRECTORY / Directorio

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
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Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(619) 427-5660** or/ó **(800) 409-3310**
The Transit Store	**(619) 234-1060** 1st & Broadway, Downtown San Diego M–F 9am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**www.sdmts.com**

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Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 27, 2013

955

8th St. Trolley – SDSU

via 43rd St. / Euclid Trolley / 54th St.

DESTINATIONS

- 54th Street
- Crawford High School
- Euclid Avenue Trolley Station
- Lincoln High School
- Market Creek Plaza
- San Diego State University
- South 43rd Street

TROLLEY CONNECTIONS
8th St.
Euclid Av.
SDSU

MTS Metropolitan Transit System

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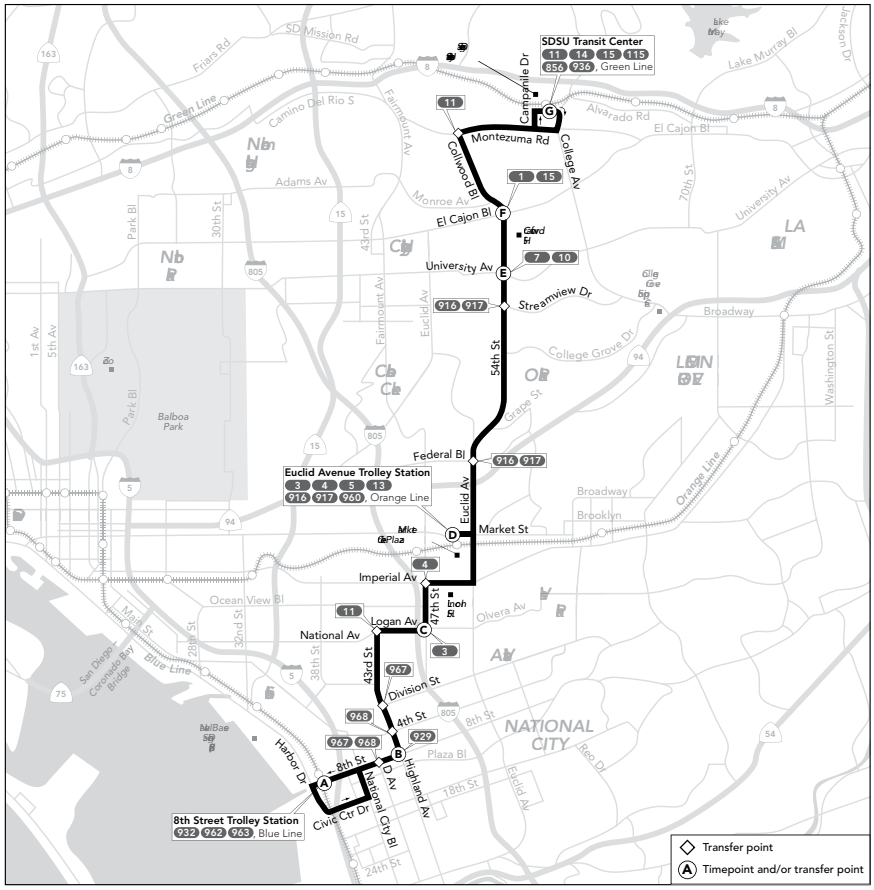

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Route 955 – Sunday / Domingo

National City ➡ Oak Park ➡ SDSU

Ⓐ 8th St. Trolley Station **DEPART**	Ⓑ Highland Av. & 8th St.	Ⓒ 47th St. & Logan Av.	Ⓓ Euclid Av. Trolley Station	Ⓔ 54th St. & University Av.	Ⓕ 54th St. & El Cajon Bl.	Ⓖ SDSU Transit Center **ARRIVE**
—	—	—	6:00a	6:09a	6:12a	6:21a
6:34a	6:42a	6:51a	7:00	7:09	7:12	7:21
7:32	7:40	7:50	8:00	8:10	8:14	8:24
8:32	8:40	8:50	9:00	9:10	9:14	9:24
9:32	9:40	9:50	10:00	10:10	10:14	10:24
10:32	10:40	10:50	11:00	11:10	11:14	11:24
11:05	11:14	11:25	11:36	11:47	11:51	**12:02p**
11:35	11:44	11:55	**12:06p**	**12:17p**	**12:21p**	**12:32**
12:05p	**12:14p**	**12:25p**	**12:36**	**12:47**	**12:51**	**1:02**
12:35	**12:44**	**12:55**	**1:06**	**1:17**	**1:21**	**1:32**
1:05	**1:14**	**1:25**	**1:36**	**1:47**	**1:51**	**2:02**
1:35	**1:44**	**1:55**	**2:06**	**2:17**	**2:21**	**2:32**
2:05	**2:14**	**2:25**	**2:36**	**2:47**	**2:51**	**3:02**
2:35	**2:44**	**2:55**	**3:06**	**3:17**	**3:21**	**3:32**
3:05	**3:14**	**3:25**	**3:36**	**3:47**	**3:51**	**4:02**
3:35	**3:44**	**3:55**	**4:06**	**4:17**	**4:21**	**4:32**
4:05	**4:14**	**4:25**	**4:36**	**4:47**	**4:51**	**5:02**
4:35	**4:44**	**4:55**	**5:06**	**5:17**	**5:21**	**5:32**
5:05	**5:14**	**5:25**	**5:36**	**5:47**	**5:51**	**6:02**
5:35	**5:44**	**5:55**	**6:06**	**6:17**	**6:21**	**6:32**
6:13	**6:22**	**6:32**	**6:49 T**	**6:59**	**7:03**	**7:13**
7:13	**7:22**	**7:32**	**7:49 T**	**7:59**	**8:03**	**8:13**
8:14	**8:23**	**8:33**	**8:49 T**	**8:59**	**9:02**	**9:11**

SDSU ➡ Oak Park ➡ National City

Ⓖ SDSU Transit Center **DEPART**	Ⓕ 54th St. & El Cajon Bl.	Ⓔ 54th St. & University Av.	Ⓓ Euclid Av. Trolley Station	Ⓒ Logan Av. & 47th St.	Ⓑ 8th St. & Highland Av.	Ⓐ 8th St. Trolley Station **ARRIVE**
—	—	—	5:58a	6:05a	6:14a	6:19a
6:38a	6:45a	6:47a	6:58	7:05	7:14	7:19
7:34	7:43	7:46	7:58	8:05	8:14	8:19
8:34	8:43	8:46	8:58	9:05	9:14	9:19
9:32	9:41	9:44	9:56	10:04	10:14	10:20
9:58	10:07	10:10	10:22	10:30	10:40	10:46
10:28	10:37	10:40	10:52	11:00	11:10	11:16
10:57	11:06	11:09	11:22	11:31	11:41	11:47
11:27	11:36	11:39	11:52	**12:01p**	**12:11p**	**12:17p**
11:57	**12:06p**	**12:09p**	**12:22p**	**12:31**	**12:41**	**12:47**
12:27p	**12:36**	**12:39**	**12:52**	**1:01**	**1:11**	**1:17**
12:57	**1:06**	**1:09**	**1:22**	**1:31**	**1:41**	**1:47**
1:27	**1:36**	**1:39**	**1:52**	**2:01**	**2:11**	**2:17**
1:57	**2:06**	**2:09**	**2:22**	**2:31**	**2:41**	**2:47**
2:27	**2:36**	**2:39**	**2:52**	**3:01**	**3:11**	**3:17**
2:57	**3:06**	**3:09**	**3:22**	**3:31**	**3:41**	**3:47**
3:27	**3:36**	**3:39**	**3:52**	**4:01**	**4:11**	**4:17**
3:57	**4:06**	**4:09**	**4:22**	**4:31**	**4:41**	**4:47**
4:27	**4:36**	**4:39**	**4:52**	**5:01**	**5:11**	**5:17**
4:57	**5:06**	**5:09**	**5:22**	**5:31**	**5:41**	**5:47**
5:27	**5:36**	**5:39**	**5:52**	**6:01**	**6:11**	**6:17**
6:01	**6:10**	**6:13**	**6:34 T**	**6:43**	**6:53**	**6:59**
6:48	**6:56**	**6:59**	**7:19 T**	**7:26**	**7:35**	**7:41**
7:48	**7:56**	**7:59**	**8:19 T**	**8:26**	**8:35**	**8:41**
8:48	**8:56**	**8:59**	**9:19 T**	**9:26**	**9:35**	**9:41**

T = Trip arrives 8 minutes earlier / *Viaje llega 8 minutos antes*

Appendix H – Intersection Operations Analysis Worksheets for Existing 2012 Conditions

Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	12	Average Delay (sec/veh):	26.1
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.5	5.5	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	643	0	88	0	0	0	0	820	1129	94	551	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	643	0	88	0	0	0	0	820	1129	94	551	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	680	0	93	0	0	0	0	868	1195	99	583	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	0	93	0	0	0	0	868	1195	99	583	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	0	93	0	0	0	0	868	1195	99	583	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.93	1.00
Lanes:	1.88	0.00	1.12	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3292	0	1958	0	0	0	0	3538	1570	1769	3538	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.00	0.00	0.00	0.00	0.25	0.76	0.06	0.16	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.62	0.85	0.06	0.68	0.00
Volume/Cap:	0.90	0.00	0.21	0.00	0.00	0.00	0.00	0.40	0.90	0.90	0.24	0.00
Delay/Veh:	62.1	0.0	41.7	0.0	0.0	0.0	0.0	13.1	14.9	116.7	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	0.0	41.7	0.0	0.0	0.0	0.0	13.1	14.9	116.7	8.3	0.0
LOS by Move:	E	A	D	A	A	A	A	B	B	F	A	A
HCM2kAvgQ:	389	0	65	0	0	0	0	232	868	164	117	0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	12	Average Delay (sec/veh):	13.8
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	5	684	16	70	1147	25	9	1	1	12	0	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	684	16	70	1147	25	9	1	1	12	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	6	763	18	78	1279	28	10	1	1	13	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	763	18	78	1279	28	10	1	1	13	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	763	18	78	1279	28	10	1	1	13	0	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.98	0.69	0.72	0.72	0.75	1.00	0.79
Lanes:	1.00	0.98	0.02	1.00	0.98	0.02	0.82	0.09	0.09	1.00	0.00	1.00
Final Sat.:	1769	1814	42	1769	1817	40	1083	120	120	1418	0	1505
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.04	0.70	0.70	0.01	0.01	0.01	0.01	0.00	0.03
Crit Moves:	****				****							****
Green/Cycle:	0.04	0.78	0.78	0.08	0.82	0.82	0.04	0.04	0.04	0.04	0.00	0.04
Volume/Cap:	0.08	0.54	0.54	0.54	0.86	0.86	0.22	0.22	0.22	0.23	0.00	0.75
Delay/Veh:	55.7	5.6	5.6	57.1	12.1	12.1	57.7	57.7	57.7	57.6	0.0	95.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	5.6	5.6	57.1	12.1	12.1	57.7	57.7	57.7	57.6	0.0	95.1
LOS by Move:	E	A	A	E	B	B	E	E	E	E	A	F
HCM2kAvgQ:	6	279	279	70	810	810	17	17	17	18	0	79

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	12	Average Delay (sec/veh):	20.0
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	46	648	4	2	1059	83	48	0	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	648	4	2	1059	83	48	0	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	50	707	4	2	1156	91	52	0	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	707	4	2	1156	91	52	0	64	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	707	4	2	1156	91	52	0	64	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.75	1.00	0.75	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	0.93	0.07	0.45	0.00	0.55	0.00	1.00	0.00
Final Sat.:	1769	1849	11	1769	1708	134	640	0	786	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.00	0.68	0.68	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.73	0.73	0.08	0.77	0.77	0.09	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	0.68	0.53	0.53	0.02	0.88	0.88	0.88	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	79.7	7.6	7.6	51.0	17.2	17.2	99.1	0.0	99.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	7.6	7.6	51.0	17.2	17.2	99.1	0.0	99.1	0.0	0.0	0.0
LOS by Move:	E	A	A	D	B	B	F	A	F	A	A	A
HCM2kAvgQ:	47	281	281	2	902	901	171	0	170	0	0	0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	12	Average Delay (sec/veh):	19.2
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	657	90	79	1067	0	0	0	0	57	0	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	657	90	79	1067	0	0	0	0	57	0	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	716	98	86	1164	0	0	0	0	62	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	716	98	86	1164	0	0	0	0	62	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	716	98	86	1164	0	0	0	0	62	0	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.82	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.82
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3538	1558	1769	3538	0	0	0	0	1769	0	1552
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.06	0.05	0.33	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:					****							****
Green/Cycle:	0.00	0.31	0.31	0.51	0.83	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.64	0.20	0.10	0.40	0.00	0.00	0.00	0.00	0.47	0.00	0.64
Delay/Veh:	0.0	36.6	30.3	15.1	2.8	0.0	0.0	0.0	0.0	56.0	0.0	65.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.6	30.3	15.1	2.8	0.0	0.0	0.0	0.0	56.0	0.0	65.8
LOS by Move:	A	D	C	B	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	288	62	38	139	0	0	0	0	70	0	95

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	16	Average Delay (sec/veh):	41.6
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	266	385	88	311	685	97	126	615	195	126	533	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	385	88	311	685	97	126	615	195	126	533	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	281	407	93	328	723	102	133	649	206	133	563	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	407	93	328	723	102	133	649	206	133	563	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	407	93	328	723	102	133	649	206	133	563	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.82	0.93	0.93	0.82	0.93	0.93	0.82
Lanes:	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2797	639	1769	3538	1556	1769	3538	1556	1769	3538	1556
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.19	0.20	0.07	0.08	0.18	0.13	0.08	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.21	0.21	0.27	0.35	0.35	0.12	0.27	0.27	0.11	0.26	0.26
Volume/Cap:	0.59	0.68	0.68	0.68	0.59	0.19	0.62	0.68	0.49	0.68	0.62	0.60
Delay/Veh:	50.4	46.0	46.0	42.9	32.9	27.5	55.3	41.2	37.8	60.7	40.5	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	46.0	46.0	42.9	32.9	27.5	55.3	41.2	37.8	60.7	40.5	41.6
LOS by Move:	D	D	D	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	125	224	223	269	281	63	117	280	155	121	237	194

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	8	Average Delay (sec/veh):	7.3
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	2	30	21	8	22	14	831	66	15	724	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	2	30	21	8	22	14	831	66	15	724	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	51	2	32	22	8	23	15	875	69	16	762	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	2	32	22	8	23	15	875	69	16	762	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	2	32	22	8	23	15	875	69	16	762	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.75	0.74	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.86
Lanes:	0.61	0.02	0.37	0.41	0.16	0.43	0.03	1.83	0.14	0.04	1.94	0.02
Final Sat.:	846	35	529	626	238	656	50	2990	238	66	3168	39
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.29	0.29	0.29	0.24	0.24	0.24
Crit Moves:		****						****				
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	0.38	0.38	0.38	0.22	0.22	0.22	0.38	0.38	0.38	0.31	0.31	0.31
Delay/Veh:	46.3	46.3	46.3	44.5	44.5	44.5	4.4	4.4	4.4	4.1	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	46.3	46.3	44.5	44.5	44.5	4.4	4.4	4.4	4.1	4.1	4.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	77	78	78	46	46	46	144	144	144	113	113	113

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	12	Average Delay (sec/veh):	23.4
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	118	629	22	106	942	66	24	21	85	46	30	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	629	22	106	942	66	24	21	85	46	30	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	127	676	24	114	1013	71	26	23	91	49	32	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	676	24	114	1013	71	26	23	91	49	32	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	676	24	114	1013	71	26	23	91	49	32	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.92	0.92	0.83	0.83	0.82	0.76	0.76	0.76
Lanes:	1.00	1.93	0.07	1.00	1.87	0.13	0.18	0.16	0.66	0.32	0.20	0.48
Final Sat.:	1769	3401	119	1769	3273	229	290	254	1027	459	299	688
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.06	0.31	0.31	0.09	0.09	0.09	0.11	0.11	0.11
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.53	0.53	0.17	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.54	0.38	0.38	0.38	0.54	0.54	0.45	0.45	0.45	0.54	0.54	0.54
Delay/Veh:	51.3	16.7	16.7	44.8	16.4	16.4	43.3	43.3	43.3	45.3	45.3	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	16.7	16.7	44.8	16.4	16.4	43.3	43.3	43.3	45.3	45.3	45.3
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	126	195	195	89	316	316	123	123	122	145	145	144

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.137
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	5	0	49	0	0	0	0	84	0	31	77	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	49	0	0	0	0	84	0	31	77	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	5	0	53	0	0	0	0	90	0	33	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	53	0	0	0	0	90	0	33	83	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	53	0	0	0	0	90	0	33	83	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.00	0.00	0.00	0.00	1.00	0.00	0.29	0.71	0.00
Final Sat.:	83	0	815	0	0	0	0	852	0	243	604	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.14	0.14	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	7.1	0.0	7.1	0.0	0.0	0.0	0.0	7.6	0.0	7.8	7.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	0.0	7.1	0.0	0.0	0.0	0.0	7.6	0.0	7.8	7.8	0.0
LOS by Move:	A	*	A	*	*	*	*	A	*	A	A	*
ApproachDel:	7.1			xxxxxx			7.6			7.8		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	7.1			xxxxxx			7.6			7.8		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	1.6	1.6	1.6	0.0	0.0	0.0	2.9	2.9	2.9	3.9	3.9	3.9

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.204
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	24	0	45	33	108	0	0	79	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	0	45	33	108	0	0	79	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	29	0	54	40	130	0	0	95	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	54	40	130	0	0	95	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	54	40	130	0	0	95	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.34	0.01	0.65	0.23	0.77	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	284	0	533	194	635	0	0	735	102
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.10	0.00	0.10	0.20	0.20	xxxx	xxxx	0.13	0.13
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.6	7.6	7.6	8.3	8.3	0.0	0.0	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.6	7.6	7.6	8.3	8.3	0.0	0.0	7.8	7.8
LOS by Move:	*	*	*	A	A	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.6			8.3			7.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.6			8.3			7.8		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	2.5	2.5	2.5	6.1	6.1	6.1	3.5	3.5	3.5

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	12	Average Delay (sec/veh):	21.1
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	29	43	90	85	42	67	71	753	40	52	589	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	43	90	85	42	67	71	753	40	52	589	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	45	95	89	44	71	75	793	42	55	620	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	45	95	89	44	71	75	793	42	55	620	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	45	95	89	44	71	75	793	42	55	620	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.83	0.73	0.74	0.73	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	0.18	0.26	0.56	0.44	0.22	0.34	1.00	1.90	0.10	1.00	1.74	0.26
Final Sat.:	284	422	882	612	302	482	1769	3336	177	1769	3011	455
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.15	0.15	0.15	0.04	0.24	0.24	0.03	0.21	0.21
Crit Moves:					****			****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.50	0.50	0.07	0.46	0.46
Volume/Cap:	0.35	0.35	0.35	0.47	0.47	0.47	0.38	0.47	0.47	0.47	0.45	0.45
Delay/Veh:	27.1	27.1	27.1	28.7	28.7	28.7	42.5	16.3	16.3	48.0	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	27.1	28.7	28.7	28.7	42.5	16.3	16.3	48.0	18.7	18.7
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	105	105	104	136	136	136	63	220	220	40	187	186

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	16	Average Delay (sec/veh):	44.6
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	385	54	491	657	144	133	602	226	104	484	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	385	54	491	657	144	133	602	226	104	484	293
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	234	405	57	517	692	0	140	634	238	109	509	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	405	57	517	692	0	140	634	238	109	509	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	234	405	57	517	692	0	140	634	238	109	509	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.82	0.93	0.93	1.00	0.93	0.93	0.82	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1556	1769	3538	1900	1769	3538	1556	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.04	0.29	0.20	0.00	0.08	0.18	0.15	0.06	0.14	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.15	0.15	0.39	0.32	0.00	0.11	0.24	0.24	0.08	0.21	0.00
Volume/Cap:	0.60	0.75	0.24	0.75	0.60	0.00	0.69	0.75	0.64	0.75	0.69	0.00
Delay/Veh:	44.8	54.3	45.2	35.9	34.9	0.0	60.9	45.9	44.6	72.7	46.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	54.3	45.2	35.9	34.9	0.0	60.9	45.9	44.6	72.7	46.8	0.0
LOS by Move:	D	D	D	D	C	A	E	D	D	E	D	A
HCM2kAvgQ:	189	192	44	437	291	0	127	288	195	140	256	0

Note: Queue reported is the distance per lane in feet.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	12	Average Delay (sec/veh):	19.9
Optimal Cycle:	134	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.5	5.5	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	568	0	84	0	0	0	0	791	954	86	482	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	568	0	84	0	0	0	0	791	954	86	482	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	0	84	0	0	0	0	791	954	86	482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	0	84	0	0	0	0	791	954	86	482	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	568	0	84	0	0	0	0	791	954	86	482	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.93	1.00
Lanes:	1.87	0.00	1.13	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3274	0	1975	0	0	0	0	3538	1583	1769	3538	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.04	0.00	0.00	0.00	0.00	0.22	0.60	0.05	0.14	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.60	0.84	0.07	0.67	0.00
Volume/Cap:	0.72	0.00	0.18	0.00	0.00	0.00	0.00	0.37	0.72	0.71	0.20	0.00
Delay/Veh:	49.2	0.0	40.2	0.0	0.0	0.0	0.0	13.9	6.1	79.6	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	0.0	40.2	0.0	0.0	0.0	0.0	13.9	6.1	79.6	8.6	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	E	A	A
HCM2kAvgQ:	287	0	57	0	0	0	0	214	412	123	97	0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	12	Average Delay (sec/veh):	10.0
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	580	21	72	888	38	21	1	0	8	2	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	580	21	72	888	38	21	1	0	8	2	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	580	21	72	888	38	21	1	0	8	2	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	580	21	72	888	38	21	1	0	8	2	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	580	21	72	888	38	21	1	0	8	2	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.71	0.71	1.00	0.73	0.73	0.83
Lanes:	1.00	0.97	0.03	1.00	0.96	0.04	0.95	0.05	0.00	0.80	0.20	1.00
Final Sat.:	1769	1788	65	1769	1775	76	1285	61	0	1107	277	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.04	0.50	0.50	0.02	0.02	0.00	0.01	0.01	0.03
Crit Moves:	****				****							****
Green/Cycle:	0.04	0.76	0.76	0.10	0.81	0.81	0.05	0.05	0.00	0.05	0.05	0.05
Volume/Cap:	0.05	0.43	0.43	0.42	0.62	0.62	0.36	0.36	0.00	0.16	0.16	0.62
Delay/Veh:	55.5	5.4	5.4	52.6	5.0	5.0	59.3	59.3	0.0	56.3	56.3	71.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	5.4	5.4	52.6	5.0	5.0	59.3	59.3	0.0	56.3	56.3	71.2
LOS by Move:	E	A	A	D	A	A	E	E	A	E	E	E
HCM2kAvgQ:	5	198	198	62	330	330	31	31	0	13	13	66

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	12	Average Delay (sec/veh):	15.3
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	32	560	3	4	812	116	57	0	77	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	560	3	4	812	116	57	0	77	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	560	3	4	812	116	57	0	77	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	560	3	4	812	116	57	0	77	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	560	3	4	812	116	57	0	77	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.96	0.96	0.78	1.00	0.78	1.00	1.00	0.87
Lanes:	1.00	0.99	0.01	1.00	0.87	0.13	0.43	0.00	0.57	0.00	0.00	1.00
Final Sat.:	1769	1850	10	1769	1598	228	627	0	846	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.00	0.51	0.51	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.68	0.68	0.09	0.73	0.73	0.13	0.00	0.13	0.00	0.00	0.13
Volume/Cap:	0.43	0.45	0.45	0.02	0.70	0.70	0.70	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	60.2	9.3	9.3	49.5	10.7	10.7	60.7	0.0	60.7	0.0	0.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	9.3	9.3	49.5	10.7	10.7	60.7	0.0	60.7	0.0	0.0	45.4
LOS by Move:	E	A	A	D	B	B	E	A	E	A	A	D
HCM2kAvgQ:	29	234	234	4	483	483	153	0	153	0	0	1

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	12	Average Delay (sec/veh):	17.1
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	563	91	65	823	0	0	0	0	41	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	563	91	65	823	0	0	0	0	41	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	563	91	65	823	0	0	0	0	41	0	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	563	91	65	823	0	0	0	0	41	0	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	563	91	65	823	0	0	0	0	41	0	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3538	1583	1769	3538	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.06	0.04	0.23	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:					****					****		
Green/Cycle:	0.00	0.35	0.35	0.49	0.83	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.46	0.17	0.08	0.28	0.00	0.00	0.00	0.00	0.35	0.00	0.47
Delay/Veh:	0.0	30.9	27.4	16.3	2.2	0.0	0.0	0.0	0.0	55.4	0.0	57.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.9	27.4	16.3	2.2	0.0	0.0	0.0	0.0	55.4	0.0	57.3
LOS by Move:	A	C	C	B	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	203	55	30	85	0	0	0	0	46	0	59

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	16	Average Delay (sec/veh):	39.0
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	238	328	77	244	557	86	94	504	210	128	445	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	328	77	244	557	86	94	504	210	128	445	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	328	77	244	557	86	94	504	210	128	445	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	328	77	244	557	86	94	504	210	128	445	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	328	77	244	557	86	94	504	210	128	445	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2785	654	1769	3538	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.14	0.16	0.05	0.05	0.14	0.13	0.07	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.22	0.22	0.25	0.33	0.33	0.11	0.26	0.26	0.13	0.28	0.28
Volume/Cap:	0.48	0.54	0.54	0.54	0.48	0.17	0.47	0.54	0.51	0.54	0.45	0.47
Delay/Veh:	48.0	42.5	42.5	40.1	32.6	28.9	51.6	38.7	38.6	51.2	35.6	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	42.5	42.5	40.1	32.6	28.9	51.6	38.7	38.6	51.2	35.6	36.4
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	102	171	171	190	209	54	80	205	160	109	171	156

Note: Queue reported is the distance per lane in feet.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.319
Loss Time (sec):	8	Average Delay (sec/veh):	7.2
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	0	1 0 1 0
Volume Module:												
Base Vol:	41	1	31	21	4	24	14	739	60	23	598	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1	31	21	4	24	14	739	60	23	598	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1	31	21	4	24	14	739	60	23	598	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1	31	21	4	24	14	739	60	23	598	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1	31	21	4	24	14	739	60	23	598	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87	0.84	0.84	0.84
Lanes:	0.57	0.01	0.42	0.43	0.08	0.49	0.03	1.82	0.15	0.07	1.90	0.03
Final Sat.:	809	20	611	651	124	744	57	2993	243	116	3027	56
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.03	0.03	0.25	0.25	0.25	0.20	0.20	0.20
Crit Moves:		****						****				
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.32	0.32	0.32	0.20	0.20	0.20	0.32	0.32	0.32	0.26	0.26	0.26
Delay/Veh:	45.5	45.5	45.5	44.3	44.3	44.3	4.1	4.1	4.1	3.9	3.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	45.5	45.5	44.3	44.3	44.3	4.1	4.1	4.1	3.9	3.9	3.9
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	65	65	65	42	42	42	116	116	116	86	86	86

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	12	Average Delay (sec/veh):	23.2
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	92	578	16	89	739	54	21	22	82	41	34	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	578	16	89	739	54	21	22	82	41	34	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	578	16	89	739	54	21	22	82	41	34	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	578	16	89	739	54	21	22	82	41	34	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	578	16	89	739	54	21	22	82	41	34	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.92	0.92	0.84	0.84	0.84	0.82	0.82	0.82
Lanes:	1.00	1.95	0.05	1.00	1.86	0.14	0.17	0.18	0.65	0.27	0.22	0.51
Final Sat.:	1769	3429	95	1769	3264	239	268	280	1045	420	349	789
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.05	0.23	0.23	0.08	0.08	0.08	0.10	0.10	0.10
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.51	0.51	0.15	0.54	0.54	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.42	0.33	0.33	0.33	0.42	0.42	0.34	0.34	0.34	0.42	0.42	0.42
Delay/Veh:	49.8	17.2	17.2	46.0	16.4	16.4	38.8	38.8	38.8	39.8	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	17.2	17.2	46.0	16.4	16.4	38.8	38.8	38.8	39.8	39.8	39.8
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	88	165	165	70	219	219	99	99	99	125	125	125

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.115
Loss Time (sec):	0	Average Delay (sec/veh):	7.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	11	0	46	0	0	0	0	46	2	24	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	46	0	0	0	0	46	2	24	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	46	0	0	0	0	46	2	24	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	46	0	0	0	0	46	2	24	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	46	0	0	0	0	46	2	24	75	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.00	0.81	0.00	0.00	0.00	0.00	0.96	0.04	0.24	0.76	0.00
Final Sat.:	177	0	742	0	0	0	0	825	36	208	650	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	0.06	0.06	0.12	0.12	xxxx
Crit Moves:	****								****		****	
Delay/Veh:	7.0	0.0	7.0	0.0	0.0	0.0	0.0	7.4	7.4	7.7	7.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	0.0	7.0	0.0	0.0	0.0	0.0	7.4	7.4	7.7	7.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.0			xxxxxx			7.4			7.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	7.0			xxxxxx			7.4			7.7		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	1.5	1.5	1.5	0.0	0.0	0.0	1.4	1.4	1.4	3.2	3.2	3.2

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.114
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	27	0	40	23	73	0	0	73	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	40	23	73	0	0	73	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	40	23	73	0	0	73	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	40	23	73	0	0	73	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	27	0	40	23	73	0	0	73	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.40	0.00	0.60	0.24	0.76	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	348	0	515	202	642	0	0	760	104
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.08	xxxx	0.08	0.11	0.11	xxxx	xxxx	0.10	0.10
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.3	0.0	7.3	7.7	7.7	0.0	0.0	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.3	0.0	7.3	7.7	7.7	0.0	0.0	7.5	7.5
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.3			7.7			7.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.3			7.7			7.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	1.9	1.9	1.9	3.1	3.1	3.1	2.6	2.6	2.6

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	12	Average Delay (sec/veh):	18.6
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	36	34	81	68	31	43	53	742	27	51	607	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	34	81	68	31	43	53	742	27	51	607	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	34	81	68	31	43	53	742	27	51	607	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	34	81	68	31	43	53	742	27	51	607	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	34	81	68	31	43	53	742	27	51	607	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.75	0.75	0.75	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	0.24	0.22	0.54	0.48	0.22	0.30	1.00	1.93	0.07	1.00	1.78	0.22
Final Sat.:	373	352	840	679	310	429	1769	3397	124	1769	3098	383
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.22	0.22	0.03	0.20	0.20
Crit Moves:					****			****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.13	0.55	0.55	0.07	0.50	0.50
Volume/Cap:	0.38	0.38	0.38	0.39	0.39	0.39	0.24	0.39	0.39	0.39	0.39	0.39
Delay/Veh:	31.4	31.4	31.4	31.7	31.7	31.7	39.8	12.9	12.9	46.2	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.4	31.7	31.7	31.7	39.8	12.9	12.9	46.2	15.8	15.8
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	102	102	102	98	98	98	41	177	177	37	164	164

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	16	Average Delay (sec/veh):	41.2
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	197	333	43	431	604	119	128	545	213	99	406	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	333	43	431	604	119	128	545	213	99	406	250
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	197	333	43	431	604	0	128	545	213	99	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	333	43	431	604	0	128	545	213	99	406	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	197	333	43	431	604	0	128	545	213	99	406	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	0.93	0.93	0.83	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1900	1769	3538	1583	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.03	0.24	0.17	0.00	0.07	0.15	0.13	0.06	0.11	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.15	0.15	0.39	0.32	0.00	0.13	0.24	0.24	0.09	0.20	0.00
Volume/Cap:	0.53	0.63	0.18	0.63	0.53	0.00	0.56	0.63	0.55	0.63	0.56	0.00
Delay/Veh:	43.5	50.5	45.0	31.9	33.6	0.0	52.4	42.1	41.4	60.9	44.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	50.5	45.0	31.9	33.6	0.0	52.4	42.1	41.4	60.9	44.0	0.0
LOS by Move:	D	D	D	C	C	A	D	D	D	E	D	A
HCM2kAvgQ:	157	151	33	333	243	0	110	233	168	115	191	0

Note: Queue reported is the distance per lane in feet.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Appendix I – Detailed Project Traffic Generation Calculations

Table I-1

Growth Rates for Non-Lighted Afternoon Games to Lighted Evening Games

	Homecoming Games						
	Afternoon Without Lights			Evening With Lights			Average Growth
School	**Date**	**Time**	**Tickets**	**Date**	**Time**	**Tickets**	
Clairemont	**10/24/2008 HC**	**2:00pm**	**725**	**10/30/2009 HC**	**6:30pm**	**630**	
	10/15/2010 HC	**3:00pm**	**317**	**10/14/2011 HC**	**6:30pm**	**1298**	
				10/12/2012 HC	**6:30pm**	**721**	
							No Light / With Light / **Growth**
							521 / 883 / **69%**
Hoover	**10/30/2009 HC**	**3:00pm**	**427**	**10/24/2008 HC**	**7:00pm**	**1051**	
				10/8/2010 HC	**6:30pm**	**1788**	
				10/19/2012 HC	**6:30pm**	**1340**	
							No Light / With Light / **Growth**
							427 / 1,196 / **180%**
University City	**10/23/2009 HC**	**3:00pm**	**678**	**10/17/2008 HC**	**6:30pm**	**1332**	
				10/29/2010 HC	**6:30pm**	**1238**	
				10/28/2011 HC	**6:30pm**	**1160**	
				10/26/2012 HC	**6:30pm**	**1138**	
							No Light / With Light / **Growth**
							678 / 1,217 / **79%**
Average			537			1,101	

Weighted Average **105%** Average of averages **110%**

<u>Use Higher Average =</u> 110%

Data Points Data Points 4 9

Yellow: Lighted Game

BOLD HC: Homecoming Game

Orange: Special Memorial (excluded from calculations)

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J:\KOA-SD\JB24076-Mission_Bay\Analysis\Tickets\Homecoming_Ticket_Sales_Growth-No_Light_vs_Light-2013_0621\HC Growth No Light vs Light

Table i-2

Correlation Factor between Homecoming and Non-Homecoming Ticket Sales from all Distrct High Schools with Lights

6/20/2013

School	Homecoming Tickets	Homecoming Date	Homecoming Time	Non-Homecoming Tickets	Non-Homecoming Date	Non-Homecoming Time
Patrick Henry	1596	10/29/2010 HC	6:30pm	1794	9/11/2010	6:00pm
	1122	10/28/2011 HC	6:30pm	616	9/17/2010	6:00pm
	1887	11/2/2012 HC	6:30pm	1306	10/1/2010	6:30pm
Best info				2547	10/15/2010	6:30pm
that lights	HC after date means confirmed			489	9/23/2011	6:30pm
installed				485	10/7/2011	6:30pm
1980s				865	8/31/2012	6:30pm
				1026	9/7/2012	6:30pm
				1167	9/21/2012	6:30pm
				1374	10/5/2012	6:30pm
				781	10/12/2012	6:30pm
La Jolla	2119	9/24/2010	6:30pm	602	9/3/2010	6:30pm
	425	9/30/2011	6:30pm	628	9/10/2010	6:30pm
No light	1086	11/2/2012	6:30pm	526	10/15/2010	6:30pm
installation				888	11/12/2010	6:30pm
info	HC date to the best of			770	9/16/2011	6:30pm
	District's knowledge			153	10/28/2011	6:30pm
				321	11/4/2011	6:30pm
				188	11/10/2011	6:30pm
				160	8/31/2012	6:30pm
				722	9/7/2012	6:30pm
				405	10/5/2012	6:30pm
				340	10/26/2012	6:30pm
Lincoln	1508	10/29/2010	6:30pm	429	9/4/2010	4:00pm
	1032	10/28/2011	6:30pm	952	9/10/2010	6:30pm
Lights	1018	10/26/2012	6:30pm	418	11/12/2010	6:30pm
installed				1734	9/10/2011	6:30pm
2006	HC date to the best of			701	9/16/2011	6:30pm
	District's knowledge			330	9/30/2011	6:30pm
				275	10/7/2011	6:30pm
				255	10/21/2011	6:30pm
				308	11/14/2011	6:30pm
				625	9/7/2012	6:30pm
				686	9/14/2012	6:30pm
				451	9/28/2012	6:30pm
				570	11/2/2012	6:30pm
Madison	490	10/23/2010	6:30pm	321	10/8/2010	6:30pm
	1431	10/21/2011	6:30pm	286	11/5/2010	6:30pm
Exising	1474	10/5/2012	6:30pm	1117	9/9/2011	6:30pm
Lights				826	9/16/2011	6:30pm
Replaced	HC date to the best of			843	10/7/2011	6:30pm
2010	District's knowledge			420	11/4/2011	6:30pm
				446	11/10/2011	6:30pm
				1123	8/31/2012	6:30pm
				682	9/14/2012	6:30pm
				504	10/12/2012	6:30pm
				1021	11/2/2012	6:30pm
Mira Mesa	602	10/22/2010	6:30pm	508	10/1/2010	6:30pm
	2033	10/14/2011	6:30pm	516	10/15/2010	6:30pm
Best info	769	10/5/2012	6:30pm	479	10/29/2010	6:30pm
that lights				624	9/9/2011	6:30pm
installed	HC date to the best of			819	9/16/2011	6:30pm
late 1970s	District's knowledge			710	9/23/2011	6:30pm
				554	9/30/2011	6:30pm
				654	11/10/2011	6:30pm
				706	9/7/2012	6:30pm
				741	9/28/2012	6:30pm
				574	10/26/2012	6:30pm
San Diego	1165	11/12/2010 HC	6:30pm	327	9/3/2010	6:30pm
	1023	11/10/2011 HC	6:30pm	502	9/10/2010	6:30pm
Best info	1105	10/26/2012 HC	6:30pm	433	9/17/2010	6:30pm
that lights				571	10/1/2010	6:30pm
installed	HC after date means confirmed			327	10/15/2010	6:30pm
1980s				91	10/22/2010	6:30pm
				459	9/9/2011	6:30pm
				382	9/16/2011	6:30pm
				484	9/23/2011	6:30pm
				97	11/4/2011	6:30pm
				798	9/28/2012	6:30pm
				1349	10/5/2012	6:30pm
				438	10/12/2012	6:30pm
				296	11/2/2012	6:30pm

School	Homecoming Tickets	Homecoming Date	Homecoming Time	Non-Homecoming Tickets	Non-Homecoming Date	Non-Homecoming Time
Scripps Ranch	1433	10/8/2010 HC	6:30pm	1400	9/3/2010	6:30pm
	1625	9/30/2011 HC	6:30pm	745	10/1/2010	6:30pm
	1451	9/14/2012 HC	6:30pm	1173	10/15/2010	6:30pm
Lights				551	11/5/2010	6:30pm
installed	HC after date means confirmed			1414	11/12/2010	6:30pm
2007				999	9/16/2011	6:30pm
				993	9/23/2011	6:30pm
				1085	10/28/2011	6:30pm
				311	11/4/2011	6:30pm
				1502	8/31/2012	6:30pm
				819	9/7/2012	6:30pm
				502	9/21/2012	6:30pm
				1053	10/5/2012	6:30pm
				390	10/18/2012	6:30pm
				978	11/2/2012	6:30pm
Serra	733	10/29/2010 HC	6:30pm	915	9/10/2010	6:30pm
	1533	10/21/2011 HC	6:30pm	1425	10/1/2010	6:30pm
Best info	945	10/19/2012 HC	6:30pm	435	11/5/2010	6:30pm
that lights				359	11/12/2010	6:30pm
installed	HC after date means confirmed			1022	9/23/2011	6:30pm
1970/80s				561	9/30/2011	6:30pm
				520	10/28/2011	6:30pm
				730	8/31/2012	6:30pm
				497	9/7/2012	6:30pm
				594	9/14/2012	6:30pm
				768	9/21/2012	6:30pm
				584	10/26/2012	6:30pm
Clairemont	630	10/30/2009 HC	6:30pm	629	9/23/2011	6:30pm
Lights	1,298	10/14/2011 HC	6:30pm	603	9/30/2011	6:30pm
installed	721	10/12/2012 HC	6:30pm	679	10/7/2011	6:30pm
2010				257	8/31/2012	6:30pm
	HC after date means confirmed			805	9/21/2012	6:30pm
				431	10/19/2012	6:30pm
Hoover	1,051	10/24/2008 HC	7:00pm	335	9/7/2012	6:30pm
Lights	1,340	10/19/2012 HC	6:30pm	385	9/14/2012	6:30pm
installed				240	9/21/2012	6:30pm
2011	HC after date means confirmed			219	9/28/2012	6:30pm
				391	10/12/2012	6:30pm
Morse	858	11/7/2008 HC	6:30pm	1085	9/30/2011	6:30pm
Lights	831	10/23/2009 HC	6:30pm	1005	10/7/2011	6:30pm
installed	1,359	10/21/2011 HC	6:30pm	133	10/14/2011	6:30pm
2011	812	10/5/2012 HC	6:30pm	180	11/4/2011	6:30pm
				293	11/10/2011	6:30pm
	HC after date means confirmed			393	8/31/2012	6:30pm
				645	9/7/2012	6:30pm
				585	9/14/2012	6:30pm
				419	10/19/2012	6:30pm
University City	1,332	10/17/2008 HC	6:30pm	919	10/8/2010	6:30pm
	1,238	10/29/2010 HC	6:30pm	207	11/12/2010	6:30pm
Lights	1,160	10/28/2011 HC	6:30pm	657	9/9/2011	6:30pm
installed	1,138	10/26/2012 HC	6:30pm	208	11/10/2011	6:30pm
2010				468	8/31/2012	6:30pm
	HC after date means confirmed			847	9/14/2012	6:30pm
				562	9/28/2012	6:30pm
				859	11/2/2012	6:30pm

Average homecoming attendance from 12 high schools w/lights	**1,172**
Average non-homecoming attendance from 12 high schools w/lights	**659**
Percent Change	***-56%***

Please note that some of the homecoming dates could not be verified because some of the athletic directors and other staff are no longer at specific schools, thus some of the dates are based on the best knowledge by District staff.

Table i-3 - Crawford High School
Existing Trip Generation Calculations Without Lights

6/27/2013

Daily Traffic Variable	Row	Maximum Typical Game	Maximum Homecoming Game
Existing Ticket Sales for Afternoon Non-Lighted Games	A	205	369
Home Attendees 70% of Ticket Sales (B = A x 70%) Bleacher split: 2,796 for home and 1,174 for visitor	B	144	258
Students within 1/2 mile radius of school (Source: San Diego Unified Instructional Facilities Planning)	C	307	307
Percent of home attendees estimated to walk to game (Source: Direction from City of San Diego staff)	D	50%	50%
Proportion of walking attendee to historical maximum game	E	56%	100%
Total home attendees walking to game (F = C x D x E)	F	85	154
Tickets sold to people driving to game (G = B - F)	G	59	104
Vehicles driven by home attendees (H = G/2) Source: Morse & Lincoln; Vehicle occupancy of 2 per car	H	30	52
Home support attendee driving to game but not requiring ticket (home coaches, home teachers, concession stand operators, security, maintenance, volunteers, offciating crew, trainers, etc.) Vehicle occupany of 1 per car	I	20	25
Average Daily Traffic [ADT] for home & support attendees (J = [H+I] x 2) for inbound & outbound	**J**	**100**	**154**
Visitor Attendees 30% of Ticket Sales (K = A x 30%) or (K = A-B) Bleacher split: 2,796 for home and 1,174 for visitor	K	61	111
Tickets sold to visitor attendee driving to game (L = K)	L	61	111
Vehicles driven by visitor attendees (M = L/2) Source: Morse & Lincoln; Vehicle occupancy of 2 per car	M	31	56
Visitor support attendee driving to game but not requiring ticket (visiting coaches, concession stand operators, security, maintenance, volunteers, offciating crew, trainers, medical, press, etc.) Vehicle occupany of 1 per car	N	60	65
Average Daily Traffic [ADT] for visitor attendees (O = [M+N] x 2) for inbound & outbound	**O**	**182**	**242**
Total Existing Average Daily Traffic [ADT]: (P = J+O)	P	**282**	**396**

		Typical Game		Homecoming Game	
Peak Hour Traffic Variable	**Row**	**Commute Peak 5:00-6:00 PM**	**Game Peak 5:45-6:45 PM**	**Commute Peak 5:00-6:00 PM**	**Game Peak 5:45-6:45 PM**
Peak Hour Percentage for Study Period	Q	18%	34%	18%	34%
Inbound Percentage	R	69%	80%	69%	80%
Outbound Percentage	S	31%	20%	31%	20%
Existing Home Attendee Total Peak Hour Volume (T = J x Q)	T	18	34	28	52
Existing Home Attendee Inbound Peak Hour Volume (U = T x R)	U	12	27	19	42
Existing Home Attendee Outbound Peak Hour Volume (V = T x S)	V	6	7	9	10
Existing Visitor Attendee Total Peak Hour Volume (W = O x Q)	W	33	62	44	82
Existing Visitor Attendee Inbound Peak Hour Volume (X = W x R)	X	23	50	30	66
Existing Visitor Attendee Outbound Peak Hour Volume (Y = W x S)	Y	10	12	14	16
Total Existing Attendee Peak Hour Volume (Z = T+W)	Z	**51**	**96**	**72**	**134**
Total Existing Attendee Inbound Peak Hour Volume (a = U+X)	a	**35**	**77**	**49**	**108**
Total Existing Attendee Outbound Peak Hour Volume (b = V+Y)	b	**16**	**19**	**23**	**26**

Table i-4 - Crawford High School
Future Trip Generation Calculations With Lights

6/24/2013

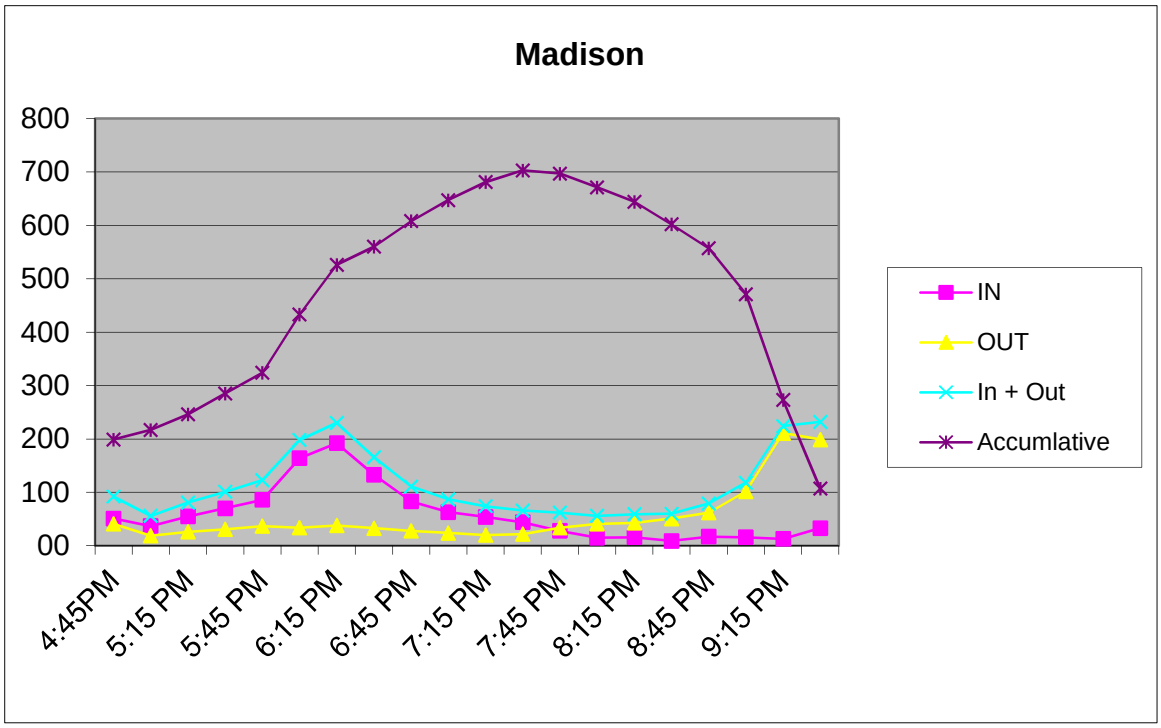
Daily Traffic Variable	Row	Maximum Typical Game	Maximum Homecoming Game
Projected Future Ticket Sales for 6:30 PM Lighted Games	A	434	775
Home Attendees 70% of Ticket Sales (B = A x 70%) Bleacher split: 2,796 for home and 1,174 for visitor	B	304	543
Students within 1/2 mile radius of school (Source: San Diego Unified Instructional Facilities Planning)	C	307	307
Percent of home attendees estimated to walk to game (Source: Direction from City of San Diego staff)	D	50%	50%
Proportion of walking attendee to historical maximum game	E	56%	100%
Total home attendees walking to game (F = C x D x E)	F	86	154
Tickets sold to people driving to game (G = B - F)	G	218	389
Vehicles driven by home attendees (H = G/2) Source: Morse & Lincoln; Vehicle occupancy of 2 per car	H	109	195
Home support attendee driving to game but not requiring ticket (home coaches, home teachers, concession stand operators, security, maintenance, volunteers, offciating crew, trainers, etc.) Vehicle occupany of 1 per car	I	20	25
Average Daily Traffic [ADT] for home & support attendees (J = [H+I] x 2) for inbound & outbound	**J**	**258**	**440**
Visitor Attendees 30% of Ticket Sales (K = A x 30%) or (K = A-B) Bleacher split: 2,796 for home and 1,174 for visitor	K	130	232
Tickets sold to visitor attendee driving to game (L = K)	L	130	232
Vehicles driven by visitor attendees (M = L/2) Source: Morse & Lincoln; Vehicle occupancy of 2 per car	M	65	116
Visitor support attendee driving to game but not requiring ticket (visiting coaches, concession stand operators, security, maintenance, volunteers, offciating crew, trainers, medical, press, etc.) Vehicle occupany of 1 per car	N	60	65
Average Daily Traffic [ADT] for visitor attendees (O = [M+N] x 2) for inbound & outbound	**O**	**250**	**362**
Total Future Average Daily Traffic [ADT]: (P = J+O)	P	**508**	**802**

		Typical Game		Homecoming Game	
Peak Hour Traffic Variable	**Row**	**Commute Peak 5:00-6:00 PM**	**Game Peak 5:45-6:45 PM**	**Commute Peak 5:00-6:00 PM**	**Game Peak 5:45-6:45 PM**
Peak Hour Percentage for Study Period	Q	18%	34%	18%	34%
Inbound Percentage	R	69%	80%	69%	80%
Outbound Percentage	S	31%	20%	31%	20%
Future Home Attendee Total Peak Hour Volume (T = J x Q)	T	46	88	79	150
Future Home Attendee Inbound Peak Hour Volume (U = T x R)	U	32	70	55	120
Future Home Attendee Outbound Peak Hour Volume (V = T x S)	V	14	18	24	30
Future Visitor Attendee Total Peak Hour Volume (W = O x Q)	W	45	85	65	123
Future Visitor Attendee Inbound Peak Hour Volume (X = W x R)	X	31	68	45	98
Existing Visitor Attendee Outbound Peak Hour Volume (Y = W x S)	Y	14	17	20	25
Total Future Attendee Peak Hour Volume (Z = T+W)	Z	**91**	**173**	**144**	**273**
Total Future Attendee Inbound Peak Hour Volume (a = U+X)	a	**63**	**138**	**100**	**218**
Total Future Attendee Outbound Peak Hour Volume (b = V+Y)	b	**28**	**35**	**44**	**55**

Appendix J – Madison High School Traffic Survey

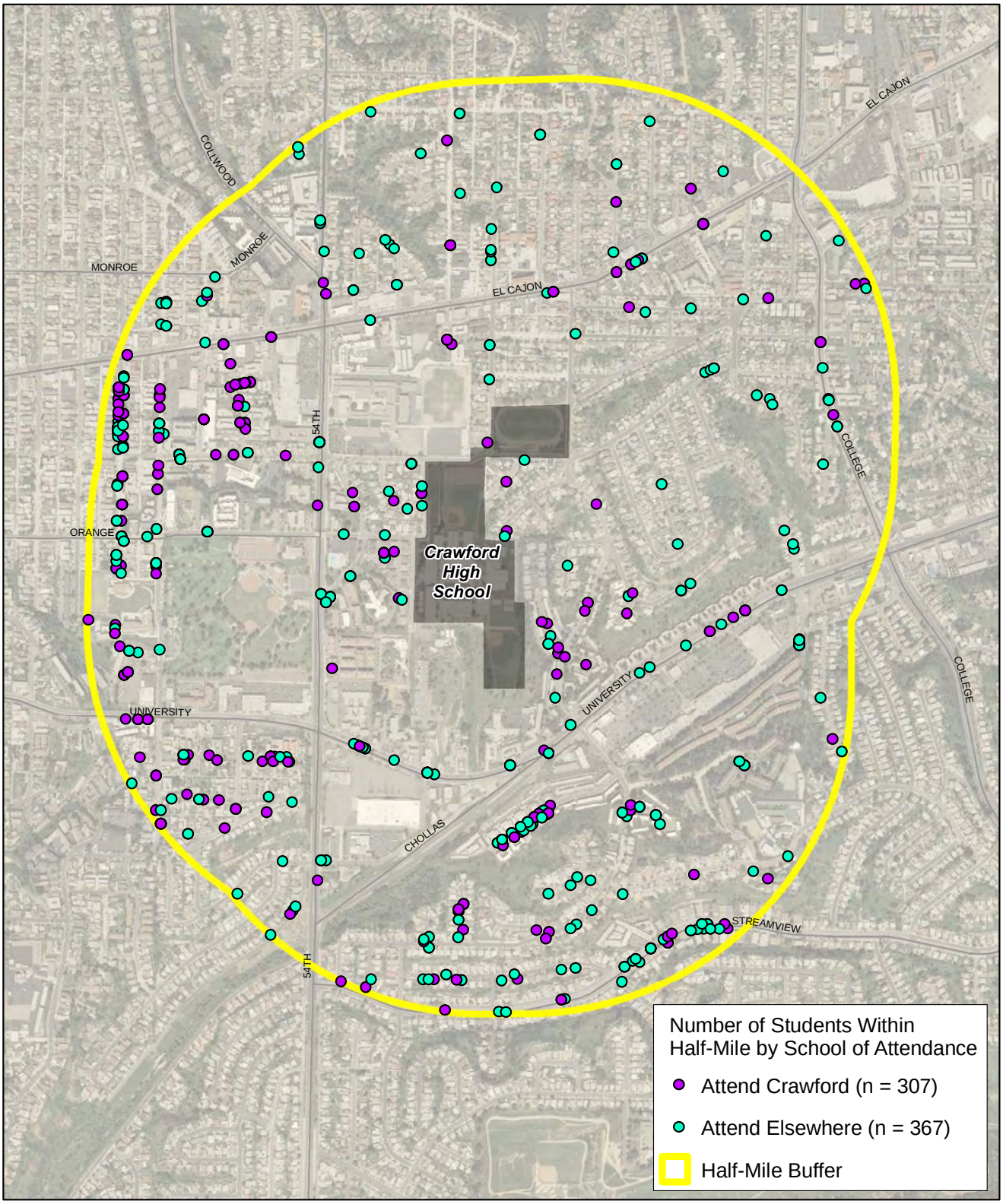
Madison HS FRIDAY - OCTOBER 5, 2012

TIME	IN	OUT	In + Out	Accumlative	perc in+out	1-hr	in %	out %
4:45PM	51	41	92	199	4%			
5:00 PM	37	19	56	217	**3%**			
5:15 PM	55	26	81	246	**4%**			
5:30 PM	70	31	101	285	**5%**			
5:45 PM	86	37	123	324	**6%**	**18%**	**69%**	**31%**
6:00 PM	164	34	198	433	9%			
6:15 PM	192	38	230	526	11%			
6:30 PM	133	33	166	560	8%	34%	80%	
6:45 PM	83	28	111	608	5%			
7:00 PM	63	24	87	647	4%			
7:15 PM	54	20	74	681	4%			
7:30 PM	44	22	66	703	3%			
7:45 PM	28	34	62	697	3%			
8:00 PM	15	41	56	671	3%			
8:15 PM	16	43	59	644	3%			
8:30 PM	09	51	60	602	3%			
8:45 PM	17	62	79	557	4%			
9:00 PM	16	102	118	471	6%			
9:15 PM	13	211	224	273	11%			
9:30 PM	33	199	232	107	11%			
TOTAL	1014	1096	2110	107	100%			



Appendix K – Students Within Half-Mile Radius of School

Grade 9-12 Students Within Half-Mile of Crawford High 2011-12



Prepared by Instructional Facilities Planning, 5/17/12

StudentsWithinHalfMile_Crawford.mxd

Appendix L – Intersection Operations Analysis Worksheets for Existing 2012 With Non-Homecoming Conditions, with Existing Geometry

Crawford High School
Existing 2012 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	12	Average Delay (sec/veh):	27.0
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.5	5.5	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	643	0	88	0	0	0	0	820	1129	94	551	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	643	0	88	0	0	0	0	820	1129	94	551	0
Added Vol:	8	0	0	0	0	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	651	0	88	0	0	0	0	820	1146	94	551	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	689	0	93	0	0	0	0	868	1213	99	583	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	689	0	93	0	0	0	0	868	1213	99	583	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	689	0	93	0	0	0	0	868	1213	99	583	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.93	1.00
Lanes:	1.88	0.00	1.12	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3294	0	1956	0	0	0	0	3538	1570	1769	3538	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.00	0.00	0.00	0.00	0.25	0.77	0.06	0.16	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.62	0.85	0.06	0.68	0.00
Volume/Cap:	0.91	0.00	0.21	0.00	0.00	0.00	0.00	0.40	0.91	0.91	0.24	0.00
Delay/Veh:	63.8	0.0	41.7	0.0	0.0	0.0	0.0	13.0	16.3	120.8	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	0.0	41.7	0.0	0.0	0.0	0.0	13.0	16.3	120.8	8.2	0.0
LOS by Move:	E	A	D	A	A	A	A	B	B	F	A	A
HCM2kAvgQ:	398	0	65	0	0	0	0	231	924	166	117	0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	12	Average Delay (sec/veh):	14.3
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	5	684	16		70	1147	25		9	1	1		12	0	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	684	16		70	1147	25		9	1	1		12	0	42	
Added Vol:	0	8	0		0	17	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	692	16		70	1164	25		9	1	1		12	0	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	6	771	18		78	1298	28		10	1	1		13	0	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	771	18		78	1298	28		10	1	1		13	0	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	771	18		78	1298	28		10	1	1		13	0	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.98	0.98		0.69	0.72	0.72		0.75	1.00	0.79	
Lanes:	1.00	0.98	0.02		1.00	0.98	0.02		0.82	0.09	0.09		1.00	0.00	1.00	
Final Sat.:	1769	1814	42		1769	1817	39		1083	120	120		1418	0	1505	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.43		0.04	0.71	0.71		0.01	0.01	0.01		0.01	0.00	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.78	0.78		0.08	0.82	0.82		0.04	0.04	0.04		0.04	0.00	0.04	
Volume/Cap:	0.08	0.55	0.55		0.55	0.87	0.87		0.22	0.22	0.22		0.23	0.00	0.75	
Delay/Veh:	55.7	5.6	5.6		57.4	13.0	13.0		57.7	57.7	57.7		57.6	0.0	95.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.7	5.6	5.6		57.4	13.0	13.0		57.7	57.7	57.7		57.6	0.0	95.1	
LOS by Move:	E	A	A		E	B	B		E	E	E		E	A	F	
HCM2kAvgQ:	6	284	284		70	855	855		17	17	17		18	0	79	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	12	Average Delay (sec/veh):	20.7
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	46	648	4	2	1059	83	48	0	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	648	4	2	1059	83	48	0	59	0	0	0
Added Vol:	0	8	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	656	4	2	1076	83	48	0	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	50	716	4	2	1175	91	52	0	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	716	4	2	1175	91	52	0	64	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	716	4	2	1175	91	52	0	64	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.75	1.00	0.75	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	0.93	0.07	0.45	0.00	0.55	0.00	1.00	0.00
Final Sat.:	1769	1849	11	1769	1710	132	640	0	786	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.00	0.69	0.69	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.73	0.73	0.08	0.77	0.77	0.09	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	0.68	0.53	0.53	0.02	0.90	0.90	0.90	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	79.7	7.5	7.5	51.1	18.3	18.3	102.6	0.0	102.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	7.5	7.5	51.1	18.3	18.3	102.6	0.0	102.6	0.0	0.0	0.0
LOS by Move:	E	A	A	D	B	B	F	A	F	A	A	A
HCM2kAvgQ:	47	284	284	2	945	945	173	0	173	0	0	0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	12	Average Delay (sec/veh):	19.2
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	657	90		79	1067	0		0	0	0		57	0	68	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	657	90		79	1067	0		0	0	0		57	0	68	
Added Vol:	0	8	0		0	17	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	665	90		79	1084	0		0	0	0		57	0	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	725	98		86	1182	0		0	0	0		62	0	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	725	98		86	1182	0		0	0	0		62	0	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	725	98		86	1182	0		0	0	0		62	0	74	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.82		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.82	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1558		1769	3538	0		0	0	0		1769	0	1552	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.06		0.05	0.33	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:						****									****	
Green/Cycle:	0.00	0.31	0.31		0.51	0.83	0.00		0.00	0.00	0.00		0.07	0.00	0.07	
Volume/Cap:	0.00	0.65	0.20		0.10	0.40	0.00		0.00	0.00	0.00		0.48	0.00	0.65	
Delay/Veh:	0.0	36.9	30.3		15.0	2.8	0.0		0.0	0.0	0.0		56.2	0.0	66.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	36.9	30.3		15.0	2.8	0.0		0.0	0.0	0.0		56.2	0.0	66.8	
LOS by Move:	A	D	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	293	62		37	141	0		0	0	0		71	0	96	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
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Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	16	Average Delay (sec/veh):	41.7
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	266	385	88	311	685	97	126	615	195	126	533	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	385	88	311	685	97	126	615	195	126	533	229
Added Vol:	0	8	0	0	17	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	393	88	311	702	97	126	616	195	126	534	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	281	415	93	328	741	102	133	650	206	133	564	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	415	93	328	741	102	133	650	206	133	564	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	415	93	328	741	102	133	650	206	133	564	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.91	0.90	0.93	0.93	0.82	0.93	0.93	0.82	0.93	0.93	0.82
Lanes:	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2811	629	1769	3538	1556	1769	3538	1556	1769	3538	1556
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.19	0.21	0.07	0.08	0.18	0.13	0.08	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.22	0.22	0.27	0.35	0.35	0.12	0.27	0.27	0.11	0.26	0.26
Volume/Cap:	0.60	0.68	0.68	0.68	0.60	0.19	0.62	0.68	0.49	0.68	0.62	0.60
Delay/Veh:	50.8	45.9	45.9	43.1	32.8	27.3	55.5	41.4	37.9	61.0	40.7	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	45.9	45.9	43.1	32.8	27.3	55.5	41.4	37.9	61.0	40.7	41.8
LOS by Move:	D	D	D	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	125	227	226	270	288	62	117	281	155	121	238	194

Note: Queue reported is the distance per lane in feet.

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Crawford High School
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	8	Average Delay (sec/veh):	7.6
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	2	30	21	8	22	14	831	66	15	724	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	2	30	21	8	22	14	831	66	15	724	9
Added Vol:	1	0	4	0	1	0	0	0	1	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2	34	21	9	22	14	831	67	25	724	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	2	36	22	9	23	15	875	71	26	762	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	2	36	22	9	23	15	875	71	26	762	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	2	36	22	9	23	15	875	71	26	762	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.75	0.75	0.80	0.81	0.80	0.86	0.86	0.86	0.83	0.83	0.83
Lanes:	0.58	0.02	0.40	0.40	0.17	0.43	0.03	1.82	0.15	0.07	1.91	0.02
Final Sat.:	816	33	566	616	264	646	50	2984	241	104	3022	38
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.29	0.29	0.29	0.25	0.25	0.25
Crit Moves:		****						****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.38	0.38	0.38	0.22	0.22	0.22	0.38	0.38	0.38	0.33	0.33	0.33
Delay/Veh:	45.6	45.6	45.6	43.8	43.8	43.8	4.7	4.7	4.7	4.4	4.4	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	45.6	45.6	43.8	43.8	43.8	4.7	4.7	4.7	4.4	4.4	4.4
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	81	82	81	46	47	46	148	148	148	121	121	121

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	12	Average Delay (sec/veh):	25.2
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	118	629	22	106	942	66	24	21	85	46	30	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	629	22	106	942	66	24	21	85	46	30	69
Added Vol:	0	0	17	17	0	0	0	16	0	8	7	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	629	39	123	942	66	24	37	85	54	37	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	127	676	42	132	1013	71	26	40	91	58	40	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	676	42	132	1013	71	26	40	91	58	40	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	676	42	132	1013	71	26	40	91	58	40	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.92	0.92	0.85	0.85	0.84	0.75	0.75	0.75
Lanes:	1.00	1.88	0.12	1.00	1.87	0.13	0.16	0.25	0.59	0.32	0.22	0.46
Final Sat.:	1769	3301	205	1769	3273	229	263	406	932	456	313	651
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.07	0.31	0.31	0.10	0.10	0.10	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.49	0.49	0.18	0.55	0.55	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.56	0.41	0.41	0.41	0.56	0.56	0.44	0.44	0.44	0.56	0.56	0.56
Delay/Veh:	52.6	19.5	19.5	44.4	18.2	18.2	40.8	40.8	40.8	43.6	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	19.5	19.5	44.4	18.2	18.2	40.8	40.8	40.8	43.6	43.6	43.6
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	129	218	218	103	332	331	131	132	131	164	164	164

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.178
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	0	49	0	0	0	0	84	0	31	77	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	49	0	0	0	0	84	0	31	77	0
Added Vol:	0	0	0	5	0	23	51	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	49	5	0	23	51	84	0	31	77	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	5	0	53	5	0	25	55	90	0	33	83	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	53	5	0	25	55	90	0	33	83	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	53	5	0	25	55	90	0	33	83	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.18	0.00	0.82	0.38	0.62	0.00	0.26	0.64	0.10
Final Sat.:	78	0	764	146	0	673	308	508	0	214	531	83
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	0.04	xxxx	0.04	0.18	0.18	xxxx	0.16	0.16	0.16
Crit Moves:	****					****		****			****	
Delay/Veh:	7.3	0.0	7.3	7.3	0.0	7.3	8.2	8.2	0.0	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	0.0	7.3	7.3	0.0	7.3	8.2	8.2	0.0	8.0	8.0	8.0
LOS by Move:	A	*	A	A	*	A	A	A	*	A	A	A
ApproachDel:	7.3			7.3			8.2			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.3			7.3			8.2			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	1.6	1.6	1.6	0.8	0.8	0.8	5.2	5.2	5.2	4.4	4.4	4.4

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.214
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	24	0	45	33	108	0	0	79	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	0	45	33	108	0	0	79	11
Added Vol:	0	0	0	0	0	12	5	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	57	38	108	0	0	80	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	29	0	68	46	130	0	0	96	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	68	46	130	0	0	96	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	68	46	130	0	0	96	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.30	0.00	0.70	0.26	0.74	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	243	0	577	214	607	0	0	727	100
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.12	xxxx	0.12	0.21	0.21	xxxx	xxxx	0.13	0.13
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	8.4	8.4	0.0	0.0	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	8.4	8.4	0.0	0.0	7.9	7.9
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.7			8.4			7.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.7			8.4			7.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	3.0	3.0	3.0	6.5	6.5	6.5	3.6	3.6	3.6

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	12	Average Delay (sec/veh):	21.2
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	29	43	90		85	42	67		71	753	40		52	589	89	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	29	43	90		85	42	67		71	753	40		52	589	89	
Added Vol:	0	2	0		0	1	2		3	6	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	45	90		85	43	69		74	759	40		52	592	89	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	31	47	95		89	45	73		78	799	42		55	623	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	47	95		89	45	73		78	799	42		55	623	94	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	47	95		89	45	73		78	799	42		55	623	94	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.84	0.83		0.74	0.74	0.74		0.93	0.92	0.92		0.93	0.91	0.91	
Lanes:	0.18	0.27	0.55		0.43	0.22	0.35		1.00	1.90	0.10		1.00	1.74	0.26	
Final Sat.:	281	436	873		603	305	490		1769	3337	176		1769	3013	453	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.15	0.15	0.15		0.04	0.24	0.24		0.03	0.21	0.21	
Crit Moves:						****				****			****			
Green/Cycle:	0.31	0.31	0.31		0.31	0.31	0.31		0.11	0.50	0.50		0.07	0.46	0.46	
Volume/Cap:	0.35	0.35	0.35		0.48	0.48	0.48		0.40	0.48	0.48		0.48	0.45	0.45	
Delay/Veh:	27.0	27.0	27.0		28.6	28.6	28.6		42.7	16.4	16.4		48.2	18.7	18.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.0	27.0	27.0		28.6	28.6	28.6		42.7	16.4	16.4		48.2	18.7	18.7	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	106	106	106		138	139	138		66	223	223		40	188	188	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	16	Average Delay (sec/veh):	44.9
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	385	54	491	657	144	133	602	226	104	484	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	385	54	491	657	144	133	602	226	104	484	293
Added Vol:	0	9	0	1	4	3	6	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	394	54	492	661	147	139	602	226	104	484	296
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	234	415	57	518	696	0	146	634	238	109	509	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	415	57	518	696	0	146	634	238	109	509	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	234	415	57	518	696	0	146	634	238	109	509	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.82	0.93	0.93	1.00	0.93	0.93	0.82	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1556	1769	3538	1900	1769	3538	1556	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.04	0.29	0.20	0.00	0.08	0.18	0.15	0.06	0.14	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.16	0.16	0.39	0.33	0.00	0.12	0.24	0.24	0.08	0.20	0.00
Volume/Cap:	0.60	0.75	0.23	0.75	0.60	0.00	0.71	0.75	0.64	0.75	0.71	0.00
Delay/Veh:	44.8	54.1	44.9	36.2	34.8	0.0	61.6	46.2	44.9	73.3	47.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	54.1	44.9	36.2	34.8	0.0	61.6	46.2	44.9	73.3	47.7	0.0
LOS by Move:	D	D	D	D	C	A	E	D	D	E	D	A
HCM2kAvgQ:	189	196	44	439	292	0	133	288	195	141	260	0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	12	Average Delay (sec/veh):	20.3
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	568	0	84		0	0	0		0	791	954		86	482	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	568	0	84		0	0	0		0	791	954		86	482	0	
Added Vol:	10	0	0		0	0	0		0	0	38		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	578	0	84		0	0	0		0	791	992		86	482	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	578	0	84		0	0	0		0	791	992		86	482	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	578	0	84		0	0	0		0	791	992		86	482	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	578	0	84		0	0	0		0	791	992		86	482	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.87	0.00	1.13		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3278	0	1972		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.04		0.00	0.00	0.00		0.00	0.22	0.63		0.05	0.14	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.24	0.00	0.24		0.00	0.00	0.00		0.00	0.61	0.84		0.07	0.67	0.00	
Volume/Cap:	0.74	0.00	0.18		0.00	0.00	0.00		0.00	0.37	0.74		0.74	0.20	0.00	
Delay/Veh:	50.6	0.0	40.7		0.0	0.0	0.0		0.0	13.4	6.6		84.0	8.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.6	0.0	40.7		0.0	0.0	0.0		0.0	13.4	6.6		84.0	8.4	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	A		F	A	A	
HCM2kAvgQ:	297	0	58		0	0	0		0	210	451		126	96	0	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	12	Average Delay (sec/veh):	10.1
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	1
Volume Module:																	
Base Vol:	4	580	21		72	888	38		21	1	0		8	2	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	580	21		72	888	38		21	1	0		8	2	44	
Added Vol:	0	10	0		0	38	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	590	21		72	926	38		21	1	0		8	2	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	590	21		72	926	38		21	1	0		8	2	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	590	21		72	926	38		21	1	0		8	2	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	590	21		72	926	38		21	1	0		8	2	44	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.74	0.74	1.00		0.73	0.73	0.83	
Lanes:	1.00	0.97	0.03		1.00	0.96	0.04		0.95	0.05	0.00		0.80	0.20	1.00	
Final Sat.:	1769	1789	64		1769	1778	73		1335	64	0		1107	277	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.33		0.04	0.52	0.52		0.02	0.02	0.00		0.01	0.01	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.76	0.76		0.10	0.81	0.81		0.04	0.04	0.00		0.04	0.04	0.04	
Volume/Cap:	0.05	0.43	0.43		0.42	0.64	0.64		0.36	0.36	0.00		0.17	0.17	0.64	
Delay/Veh:	55.5	5.4	5.4		52.8	5.2	5.2		59.4	59.4	0.0		56.6	56.6	74.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.5	5.4	5.4		52.8	5.2	5.2		59.4	59.4	0.0		56.6	56.6	74.9	
LOS by Move:	E	A	A		D	A	A		E	E	A		E	E	E	
HCM2kAvgQ:	5	201	201		62	356	356		31	31	0		13	13	68	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	12	Average Delay (sec/veh):	15.5
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	32	560	3	4	812	116	57	0	77	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	560	3	4	812	116	57	0	77	0	0	1
Added Vol:	0	10	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	570	3	4	850	116	57	0	77	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	570	3	4	850	116	57	0	77	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	570	3	4	850	116	57	0	77	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	570	3	4	850	116	57	0	77	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.96	0.96	0.77	1.00	0.77	1.00	1.00	0.87
Lanes:	1.00	0.99	0.01	1.00	0.88	0.12	0.43	0.00	0.57	0.00	0.00	1.00
Final Sat.:	1769	1850	10	1769	1609	220	625	0	844	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.00	0.53	0.53	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.68	0.68	0.09	0.73	0.73	0.13	0.00	0.13	0.00	0.00	0.13
Volume/Cap:	0.43	0.45	0.45	0.02	0.72	0.72	0.72	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	60.2	9.1	9.1	49.6	11.1	11.1	63.4	0.0	63.4	0.0	0.0	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	9.1	9.1	49.6	11.1	11.1	63.4	0.0	63.4	0.0	0.0	45.8
LOS by Move:	E	A	A	D	B	B	E	A	E	A	A	D
HCM2kAvgQ:	29	237	237	4	519	519	157	0	157	0	0	1

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	12	Average Delay (sec/veh):	17.0
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	563	91		65	823	0		0	0	0		41	0	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	563	91		65	823	0		0	0	0		41	0	49	
Added Vol:	0	10	0		0	38	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	573	91		65	861	0		0	0	0		41	0	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	573	91		65	861	0		0	0	0		41	0	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	573	91		65	861	0		0	0	0		41	0	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	573	91		65	861	0		0	0	0		41	0	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.83		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.83	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1583		1769	3538	0		0	0	0		1769	0	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.06		0.04	0.24	0.00		0.00	0.00	0.00		0.02	0.00	0.03	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.34	0.34		0.50	0.84	0.00		0.00	0.00	0.00		0.06	0.00	0.06	
Volume/Cap:	0.00	0.48	0.17		0.07	0.29	0.00		0.00	0.00	0.00		0.36	0.00	0.48	
Delay/Veh:	0.0	31.5	27.9		15.9	2.2	0.0		0.0	0.0	0.0		55.8	0.0	57.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	31.5	27.9		15.9	2.2	0.0		0.0	0.0	0.0		55.8	0.0	57.9	
LOS by Move:	A	C	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	209	55		29	89	0		0	0	0		46	0	60	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	16	Average Delay (sec/veh):	38.9
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	238	328	77	244	557	86	94	504	210	128	445	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	328	77	244	557	86	94	504	210	128	445	210
Added Vol:	0	10	0	0	38	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	338	77	244	595	86	94	507	210	128	446	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	338	77	244	595	86	94	507	210	128	446	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	338	77	244	595	86	94	507	210	128	446	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	338	77	244	595	86	94	507	210	128	446	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2801	638	1769	3538	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.14	0.17	0.05	0.05	0.14	0.13	0.07	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.22	0.22	0.25	0.33	0.33	0.11	0.26	0.26	0.13	0.28	0.28
Volume/Cap:	0.50	0.55	0.55	0.55	0.50	0.16	0.47	0.55	0.51	0.55	0.45	0.47
Delay/Veh:	48.8	42.3	42.3	40.4	32.3	28.2	51.6	38.9	38.7	51.4	35.8	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	42.3	42.3	40.4	32.3	28.2	51.6	38.9	38.7	51.4	35.8	36.5
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	103	174	174	191	224	53	80	206	160	110	172	156

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	8	Average Delay (sec/veh):	7.6
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	41	1	31	21	4	24	14	739	60	23	598	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1	31	21	4	24	14	739	60	23	598	11
Added Vol:	1	0	5	0	1	0	0	0	3	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1	36	21	5	24	14	739	63	45	598	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1	36	21	5	24	14	739	63	45	598	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1	36	21	5	24	14	739	63	45	598	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1	36	21	5	24	14	739	63	45	598	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.80	0.80	0.86	0.86	0.86	0.78	0.78	0.78
Lanes:	0.53	0.01	0.46	0.42	0.10	0.48	0.03	1.82	0.15	0.14	1.83	0.03
Final Sat.:	769	18	659	641	153	732	56	2976	254	204	2709	50
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.03	0.03	0.25	0.25	0.25	0.22	0.22	0.22
Crit Moves:		****						****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.32	0.32	0.32	0.19	0.19	0.19	0.32	0.32	0.32	0.29	0.29	0.29
Delay/Veh:	44.7	44.7	44.7	43.3	43.3	43.3	4.5	4.5	4.5	4.3	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	44.7	44.7	43.3	43.3	43.3	4.5	4.5	4.5	4.3	4.3	4.3
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	70	70	70	42	42	42	121	121	121	97	97	97

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	12	Average Delay (sec/veh):	25.9
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0
Volume Module:																
Base Vol:	92	578	16		89	739	54		21	22	82		41	34	77	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	578	16		89	739	54		21	22	82		41	34	77	
Added Vol:	0	0	38		38	0	0		0	35	0		10	9	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	92	578	54		127	739	54		21	57	82		51	43	87	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	92	578	54		127	739	54		21	57	82		51	43	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	578	54		127	739	54		21	57	82		51	43	87	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	578	54		127	739	54		21	57	82		51	43	87	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.87	0.87	0.87		0.80	0.80	0.80	
Lanes:	1.00	1.83	0.17		1.00	1.86	0.14		0.13	0.36	0.51		0.28	0.24	0.48	
Final Sat.:	1769	3193	298		1769	3264	239		216	587	844		431	363	735	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.18	0.18		0.07	0.23	0.23		0.10	0.10	0.10		0.12	0.12	0.12	
Crit Moves:	****					****								****		
Green/Cycle:	0.12	0.45	0.45		0.18	0.51	0.51		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.44	0.40	0.40		0.40	0.44	0.44		0.36	0.36	0.36		0.44	0.44	0.44	
Delay/Veh:	50.7	22.2	22.2		44.4	18.5	18.5		36.1	36.1	36.1		37.2	37.2	37.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.7	22.2	22.2		44.4	18.5	18.5		36.1	36.1	36.1		37.2	37.2	37.2	
LOS by Move:	D	C	C		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	90	202	202		99	232	232		122	122	122		144	144	144	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.198
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	0	46	0	0	0	0	46	2	24	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	46	0	0	0	0	46	2	24	75	0
Added Vol:	0	0	0	7	0	28	111	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	46	7	0	28	111	46	2	24	75	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	46	7	0	28	111	46	2	24	75	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	46	7	0	28	111	46	2	24	75	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	46	7	0	28	111	46	2	24	75	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.00	0.81	0.20	0.00	0.80	0.70	0.29	0.01	0.19	0.60	0.21
Final Sat.:	158	0	660	162	0	648	562	233	10	160	499	179
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	0.04	xxxx	0.04	0.20	0.20	0.20	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	7.4	0.0	7.4	7.3	0.0	7.3	8.4	8.4	8.4	7.9	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	0.0	7.4	7.3	0.0	7.3	8.4	8.4	8.4	7.9	7.9	7.9
LOS by Move:	A	*	A	A	*	A	A	A	A	A	A	A
ApproachDel:	7.4			7.3			8.4			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.3			8.4			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	1.6	1.6	1.6	1.0	1.0	1.0	5.9	5.9	5.9	4.2	4.2	4.2

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.124
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0	27	0	40	23	73	0	0	73	10												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	0	0	27	0	40	23	73	0	0	73	10												
Added Vol:	0	0	0	0	0	26	7	0	0	0	1	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	27	0	66	30	73	0	0	74	10												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	0	0	0	27	0	66	30	73	0	0	74	10												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	27	0	66	30	73	0	0	74	10												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	0	0	0	27	0	66	30	73	0	0	74	10												
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	0.29	0.00	0.71	0.29	0.71	0.00	0.00	0.88	0.12												
Final Sat.:	0	0	0	255	0	623	241	587	0	0	746	101												
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx	0.11	xxxx	0.11	0.12	0.12	xxxx	xxxx	0.10	0.10												
Crit Moves:				****			****					****												
Delay/Veh:	0.0	0.0	0.0	7.4	0.0	7.4	7.9	7.9	0.0	0.0	7.6	7.6												
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	7.4	0.0	7.4	7.9	7.9	0.0	0.0	7.6	7.6												
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A												
ApproachDel:	xxxxxx			7.4			7.9				7.6													
Delay Adj:	xxxxx			1.00			1.00				1.00													
ApprAdjDel:	xxxxxx			7.4			7.9				7.6													
LOS by Appr:	*			A			A				A													
AllWayAvgQ:	0.0	0.0	0.0	2.7	2.7	2.7	3.4	3.4	3.4	2.6	2.6	2.6												

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	12	Average Delay (sec/veh):	18.8
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	36	34	81	68	31	43	53	742	27	51	607	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	34	81	68	31	43	53	742	27	51	607	75
Added Vol:	0	5	0	0	1	2	7	13	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	39	81	68	32	45	60	755	27	51	610	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	39	81	68	32	45	60	755	27	51	610	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	39	81	68	32	45	60	755	27	51	610	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	39	81	68	32	45	60	755	27	51	610	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.74	0.74	0.74	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	0.23	0.25	0.52	0.47	0.22	0.31	1.00	1.93	0.07	1.00	1.78	0.22
Final Sat.:	363	393	816	663	312	439	1769	3399	122	1769	3100	381
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.22	0.22	0.03	0.20	0.20
Crit Moves:					****			****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.55	0.55	0.07	0.50	0.50
Volume/Cap:	0.39	0.39	0.39	0.40	0.40	0.40	0.27	0.40	0.40	0.40	0.39	0.39
Delay/Veh:	31.4	31.4	31.4	31.6	31.6	31.6	40.1	13.0	13.0	46.4	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.4	31.6	31.6	31.6	40.1	13.0	13.0	46.4	15.8	15.8
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	105	105	105	100	100	100	47	181	181	37	165	165

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	16	Average Delay (sec/veh):	41.6
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	197	333	43	431	604	119	128	545	213	99	406	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	333	43	431	604	119	128	545	213	99	406	250
Added Vol:	0	19	0	2	5	3	13	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	352	43	433	609	122	141	545	213	99	406	256
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	197	352	43	433	609	0	141	545	213	99	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	352	43	433	609	0	141	545	213	99	406	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	197	352	43	433	609	0	141	545	213	99	406	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	0.93	0.93	0.83	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1900	1769	3538	1583	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.03	0.24	0.17	0.00	0.08	0.15	0.13	0.06	0.11	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.16	0.16	0.38	0.33	0.00	0.13	0.24	0.24	0.09	0.19	0.00
Volume/Cap:	0.53	0.64	0.17	0.64	0.53	0.00	0.59	0.64	0.56	0.64	0.59	0.00
Delay/Veh:	43.4	50.0	44.3	32.3	33.3	0.0	52.8	42.5	41.8	61.6	45.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	50.0	44.3	32.3	33.3	0.0	52.8	42.5	41.8	61.6	45.4	0.0
LOS by Move:	D	D	D	C	C	A	D	D	D	E	D	A
HCM2kAvgQ:	157	159	33	337	244	0	122	234	169	116	196	0

Note: Queue reported is the distance per lane in feet.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Appendix M – Intersection Operations Analysis Worksheets for Existing 2012 With Homecoming Conditions, with Existing Geometry

Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	12	Average Delay (sec/veh):	27.4
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.5	5.5	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	643	0	88	0	0	0	0	820	1129	94	551	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	643	0	88	0	0	0	0	820	1129	94	551	0
Added Vol:	11	0	0	0	0	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	654	0	88	0	0	0	0	820	1154	94	551	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	692	0	93	0	0	0	0	868	1221	99	583	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	692	0	93	0	0	0	0	868	1221	99	583	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	692	0	93	0	0	0	0	868	1221	99	583	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.93	1.00
Lanes:	1.88	0.00	1.12	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3295	0	1955	0	0	0	0	3538	1570	1769	3538	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.00	0.00	0.00	0.00	0.25	0.78	0.06	0.16	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.62	0.85	0.06	0.68	0.00
Volume/Cap:	0.92	0.00	0.21	0.00	0.00	0.00	0.00	0.40	0.92	0.92	0.24	0.00
Delay/Veh:	64.7	0.0	41.8	0.0	0.0	0.0	0.0	13.0	17.0	122.8	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	0.0	41.8	0.0	0.0	0.0	0.0	13.0	17.0	122.8	8.2	0.0
LOS by Move:	E	A	D	A	A	A	A	B	B	F	A	A
HCM2kAvgQ:	402	0	65	0	0	0	0	230	953	167	117	0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	12	Average Delay (sec/veh):	14.5
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	0
Volume Module:																
Base Vol:	5	684	16		70	1147	25		9	1	1		12	0	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	684	16		70	1147	25		9	1	1		12	0	42	
Added Vol:	0	11	0		0	25	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	695	16		70	1172	25		9	1	1		12	0	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	6	775	18		78	1307	28		10	1	1		13	0	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	775	18		78	1307	28		10	1	1		13	0	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	775	18		78	1307	28		10	1	1		13	0	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.98	0.98		0.69	0.72	0.72		0.75	1.00	0.79	
Lanes:	1.00	0.98	0.02		1.00	0.98	0.02		0.82	0.09	0.09		1.00	0.00	1.00	
Final Sat.:	1769	1815	42		1769	1818	39		1083	120	120		1418	0	1505	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.43		0.04	0.72	0.72		0.01	0.01	0.01		0.01	0.00	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.78	0.78		0.08	0.82	0.82		0.04	0.04	0.04		0.04	0.00	0.04	
Volume/Cap:	0.08	0.55	0.55		0.55	0.88	0.88		0.22	0.22	0.22		0.23	0.00	0.75	
Delay/Veh:	55.7	5.6	5.6		57.6	13.5	13.5		57.7	57.7	57.7		57.6	0.0	95.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.7	5.6	5.6		57.6	13.5	13.5		57.7	57.7	57.7		57.6	0.0	95.1	
LOS by Move:	E	A	A		E	B	B		E	E	E		E	A	F	
HCM2kAvgQ:	6	286	286		70	877	877		17	17	17		18	0	79	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	12	Average Delay (sec/veh):	21.1
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	46	648	4	2	1059	83	48	0	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	648	4	2	1059	83	48	0	59	0	0	0
Added Vol:	0	11	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	659	4	2	1084	83	48	0	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	50	719	4	2	1183	91	52	0	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	719	4	2	1183	91	52	0	64	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	719	4	2	1183	91	52	0	64	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.97	0.97	0.75	1.00	0.75	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	0.93	0.07	0.45	0.00	0.55	0.00	1.00	0.00
Final Sat.:	1769	1849	11	1769	1710	131	640	0	786	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.00	0.69	0.69	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.73	0.73	0.08	0.77	0.77	0.09	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	0.68	0.53	0.53	0.02	0.90	0.90	0.90	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	79.7	7.5	7.5	51.1	18.8	18.8	104.2	0.0	104.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	7.5	7.5	51.1	18.8	18.8	104.2	0.0	104.2	0.0	0.0	0.0
LOS by Move:	E	A	A	D	B	B	F	A	F	A	A	A
HCM2kAvgQ:	47	285	285	2	967	966	174	0	174	0	0	0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	12	Average Delay (sec/veh):	19.2
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	657	90		79	1067	0		0	0	0		57	0	68	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	657	90		79	1067	0		0	0	0		57	0	68	
Added Vol:	0	11	0		0	25	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	668	90		79	1092	0		0	0	0		57	0	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	728	98		86	1191	0		0	0	0		62	0	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	728	98		86	1191	0		0	0	0		62	0	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	728	98		86	1191	0		0	0	0		62	0	74	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.82		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.82	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1557		1769	3538	0		0	0	0		1769	0	1552	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.06		0.05	0.34	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:						****									****	
Green/Cycle:	0.00	0.31	0.31		0.51	0.83	0.00		0.00	0.00	0.00		0.07	0.00	0.07	
Volume/Cap:	0.00	0.66	0.20		0.09	0.41	0.00		0.00	0.00	0.00		0.48	0.00	0.66	
Delay/Veh:	0.0	37.0	30.3		15.0	2.8	0.0		0.0	0.0	0.0		56.3	0.0	67.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	37.0	30.3		15.0	2.8	0.0		0.0	0.0	0.0		56.3	0.0	67.3	
LOS by Move:	A	D	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	294	62		37	142	0		0	0	0		71	0	97	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	16	Average Delay (sec/veh):	41.7
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1
Volume Module:																
Base Vol:	266	385	88		311	685	97		126	615	195		126	533	229	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	266	385	88		311	685	97		126	615	195		126	533	229	
Added Vol:	0	11	0		0	25	0		0	2	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	266	396	88		311	710	97		126	617	195		126	534	229	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	281	418	93		328	750	102		133	652	206		133	564	242	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	281	418	93		328	750	102		133	652	206		133	564	242	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	281	418	93		328	750	102		133	652	206		133	564	242	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.91	0.90		0.93	0.93	0.82		0.93	0.93	0.82		0.93	0.93	0.82	
Lanes:	2.00	1.64	0.36		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3432	2815	626		1769	3538	1556		1769	3538	1556		1769	3538	1556	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.15	0.15		0.19	0.21	0.07		0.08	0.18	0.13		0.08	0.16	0.16	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.14	0.22	0.22		0.27	0.35	0.35		0.12	0.27	0.27		0.11	0.26	0.26	
Volume/Cap:	0.60	0.68	0.68		0.68	0.60	0.19		0.62	0.68	0.49		0.68	0.62	0.60	
Delay/Veh:	51.0	45.9	45.9		43.2	32.8	27.1		55.5	41.4	37.9		61.1	40.7	41.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.0	45.9	45.9		43.2	32.8	27.1		55.5	41.4	37.9		61.1	40.7	41.8	
LOS by Move:	D	D	D		D	C	C		E	D	D		E	D	D	
HCM2kAvgQ:	125	228	227		270	292	62		117	282	155		121	238	194	

Note: Queue reported is the distance per lane in feet.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	8	Average Delay (sec/veh):	7.8
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	2	30	21	8	22	14	831	66	15	724	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	2	30	21	8	22	14	831	66	15	724	9
Added Vol:	1	0	7	0	1	0	0	0	2	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2	37	21	9	22	14	831	68	31	724	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	2	39	22	9	23	15	875	72	33	762	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	2	39	22	9	23	15	875	72	33	762	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	2	39	22	9	23	15	875	72	33	762	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.75	0.75	0.80	0.81	0.80	0.86	0.86	0.86	0.82	0.82	0.82
Lanes:	0.56	0.02	0.42	0.40	0.17	0.43	0.03	1.82	0.15	0.08	1.90	0.02
Final Sat.:	789	32	595	616	264	646	50	2981	244	126	2941	37
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.04	0.04	0.29	0.29	0.29	0.26	0.26	0.26
Crit Moves:		****						****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.38	0.38	0.38	0.21	0.21	0.21	0.38	0.38	0.38	0.34	0.34	0.34
Delay/Veh:	45.2	45.2	45.2	43.3	43.3	43.3	4.9	4.9	4.9	4.6	4.6	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.2	45.2	43.3	43.3	43.3	4.9	4.9	4.9	4.6	4.6	4.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	84	84	84	46	46	46	151	151	151	126	126	126

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	12	Average Delay (sec/veh):	26.1
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	118	629	22		106	942	66		24	21	85		46	30	69	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	118	629	22		106	942	66		24	21	85		46	30	69	
Added Vol:	0	0	29		25	0	0		0	25	0		13	11	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	118	629	51		131	942	66		24	46	85		59	41	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	127	676	55		141	1013	71		26	49	91		63	44	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	127	676	55		141	1013	71		26	49	91		63	44	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	127	676	55		141	1013	71		26	49	91		63	44	86	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.85	0.85	0.85		0.74	0.74	0.74	
Lanes:	1.00	1.85	0.15		1.00	1.87	0.13		0.15	0.30	0.55		0.33	0.23	0.44	
Final Sat.:	1769	3236	262		1769	3273	229		250	480	886		459	319	623	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.21		0.08	0.31	0.31		0.10	0.10	0.10		0.14	0.14	0.14	
Crit Moves:	****					****								****		
Green/Cycle:	0.12	0.48	0.48		0.18	0.54	0.54		0.24	0.24	0.24		0.24	0.24	0.24	
Volume/Cap:	0.58	0.44	0.44		0.44	0.58	0.58		0.43	0.43	0.43		0.58	0.58	0.58	
Delay/Veh:	53.3	20.8	20.8		44.5	19.1	19.1		39.5	39.5	39.5		42.8	42.8	42.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.3	20.8	20.8		44.5	19.1	19.1		39.5	39.5	39.5		42.8	42.8	42.8	
LOS by Move:	D	C	C		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	131	231	231		110	340	340		137	137	136		174	175	174	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.219
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	0	49	0	0	0	0	84	0	31	77	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	49	0	0	0	0	84	0	31	77	0
Added Vol:	0	0	0	9	0	35	79	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	49	9	0	35	79	84	0	31	77	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	5	0	53	10	0	38	85	90	0	33	83	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	53	10	0	38	85	90	0	33	83	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	53	10	0	38	85	90	0	33	83	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.20	0.00	0.80	0.48	0.52	0.00	0.24	0.60	0.16
Final Sat.:	75	0	738	162	0	631	388	413	0	197	488	133
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	0.06	xxxx	0.06	0.22	0.22	xxxx	0.17	0.17	0.17
Crit Moves:	****			****				****			****	
Delay/Veh:	7.4	0.0	7.4	7.5	0.0	7.5	8.6	8.6	0.0	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	0.0	7.4	7.5	0.0	7.5	8.6	8.6	0.0	8.1	8.1	8.1
LOS by Move:	A	*	A	A	*	A	A	A	*	A	A	A
ApproachDel:	7.4			7.5			8.6			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.5			8.6			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	1.7	1.7	1.7	1.4	1.4	1.4	6.6	6.6	6.6	4.8	4.8	4.8

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.221
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	24	0	45	33	108	0	0	79	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	0	45	33	108	0	0	79	11
Added Vol:	0	0	0	0	0	19	9	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	64	42	108	0	0	80	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	29	0	77	50	130	0	0	96	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	77	50	130	0	0	96	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	77	50	130	0	0	96	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.27	0.00	0.73	0.28	0.72	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	224	0	597	228	587	0	0	722	99
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.13	0.22	0.22	xxxx	xxxx	0.13	0.13
Crit Moves:						****	****					****
Delay/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	8.5	8.5	0.0	0.0	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	8.5	8.5	0.0	0.0	7.9	7.9
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.7			8.5			7.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.7			8.5			7.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	3.3	3.3	3.3	6.7	6.7	6.7	3.6	3.6	3.6

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	12	Average Delay (sec/veh):	21.2
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	29	43	90	85	42	67	71	753	40	52	589	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	43	90	85	42	67	71	753	40	52	589	89
Added Vol:	0	4	0	0	2	2	5	10	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	47	90	85	44	69	76	763	40	52	593	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	49	95	89	46	73	80	803	42	55	624	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	49	95	89	46	73	80	803	42	55	624	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	49	95	89	46	73	80	803	42	55	624	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.74	0.74	0.74	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	0.17	0.28	0.55	0.43	0.22	0.35	1.00	1.90	0.10	1.00	1.74	0.26
Final Sat.:	278	451	864	600	311	487	1769	3338	175	1769	3017	453
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.15	0.15	0.15	0.05	0.24	0.24	0.03	0.21	0.21
Crit Moves:					****			****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.11	0.50	0.50	0.06	0.46	0.46
Volume/Cap:	0.35	0.35	0.35	0.48	0.48	0.48	0.41	0.48	0.48	0.48	0.45	0.45
Delay/Veh:	27.0	27.0	27.0	28.7	28.7	28.7	42.8	16.4	16.4	48.3	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.0	27.0	28.7	28.7	28.7	42.8	16.4	16.4	48.3	18.8	18.8
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	107	107	107	139	140	139	68	225	224	40	188	188

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Existing 2012 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	16	Average Delay (sec/veh):	45.1
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	385	54	491	657	144	133	602	226	104	484	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	385	54	491	657	144	133	602	226	104	484	293
Added Vol:	0	14	0	2	6	4	10	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	399	54	493	663	148	143	602	226	104	484	298
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	234	420	57	519	698	0	151	634	238	109	509	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	420	57	519	698	0	151	634	238	109	509	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	234	420	57	519	698	0	151	634	238	109	509	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.82	0.93	0.93	1.00	0.93	0.93	0.82	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1556	1769	3538	1900	1769	3538	1556	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.04	0.29	0.20	0.00	0.09	0.18	0.15	0.06	0.14	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.16	0.16	0.39	0.33	0.00	0.12	0.24	0.24	0.08	0.20	0.00
Volume/Cap:	0.60	0.75	0.23	0.75	0.60	0.00	0.72	0.75	0.64	0.75	0.72	0.00
Delay/Veh:	44.8	54.1	44.7	36.4	34.7	0.0	62.1	46.4	45.0	73.7	48.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	54.1	44.7	36.4	34.7	0.0	62.1	46.4	45.0	73.7	48.2	0.0
LOS by Move:	D	D	D	D	C	A	E	D	D	E	D	A
HCM2kAvgQ:	189	199	44	442	293	0	137	289	195	141	263	0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	12	Average Delay (sec/veh):	20.4
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	568	0	84		0	0	0		0	791	954		86	482	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	568	0	84		0	0	0		0	791	954		86	482	0	
Added Vol:	14	0	0		0	0	0		0	0	55		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	582	0	84		0	0	0		0	791	1009		86	482	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	582	0	84		0	0	0		0	791	1009		86	482	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	582	0	84		0	0	0		0	791	1009		86	482	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	582	0	84		0	0	0		0	791	1009		86	482	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.87	0.00	1.13		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3279	0	1971		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.04		0.00	0.00	0.00		0.00	0.22	0.64		0.05	0.14	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.24	0.00	0.24		0.00	0.00	0.00		0.00	0.61	0.85		0.06	0.67	0.00	
Volume/Cap:	0.75	0.00	0.18		0.00	0.00	0.00		0.00	0.37	0.75		0.75	0.20	0.00	
Delay/Veh:	51.3	0.0	40.9		0.0	0.0	0.0		0.0	13.2	6.9		86.0	8.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.3	0.0	40.9		0.0	0.0	0.0		0.0	13.2	6.9		86.0	8.2	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	A		F	A	A	
HCM2kAvgQ:	301	0	58		0	0	0		0	209	471		128	95	0	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	12	Average Delay (sec/veh):	10.2
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	4	580	21		72	888	38		21	1	0		8	2	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	580	21		72	888	38		21	1	0		8	2	44	
Added Vol:	0	14	0		0	55	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	594	21		72	943	38		21	1	0		8	2	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	594	21		72	943	38		21	1	0		8	2	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	594	21		72	943	38		21	1	0		8	2	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	594	21		72	943	38		21	1	0		8	2	44	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.75	0.75	1.00		0.73	0.73	0.83	
Lanes:	1.00	0.97	0.03		1.00	0.96	0.04		0.95	0.05	0.00		0.80	0.20	1.00	
Final Sat.:	1769	1789	63		1769	1779	72		1358	65	0		1107	277	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.33		0.04	0.53	0.53		0.02	0.02	0.00		0.01	0.01	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.76	0.76		0.10	0.82	0.82		0.04	0.04	0.00		0.04	0.04	0.04	
Volume/Cap:	0.05	0.44	0.44		0.43	0.65	0.65		0.36	0.36	0.00		0.17	0.17	0.65	
Delay/Veh:	55.5	5.3	5.3		52.9	5.4	5.4		59.5	59.5	0.0		56.7	56.7	76.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.5	5.3	5.3		52.9	5.4	5.4		59.5	59.5	0.0		56.7	56.7	76.7	
LOS by Move:	E	A	A		D	A	A		E	E	A		E	E	E	
HCM2kAvgQ:	5	202	202		62	368	368		31	31	0		13	13	68	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	12	Average Delay (sec/veh):	15.7
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	0	0	1
Volume Module:																
Base Vol:	32	560	3		4	812	116		57	0	77		0	0	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	32	560	3		4	812	116		57	0	77		0	0	1	
Added Vol:	0	14	0		0	55	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	574	3		4	867	116		57	0	77		0	0	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	574	3		4	867	116		57	0	77		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	574	3		4	867	116		57	0	77		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	574	3		4	867	116		57	0	77		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.96	0.96		0.77	1.00	0.77		1.00	1.00	0.87	
Lanes:	1.00	0.99	0.01		1.00	0.88	0.12		0.43	0.00	0.57		0.00	0.00	1.00	
Final Sat.:	1769	1850	10		1769	1613	216		625	0	844		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.31	0.31		0.00	0.54	0.54		0.09	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.68	0.68		0.09	0.73	0.73		0.12	0.00	0.12		0.00	0.00	0.12	
Volume/Cap:	0.43	0.45	0.45		0.02	0.73	0.73		0.73	0.00	0.73		0.00	0.00	0.00	
Delay/Veh:	60.2	9.0	9.0		49.7	11.3	11.3		64.7	0.0	64.7		0.0	0.0	46.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.2	9.0	9.0		49.7	11.3	11.3		64.7	0.0	64.7		0.0	0.0	46.0	
LOS by Move:	E	A	A		D	B	B		E	A	E		A	A	D	
HCM2kAvgQ:	29	237	237		4	536	536		159	0	159		0	0	1	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	12	Average Delay (sec/veh):	17.0
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	563	91		65	823	0		0	0	0		41	0	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	563	91		65	823	0		0	0	0		41	0	49	
Added Vol:	0	14	0		0	55	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	577	91		65	878	0		0	0	0		41	0	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	577	91		65	878	0		0	0	0		41	0	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	577	91		65	878	0		0	0	0		41	0	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	577	91		65	878	0		0	0	0		41	0	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.83		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.83	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1583		1769	3538	0		0	0	0		1769	0	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.06		0.04	0.25	0.00		0.00	0.00	0.00		0.02	0.00	0.03	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.34	0.34		0.50	0.84	0.00		0.00	0.00	0.00		0.06	0.00	0.06	
Volume/Cap:	0.00	0.48	0.17		0.07	0.30	0.00		0.00	0.00	0.00		0.37	0.00	0.49	
Delay/Veh:	0.0	31.7	28.1		15.7	2.2	0.0		0.0	0.0	0.0		56.0	0.0	58.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	31.7	28.1		15.7	2.2	0.0		0.0	0.0	0.0		56.0	0.0	58.1	
LOS by Move:	A	C	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	212	56		29	90	0		0	0	0		46	0	61	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	16	Average Delay (sec/veh):	38.9
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	238	328	77	244	557	86	94	504	210	128	445	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	328	77	244	557	86	94	504	210	128	445	210
Added Vol:	0	14	0	0	55	0	0	5	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	342	77	244	612	86	94	509	210	128	446	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	342	77	244	612	86	94	509	210	128	446	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	342	77	244	612	86	94	509	210	128	446	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	342	77	244	612	86	94	509	210	128	446	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2807	632	1769	3538	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.14	0.17	0.05	0.05	0.14	0.13	0.07	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.22	0.22	0.25	0.34	0.34	0.11	0.26	0.26	0.13	0.28	0.28
Volume/Cap:	0.51	0.55	0.55	0.55	0.51	0.16	0.47	0.55	0.51	0.55	0.45	0.47
Delay/Veh:	49.2	42.2	42.2	40.5	32.2	28.0	51.7	38.9	38.7	51.5	35.8	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	42.2	42.2	40.5	32.2	28.0	51.7	38.9	38.7	51.5	35.8	36.5
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	103	176	176	191	230	53	80	207	160	110	172	156

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.328
Loss Time (sec):	8	Average Delay (sec/veh):	7.9
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	41	1	31	21	4	24	14	739	60	23	598	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1	31	21	4	24	14	739	60	23	598	11
Added Vol:	1	1	9	0	2	0	0	0	5	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	2	40	21	6	24	14	739	65	58	598	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	2	40	21	6	24	14	739	65	58	598	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2	40	21	6	24	14	739	65	58	598	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	2	40	21	6	24	14	739	65	58	598	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.81	0.81	0.81	0.86	0.86	0.86	0.75	0.75	0.75
Lanes:	0.50	0.02	0.48	0.41	0.12	0.47	0.03	1.81	0.16	0.17	1.80	0.03
Final Sat.:	730	35	695	630	180	720	56	2968	261	247	2551	47
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.03	0.25	0.25	0.25	0.23	0.23	0.23
Crit Moves:		****						****				
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.33	0.33	0.33	0.19	0.19	0.19	0.33	0.33	0.33	0.31	0.31	0.31
Delay/Veh:	44.1	44.1	44.1	42.6	42.6	42.6	4.7	4.7	4.7	4.7	4.7	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	44.1	44.1	42.6	42.6	42.6	4.7	4.7	4.7	4.7	4.7	4.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	73	73	73	42	42	42	125	125	125	104	104	104

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	12	Average Delay (sec/veh):	27.2
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	92	578	16		89	739	54		21	22	82		41	34	77	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	578	16		89	739	54		21	22	82		41	34	77	
Added Vol:	0	0	63		55	0	0		0	55	0		16	14	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	92	578	79		144	739	54		21	77	82		57	48	91	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	92	578	79		144	739	54		21	77	82		57	48	91	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	578	79		144	739	54		21	77	82		57	48	91	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	578	79		144	739	54		21	77	82		57	48	91	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.92	0.92		0.88	0.88	0.88		0.79	0.79	0.79	
Lanes:	1.00	1.76	0.24		1.00	1.86	0.14		0.12	0.43	0.45		0.29	0.24	0.47	
Final Sat.:	1769	3056	418		1769	3264	239		194	713	759		435	367	695	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19	0.19		0.08	0.23	0.23		0.11	0.11	0.11		0.13	0.13	0.13	
Crit Moves:	****					****								****		
Green/Cycle:	0.11	0.43	0.43		0.18	0.50	0.50		0.29	0.29	0.29		0.29	0.29	0.29	
Volume/Cap:	0.45	0.44	0.44		0.44	0.45	0.45		0.38	0.38	0.38		0.45	0.45	0.45	
Delay/Veh:	51.3	24.4	24.4		44.4	19.8	19.8		34.6	34.6	34.6		35.8	35.8	35.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.3	24.4	24.4		44.4	19.8	19.8		34.6	34.6	34.6		35.8	35.8	35.8	
LOS by Move:	D	C	C		D	B	B		C	C	C		D	D	D	
HCM2kAvgQ:	91	223	223		114	239	239		135	135	135		154	154	154	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	0	46	0	0	0	0	46	2	24	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	46	0	0	0	0	46	2	24	75	0
Added Vol:	0	0	0	11	0	44	173	0	0	0	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	46	11	0	44	173	46	2	24	75	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	46	11	0	44	173	46	2	24	75	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	46	11	0	44	173	46	2	24	75	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	46	11	0	44	173	46	2	24	75	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.00	0.81	0.20	0.00	0.80	0.78	0.21	0.01	0.17	0.52	0.31
Final Sat.:	148	0	621	153	0	614	616	164	7	137	428	257
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	0.07	xxxx	0.07	0.28	0.28	0.28	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Delay/Veh:	7.7	0.0	7.7	7.7	0.0	7.7	9.2	9.2	9.2	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	0.0	7.7	7.7	0.0	7.7	9.2	9.2	9.2	8.1	8.1	8.1
LOS by Move:	A	*	A	A	*	A	A	A	A	A	A	A
ApproachDel:	7.7			7.7			9.2			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.7			7.7			9.2			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	1.7	1.7	1.7	1.6	1.6	1.6	9.2	9.2	9.2	5.0	5.0	5.0

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.132
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	27	0	40	23	73	0	0	73	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	40	23	73	0	0	73	10
Added Vol:	0	0	0	0	0	42	11	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	82	34	74	0	0	75	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	82	34	74	0	0	75	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	82	34	74	0	0	75	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	27	0	82	34	74	0	0	75	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	0.31	0.69	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	218	0	662	257	560	0	0	738	98
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.12	xxxx	0.12	0.13	0.13	xxxx	xxxx	0.10	0.10
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	7.9	7.9	0.0	0.0	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	7.9	7.9	0.0	0.0	7.6	7.6
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.5			7.9			7.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.5			7.9			7.6		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	3.2	3.2	3.2	3.6	3.6	3.6	2.7	2.7	2.7

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	12	Average Delay (sec/veh):	18.9
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	36	34	81		68	31	43		53	742	27		51	607	75	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	34	81		68	31	43		53	742	27		51	607	75	
Added Vol:	0	8	0		0	2	3		11	22	0		0	5	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	42	81		68	33	46		64	764	27		51	612	75	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	42	81		68	33	46		64	764	27		51	612	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	42	81		68	33	46		64	764	27		51	612	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	42	81		68	33	46		64	764	27		51	612	75	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.83	0.83		0.74	0.74	0.74		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.23	0.26	0.51		0.47	0.22	0.31		1.00	1.93	0.07		1.00	1.78	0.22	
Final Sat.:	357	417	804		654	317	442		1769	3400	120		1769	3101	380	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.10	0.10	0.10		0.04	0.22	0.22		0.03	0.20	0.20	
Crit Moves:						****				****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.13	0.55	0.55		0.07	0.50	0.50	
Volume/Cap:	0.39	0.39	0.39		0.41	0.41	0.41		0.29	0.41	0.41		0.41	0.40	0.40	
Delay/Veh:	31.4	31.4	31.4		31.6	31.6	31.6		40.3	13.0	13.0		46.6	15.9	15.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.4	31.4	31.4		31.6	31.6	31.6		40.3	13.0	13.0		46.6	15.9	15.9	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	107	107	107		101	101	101		50	184	184		37	166	166	

Note: Queue reported is the distance per lane in feet.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	16	Average Delay (sec/veh):	41.9
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	197	333	43	431	604	119	128	545	213	99	406	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	333	43	431	604	119	128	545	213	99	406	250
Added Vol:	0	31	0	3	8	5	22	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	364	43	434	612	124	150	545	213	99	406	261
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	197	364	43	434	612	0	150	545	213	99	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	364	43	434	612	0	150	545	213	99	406	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	197	364	43	434	612	0	150	545	213	99	406	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	0.93	0.93	0.83	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1900	1769	3538	1583	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.03	0.25	0.17	0.00	0.08	0.15	0.13	0.06	0.11	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.16	0.16	0.38	0.33	0.00	0.14	0.24	0.24	0.09	0.19	0.00
Volume/Cap:	0.53	0.64	0.17	0.64	0.53	0.00	0.61	0.64	0.56	0.64	0.61	0.00
Delay/Veh:	43.3	49.8	43.9	32.6	33.1	0.0	53.2	42.8	42.1	62.0	46.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	49.8	43.9	32.6	33.1	0.0	53.2	42.8	42.1	62.0	46.4	0.0
LOS by Move:	D	D	D	C	C	A	D	D	D	E	D	A
HCM2kAvgQ:	157	165	33	340	245	0	130	235	169	117	200	0

Note: Queue reported is the distance per lane in feet.

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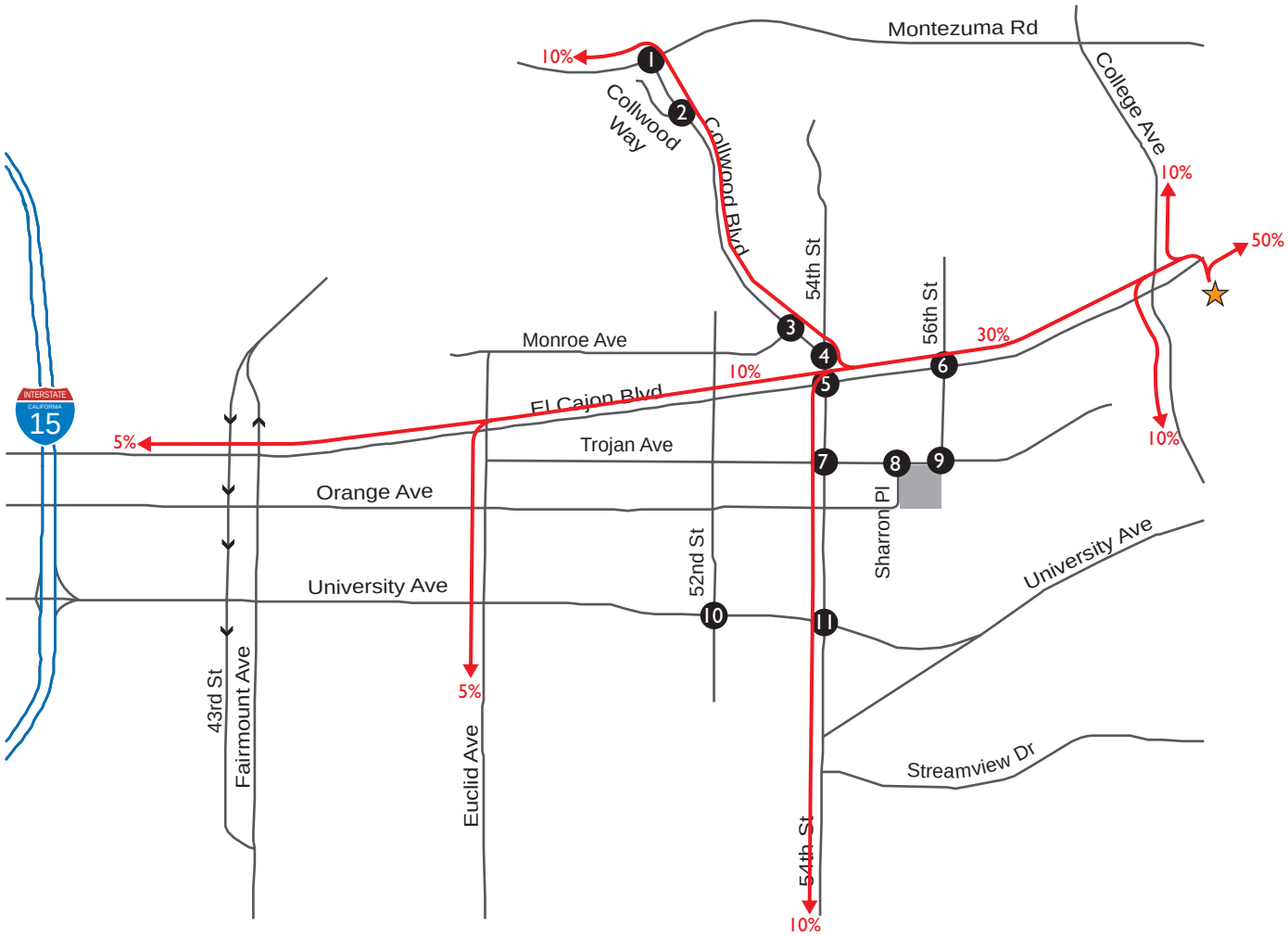
Appendix N – Cumulative Development Traffic Generation and Trip Distribution

Cumulative Development Traffic Generation Summary

Cumulative Project	ITE Code	Project Description	Quantity*	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
1 Centrepoint	221	Low-Rise Apartment	102 DU	672	47	10	37	59	39	20
	231	Low-Rise Condo/Townhouse	210 DU	1,831	141	36	105	164	95	69
	710	General Office/Live-Work	8.878 TSF	207	27	24	3	89	15	74
	820	Shopping Center/Retail	4.000 TSF	172	4	2	2	15	7	8
	TOTAL Trips			***2,882***	***219***	***72***	***147***	***327***	***156***	***171***
2 Plaza Linda Verde	Total Residential			1,776	142	28	114	196	138	58
	Total Retail			3,733	243	128	115	342	189	153
	Total Gross Trips			5,509	385	156	229	538	327	211
	Total Existing Land Use Trips			-3,113	-200	-110	-90	-259	-132	-127
	TOTAL Net Trips			***2,396***	***185***	***46***	***139***	***279***	***195***	***84***
3 Copley YMCA	Health Club			2,200	88	53	35	198	119	79
	Soccer Arena			71	1	1	-	21	14	7
	TOTAL Trips			***2,271***	***89***	***54***	***35***	***219***	***133***	***86***
4 Hillel Center	***TOTAL Drive Trips***			***58***	***7***	***-***	***7***	***8***	***1***	***7***
5 Hoover High School Field Lighting	**Game Attendee Trips**			**Daily**	**Commuter PM Peak Hour**			**Game PM Peak Hour**		
					Total	**In**	**Out**	**Total**	**In**	**Out**
	Non-Homecoming Game Home Attendee Trips			442	80	55	25	150	120	30
	Non-Homecoming Game Visitor Attendee Trips			283	51	35	16	96	77	19
	Total Non-Homecoming Game Trips			***725***	***131***	***90***	***41***	***246***	***197***	***49***
	Homecoming Game Home Attendee Trips			748	135	93	42	254	203	51
	Homecoming Game Visitor Attendee Trips			476	86	59	27	161	129	32
	Total Homecoming Game Trips			***1,224***	***221***	***152***	***69***	***415***	***332***	***83***

Note: * DU = Dwelling Units; TSF = Thousand Square Feet

Figure A
Centrepoint - Cumulative Development Trip Distribution



LEGEND

- Centrepoint Development Site
- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

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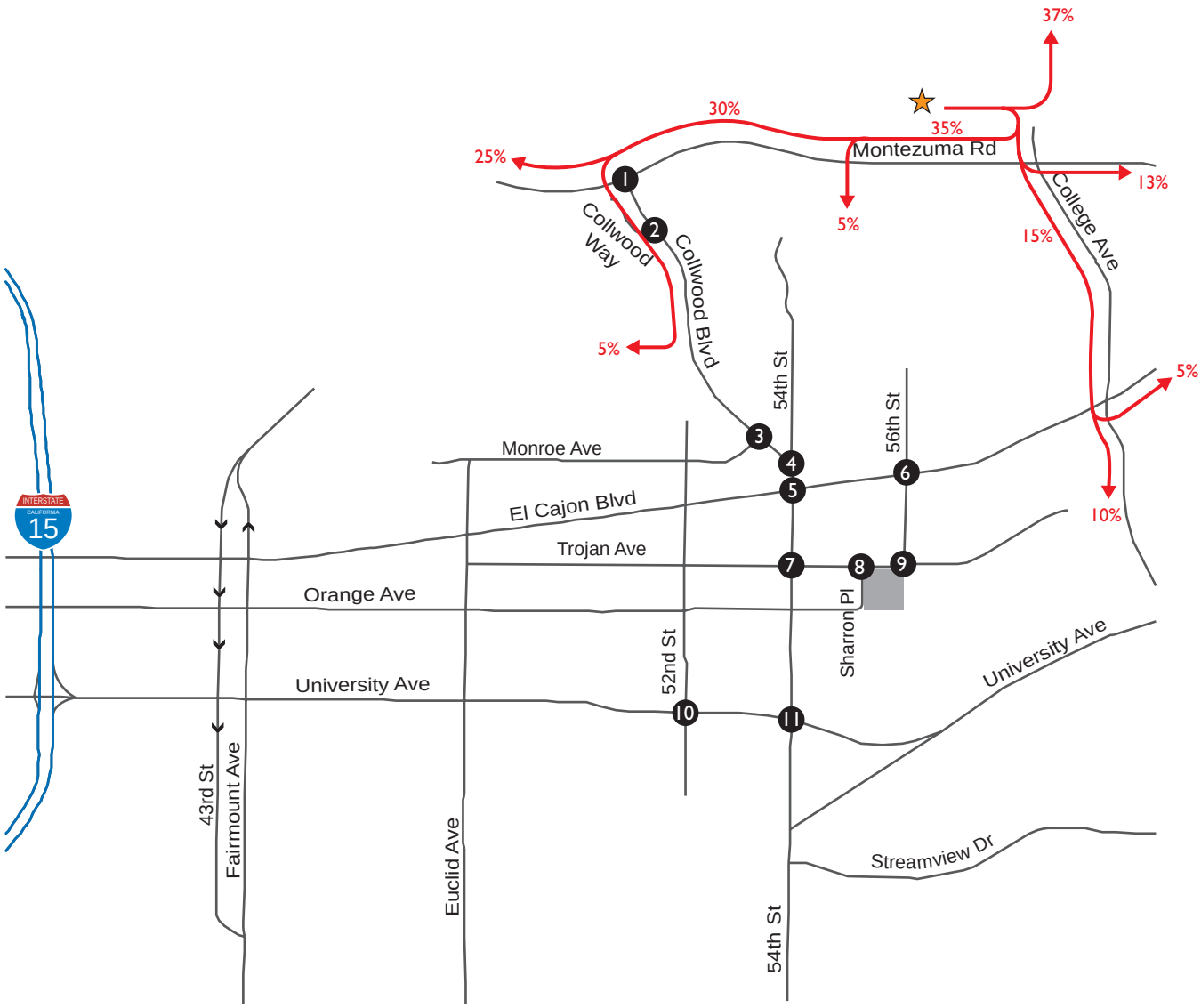
Traffic Impact Study

Figure B
Plaza Linda Verde - Cumulative Development Trip Distribution



LEGEND

- Plaza Linda Verde
- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

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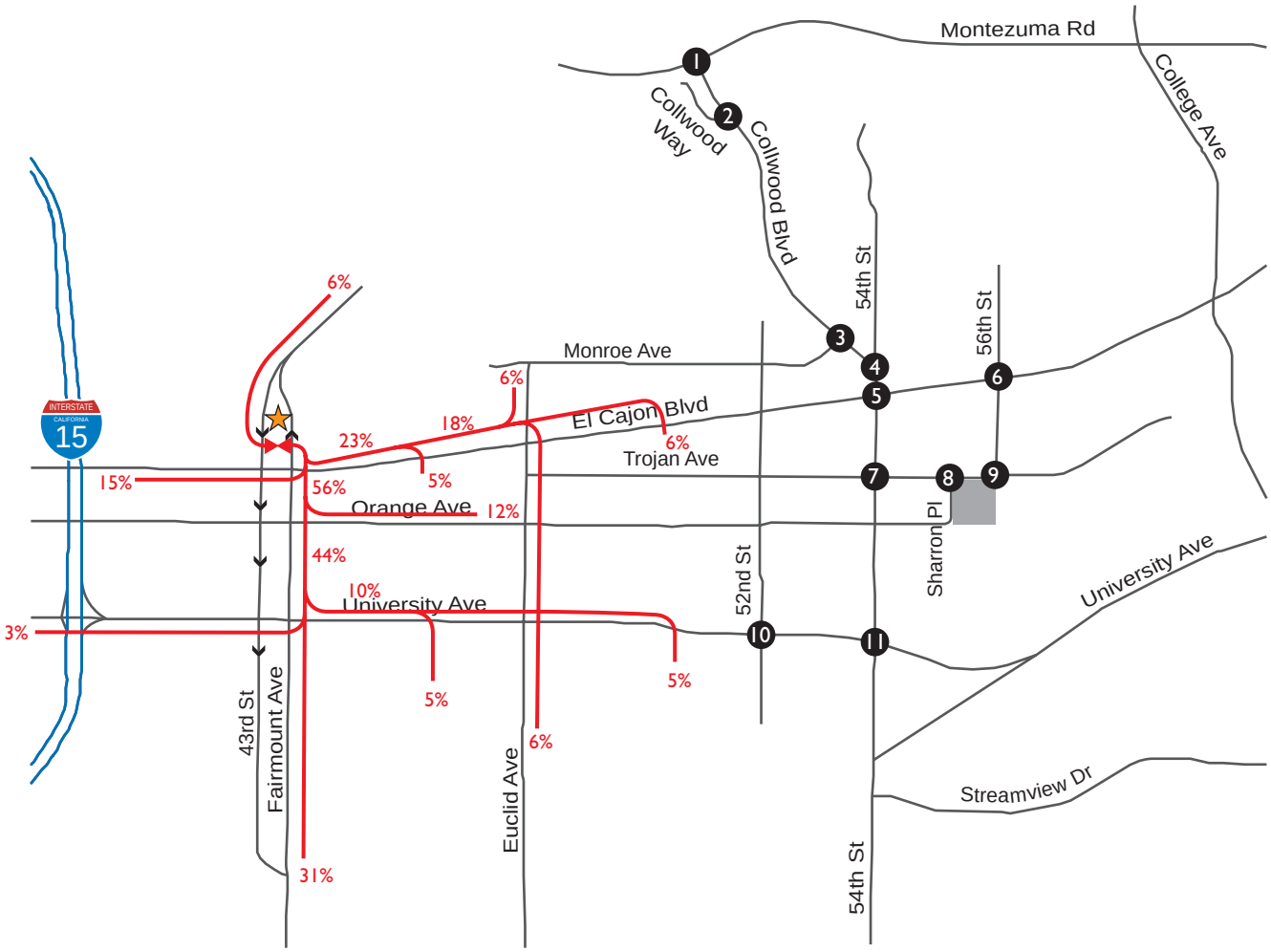
San Diego, CA / Crawford High School Sports Field
Traffic Impact Study

Figure C
Copley YMCA - Cumulative Development Inbound Trip Distribution



LEGEND

- Copley YMCA
- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

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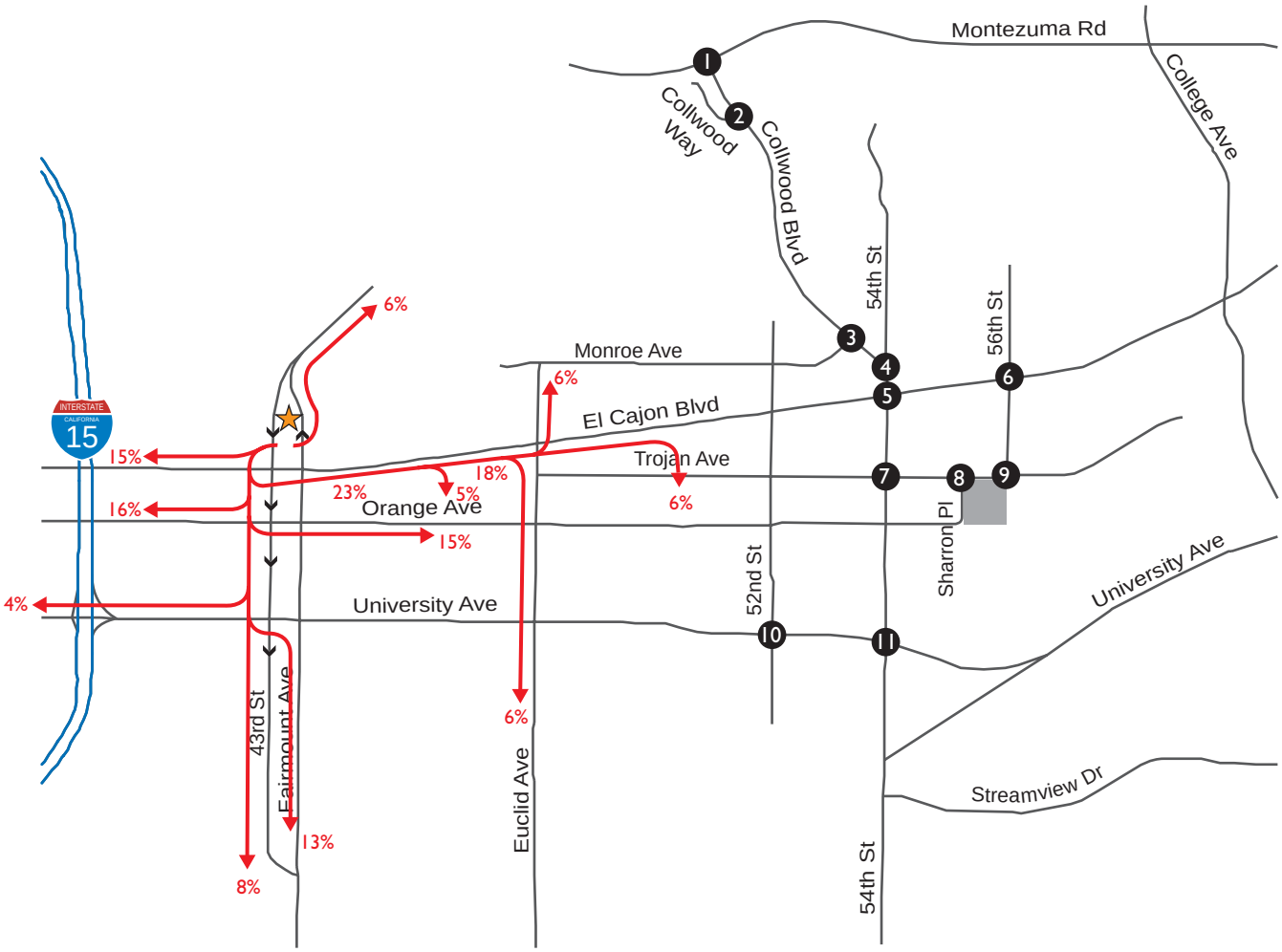
San Diego, CA / Crawford High School Sports Field
Traffic Impact Study

Figure D
Copley YMCA - Cumulative Development Outbound Trip Distribution



LEGEND

- Copley YMCA
- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

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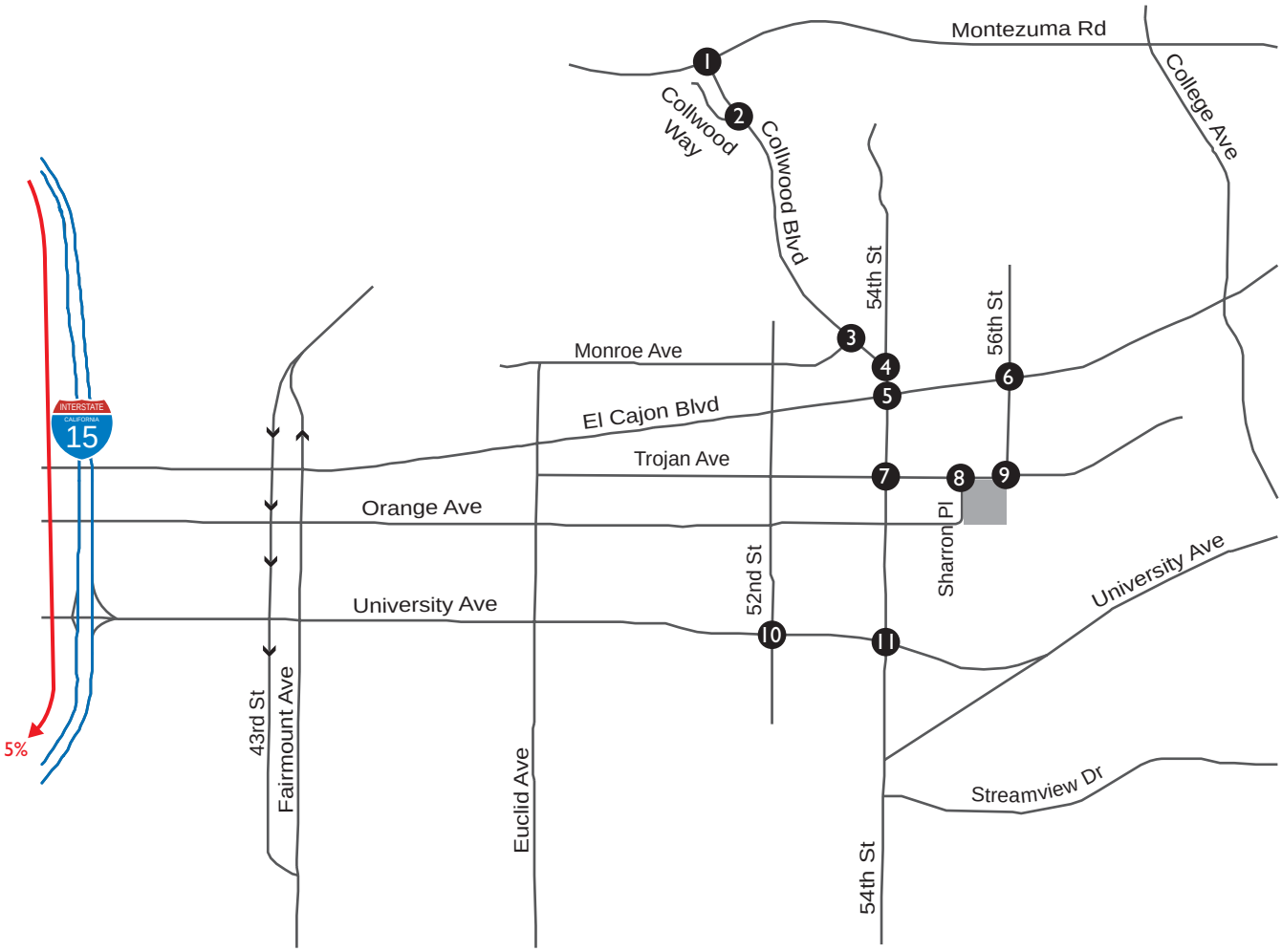
San Diego, CA / Crawford High School Sports Field
Traffic Impact Study

Figure E
Hillel Center - Cumulative Development Trip Distribution



LEGEND

- Hillel Center
- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

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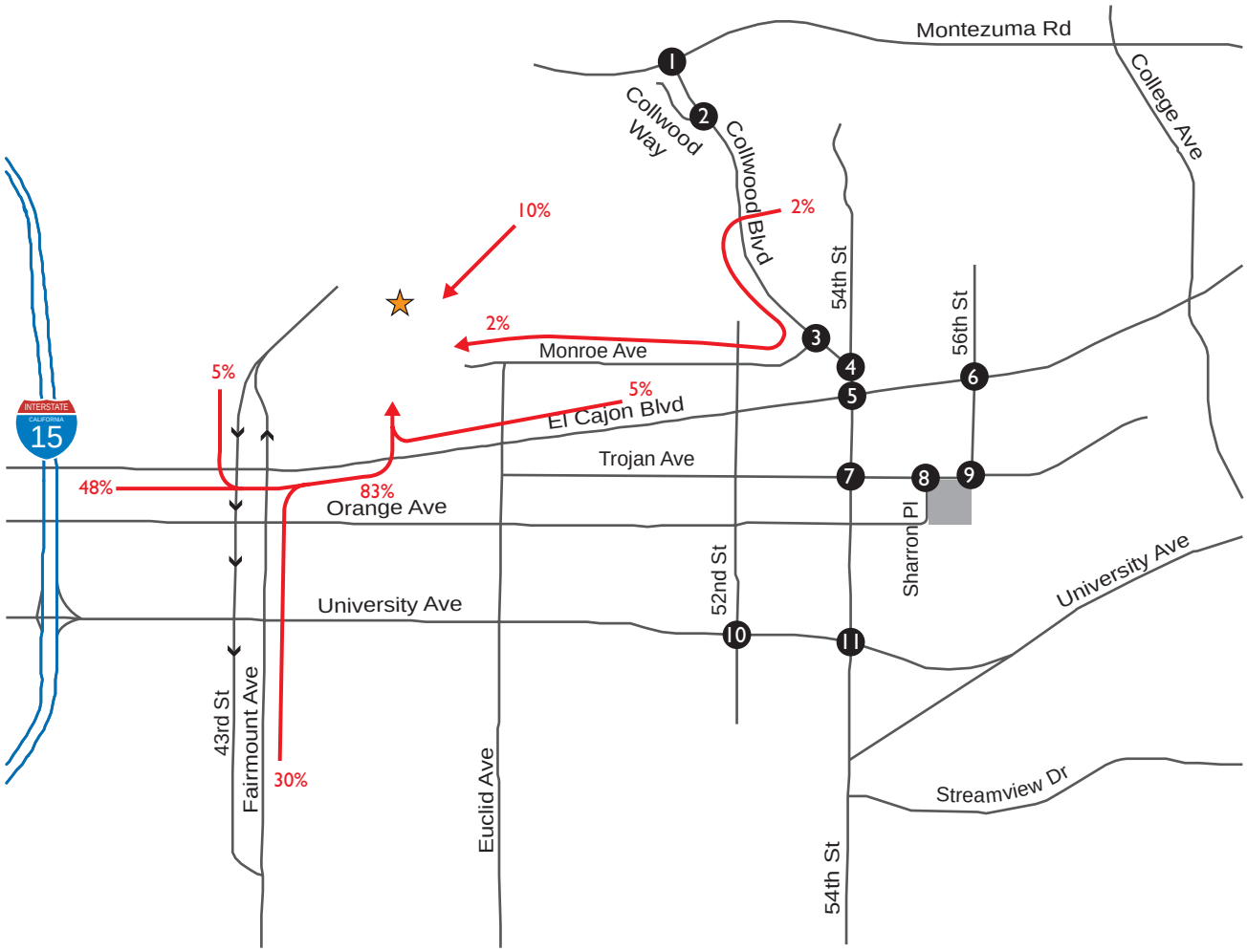
San Diego, CA / Crawford High School Sports Field
Traffic Impact Study

Figure F
Hoover High School Home Attendee - Cumulative Development Inbound Trip Distribution



LEGEND

- Hoover High School
- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

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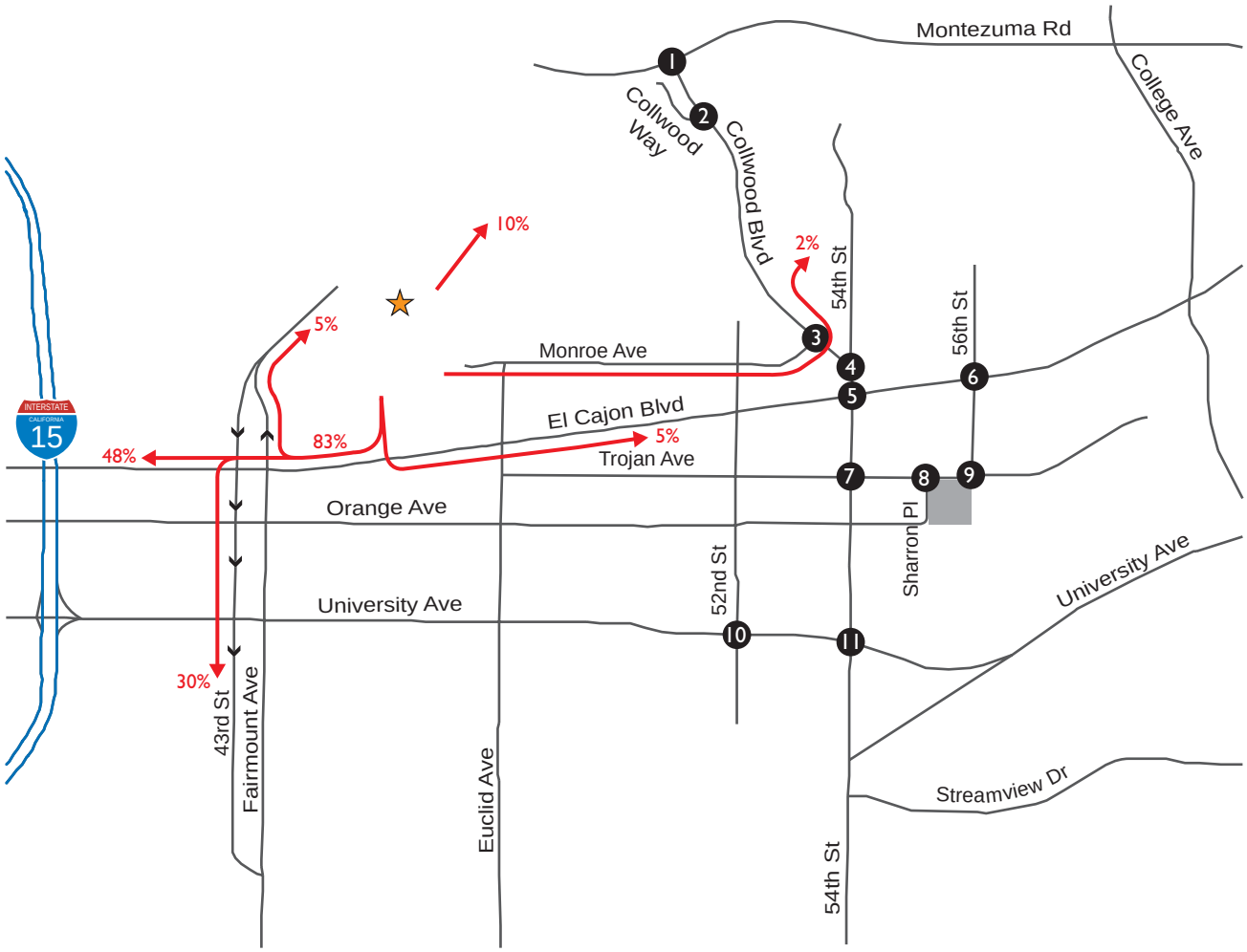
San Diego, CA / Crawford High School Sports Field
Traffic Impact Study

Figure G
Hoover High School Home Attendee - Cumulative Development Outbound Trip Distribution



LEGEND

- Hoover High School
- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

KOA CORPORATION
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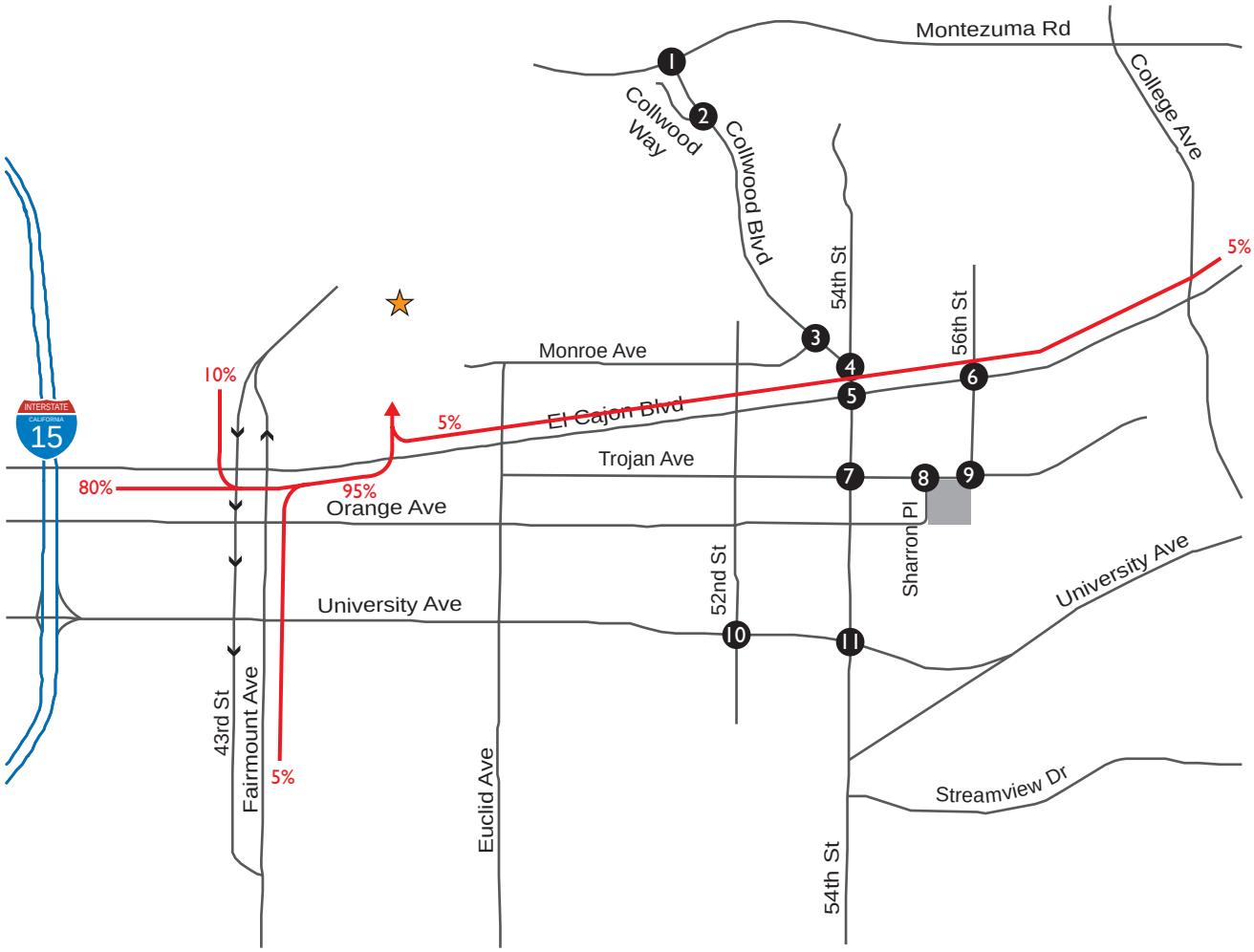
San Diego, CA / Crawford High School Sports Field
Traffic Impact Study

Figure H
Hoover High School Visitor Attendee - Cumulative Development Inbound Trip Distribution



LEGEND

- Hoover High School
- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

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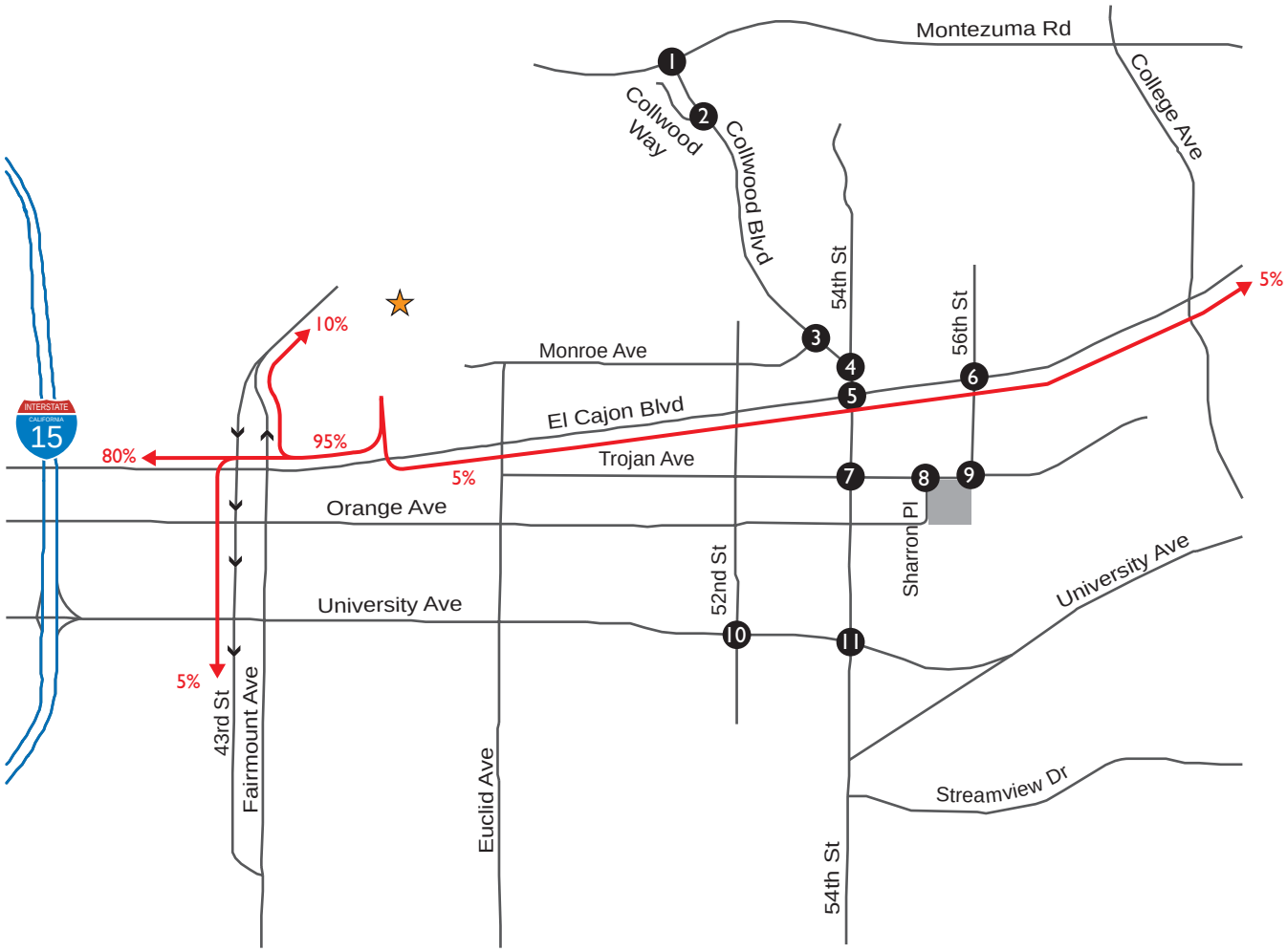
San Diego, CA / Crawford High School Sports Field
Traffic Impact Study

Figure I
Hoover High School Visitor Attendee - Cumulative Development Outbound Trip Distribution



LEGEND

- Hoover High School
- # Study Intersection
- Crawford High School
- XX% Percent Distribution

N
Not To Scale

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San Diego, CA / Crawford High School Sports Field
Traffic Impact Study

Appendix O – Growth Rate Factor Calculations

Growth Factor Calculation

Street	Segment	2008 SANDAG	2035 SANDAG	2008-2035 (Model to Model) GF	2012 to 2035 GF (Rounded)	2012 to 2035 GF (Not Rounded)
El Cajon Blvd	West of 43rd St	29100	30600	1.05	1.04	
	43rd to Fairmount Ave	30900	34900	1.13	1.11	
	Fairmount Ave to Euclid Ave	34900	37900	1.09	1.07	
	Euclid Ave to 52nd St	29500	32000	1.08	1.07	
	52nd St to 54th St	22900	25500	1.11	1.10	
	54th St to 56th St	29200	28100	0.96	0.97	
	56th St to College Ave	23100	21200	0.92	0.93	
	East of College Ave	19700	19200	0.97	0.98	
	Average	219300	229400	1.05	**1.04**	**1.0392**
Trojen	54th St to Sharron Pl	5200	5800	1.12	1.10	
	Sharron Pl to 56th St	3900	4500	1.15	1.13	
	Average	9100	10300	1.13	**1.11**	**1.1123**
University Ave	West of I-15 SB Ramp	25400	28200	1.11	1.09	
	I-15 SB to NB Ramp	23600	26500	1.12	1.10	
	I-15 NB Ramp to Fairmount Ave	22900	27800	1.21	1.18	
	Fairmount Ave to Euclid Ave	22100	25800	1.17	1.14	
	Euclid Ave to 52nd St	22700	23200	1.02	1.02	
	52nd St to 54th St	20200	22000	1.09	1.08	
	East of 54th St	24000	27300	1.14	1.12	
	Average	160900	180800	1.12	**1.11**	**1.1054**
Collwood Blvd/ 54th St	Montezuma Rd to Monroe Ave	28900	37300	1.29	1.25	
	Monroe Ave to 54th	23800	28100	1.18	1.15	
	Collwood to ElCajon	26000	29700	1.14	1.12	
	El Cajon to Trojan Ave	30300	32300	1.07	1.06	
	Trojan Ave to University Ave	25600	26700	1.04	1.04	
	University Ave to Chollas	18600	20600	1.11	1.09	
	Chollas to Streamview	24400	28500	1.17	1.14	
	South of Streamview	26100	30700	1.18	1.15	
	Average	203700	233900	1.15	**1.13**	**1.1263**

Average of Whole Area	**593000**	**654400**	1.10	**1.09**	**1.0882**

Appendix P – Intersection Operations Analysis Worksheets for Near-Term 2015 Without Project Conditions, with Existing Geometry

Crawford High School
Near-Term 2015 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	12	Average Delay (sec/veh):	27.9
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	643	0	88		0	0	0		0	820	1129		94	551	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	649	0	89		0	0	0		0	828	1140		95	557	0	
Added Vol:	17	0	10		0	0	0		0	49	16		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	666	0	99		0	0	0		0	877	1156		99	578	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	705	0	105		0	0	0		0	928	1224		105	611	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	705	0	105		0	0	0		0	928	1224		105	611	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	705	0	105		0	0	0		0	928	1224		105	611	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.87	0.00	1.13		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3273	0	1971		0	0	0		0	3538	1570		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.00	0.05		0.00	0.00	0.00		0.00	0.26	0.78		0.06	0.17	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.00	0.61	0.85		0.06	0.68	0.00	
Volume/Cap:	0.92	0.00	0.23		0.00	0.00	0.00		0.00	0.43	0.92		0.92	0.26	0.00	
Delay/Veh:	64.7	0.0	41.5		0.0	0.0	0.0		0.0	13.8	17.8		122.2	8.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	64.7	0.0	41.5		0.0	0.0	0.0		0.0	13.8	17.8		122.2	8.5	0.0	
LOS by Move:	E	A	D		A	A	A		A	B	B		F	A	A	
HCM2kAvgQ:	17	0	3		0	0	0		0	10	39		7	5	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	12	Average Delay (sec/veh):	14.8
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	1
Volume Module:																
Base Vol:	5	684	16		70	1147	25		9	1	1		12	0	42	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	5	691	16		71	1158	25		9	1	1		12	0	42	
Added Vol:	0	27	0		0	20	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	718	16		71	1178	25		9	1	1		12	0	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	6	800	18		79	1314	28		10	1	1		14	0	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	800	18		79	1314	28		10	1	1		14	0	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	800	18		79	1314	28		10	1	1		14	0	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.98	0.98		0.69	0.72	0.72		0.75	1.00	0.79	
Lanes:	1.00	0.98	0.02		1.00	0.98	0.02		0.82	0.09	0.09		1.00	0.00	1.00	
Final Sat.:	1769	1816	41		1769	1817	39		1082	120	120		1418	0	1505	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.44		0.04	0.72	0.72		0.01	0.01	0.01		0.01	0.00	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.78	0.78		0.08	0.82	0.82		0.04	0.04	0.04		0.04	0.00	0.04	
Volume/Cap:	0.08	0.57	0.57		0.57	0.89	0.89		0.22	0.22	0.22		0.23	0.00	0.75	
Delay/Veh:	55.7	5.7	5.7		58.6	13.9	13.9		57.7	57.7	57.7		57.6	0.0	96.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.7	5.7	5.7		58.6	13.9	13.9		57.7	57.7	57.7		57.6	0.0	96.7	
LOS by Move:	E	A	A		E	B	B		E	E	E		E	A	F	
HCM2kAvgQ:	0	12	12		3	36	36		1	1	1		1	0	3	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	12	Average Delay (sec/veh):	21.5
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	1!
Volume Module:																
Base Vol:	46	648	4		2	1059	83		48	0	59		0	0	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	46	654	4		2	1070	84		48	0	60		0	0	0	
Added Vol:	0	17	0		0	16	1		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	46	671	4		2	1086	85		49	0	60		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	51	733	4		2	1185	93		54	0	65		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	733	4		2	1185	93		54	0	65		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	733	4		2	1185	93		54	0	65		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.75	1.00	0.75		1.00	1.00	1.00	
Lanes:	1.00	0.99	0.01		1.00	0.93	0.07		0.45	0.00	0.55		0.00	1.00	0.00	
Final Sat.:	1769	1849	11		1769	1708	133		645	0	777		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.40	0.40		0.00	0.69	0.69		0.08	0.00	0.08		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.73	0.73		0.08	0.77	0.77		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.69	0.54	0.54		0.02	0.91	0.91		0.91	0.00	0.91		0.00	0.00	0.00	
Delay/Veh:	80.7	7.7	7.7		51.2	19.4	19.4		104.8	0.0	104.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.7	7.7	7.7		51.2	19.4	19.4		104.8	0.0	104.8		0.0	0.0	0.0	
LOS by Move:	F	A	A		D	B	B		F	A	F		A	A	A	
HCM2kAvgQ:	2	12	12		0	39	39		7	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	12	Average Delay (sec/veh):	19.3
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	657	90	79	1067	0	0	0	0	57	0	68
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	664	91	80	1078	0	0	0	0	58	0	69
Added Vol:	0	17	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	681	91	80	1094	0	0	0	0	58	0	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	742	99	87	1193	0	0	0	0	63	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	742	99	87	1193	0	0	0	0	63	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	742	99	87	1193	0	0	0	0	63	0	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.82	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.82
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3538	1558	1769	3538	0	0	0	0	1769	0	1552
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.06	0.05	0.34	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:					****							****
Green/Cycle:	0.00	0.32	0.32	0.51	0.83	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.66	0.20	0.10	0.41	0.00	0.00	0.00	0.00	0.49	0.00	0.66
Delay/Veh:	0.0	36.9	30.1	15.2	2.8	0.0	0.0	0.0	0.0	56.3	0.0	67.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.9	30.1	15.2	2.8	0.0	0.0	0.0	0.0	56.3	0.0	67.8
LOS by Move:	A	D	C	B	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	12	2	2	6	0	0	0	0	3	0	4

Note: Queue reported is the number of cars per lane.

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Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	16	Average Delay (sec/veh):	42.7
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1
Volume Module:																
Base Vol:	266	385	88		311	685	97		126	615	195		126	533	229	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	269	389	89		314	692	98		127	621	197		127	538	231	
Added Vol:	0	0	16		16	0	0		0	16	0		17	19	17	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	269	389	105		330	692	98		127	637	197		144	557	248	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	284	411	111		349	731	103		134	673	208		152	589	262	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	284	411	111		349	731	103		134	673	208		152	589	262	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	284	411	111		349	731	103		134	673	208		152	589	262	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.93	0.93	0.82		0.93	0.93	0.82		0.93	0.93	0.82	
Lanes:	2.00	1.57	0.43		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3432	2695	727		1769	3538	1556		1769	3538	1556		1769	3538	1556	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.15	0.15		0.20	0.21	0.07		0.08	0.19	0.13		0.09	0.17	0.17	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.14	0.21	0.21		0.27	0.35	0.35		0.12	0.26	0.26		0.12	0.26	0.26	
Volume/Cap:	0.60	0.72	0.72		0.72	0.60	0.19		0.64	0.72	0.51		0.72	0.63	0.64	
Delay/Veh:	50.7	47.7	47.7		44.8	33.2	27.7		56.8	43.0	38.6		62.5	40.4	42.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.7	47.7	47.7		44.8	33.2	27.7		56.8	43.0	38.6		62.5	40.4	42.5	
LOS by Move:	D	D	D		D	C	C		E	D	D		E	D	D	
HCM2kAvgQ:	5	10	10		12	11	3		5	12	6		6	10	9	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	8	Average Delay (sec/veh):	7.0
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	2	30	21	8	22	14	831	66	15	724	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	48	2	30	21	8	22	14	839	67	15	731	9
Added Vol:	0	0	0	0	0	0	0	48	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	2	30	21	8	22	14	887	67	15	784	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	51	2	32	22	9	23	15	934	70	16	826	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	2	32	22	9	23	15	934	70	16	826	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	2	32	22	9	23	15	934	70	16	826	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.75	0.74	0.80	0.80	0.80	0.86	0.86	0.86	0.86	0.86	0.86
Lanes:	0.61	0.02	0.37	0.41	0.16	0.43	0.03	1.83	0.14	0.04	1.94	0.02
Final Sat.:	848	35	530	626	238	656	48	3001	225	61	3165	37
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.31	0.31	0.31	0.26	0.26	0.26
Crit Moves:		****						****				
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	0.40	0.40	0.40	0.24	0.24	0.24	0.40	0.40	0.40	0.33	0.33	0.33
Delay/Veh:	47.2	47.2	47.2	45.4	45.4	45.4	4.2	4.2	4.2	3.9	3.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	47.2	47.2	45.4	45.4	45.4	4.2	4.2	4.2	3.9	3.9	3.9
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	6	6	6	5	5	5

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	12	Average Delay (sec/veh):	23.3
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	118	629	22		106	942	66		24	21	85		46	30	69	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	119	635	22		107	951	67		24	21	86		46	30	70	
Added Vol:	0	16	0		0	17	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	119	651	22		107	968	67		24	21	86		46	30	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	128	700	24		115	1041	72		26	23	92		50	33	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	128	700	24		115	1041	72		26	23	92		50	33	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	128	700	24		115	1041	72		26	23	92		50	33	75	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.92	0.92		0.83	0.83	0.82		0.76	0.76	0.75	
Lanes:	1.00	1.93	0.07		1.00	1.87	0.13		0.18	0.16	0.66		0.32	0.20	0.48	
Final Sat.:	1769	3404	116		1769	3277	226		290	253	1026		456	298	684	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.21		0.07	0.32	0.32		0.09	0.09	0.09		0.11	0.11	0.11	
Crit Moves:	****					****								****		
Green/Cycle:	0.13	0.53	0.53		0.17	0.57	0.57		0.20	0.20	0.20		0.20	0.20	0.20	
Volume/Cap:	0.56	0.39	0.39		0.39	0.56	0.56		0.46	0.46	0.46		0.56	0.56	0.56	
Delay/Veh:	51.9	16.5	16.5		45.2	16.4	16.4		43.6	43.6	43.6		45.8	45.8	45.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.9	16.5	16.5		45.2	16.4	16.4		43.6	43.6	43.6		45.8	45.8	45.8	
LOS by Move:	D	B	B		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	5	8	8		4	13	13		5	5	5		6	6	6	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.139
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	5	0	49	0	0	0	0	84	0	31	77	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	0	49	0	0	0	0	85	0	31	78	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	49	0	0	0	0	85	0	31	78	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	5	0	53	0	0	0	0	91	0	34	84	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	53	0	0	0	0	91	0	34	84	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	53	0	0	0	0	91	0	34	84	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.00	0.00	0.00	0.00	1.00	0.00	0.29	0.71	0.00
Final Sat.:	83	0	814	0	0	0	0	852	0	243	603	0
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.14	0.14	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	7.1	0.0	7.1	0.0	0.0	0.0	0.0	7.7	0.0	7.9	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	0.0	7.1	0.0	0.0	0.0	0.0	7.7	0.0	7.9	7.9	0.0
LOS by Move:	A	*	A	*	*	*	*	A	*	A	A	*
ApproachDel:	7.1			xxxxxx			7.7			7.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	7.1			xxxxxx			7.7			7.9		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.206
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	24	0	45	33	108	0	0	79	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	24	0	45	33	109	0	0	80	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	45	33	109	0	0	80	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	29	0	55	40	131	0	0	96	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	55	40	131	0	0	96	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	55	40	131	0	0	96	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.35	0.00	0.65	0.23	0.77	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	283	0	531	194	634	0	0	735	102
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.10	xxxx	0.10	0.21	0.21	xxxx	xxxx	0.13	0.13
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.6	0.0	7.6	8.3	8.3	0.0	0.0	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.6	0.0	7.6	8.3	8.3	0.0	0.0	7.8	7.8
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.6			8.3			7.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.6			8.3			7.8		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	12	Average Delay (sec/veh):	21.1
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	29	43	90		85	42	67		71	753	40		52	589	89	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	29	43	91		86	42	68		72	761	40		53	595	90	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	43	91		86	42	68		72	761	40		53	595	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	31	46	96		90	45	71		75	801	43		55	626	95	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	46	96		90	45	71		75	801	43		55	626	95	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	46	96		90	45	71		75	801	43		55	626	95	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.84	0.83		0.73	0.74	0.73		0.93	0.92	0.92		0.93	0.91	0.91	
Lanes:	0.18	0.26	0.56		0.44	0.22	0.34		1.00	1.90	0.10		1.00	1.74	0.26	
Final Sat.:	284	421	881		610	302	481		1769	3336	177		1769	3011	455	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.15	0.15	0.15		0.04	0.24	0.24		0.03	0.21	0.21	
Crit Moves:						****				****			****			
Green/Cycle:	0.31	0.31	0.31		0.31	0.31	0.31		0.11	0.50	0.50		0.07	0.46	0.46	
Volume/Cap:	0.35	0.35	0.35		0.48	0.48	0.48		0.39	0.48	0.48		0.48	0.45	0.45	
Delay/Veh:	27.1	27.1	27.1		28.7	28.7	28.7		42.6	16.4	16.4		48.1	18.7	18.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.1	27.1	27.1		28.7	28.7	28.7		42.6	16.4	16.4		48.1	18.7	18.7	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		6	6	6		3	9	9		2	8	8	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	16	Average Delay (sec/veh):	45.1
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	385	54	491	657	144	133	602	226	104	484	293
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	224	389	55	496	664	145	134	608	228	105	489	296
Added Vol:	0	16	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	405	55	496	681	145	134	608	228	105	489	296
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	236	426	57	522	716	0	141	640	240	111	515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	426	57	522	716	0	141	640	240	111	515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	236	426	57	522	716	0	141	640	240	111	515	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.82	0.93	0.93	1.00	0.93	0.93	0.82	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1556	1769	3538	1900	1769	3538	1556	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.04	0.30	0.20	0.00	0.08	0.18	0.15	0.06	0.15	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.16	0.16	0.39	0.33	0.00	0.11	0.24	0.24	0.08	0.21	0.00
Volume/Cap:	0.61	0.76	0.23	0.76	0.61	0.00	0.70	0.76	0.65	0.76	0.70	0.00
Delay/Veh:	45.4	54.3	44.6	36.8	34.8	0.0	62.0	46.6	45.2	74.5	47.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	54.3	44.6	36.8	34.8	0.0	62.0	46.6	45.2	74.5	47.3	0.0
LOS by Move:	D	D	D	D	C	A	E	D	D	E	D	A
HCM2kAvgQ:	8	8	2	18	12	0	5	12	8	6	10	0

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	12	Average Delay (sec/veh):	20.5
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	568	0	84		0	0	0		0	791	954		86	482	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	574	0	85		0	0	0		0	799	964		87	487	0	
Added Vol:	17	0	10		0	0	0		0	49	16		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	591	0	95		0	0	0		0	848	980		91	508	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	591	0	95		0	0	0		0	848	980		91	508	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	591	0	95		0	0	0		0	848	980		91	508	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	591	0	95		0	0	0		0	848	980		91	508	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.86	0.00	1.14		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3254	0	1990		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.05		0.00	0.00	0.00		0.00	0.24	0.62		0.05	0.14	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.25	0.00	0.25		0.00	0.00	0.00		0.00	0.59	0.84		0.07	0.66	0.00	
Volume/Cap:	0.74	0.00	0.19		0.00	0.00	0.00		0.00	0.40	0.74		0.74	0.22	0.00	
Delay/Veh:	49.6	0.0	40.0		0.0	0.0	0.0		0.0	14.6	6.7		81.6	8.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.6	0.0	40.0		0.0	0.0	0.0		0.0	14.6	6.7		81.6	8.9	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	A		F	A	A	
HCM2kAvgQ:	12	0	3		0	0	0		0	10	18		5	4	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	12	Average Delay (sec/veh):	10.1
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	4	580	21		72	888	38		21	1	0		8	2	44	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	4	586	21		73	897	38		21	1	0		8	2	44	
Added Vol:	0	27	0		0	20	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	613	21		73	917	38		21	1	0		8	2	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	613	21		73	917	38		21	1	0		8	2	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	613	21		73	917	38		21	1	0		8	2	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	613	21		73	917	38		21	1	0		8	2	44	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.72	0.72	1.00		0.73	0.73	0.83	
Lanes:	1.00	0.97	0.03		1.00	0.96	0.04		0.95	0.05	0.00		0.80	0.20	1.00	
Final Sat.:	1769	1791	62		1769	1776	74		1312	62	0		1107	277	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34		0.04	0.52	0.52		0.02	0.02	0.00		0.01	0.01	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.76	0.76		0.09	0.81	0.81		0.04	0.04	0.00		0.04	0.04	0.04	
Volume/Cap:	0.05	0.45	0.45		0.44	0.63	0.63		0.37	0.37	0.00		0.16	0.16	0.63	
Delay/Veh:	55.5	5.4	5.4		53.4	5.2	5.2		59.4	59.4	0.0		56.5	56.5	73.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.5	5.4	5.4		53.4	5.2	5.2		59.4	59.4	0.0		56.5	56.5	73.9	
LOS by Move:	E	A	A		D	A	A		E	E	A		E	E	E	
HCM2kAvgQ:	0	8	8		3	14	14		1	1	0		1	1	3	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	12	Average Delay (sec/veh):	15.6
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	32	560	3	4	812	116	57	0	77	0	0	1
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	32	566	3	4	820	117	58	0	78	0	0	1
Added Vol:	0	17	0	0	16	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	583	3	4	836	119	59	0	78	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	583	3	4	836	119	59	0	78	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	583	3	4	836	119	59	0	78	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	583	3	4	836	119	59	0	78	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.96	0.96	0.77	1.00	0.77	1.00	1.00	0.87
Lanes:	1.00	0.99	0.01	1.00	0.88	0.12	0.43	0.00	0.57	0.00	0.00	1.00
Final Sat.:	1769	1851	10	1769	1599	228	631	0	838	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.00	0.52	0.52	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.68	0.68	0.09	0.73	0.73	0.13	0.00	0.13	0.00	0.00	0.13
Volume/Cap:	0.44	0.46	0.46	0.03	0.72	0.72	0.72	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	60.3	9.2	9.2	49.9	11.1	11.1	62.5	0.0	62.5	0.0	0.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	9.2	9.2	49.9	11.1	11.1	62.5	0.0	62.5	0.0	0.0	45.5
LOS by Move:	E	A	A	D	B	B	E	A	E	A	A	D
HCM2kAvgQ:	1	10	10	0	21	21	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	12	Average Delay (sec/veh):	17.1
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	563	91		65	823	0		0	0	0		41	0	49	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	569	92		66	831	0		0	0	0		41	0	49	
Added Vol:	0	17	0		0	16	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	586	92		66	847	0		0	0	0		41	0	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	586	92		66	847	0		0	0	0		41	0	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	586	92		66	847	0		0	0	0		41	0	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	586	92		66	847	0		0	0	0		41	0	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.83		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.83	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1583		1769	3538	0		0	0	0		1769	0	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.06		0.04	0.24	0.00		0.00	0.00	0.00		0.02	0.00	0.03	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.35	0.35		0.49	0.84	0.00		0.00	0.00	0.00		0.06	0.00	0.06	
Volume/Cap:	0.00	0.48	0.17		0.08	0.29	0.00		0.00	0.00	0.00		0.36	0.00	0.48	
Delay/Veh:	0.0	30.9	27.2		16.4	2.2	0.0		0.0	0.0	0.0		55.7	0.0	57.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	30.9	27.2		16.4	2.2	0.0		0.0	0.0	0.0		55.7	0.0	57.8	
LOS by Move:	A	C	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	8	2		1	3	0		0	0	0		2	0	2	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	16	Average Delay (sec/veh):	39.5
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	238	328	77	244	557	86	94	504	210	128	445	210
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	240	331	78	246	563	87	95	509	212	129	449	212
Added Vol:	0	0	16	16	0	0	0	17	0	17	21	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	331	94	262	563	87	95	526	212	146	470	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	331	94	262	563	87	95	526	212	146	470	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	331	94	262	563	87	95	526	212	146	470	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	331	94	262	563	87	95	526	212	146	470	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	1.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2666	755	1769	3538	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.15	0.16	0.05	0.05	0.15	0.13	0.08	0.13	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.21	0.21	0.26	0.33	0.33	0.11	0.26	0.26	0.14	0.29	0.29
Volume/Cap:	0.49	0.58	0.58	0.58	0.49	0.17	0.50	0.58	0.52	0.58	0.46	0.50
Delay/Veh:	48.1	43.6	43.6	41.0	32.8	29.0	52.5	40.0	39.6	51.6	35.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	43.6	43.6	41.0	32.8	29.0	52.5	40.0	39.6	51.6	35.2	36.2
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	7	7	8	8	2	3	9	7	5	7	7

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	8	Average Delay (sec/veh):	6.9
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	1	0
Volume Module:																
Base Vol:	41	1	31		21	4	24		14	739	60		23	598	11	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	41	1	31		21	4	24		14	746	61		23	604	11	
Added Vol:	0	0	0		0	0	0		0	48	0		0	55	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	41	1	31		21	4	24		14	794	61		23	659	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	41	1	31		21	4	24		14	794	61		23	659	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	1	31		21	4	24		14	794	61		23	659	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	41	1	31		21	4	24		14	794	61		23	659	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.76	0.76	0.76		0.80	0.80	0.80		0.87	0.87	0.87		0.84	0.84	0.84	
Lanes:	0.57	0.01	0.42		0.43	0.08	0.49		0.03	1.83	0.14		0.07	1.90	0.03	
Final Sat.:	806	20	609		649	124	742		54	3006	229		107	3034	51	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.03	0.03	0.03		0.26	0.26	0.26		0.22	0.22	0.22	
Crit Moves:		****								****						
Green/Cycle:	0.15	0.15	0.15		0.15	0.15	0.15		0.78	0.78	0.78		0.78	0.78	0.78	
Volume/Cap:	0.34	0.34	0.34		0.21	0.21	0.21		0.34	0.34	0.34		0.28	0.28	0.28	
Delay/Veh:	46.4	46.4	46.4		45.1	45.1	45.1		4.0	4.0	4.0		3.7	3.7	3.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.4	46.4	46.4		45.1	45.1	45.1		4.0	4.0	4.0		3.7	3.7	3.7	
LOS by Move:	D	D	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	3	3	3		2	2	2		5	5	5		4	4	4	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	12	Average Delay (sec/veh):	23.0
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																
Base Vol:	92	578	16		89	739	54		21	22	82		41	34	77	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	93	584	16		90	746	55		21	22	83		41	34	78	
Added Vol:	0	16	0		0	17	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	93	600	16		90	763	55		21	22	83		41	34	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	93	600	16		90	763	55		21	22	83		41	34	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	600	16		90	763	55		21	22	83		41	34	78	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	93	600	16		90	763	55		21	22	83		41	34	78	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.92	0.92		0.84	0.84	0.84		0.82	0.82	0.82	
Lanes:	1.00	1.95	0.05		1.00	1.87	0.13		0.17	0.18	0.65		0.27	0.22	0.51	
Final Sat.:	1769	3431	92		1769	3269	234		267	280	1044		420	349	789	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.17	0.17		0.05	0.23	0.23		0.08	0.08	0.08		0.10	0.10	0.10	
Crit Moves:	****					****								****		
Green/Cycle:	0.12	0.52	0.52		0.15	0.55	0.55		0.23	0.23	0.23		0.23	0.23	0.23	
Volume/Cap:	0.43	0.34	0.34		0.34	0.43	0.43		0.34	0.34	0.34		0.43	0.43	0.43	
Delay/Veh:	50.1	17.0	17.0		46.3	16.3	16.3		39.2	39.2	39.2		40.2	40.2	40.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.1	17.0	17.0		46.3	16.3	16.3		39.2	39.2	39.2		40.2	40.2	40.2	
LOS by Move:	D	B	B		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	4	7	7		3	9	9		4	4	4		5	5	5	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.117
Loss Time (sec):	0	Average Delay (sec/veh):	7.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	11	0	46	0	0	0	0	46	2	24	75	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	11	0	46	0	0	0	0	46	2	24	76	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	46	0	0	0	0	46	2	24	76	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	46	0	0	0	0	46	2	24	76	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	46	0	0	0	0	46	2	24	76	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	46	0	0	0	0	46	2	24	76	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.00	0.81	0.00	0.00	0.00	0.00	0.96	0.04	0.24	0.76	0.00
Final Sat.:	177	0	741	0	0	0	0	825	36	208	650	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	0.06	0.06	0.12	0.12	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	7.0	0.0	7.0	0.0	0.0	0.0	0.0	7.4	7.4	7.7	7.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	0.0	7.0	0.0	0.0	0.0	0.0	7.4	7.4	7.7	7.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.0			xxxxxx			7.4			7.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	7.0			xxxxxx			7.4			7.7		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.115
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		0 1	0 0	0		0 0	0 1	0	
Volume Module:																
Base Vol:	0	0	0		27	0	40		23	73	0		0	73	10	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	0	0		27	0	40		23	74	0		0	74	10	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		27	0	40		23	74	0		0	74	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		27	0	40		23	74	0		0	74	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		27	0	40		23	74	0		0	74	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		27	0	40		23	74	0		0	74	10	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.40	0.00	0.60		0.24	0.76	0.00		0.00	0.88	0.12	
Final Sat.:	0	0	0		347	0	515		202	641	0		0	760	104	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.08	xxxx	0.08		0.12	0.12	xxxx		xxxx	0.10	0.10	
Crit Moves:					****				****					****		
Delay/Veh:	0.0	0.0	0.0		7.4	0.0	7.4		7.7	7.7	0.0		0.0	7.5	7.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		7.4	0.0	7.4		7.7	7.7	0.0		0.0	7.5	7.5	
LOS by Move:	*	*	*		A	*	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx				7.4				7.7				7.5			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				7.4				7.7				7.5			
LOS by Appr:	*				A				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.1		0.1	0.1	0.1		0.1	0.1	0.1	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	12	Average Delay (sec/veh):	18.6
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	36	34	81		68	31	43		53	742	27		51	607	75	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	36	34	82		69	31	43		54	749	27		52	613	76	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	34	82		69	31	43		54	749	27		52	613	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	34	82		69	31	43		54	749	27		52	613	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	34	82		69	31	43		54	749	27		52	613	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	34	82		69	31	43		54	749	27		52	613	76	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	0.82		0.74	0.74	0.74		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.24	0.22	0.54		0.48	0.22	0.30		1.00	1.93	0.07		1.00	1.78	0.22	
Final Sat.:	373	352	840		676	308	428		1769	3397	124		1769	3098	383	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.10	0.10	0.10		0.03	0.22	0.22		0.03	0.20	0.20	
Crit Moves:						****				****			****			
Green/Cycle:	0.25	0.25	0.25		0.25	0.25	0.25		0.13	0.55	0.55		0.07	0.50	0.50	
Volume/Cap:	0.38	0.38	0.38		0.40	0.40	0.40		0.24	0.40	0.40		0.40	0.40	0.40	
Delay/Veh:	31.4	31.4	31.4		31.7	31.7	31.7		39.9	13.0	13.0		46.3	15.8	15.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.4	31.4	31.4		31.7	31.7	31.7		39.9	13.0	13.0		46.3	15.8	15.8	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		4	4	4		2	7	7		1	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	16	Average Delay (sec/veh):	41.5
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	197	333	43	431	604	119	128	545	213	99	406	250
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	199	336	43	435	610	120	129	550	215	100	410	253
Added Vol:	0	16	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	352	43	435	627	120	129	550	215	100	410	253
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	199	352	43	435	627	0	129	550	215	100	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	352	43	435	627	0	129	550	215	100	410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	199	352	43	435	627	0	129	550	215	100	410	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	0.93	0.93	0.83	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1900	1769	3538	1583	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.03	0.25	0.18	0.00	0.07	0.16	0.14	0.06	0.12	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.15	0.15	0.38	0.33	0.00	0.13	0.24	0.24	0.09	0.20	0.00
Volume/Cap:	0.54	0.64	0.18	0.64	0.54	0.00	0.57	0.64	0.56	0.64	0.57	0.00
Delay/Veh:	44.0	50.2	44.4	32.5	33.4	0.0	52.8	42.5	41.8	61.8	44.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	50.2	44.4	32.5	33.4	0.0	52.8	42.5	41.8	61.8	44.3	0.0
LOS by Move:	D	D	D	C	C	A	D	D	D	E	D	A
HCM2kAvgQ:	6	6	1	14	10	0	4	9	7	5	8	0

Note: Queue reported is the number of cars per lane.

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Appendix Q – Intersection Operations Analysis Worksheets for Near-Term 2015 With Non-Homecoming Conditions, with Existing Geometry

Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.934
Loss Time (sec):	12	Average Delay (sec/veh):	29.1
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	643	0	88		0	0	0		0	820	1129		94	551	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	649	0	89		0	0	0		0	828	1140		95	557	0	
Added Vol:	25	0	10		0	0	0		0	49	33		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	674	0	99		0	0	0		0	877	1173		99	578	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	714	0	105		0	0	0		0	928	1242		105	611	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	714	0	105		0	0	0		0	928	1242		105	611	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	714	0	105		0	0	0		0	928	1242		105	611	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.87	0.00	1.13		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3276	0	1969		0	0	0		0	3538	1570		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.00	0.05		0.00	0.00	0.00		0.00	0.26	0.79		0.06	0.17	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.00	0.61	0.85		0.06	0.68	0.00	
Volume/Cap:	0.93	0.00	0.23		0.00	0.00	0.00		0.00	0.43	0.93		0.93	0.26	0.00	
Delay/Veh:	66.8	0.0	41.6		0.0	0.0	0.0		0.0	13.7	19.6		126.6	8.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	66.8	0.0	41.6		0.0	0.0	0.0		0.0	13.7	19.6		126.6	8.5	0.0	
LOS by Move:	E	A	D		A	A	A		A	B	B		F	A	A	
HCM2kAvgQ:	17	0	3		0	0	0		0	10	42		7	5	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	12	Average Delay (sec/veh):	15.5
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	
Volume Module:																
Base Vol:	5	684	16		70	1147	25		9	1	1		12	0	42	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	5	691	16		71	1158	25		9	1	1		12	0	42	
Added Vol:	0	35	0		0	37	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	726	16		71	1195	25		9	1	1		12	0	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	6	809	18		79	1333	28		10	1	1		14	0	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	809	18		79	1333	28		10	1	1		14	0	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	809	18		79	1333	28		10	1	1		14	0	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.98	0.98		0.69	0.72	0.72		0.75	1.00	0.79	
Lanes:	1.00	0.98	0.02		1.00	0.98	0.02		0.82	0.09	0.09		1.00	0.00	1.00	
Final Sat.:	1769	1816	40		1769	1818	38		1082	120	120		1418	0	1505	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.45		0.04	0.73	0.73		0.01	0.01	0.01		0.01	0.00	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.78	0.78		0.08	0.82	0.82		0.04	0.04	0.04		0.04	0.00	0.04	
Volume/Cap:	0.08	0.57	0.57		0.57	0.90	0.90		0.22	0.22	0.22		0.23	0.00	0.75	
Delay/Veh:	55.7	5.8	5.8		59.0	15.0	15.0		57.7	57.7	57.7		57.6	0.0	96.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.7	5.8	5.8		59.0	15.0	15.0		57.7	57.7	57.7		57.6	0.0	96.7	
LOS by Move:	E	A	A		E	B	B		E	E	E		E	A	F	
HCM2kAvgQ:	0	12	12		3	38	38		1	1	1		1	0	3	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	12	Average Delay (sec/veh):	22.4
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	1!
Volume Module:																
Base Vol:	46	648	4		2	1059	83		48	0	59		0	0	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	46	654	4		2	1070	84		48	0	60		0	0	0	
Added Vol:	0	25	0		0	33	1		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	46	679	4		2	1103	85		49	0	60		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	51	742	4		2	1204	93		54	0	65		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	742	4		2	1204	93		54	0	65		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	742	4		2	1204	93		54	0	65		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.75	1.00	0.75		1.00	1.00	1.00	
Lanes:	1.00	0.99	0.01		1.00	0.93	0.07		0.45	0.00	0.55		0.00	1.00	0.00	
Final Sat.:	1769	1849	11		1769	1710	132		645	0	777		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.40	0.40		0.00	0.70	0.70		0.08	0.00	0.08		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.73	0.73		0.08	0.77	0.77		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.69	0.55	0.55		0.02	0.92	0.92		0.92	0.00	0.92		0.00	0.00	0.00	
Delay/Veh:	80.7	7.6	7.6		51.3	20.7	20.7		108.5	0.0	108.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.7	7.6	7.6		51.3	20.7	20.7		108.5	0.0	108.5		0.0	0.0	0.0	
LOS by Move:	F	A	A		D	C	C		F	A	F		A	A	A	
HCM2kAvgQ:	2	12	12		0	41	41		7	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	12	Average Delay (sec/veh):	19.4
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	657	90		79	1067	0		0	0	0		57	0	68	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	664	91		80	1078	0		0	0	0		58	0	69	
Added Vol:	0	25	0		0	33	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	689	91		80	1111	0		0	0	0		58	0	69	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	751	99		87	1211	0		0	0	0		63	0	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	751	99		87	1211	0		0	0	0		63	0	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	751	99		87	1211	0		0	0	0		63	0	75	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.82		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.82	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1558		1769	3538	0		0	0	0		1769	0	1552	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.06		0.05	0.34	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:						****									****	
Green/Cycle:	0.00	0.32	0.32		0.51	0.83	0.00		0.00	0.00	0.00		0.07	0.00	0.07	
Volume/Cap:	0.00	0.67	0.20		0.10	0.41	0.00		0.00	0.00	0.00		0.49	0.00	0.67	
Delay/Veh:	0.0	37.1	30.1		15.1	2.8	0.0		0.0	0.0	0.0		56.5	0.0	68.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	37.1	30.1		15.1	2.8	0.0		0.0	0.0	0.0		56.5	0.0	68.9	
LOS by Move:	A	D	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	12	2		2	6	0		0	0	0		3	0	4	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	16	Average Delay (sec/veh):	42.8
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1
Volume Module:																
Base Vol:	266	385	88		311	685	97		126	615	195		126	533	229	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	269	389	89		314	692	98		127	621	197		127	538	231	
Added Vol:	0	8	16		16	17	0		0	18	0		17	19	17	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	269	397	105		330	709	98		127	639	197		144	557	248	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	284	419	111		349	749	103		134	675	208		152	589	262	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	284	419	111		349	749	103		134	675	208		152	589	262	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	284	419	111		349	749	103		134	675	208		152	589	262	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.93	0.93	0.82		0.93	0.93	0.82		0.93	0.93	0.82	
Lanes:	2.00	1.58	0.42		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3432	2710	716		1769	3538	1556		1769	3538	1556		1769	3538	1556	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.15	0.15		0.20	0.21	0.07		0.08	0.19	0.13		0.09	0.17	0.17	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.14	0.21	0.21		0.27	0.35	0.35		0.12	0.26	0.26		0.12	0.26	0.26	
Volume/Cap:	0.61	0.73	0.73		0.73	0.61	0.19		0.64	0.73	0.51		0.73	0.63	0.64	
Delay/Veh:	51.1	47.6	47.6		45.1	33.2	27.4		57.0	43.1	38.7		62.9	40.5	42.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.1	47.6	47.6		45.1	33.2	27.4		57.0	43.1	38.7		62.9	40.5	42.6	
LOS by Move:	D	D	D		D	C	C		E	D	D		E	D	D	
HCM2kAvgQ:	5	10	10		12	12	3		5	12	6		6	10	9	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	8	Average Delay (sec/veh):	7.4
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	2	30	21	8	22	14	831	66	15	724	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	48	2	30	21	8	22	14	839	67	15	731	9
Added Vol:	1	0	4	0	1	0	0	48	1	10	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2	34	21	9	22	14	887	68	25	784	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	2	36	22	10	23	15	934	71	26	826	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	2	36	22	10	23	15	934	71	26	826	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	2	36	22	10	23	15	934	71	26	826	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.75	0.75	0.80	0.81	0.80	0.86	0.86	0.86	0.83	0.83	0.83
Lanes:	0.58	0.02	0.40	0.40	0.17	0.43	0.03	1.83	0.14	0.06	1.92	0.02
Final Sat.:	817	33	566	616	264	646	48	2998	229	97	3035	35
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.31	0.31	0.31	0.27	0.27	0.27
Crit Moves:		****						****				
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.40	0.40	0.40	0.23	0.23	0.23	0.40	0.40	0.40	0.35	0.35	0.35
Delay/Veh:	46.6	46.6	46.6	44.6	44.6	44.6	4.5	4.5	4.5	4.3	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	46.6	46.6	44.6	44.6	44.6	4.5	4.5	4.5	4.3	4.3	4.3
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	6	6	6	5	5	5

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	12	Average Delay (sec/veh):	25.2
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	118	629	22		106	942	66		24	21	85		46	30	69	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	119	635	22		107	951	67		24	21	86		46	30	70	
Added Vol:	0	16	17		17	17	0		0	16	0		8	7	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	119	651	39		124	968	67		24	37	86		54	37	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	128	700	42		133	1041	72		26	40	92		59	40	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	128	700	42		133	1041	72		26	40	92		59	40	84	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	128	700	42		133	1041	72		26	40	92		59	40	84	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.84	0.84	0.84		0.74	0.75	0.74	
Lanes:	1.00	1.89	0.11		1.00	1.87	0.13		0.16	0.25	0.59		0.32	0.22	0.46	
Final Sat.:	1769	3307	199		1769	3277	226		263	404	931		454	311	648	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.21		0.08	0.32	0.32		0.10	0.10	0.10		0.13	0.13	0.13	
Crit Moves:	****					****								****		
Green/Cycle:	0.13	0.50	0.50		0.18	0.55	0.55		0.22	0.22	0.22		0.22	0.22	0.22	
Volume/Cap:	0.58	0.42	0.42		0.42	0.58	0.58		0.44	0.44	0.44		0.58	0.58	0.58	
Delay/Veh:	53.2	19.3	19.3		44.8	18.2	18.2		41.0	41.0	41.0		44.2	44.2	44.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.2	19.3	19.3		44.8	18.2	18.2		41.0	41.0	41.0		44.2	44.2	44.2	
LOS by Move:	D	B	B		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	5	9	9		4	14	14		5	5	5		7	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.179
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	0	49	0	0	0	0	84	0	31	77	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	0	49	0	0	0	0	85	0	31	78	0
Added Vol:	0	0	0	5	0	23	51	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	49	5	0	23	51	85	0	31	78	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	5	0	53	5	0	25	55	91	0	34	84	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	53	5	0	25	55	91	0	34	84	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	53	5	0	25	55	91	0	34	84	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.18	0.00	0.82	0.38	0.62	0.00	0.26	0.64	0.10
Final Sat.:	78	0	763	146	0	672	306	510	0	214	531	82
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	0.04	xxxx	0.04	0.18	0.18	xxxx	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Delay/Veh:	7.3	0.0	7.3	7.3	0.0	7.3	8.2	8.2	0.0	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	0.0	7.3	7.3	0.0	7.3	8.2	8.2	0.0	8.0	8.0	8.0
LOS by Move:	A	*	A	A	*	A	A	A	*	A	A	A
ApproachDel:	7.3			7.3			8.2			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.3			7.3			8.2			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.216
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0 0	0 0	0		0 0	1! 0	0		0 1	0 0	0		0 0	0 1	0	
Volume Module:																
Base Vol:	0	0	0		24	0	45		33	108	0		0	79	11	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	0	0		24	0	45		33	109	0		0	80	11	
Added Vol:	0	0	0		0	0	12		5	0	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		24	0	57		38	109	0		0	81	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	0	0	0		29	0	69		46	131	0		0	97	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		29	0	69		46	131	0		0	97	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		29	0	69		46	131	0		0	97	13	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.30	0.00	0.70		0.26	0.74	0.00		0.00	0.88	0.12	
Final Sat.:	0	0	0		243	0	575		213	607	0		0	726	100	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.12	xxxx	0.12		0.22	0.22	xxxx		xxxx	0.13	0.13	
Crit Moves:					****				****					****		
Delay/Veh:	0.0	0.0	0.0		7.7	0.0	7.7		8.5	8.5	0.0		0.0	7.9	7.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		7.7	0.0	7.7		8.5	8.5	0.0		0.0	7.9	7.9	
LOS by Move:	*	*	*		A	*	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx				7.7				8.5				7.9			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				7.7				8.5				7.9			
LOS by Appr:	*				A				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.1		0.3	0.3	0.3		0.1	0.1	0.1	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	12	Average Delay (sec/veh):	21.2
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	29	43	90		85	42	67		71	753	40		52	589	89	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	29	43	91		86	42	68		72	761	40		53	595	90	
Added Vol:	0	2	0		0	1	2		3	6	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	45	91		86	43	70		75	767	40		53	598	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	31	48	96		90	46	73		79	807	43		55	629	95	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	48	96		90	46	73		79	807	43		55	629	95	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	48	96		90	46	73		79	807	43		55	629	95	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.84	0.83		0.73	0.74	0.73		0.93	0.92	0.92		0.93	0.91	0.91	
Lanes:	0.18	0.27	0.55		0.43	0.22	0.35		1.00	1.90	0.10		1.00	1.74	0.26	
Final Sat.:	281	436	872		602	304	489		1769	3337	176		1769	3013	453	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.15	0.15	0.15		0.04	0.24	0.24		0.03	0.21	0.21	
Crit Moves:					****					****			****			
Green/Cycle:	0.31	0.31	0.31		0.31	0.31	0.31		0.11	0.50	0.50		0.06	0.46	0.46	
Volume/Cap:	0.35	0.35	0.35		0.48	0.48	0.48		0.41	0.48	0.48		0.48	0.46	0.46	
Delay/Veh:	27.0	27.0	27.0		28.7	28.7	28.7		42.9	16.5	16.5		48.3	18.8	18.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.0	27.0	27.0		28.7	28.7	28.7		42.9	16.5	16.5		48.3	18.8	18.8	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		6	6	6		3	9	9		2	8	8	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	16	Average Delay (sec/veh):	45.4
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	385	54	491	657	144	133	602	226	104	484	293
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	224	389	55	496	664	145	134	608	228	105	489	296
Added Vol:	0	24	0	1	21	3	6	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	413	55	497	685	148	140	608	228	105	489	299
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	236	435	57	523	721	0	148	640	240	111	515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	435	57	523	721	0	148	640	240	111	515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	236	435	57	523	721	0	148	640	240	111	515	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.82	0.93	0.93	1.00	0.93	0.93	0.82	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1556	1769	3538	1900	1769	3538	1556	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.04	0.30	0.20	0.00	0.08	0.18	0.15	0.06	0.15	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.16	0.16	0.39	0.33	0.00	0.12	0.24	0.24	0.08	0.20	0.00
Volume/Cap:	0.62	0.76	0.23	0.76	0.62	0.00	0.72	0.76	0.65	0.76	0.72	0.00
Delay/Veh:	45.4	54.3	44.3	37.1	34.7	0.0	62.7	46.9	45.5	75.1	48.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	54.3	44.3	37.1	34.7	0.0	62.7	46.9	45.5	75.1	48.2	0.0
LOS by Move:	D	D	D	D	C	A	E	D	D	E	D	A
HCM2kAvgQ:	8	8	2	18	12	0	5	12	8	6	11	0

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	12	Average Delay (sec/veh):	20.9
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	568	0	84		0	0	0		0	791	954		86	482	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	574	0	85		0	0	0		0	799	964		87	487	0	
Added Vol:	27	0	10		0	0	0		0	49	54		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	601	0	95		0	0	0		0	848	1018		91	508	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	601	0	95		0	0	0		0	848	1018		91	508	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	601	0	95		0	0	0		0	848	1018		91	508	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	601	0	95		0	0	0		0	848	1018		91	508	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.86	0.00	1.14		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3261	0	1989		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.05		0.00	0.00	0.00		0.00	0.24	0.64		0.05	0.14	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.24	0.00	0.24		0.00	0.00	0.00		0.00	0.60	0.84		0.07	0.67	0.00	
Volume/Cap:	0.76	0.00	0.20		0.00	0.00	0.00		0.00	0.40	0.76		0.76	0.21	0.00	
Delay/Veh:	51.1	0.0	40.5		0.0	0.0	0.0		0.0	14.1	7.3		86.1	8.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.1	0.0	40.5		0.0	0.0	0.0		0.0	14.1	7.3		86.1	8.6	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	A		F	A	A	
HCM2kAvgQ:	13	0	3		0	0	0		0	9	20		5	4	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	12	Average Delay (sec/veh):	10.2
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	4	580	21		72	888	38		21	1	0		8	2	44	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	4	586	21		73	897	38		21	1	0		8	2	44	
Added Vol:	0	36	0		0	58	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	622	21		73	955	38		21	1	0		8	2	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	622	21		73	955	38		21	1	0		8	2	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	622	21		73	955	38		21	1	0		8	2	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	622	21		73	955	38		21	1	0		8	2	44	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.75	0.75	1.00		0.73	0.73	0.83	
Lanes:	1.00	0.97	0.03		1.00	0.96	0.04		0.95	0.05	0.00		0.80	0.20	1.00	
Final Sat.:	1769	1792	61		1769	1779	72		1361	65	0		1107	277	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.35		0.04	0.54	0.54		0.02	0.02	0.00		0.01	0.01	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.77	0.77		0.09	0.82	0.82		0.04	0.04	0.00		0.04	0.04	0.04	
Volume/Cap:	0.05	0.45	0.45		0.45	0.66	0.66		0.37	0.37	0.00		0.17	0.17	0.66	
Delay/Veh:	55.5	5.3	5.3		53.6	5.5	5.5		59.6	59.6	0.0		56.8	56.8	77.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.5	5.3	5.3		53.6	5.5	5.5		59.6	59.6	0.0		56.8	56.8	77.9	
LOS by Move:	E	A	A		D	A	A		E	E	A		E	E	E	
HCM2kAvgQ:	0	9	9		3	15	15		1	1	0		1	1	3	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	12	Average Delay (sec/veh):	15.9
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	0	0	0	1
Volume Module:																
Base Vol:	32	560	3		4	812	116		57	0	77		0	0	1	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	32	566	3		4	820	117		58	0	78		0	0	1	
Added Vol:	0	27	0		0	54	2		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	593	3		4	874	119		59	0	78		0	0	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	593	3		4	874	119		59	0	78		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	593	3		4	874	119		59	0	78		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	593	3		4	874	119		59	0	78		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.96	0.96		0.77	1.00	0.77		1.00	1.00	0.87	
Lanes:	1.00	0.99	0.01		1.00	0.88	0.12		0.43	0.00	0.57		0.00	0.00	1.00	
Final Sat.:	1769	1851	9		1769	1609	219		631	0	837		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.32	0.32		0.00	0.54	0.54		0.09	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.69	0.69		0.09	0.73	0.73		0.13	0.00	0.13		0.00	0.00	0.13	
Volume/Cap:	0.44	0.47	0.47		0.03	0.74	0.74		0.74	0.00	0.74		0.00	0.00	0.00	
Delay/Veh:	60.3	9.0	9.0		50.0	11.6	11.6		65.4	0.0	65.4		0.0	0.0	45.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.3	9.0	9.0		50.0	11.6	11.6		65.4	0.0	65.4		0.0	0.0	45.9	
LOS by Move:	E	A	A		D	B	B		E	A	E		A	A	D	
HCM2kAvgQ:	1	10	10		0	22	22		6	0	6		0	0	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	12	Average Delay (sec/veh):	17.0
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	563	91		65	823	0		0	0	0		41	0	49	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	569	92		66	831	0		0	0	0		41	0	49	
Added Vol:	0	27	0		0	54	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	596	92		66	885	0		0	0	0		41	0	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	596	92		66	885	0		0	0	0		41	0	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	596	92		66	885	0		0	0	0		41	0	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	596	92		66	885	0		0	0	0		41	0	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.83		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.83	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1583		1769	3538	0		0	0	0		1769	0	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.06		0.04	0.25	0.00		0.00	0.00	0.00		0.02	0.00	0.03	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.34	0.34		0.49	0.84	0.00		0.00	0.00	0.00		0.06	0.00	0.06	
Volume/Cap:	0.00	0.49	0.17		0.08	0.30	0.00		0.00	0.00	0.00		0.37	0.00	0.50	
Delay/Veh:	0.0	31.5	27.7		16.0	2.2	0.0		0.0	0.0	0.0		56.1	0.0	58.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	31.5	27.7		16.0	2.2	0.0		0.0	0.0	0.0		56.1	0.0	58.3	
LOS by Move:	A	C	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	9	2		1	4	0		0	0	0		2	0	2	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	16	Average Delay (sec/veh):	39.5
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	238	328	77	244	557	86	94	504	210	128	445	210
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	240	331	78	246	563	87	95	509	212	129	449	212
Added Vol:	0	10	16	16	38	0	0	19	0	17	22	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	341	94	262	601	87	95	528	212	146	471	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	341	94	262	601	87	95	528	212	146	471	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	341	94	262	601	87	95	528	212	146	471	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	341	94	262	601	87	95	528	212	146	471	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2686	738	1769	3538	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.15	0.17	0.05	0.05	0.15	0.13	0.08	0.13	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.22	0.22	0.25	0.33	0.33	0.11	0.25	0.25	0.14	0.29	0.29
Volume/Cap:	0.51	0.59	0.59	0.59	0.51	0.16	0.50	0.59	0.53	0.59	0.46	0.50
Delay/Veh:	48.9	43.3	43.3	41.3	32.5	28.4	52.6	40.1	39.7	51.8	35.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	43.3	43.3	41.3	32.5	28.4	52.6	40.1	39.7	51.8	35.3	36.3
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	7	7	8	9	2	3	9	7	5	7	7

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	8	Average Delay (sec/veh):	7.3
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	41	1	31	21	4	24	14	739	60	23	598	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	41	1	31	21	4	24	14	746	61	23	604	11
Added Vol:	1	0	5	0	1	0	0	48	3	22	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1	36	21	5	24	14	794	64	45	659	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1	36	21	5	24	14	794	64	45	659	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1	36	21	5	24	14	794	64	45	659	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1	36	21	5	24	14	794	64	45	659	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.80	0.80	0.86	0.86	0.86	0.78	0.78	0.78
Lanes:	0.53	0.01	0.46	0.42	0.10	0.48	0.03	1.82	0.15	0.13	1.84	0.03
Final Sat.:	768	18	658	638	152	730	53	2993	240	188	2739	46
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.03	0.27	0.27	0.27	0.24	0.24	0.24
Crit Moves:		****						****				
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.34	0.34	0.34	0.21	0.21	0.21	0.34	0.34	0.34	0.31	0.31	0.31
Delay/Veh:	45.6	45.6	45.6	44.1	44.1	44.1	4.3	4.3	4.3	4.2	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	45.6	45.6	44.1	44.1	44.1	4.3	4.3	4.3	4.2	4.2	4.2
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	5	5	5	4	4	4

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	12	Average Delay (sec/veh):	25.8
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																
Base Vol:	92	578	16		89	739	54		21	22	82		41	34	77	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	93	584	16		90	746	55		21	22	83		41	34	78	
Added Vol:	0	16	38		38	17	0		0	35	0		10	9	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	93	600	54		128	763	55		21	57	83		51	43	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	93	600	54		128	763	55		21	57	83		51	43	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	600	54		128	763	55		21	57	83		51	43	88	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	93	600	54		128	763	55		21	57	83		51	43	88	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.87	0.87	0.87		0.80	0.80	0.80	
Lanes:	1.00	1.83	0.17		1.00	1.87	0.13		0.13	0.35	0.52		0.28	0.24	0.48	
Final Sat.:	1769	3206	289		1769	3269	234		216	584	845		429	362	733	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19	0.19		0.07	0.23	0.23		0.10	0.10	0.10		0.12	0.12	0.12	
Crit Moves:	****					****								****		
Green/Cycle:	0.12	0.46	0.46		0.18	0.52	0.52		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.45	0.41	0.41		0.41	0.45	0.45		0.37	0.37	0.37		0.45	0.45	0.45	
Delay/Veh:	51.0	21.9	21.9		44.7	18.4	18.4		36.4	36.4	36.4		37.6	37.6	37.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.0	21.9	21.9		44.7	18.4	18.4		36.4	36.4	36.4		37.6	37.6	37.6	
LOS by Move:	D	C	C		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	4	8	8		4	10	10		5	5	5		6	6	6	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.198
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	0	46	0	0	0	0	46	2	24	75	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	11	0	46	0	0	0	0	46	2	24	76	0
Added Vol:	0	0	0	7	0	28	111	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	46	7	0	28	111	46	2	24	76	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	46	7	0	28	111	46	2	24	76	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	46	7	0	28	111	46	2	24	76	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	46	7	0	28	111	46	2	24	76	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.00	0.81	0.20	0.00	0.80	0.70	0.29	0.01	0.19	0.60	0.21
Final Sat.:	158	0	660	162	0	647	560	234	10	160	499	178
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	0.04	xxxx	0.04	0.20	0.20	0.20	0.15	0.15	0.15
Crit Moves:	****			****					****		****	
Delay/Veh:	7.4	0.0	7.4	7.3	0.0	7.3	8.4	8.4	8.4	7.9	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	0.0	7.4	7.3	0.0	7.3	8.4	8.4	8.4	7.9	7.9	7.9
LOS by Move:	A	*	A	A	*	A	A	A	A	A	A	A
ApproachDel:	7.4			7.3			8.4			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.3			8.4			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.126
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0	27	0	40	23	73	0	0	73	10												
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01												
Initial Bse:	0	0	0	27	0	40	23	74	0	0	74	10												
Added Vol:	0	0	0	0	0	26	7	0	0	0	1	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	27	0	66	30	74	0	0	75	10												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	0	0	0	27	0	66	30	74	0	0	75	10												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	27	0	66	30	74	0	0	75	10												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	0	0	0	27	0	66	30	74	0	0	75	10												
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	0.29	0.00	0.71	0.29	0.71	0.00	0.00	0.88	0.12												
Final Sat.:	0	0	0	255	0	620	241	587	0	0	746	101												
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx	0.11	xxxx	0.11	0.13	0.13	xxxx	xxxx	0.10	0.10												
Crit Moves:						****	****					****												
Delay/Veh:	0.0	0.0	0.0	7.4	0.0	7.4	7.9	7.9	0.0	0.0	7.6	7.6												
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	7.4	0.0	7.4	7.9	7.9	0.0	0.0	7.6	7.6												
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A												
ApproachDel:	xxxxxx			7.4			7.9				7.6													
Delay Adj:	xxxxx			1.00			1.00				1.00													
ApprAdjDel:	xxxxxx			7.4			7.9				7.6													
LOS by Appr:	*			A			A				A													
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1												

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	12	Average Delay (sec/veh):	18.8
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	36	34	81		68	31	43		53	742	27		51	607	75	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	36	34	82		69	31	43		54	749	27		52	613	76	
Added Vol:	0	5	0		0	1	2		7	13	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	39	82		69	32	45		61	762	27		52	616	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	39	82		69	32	45		61	762	27		52	616	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	39	82		69	32	45		61	762	27		52	616	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	39	82		69	32	45		61	762	27		52	616	76	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.83	0.83		0.74	0.74	0.74		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.23	0.25	0.52		0.47	0.22	0.31		1.00	1.93	0.07		1.00	1.78	0.22	
Final Sat.:	363	393	817		661	311	437		1769	3399	122		1769	3100	381	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.10	0.10	0.10		0.03	0.22	0.22		0.03	0.20	0.20	
Crit Moves:						****				****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.13	0.55	0.55		0.07	0.50	0.50	
Volume/Cap:	0.39	0.39	0.39		0.41	0.41	0.41		0.27	0.41	0.41		0.41	0.40	0.40	
Delay/Veh:	31.4	31.4	31.4		31.6	31.6	31.6		40.3	13.1	13.1		46.5	15.8	15.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.4	31.4	31.4		31.6	31.6	31.6		40.3	13.1	13.1		46.5	15.8	15.8	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		4	4	4		2	7	7		1	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	16	Average Delay (sec/veh):	41.9
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	197	333	43	431	604	119	128	545	213	99	406	250
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	199	336	43	435	610	120	129	550	215	100	410	253
Added Vol:	0	35	0	2	22	3	13	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	371	43	437	632	123	142	550	215	100	410	259
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	199	371	43	437	632	0	142	550	215	100	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	371	43	437	632	0	142	550	215	100	410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	199	371	43	437	632	0	142	550	215	100	410	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	0.93	0.93	0.83	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1900	1769	3538	1583	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.03	0.25	0.18	0.00	0.08	0.16	0.14	0.06	0.12	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.16	0.16	0.38	0.33	0.00	0.13	0.24	0.24	0.09	0.19	0.00
Volume/Cap:	0.54	0.65	0.17	0.65	0.54	0.00	0.60	0.65	0.57	0.65	0.60	0.00
Delay/Veh:	43.9	49.8	43.7	32.9	33.1	0.0	53.3	43.0	42.3	62.6	45.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	49.8	43.7	32.9	33.1	0.0	53.3	43.0	42.3	62.6	45.8	0.0
LOS by Move:	D	D	D	C	C	A	D	D	D	E	D	A
HCM2kAvgQ:	6	7	1	14	10	0	5	10	7	5	8	0

Note: Queue reported is the number of cars per lane.

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Appendix R – Intersection Operations Analysis Worksheets for Near-Term 2015 With Homecoming Conditions, with Existing Geometry

Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	12	Average Delay (sec/veh):	29.6
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	643	0	88		0	0	0		0	820	1129		94	551	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	649	0	89		0	0	0		0	828	1140		95	557	0	
Added Vol:	28	0	10		0	0	0		0	49	41		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	677	0	99		0	0	0		0	877	1181		99	578	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	717	0	105		0	0	0		0	928	1250		105	611	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	717	0	105		0	0	0		0	928	1250		105	611	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	717	0	105		0	0	0		0	928	1250		105	611	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.87	0.00	1.13		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3276	0	1968		0	0	0		0	3538	1570		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.00	0.05		0.00	0.00	0.00		0.00	0.26	0.80		0.06	0.17	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.00	0.61	0.85		0.06	0.68	0.00	
Volume/Cap:	0.94	0.00	0.23		0.00	0.00	0.00		0.00	0.43	0.94		0.94	0.26	0.00	
Delay/Veh:	67.9	0.0	41.7		0.0	0.0	0.0		0.0	13.6	20.6		128.6	8.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	67.9	0.0	41.7		0.0	0.0	0.0		0.0	13.6	20.6		128.6	8.5	0.0	
LOS by Move:	E	A	D		A	A	A		A	B	C		F	A	A	
HCM2kAvgQ:	17	0	3		0	0	0		0	10	43		7	5	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	12	Average Delay (sec/veh):	15.8
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	1
Volume Module:																
Base Vol:	5	684	16		70	1147	25		9	1	1		12	0	42	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	5	691	16		71	1158	25		9	1	1		12	0	42	
Added Vol:	0	38	0		0	45	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	729	16		71	1203	25		9	1	1		12	0	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	6	813	18		79	1342	28		10	1	1		14	0	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	813	18		79	1342	28		10	1	1		14	0	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	813	18		79	1342	28		10	1	1		14	0	47	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.98	0.98		0.69	0.72	0.72		0.75	1.00	0.79	
Lanes:	1.00	0.98	0.02		1.00	0.98	0.02		0.82	0.09	0.09		1.00	0.00	1.00	
Final Sat.:	1769	1816	40		1769	1818	38		1082	120	120		1418	0	1505	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.45		0.04	0.74	0.74		0.01	0.01	0.01		0.01	0.00	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.78	0.78		0.08	0.82	0.82		0.04	0.04	0.04		0.04	0.00	0.04	
Volume/Cap:	0.08	0.57	0.57		0.57	0.90	0.90		0.22	0.22	0.22		0.23	0.00	0.75	
Delay/Veh:	55.7	5.8	5.8		59.2	15.6	15.6		57.7	57.7	57.7		57.6	0.0	96.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.7	5.8	5.8		59.2	15.6	15.6		57.7	57.7	57.7		57.6	0.0	96.7	
LOS by Move:	E	A	A		E	B	B		E	E	E		E	A	F	
HCM2kAvgQ:	0	12	12		3	39	39		1	1	1		1	0	3	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	12	Average Delay (sec/veh):	22.9
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	0
Volume Module:																
Base Vol:	46	648	4		2	1059	83		48	0	59		0	0	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	46	654	4		2	1070	84		48	0	60		0	0	0	
Added Vol:	0	28	0		0	41	1		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	46	682	4		2	1111	85		49	0	60		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	51	745	4		2	1212	93		54	0	65		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	745	4		2	1212	93		54	0	65		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	745	4		2	1212	93		54	0	65		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.75	1.00	0.75		1.00	1.00	1.00	
Lanes:	1.00	0.99	0.01		1.00	0.93	0.07		0.45	0.00	0.55		0.00	1.00	0.00	
Final Sat.:	1769	1849	11		1769	1711	131		645	0	777		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.40	0.40		0.00	0.71	0.71		0.08	0.00	0.08		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.73	0.73		0.08	0.77	0.77		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.69	0.55	0.55		0.02	0.92	0.92		0.92	0.00	0.92		0.00	0.00	0.00	
Delay/Veh:	80.7	7.6	7.6		51.4	21.4	21.4		110.2	0.0	110.2		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.7	7.6	7.6		51.4	21.4	21.4		110.2	0.0	110.2		0.0	0.0	0.0	
LOS by Move:	F	A	A		D	C	C		F	A	F		A	A	A	
HCM2kAvgQ:	2	12	12		0	42	42		7	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	12	Average Delay (sec/veh):	19.4
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	657	90		79	1067	0		0	0	0		57	0	68	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	664	91		80	1078	0		0	0	0		58	0	69	
Added Vol:	0	28	0		0	41	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	692	91		80	1119	0		0	0	0		58	0	69	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	754	99		87	1220	0		0	0	0		63	0	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	754	99		87	1220	0		0	0	0		63	0	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	754	99		87	1220	0		0	0	0		63	0	75	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.82		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.82	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1558		1769	3538	0		0	0	0		1769	0	1552	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.06		0.05	0.34	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:						****									****	
Green/Cycle:	0.00	0.32	0.32		0.51	0.83	0.00		0.00	0.00	0.00		0.07	0.00	0.07	
Volume/Cap:	0.00	0.67	0.20		0.10	0.42	0.00		0.00	0.00	0.00		0.49	0.00	0.67	
Delay/Veh:	0.0	37.3	30.1		15.1	2.8	0.0		0.0	0.0	0.0		56.6	0.0	69.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	37.3	30.1		15.1	2.8	0.0		0.0	0.0	0.0		56.6	0.0	69.4	
LOS by Move:	A	D	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	12	2		2	6	0		0	0	0		3	0	4	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	16	Average Delay (sec/veh):	42.8
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	5	5	5				5	5	5				5	5	5				5	5	5			
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0			
Lanes:	2	0	1	1	0		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	266	385	88				311	685	97				126	615	195				126	533	229			
Growth Adj:	1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01			
Initial Bse:	269	389	89				314	692	98				127	621	197				127	538	231			
Added Vol:	0	11	16				16	25	0				0	19	0				17	20	17			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	269	400	105				330	717	98				127	640	197				144	558	248			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	284	422	111				349	757	103				134	676	208				152	590	262			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	284	422	111				349	757	103				134	676	208				152	590	262			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	284	422	111				349	757	103				134	676	208				152	590	262			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.90	0.90	0.90				0.93	0.93	0.82				0.93	0.93	0.82				0.93	0.93	0.82			
Lanes:	2.00	1.58	0.42				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	3432	2714	712				1769	3538	1556				1769	3538	1556				1769	3538	1556			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.16	0.16				0.20	0.21	0.07				0.08	0.19	0.13				0.09	0.17	0.17			
Crit Moves:		****					****							****					****					
Green/Cycle:	0.14	0.21	0.21				0.27	0.35	0.35				0.12	0.26	0.26				0.12	0.26	0.26			
Volume/Cap:	0.61	0.73	0.73				0.73	0.61	0.19				0.64	0.73	0.51				0.73	0.63	0.64			
Delay/Veh:	51.3	47.5	47.5				45.2	33.2	27.3				57.0	43.2	38.7				63.0	40.6	42.6			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	51.3	47.5	47.5				45.2	33.2	27.3				57.0	43.2	38.7				63.0	40.6	42.6			
LOS by Move:	D	D	D				D	C	C				E	D	D				E	D	D			
HCM2kAvgQ:	5	10	10				12	12	3				5	12	6				6	10	9			

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	8	Average Delay (sec/veh):	7.6
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	2	30	21	8	22	14	831	66	15	724	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	48	2	30	21	8	22	14	839	67	15	731	9
Added Vol:	1	0	7	0	1	0	0	48	2	16	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2	37	21	9	22	14	887	69	31	784	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	2	39	22	10	23	15	934	72	33	826	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	2	39	22	10	23	15	934	72	33	826	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	2	39	22	10	23	15	934	72	33	826	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.80	0.81	0.80	0.86	0.86	0.86	0.81	0.81	0.81
Lanes:	0.56	0.02	0.42	0.40	0.17	0.43	0.03	1.83	0.14	0.08	1.90	0.02
Final Sat.:	791	32	596	616	264	645	48	2992	232	117	2935	34
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.04	0.04	0.31	0.31	0.31	0.28	0.28	0.28
Crit Moves:		****						****				
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.41	0.41	0.41	0.22	0.22	0.22	0.41	0.41	0.41	0.36	0.36	0.36
Delay/Veh:	46.2	46.2	46.2	44.1	44.1	44.1	4.7	4.7	4.7	4.5	4.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	46.2	46.2	44.1	44.1	44.1	4.7	4.7	4.7	4.5	4.5	4.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	6	6	6	5	5	5

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	12	Average Delay (sec/veh):	26.1
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	118	629	22		106	942	66		24	21	85		46	30	69	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	119	635	22		107	951	67		24	21	86		46	30	70	
Added Vol:	0	16	29		25	17	0		0	25	0		13	11	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	119	651	51		132	968	67		24	46	86		59	41	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	128	700	55		142	1041	72		26	50	92		64	44	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	128	700	55		142	1041	72		26	50	92		64	44	87	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	128	700	55		142	1041	72		26	50	92		64	44	87	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.85	0.85	0.85		0.73	0.74	0.73	
Lanes:	1.00	1.85	0.15		1.00	1.87	0.13		0.15	0.29	0.56		0.33	0.23	0.44	
Final Sat.:	1769	3244	255		1769	3277	226		250	477	887		457	317	620	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.22	0.22		0.08	0.32	0.32		0.10	0.10	0.10		0.14	0.14	0.14	
Crit Moves:	****					****								****		
Green/Cycle:	0.12	0.48	0.48		0.18	0.54	0.54		0.24	0.24	0.24		0.24	0.24	0.24	
Volume/Cap:	0.59	0.45	0.45		0.45	0.59	0.59		0.44	0.44	0.44		0.59	0.59	0.59	
Delay/Veh:	54.0	20.7	20.7		44.9	19.2	19.2		39.7	39.7	39.7		43.3	43.3	43.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.0	20.7	20.7		44.9	19.2	19.2		39.7	39.7	39.7		43.3	43.3	43.3	
LOS by Move:	D	C	C		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	5	10	10		4	14	14		6	6	6		7	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	0	49	0	0	0	0	84	0	31	77	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	0	49	0	0	0	0	85	0	31	78	0
Added Vol:	0	0	0	9	0	35	79	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	49	9	0	35	79	85	0	31	78	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	5	0	53	10	0	38	85	91	0	34	84	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	53	10	0	38	85	91	0	34	84	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	53	10	0	38	85	91	0	34	84	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.20	0.00	0.80	0.48	0.52	0.00	0.24	0.60	0.16
Final Sat.:	75	0	736	162	0	630	386	414	0	197	489	132
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	0.06	xxxx	0.06	0.22	0.22	xxxx	0.17	0.17	0.17
Crit Moves:			****			****		****			****	
Delay/Veh:	7.4	0.0	7.4	7.5	0.0	7.5	8.6	8.6	0.0	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	0.0	7.4	7.5	0.0	7.5	8.6	8.6	0.0	8.1	8.1	8.1
LOS by Move:	A	*	A	A	*	A	A	A	*	A	A	A
ApproachDel:	7.4			7.5			8.6			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.5			8.6			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.223
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0 0	0 0		0	0 1!	0 0		0	1 0	0 0		0	0 0	1 0	
Volume Module:																
Base Vol:	0	0	0		24	0	45		33	108	0		0	79	11	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	0	0		24	0	45		33	109	0		0	80	11	
Added Vol:	0	0	0		0	0	19		9	0	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		24	0	64		42	109	0		0	81	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	0	0	0		29	0	77		51	131	0		0	97	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		29	0	77		51	131	0		0	97	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		29	0	77		51	131	0		0	97	13	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.27	0.00	0.73		0.28	0.72	0.00		0.00	0.88	0.12	
Final Sat.:	0	0	0		224	0	595		228	587	0		0	721	99	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.13	xxxx	0.13		0.22	0.22	xxxx		xxxx	0.13	0.13	
Crit Moves:					****					****				****		
Delay/Veh:	0.0	0.0	0.0		7.7	0.0	7.7		8.5	8.5	0.0		0.0	7.9	7.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		7.7	0.0	7.7		8.5	8.5	0.0		0.0	7.9	7.9	
LOS by Move:	*	*	*		A	*	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx				7.7				8.5				7.9			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				7.7				8.5				7.9			
LOS by Appr:	*				A				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.1		0.3	0.3	0.3		0.1	0.1	0.1	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	12	Average Delay (sec/veh):	21.3
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	29	43	90		85	42	67		71	753	40		52	589	89	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	29	43	91		86	42	68		72	761	40		53	595	90	
Added Vol:	0	4	0		0	2	2		5	10	0		0	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	47	91		86	44	70		77	771	40		53	599	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	31	50	96		90	47	73		81	811	43		55	630	95	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	50	96		90	47	73		81	811	43		55	630	95	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	50	96		90	47	73		81	811	43		55	630	95	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.84	0.84		0.73	0.74	0.73		0.93	0.92	0.92		0.93	0.91	0.91	
Lanes:	0.17	0.28	0.55		0.43	0.22	0.35		1.00	1.90	0.10		1.00	1.74	0.26	
Final Sat.:	278	450	863		599	310	486		1769	3338	175		1769	3014	452	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.15	0.15	0.15		0.05	0.24	0.24		0.03	0.21	0.21	
Crit Moves:					****					****			****			
Green/Cycle:	0.31	0.31	0.31		0.31	0.31	0.31		0.11	0.50	0.50		0.06	0.46	0.46	
Volume/Cap:	0.35	0.35	0.35		0.48	0.48	0.48		0.42	0.48	0.48		0.48	0.46	0.46	
Delay/Veh:	27.0	27.0	27.0		28.7	28.7	28.7		43.0	16.5	16.5		48.3	18.8	18.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.0	27.0	27.0		28.7	28.7	28.7		43.0	16.5	16.5		48.3	18.8	18.8	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		6	6	6		3	9	9		2	8	8	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	16	Average Delay (sec/veh):	46.0
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	385	54	491	657	144	133	602	226	104	484	293
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	224	389	55	496	664	145	134	608	228	105	489	296
Added Vol:	0	30	0	2	23	4	10	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	419	55	498	687	149	144	608	228	105	489	301
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	236	441	57	524	723	0	152	640	240	111	515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	441	57	524	723	0	152	640	240	111	515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	236	441	57	524	723	0	152	640	240	111	515	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.82	0.93	0.93	1.00	0.93	0.93	0.82	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1556	1769	3538	1900	1769	3538	1556	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.04	0.30	0.20	0.00	0.09	0.18	0.15	0.06	0.15	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.17	0.17	0.39	0.34	0.00	0.11	0.23	0.23	0.08	0.19	0.00
Volume/Cap:	0.60	0.75	0.22	0.75	0.60	0.00	0.75	0.79	0.68	0.79	0.75	0.00
Delay/Veh:	44.7	53.2	43.8	36.0	33.9	0.0	66.2	49.0	47.4	80.0	50.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	53.2	43.8	36.0	33.9	0.0	66.2	49.0	47.4	80.0	50.4	0.0
LOS by Move:	D	D	D	D	C	A	E	D	D	F	D	A
HCM2kAvgQ:	8	8	2	18	12	0	6	12	8	6	11	0

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	12	Average Delay (sec/veh):	21.1
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.5	5.5	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	568	0	84	0	0	0	0	791	954	86	482	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	574	0	85	0	0	0	0	799	964	87	487	0
Added Vol:	31	0	10	0	0	0	0	49	70	4	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	605	0	95	0	0	0	0	848	1034	91	508	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	605	0	95	0	0	0	0	848	1034	91	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	605	0	95	0	0	0	0	848	1034	91	508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	605	0	95	0	0	0	0	848	1034	91	508	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.93	1.00
Lanes:	1.86	0.00	1.14	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3263	0	1987	0	0	0	0	3538	1583	1769	3538	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.05	0.00	0.00	0.00	0.00	0.24	0.65	0.05	0.14	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.60	0.84	0.07	0.67	0.00
Volume/Cap:	0.77	0.00	0.20	0.00	0.00	0.00	0.00	0.40	0.77	0.77	0.21	0.00
Delay/Veh:	51.8	0.0	40.7	0.0	0.0	0.0	0.0	13.9	7.6	88.2	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	0.0	40.7	0.0	0.0	0.0	0.0	13.9	7.6	88.2	8.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	13	0	3	0	0	0	0	9	20	5	4	0

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	12	Average Delay (sec/veh):	10.3
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	4	580	21		72	888	38		21	1	0		8	2	44	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	4	586	21		73	897	38		21	1	0		8	2	44	
Added Vol:	0	41	0		0	75	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	627	21		73	972	38		21	1	0		8	2	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	627	21		73	972	38		21	1	0		8	2	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	627	21		73	972	38		21	1	0		8	2	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	627	21		73	972	38		21	1	0		8	2	44	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.76	0.76	1.00		0.73	0.73	0.83	
Lanes:	1.00	0.97	0.03		1.00	0.96	0.04		0.95	0.05	0.00		0.80	0.20	1.00	
Final Sat.:	1769	1792	61		1769	1781	70		1383	66	0		1107	277	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.35		0.04	0.55	0.55		0.02	0.02	0.00		0.01	0.01	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.77	0.77		0.09	0.82	0.82		0.04	0.04	0.00		0.04	0.04	0.04	
Volume/Cap:	0.05	0.46	0.46		0.45	0.67	0.67		0.37	0.37	0.00		0.17	0.17	0.67	
Delay/Veh:	55.5	5.3	5.3		53.7	5.6	5.6		59.6	59.6	0.0		56.9	56.9	79.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.5	5.3	5.3		53.7	5.6	5.6		59.6	59.6	0.0		56.9	56.9	79.8	
LOS by Move:	E	A	A		D	A	A		E	E	A		E	E	E	
HCM2kAvgQ:	0	9	9		3	16	16		1	1	0		1	1	3	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	12	Average Delay (sec/veh):	16.1
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	0	0	0	0	1
Volume Module:																
Base Vol:	32	560	3		4	812	116		57	0	77		0	0	1	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	32	566	3		4	820	117		58	0	78		0	0	1	
Added Vol:	0	31	0		0	70	2		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	597	3		4	890	119		59	0	78		0	0	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	597	3		4	890	119		59	0	78		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	597	3		4	890	119		59	0	78		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	597	3		4	890	119		59	0	78		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.96	0.96		0.77	1.00	0.77		1.00	1.00	0.87	
Lanes:	1.00	0.99	0.01		1.00	0.88	0.12		0.43	0.00	0.57		0.00	0.00	1.00	
Final Sat.:	1769	1851	9		1769	1613	216		630	0	836		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.32	0.32		0.00	0.55	0.55		0.09	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.69	0.69		0.09	0.73	0.73		0.12	0.00	0.12		0.00	0.00	0.12	
Volume/Cap:	0.44	0.47	0.47		0.03	0.75	0.75		0.75	0.00	0.75		0.00	0.00	0.00	
Delay/Veh:	60.3	8.9	8.9		50.0	11.9	11.9		66.8	0.0	66.8		0.0	0.0	46.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.3	8.9	8.9		50.0	11.9	11.9		66.8	0.0	66.8		0.0	0.0	46.1	
LOS by Move:	E	A	A		D	B	B		E	A	E		A	A	D	
HCM2kAvgQ:	1	10	10		0	23	23		7	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	12	Average Delay (sec/veh):	17.0
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	563	91		65	823	0		0	0	0		41	0	49	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	569	92		66	831	0		0	0	0		41	0	49	
Added Vol:	0	31	0		0	70	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	600	92		66	901	0		0	0	0		41	0	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	600	92		66	901	0		0	0	0		41	0	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	600	92		66	901	0		0	0	0		41	0	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	600	92		66	901	0		0	0	0		41	0	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.83		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.83	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1583		1769	3538	0		0	0	0		1769	0	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.06		0.04	0.25	0.00		0.00	0.00	0.00		0.02	0.00	0.03	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.34	0.34		0.50	0.84	0.00		0.00	0.00	0.00		0.06	0.00	0.06	
Volume/Cap:	0.00	0.50	0.17		0.07	0.30	0.00		0.00	0.00	0.00		0.38	0.00	0.51	
Delay/Veh:	0.0	31.7	27.8		15.8	2.2	0.0		0.0	0.0	0.0		56.3	0.0	58.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	31.7	27.8		15.8	2.2	0.0		0.0	0.0	0.0		56.3	0.0	58.8	
LOS by Move:	A	C	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	9	2		1	4	0		0	0	0		2	0	2	

Note: Queue reported is the number of cars per lane.

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Crawford High School
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	16	Average Delay (sec/veh):	39.5
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1
Volume Module:																
Base Vol:	238	328	77		244	557	86		94	504	210		128	445	210	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	240	331	78		246	563	87		95	509	212		129	449	212	
Added Vol:	0	14	16		16	55	0		0	21	0		17	22	17	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	240	345	94		262	618	87		95	530	212		146	471	229	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	240	345	94		262	618	87		95	530	212		146	471	229	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	240	345	94		262	618	87		95	530	212		146	471	229	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	240	345	94		262	618	87		95	530	212		146	471	229	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.93	0.93	0.83		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	2.00	1.57	0.43		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3432	2693	731		1769	3538	1583		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.13	0.13		0.15	0.17	0.05		0.05	0.15	0.13		0.08	0.13	0.14	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.13	0.22	0.22		0.25	0.34	0.34		0.11	0.26	0.26		0.14	0.29	0.29	
Volume/Cap:	0.52	0.59	0.59		0.59	0.52	0.16		0.50	0.59	0.53		0.59	0.46	0.50	
Delay/Veh:	49.3	43.3	43.3		41.4	32.5	28.1		52.7	40.2	39.7		51.9	35.3	36.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.3	43.3	43.3		41.4	32.5	28.1		52.7	40.2	39.7		51.9	35.3	36.4	
LOS by Move:	D	D	D		D	C	C		D	D	D		D	D	D	
HCM2kAvgQ:	4	7	7		8	9	2		3	9	7		5	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	8	Average Delay (sec/veh):	7.7
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	0	0	1 0 1 0
Volume Module:												
Base Vol:	41	1	31	21	4	24	14	739	60	23	598	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	41	1	31	21	4	24	14	746	61	23	604	11
Added Vol:	1	1	9	0	2	0	0	48	5	35	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	2	40	21	6	24	14	794	66	58	659	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	2	40	21	6	24	14	794	66	58	659	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2	40	21	6	24	14	794	66	58	659	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	2	40	21	6	24	14	794	66	58	659	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.86	0.86	0.86	0.75	0.75	0.75
Lanes:	0.50	0.02	0.48	0.41	0.12	0.47	0.03	1.82	0.15	0.16	1.81	0.03
Final Sat.:	728	35	692	628	179	718	53	2986	247	226	2562	43
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.03	0.27	0.27	0.27	0.26	0.26	0.26
Crit Moves:		****						****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.35	0.35	0.35	0.20	0.20	0.20	0.35	0.35	0.35	0.34	0.34	0.34
Delay/Veh:	45.0	45.0	45.0	43.4	43.4	43.4	4.6	4.6	4.6	4.5	4.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	45.0	45.0	43.4	43.4	43.4	4.6	4.6	4.6	4.5	4.5	4.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	5	5	5	5	5	5

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	12	Average Delay (sec/veh):	27.2
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	92	578	16		89	739	54		21	22	82		41	34	77	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	93	584	16		90	746	55		21	22	83		41	34	78	
Added Vol:	0	16	63		55	17	0		0	55	0		16	14	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	93	600	79		145	763	55		21	77	83		57	48	92	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	93	600	79		145	763	55		21	77	83		57	48	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	600	79		145	763	55		21	77	83		57	48	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	93	600	79		145	763	55		21	77	83		57	48	92	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.92	0.92		0.88	0.88	0.88		0.79	0.79	0.79	
Lanes:	1.00	1.77	0.23		1.00	1.87	0.13		0.12	0.42	0.46		0.29	0.24	0.47	
Final Sat.:	1769	3069	405		1769	3269	234		195	710	761		435	366	695	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.20	0.20		0.08	0.23	0.23		0.11	0.11	0.11		0.13	0.13	0.13	
Crit Moves:		****			****									****		
Green/Cycle:	0.11	0.43	0.43		0.18	0.50	0.50		0.29	0.29	0.29		0.29	0.29	0.29	
Volume/Cap:	0.47	0.45	0.45		0.45	0.47	0.47		0.37	0.37	0.37		0.45	0.45	0.45	
Delay/Veh:	51.7	24.5	24.5		45.0	19.9	19.9		34.4	34.4	34.4		35.6	35.6	35.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.7	24.5	24.5		45.0	19.9	19.9		34.4	34.4	34.4		35.6	35.6	35.6	
LOS by Move:	D	C	C		D	B	B		C	C	C		D	D	D	
HCM2kAvgQ:	4	9	9		5	10	10		5	5	5		6	6	6	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.282
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	0	46	0	0	0	0	46	2	24	75	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	11	0	46	0	0	0	0	46	2	24	76	0
Added Vol:	0	0	0	11	0	44	173	0	0	0	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	46	11	0	44	173	46	2	24	76	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	46	11	0	44	173	46	2	24	76	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	46	11	0	44	173	46	2	24	76	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	46	11	0	44	173	46	2	24	76	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.00	0.81	0.20	0.00	0.80	0.78	0.21	0.01	0.17	0.52	0.31
Final Sat.:	148	0	620	153	0	612	614	165	7	137	429	255
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	0.07	xxxx	0.07	0.28	0.28	0.28	0.18	0.18	0.18
Crit Moves:	****			****			****				****	
Delay/Veh:	7.7	0.0	7.7	7.7	0.0	7.7	9.2	9.2	9.2	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	0.0	7.7	7.7	0.0	7.7	9.2	9.2	9.2	8.1	8.1	8.1
LOS by Move:	A	*	A	A	*	A	A	A	A	A	A	A
ApproachDel:	7.7			7.7			9.2			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.7			7.7			9.2			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.133
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0 0	0 0		0	0 1!	0 0		0	1 0	0 0		0	0 0	1 0	
Volume Module:																
Base Vol:	0	0	0		27	0	40		23	73	0		0	73	10	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	0	0		27	0	40		23	74	0		0	74	10	
Added Vol:	0	0	0		0	0	42		11	1	0		0	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		27	0	82		34	75	0		0	76	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		27	0	82		34	75	0		0	76	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		27	0	82		34	75	0		0	76	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		27	0	82		34	75	0		0	76	10	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.25	0.00	0.75		0.31	0.69	0.00		0.00	0.88	0.12	
Final Sat.:	0	0	0		219	0	661		257	560	0		0	738	98	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.12	xxxx	0.12		0.13	0.13	xxxx		xxxx	0.10	0.10	
Crit Moves:							****		****					****		
Delay/Veh:	0.0	0.0	0.0		7.5	0.0	7.5		7.9	7.9	0.0		0.0	7.7	7.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		7.5	0.0	7.5		7.9	7.9	0.0		0.0	7.7	7.7	
LOS by Move:	*	*	*		A	*	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx				7.5				7.9				7.7			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				7.5				7.9				7.7			
LOS by Appr:	*				A				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.1		0.1	0.1	0.1		0.1	0.1	0.1	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	12	Average Delay (sec/veh):	18.9
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	36	34	81		68	31	43		53	742	27		51	607	75	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	36	34	82		69	31	43		54	749	27		52	613	76	
Added Vol:	0	8	0		0	2	3		11	22	0		0	5	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	42	82		69	33	46		65	771	27		52	618	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	42	82		69	33	46		65	771	27		52	618	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	42	82		69	33	46		65	771	27		52	618	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	42	82		69	33	46		65	771	27		52	618	76	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.83	0.83		0.74	0.74	0.74		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.23	0.26	0.51		0.47	0.22	0.31		1.00	1.93	0.07		1.00	1.78	0.22	
Final Sat.:	357	416	803		651	316	440		1769	3400	120		1769	3101	380	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.11	0.11	0.11		0.04	0.23	0.23		0.03	0.20	0.20	
Crit Moves:						****				****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.13	0.55	0.55		0.07	0.50	0.50	
Volume/Cap:	0.40	0.40	0.40		0.41	0.41	0.41		0.29	0.41	0.41		0.41	0.40	0.40	
Delay/Veh:	31.4	31.4	31.4		31.6	31.6	31.6		40.5	13.1	13.1		46.6	15.9	15.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.4	31.4	31.4		31.6	31.6	31.6		40.5	13.1	13.1		46.6	15.9	15.9	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		4	4	4		2	7	7		1	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Near-Term 2015 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	16	Average Delay (sec/veh):	42.1
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	197	333	43	431	604	119	128	545	213	99	406	250
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	199	336	43	435	610	120	129	550	215	100	410	253
Added Vol:	0	46	0	3	25	5	22	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	382	43	438	635	125	151	550	215	100	410	264
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	199	382	43	438	635	0	151	550	215	100	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	382	43	438	635	0	151	550	215	100	410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	199	382	43	438	635	0	151	550	215	100	410	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	0.93	0.93	0.83	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1900	1769	3538	1583	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.25	0.18	0.00	0.09	0.16	0.14	0.06	0.12	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.16	0.16	0.38	0.33	0.00	0.14	0.24	0.24	0.09	0.19	0.00
Volume/Cap:	0.54	0.66	0.17	0.66	0.54	0.00	0.62	0.66	0.57	0.66	0.62	0.00
Delay/Veh:	43.9	49.6	43.3	33.2	32.9	0.0	53.7	43.2	42.5	63.0	46.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	49.6	43.3	33.2	32.9	0.0	53.7	43.2	42.5	63.0	46.8	0.0
LOS by Move:	D	D	D	C	C	A	D	D	D	E	D	A
HCM2kAvgQ:	6	7	1	14	10	0	5	10	7	5	8	0

Note: Queue reported is the number of cars per lane.

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Appendix S – Intersection Operations Analysis Worksheets for Horizon Year 2035 Without Project Conditions, with Existing Geometry

Crawford High School
Horizon Year 2035 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	12	Average Delay (sec/veh):	36.5
Optimal Cycle:	134	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	643	0	88		0	0	0		0	820	1129		94	551	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	701	0	96		0	0	0		0	894	1231		102	601	0	
Added Vol:	17	0	10		0	0	0		0	49	16		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	718	0	106		0	0	0		0	943	1247		106	622	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	760	0	112		0	0	0		0	998	1319		113	658	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	760	0	112		0	0	0		0	998	1319		113	658	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	760	0	112		0	0	0		0	998	1319		113	658	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.87	0.00	1.13		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3274	0	1970		0	0	0		0	3538	1570		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.00	0.06		0.00	0.00	0.00		0.00	0.28	0.84		0.06	0.19	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.00	0.61	0.85		0.06	0.68	0.00	
Volume/Cap:	0.99	0.00	0.24		0.00	0.00	0.00		0.00	0.46	0.99		0.99	0.27	0.00	
Delay/Veh:	79.6	0.0	41.7		0.0	0.0	0.0		0.0	14.2	32.8		144.5	8.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	79.6	0.0	41.7		0.0	0.0	0.0		0.0	14.2	32.8		144.5	8.7	0.0	
LOS by Move:	E	A	D		A	A	A		A	B	C		F	A	A	
HCM2kAvgQ:	19	0	3		0	0	0		0	11	60		8	5	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	12	Average Delay (sec/veh):	20.6
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	0
Volume Module:																
Base Vol:	5	684	16		70	1147	25		9	1	1		12	0	42	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	5	746	17		76	1250	27		10	1	1		13	0	46	
Added Vol:	0	27	0		0	20	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	773	17		76	1270	27		10	1	1		13	0	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	6	861	19		85	1416	30		11	1	1		15	0	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	861	19		85	1416	30		11	1	1		15	0	51	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	861	19		85	1416	30		11	1	1		15	0	51	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.98	0.98		0.69	0.72	0.72		0.75	1.00	0.79	
Lanes:	1.00	0.98	0.02		1.00	0.98	0.02		0.82	0.09	0.09		1.00	0.00	1.00	
Final Sat.:	1769	1815	41		1769	1817	39		1082	120	120		1418	0	1505	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47	0.47		0.05	0.78	0.78		0.01	0.01	0.01		0.01	0.00	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.78	0.78		0.08	0.82	0.82		0.04	0.04	0.04		0.04	0.00	0.04	
Volume/Cap:	0.08	0.61	0.61		0.61	0.95	0.95		0.24	0.24	0.24		0.25	0.00	0.81	
Delay/Veh:	55.8	6.3	6.3		61.0	22.9	22.9		58.0	58.0	58.0		57.9	0.0	110.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.8	6.3	6.3		61.0	22.9	22.9		58.0	58.0	58.0		57.9	0.0	110.7	
LOS by Move:	E	A	A		E	C	C		E	E	E		E	A	F	
HCM2kAvgQ:	0	14	14		3	50	50		1	1	1		1	0	4	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	12	Average Delay (sec/veh):	30.1
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	1!
Volume Module:																
Base Vol:	46	648	4		2	1059	83		48	0	59		0	0	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	50	706	4		2	1154	90		52	0	64		0	0	0	
Added Vol:	0	17	0		0	16	1		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	723	4		2	1170	91		53	0	64		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	55	790	5		2	1278	100		58	0	70		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	790	5		2	1278	100		58	0	70		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	55	790	5		2	1278	100		58	0	70		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.75	1.00	0.75		1.00	1.00	1.00	
Lanes:	1.00	0.99	0.01		1.00	0.93	0.07		0.45	0.00	0.55		0.00	1.00	0.00	
Final Sat.:	1769	1849	11		1769	1708	133		646	0	779		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.43	0.43		0.00	0.75	0.75		0.09	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.74	0.74		0.07	0.77	0.77		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.74	0.58	0.58		0.02	0.98	0.98		0.98	0.00	0.98		0.00	0.00	0.00	
Delay/Veh:	89.8	7.9	7.9		51.8	31.6	31.6		125.3	0.0	125.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	89.8	7.9	7.9		51.8	31.6	31.6		125.3	0.0	125.3		0.0	0.0	0.0	
LOS by Move:	F	A	A		D	C	C		F	A	F		A	A	A	
HCM2kAvgQ:	2	13	13		0	54	54		8	0	8		0	0	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	12	Average Delay (sec/veh):	20.1
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	657	90		79	1067	0		0	0	0		57	0	68	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	716	98		86	1163	0		0	0	0		62	0	74	
Added Vol:	0	17	0		0	16	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	733	98		86	1179	0		0	0	0		62	0	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	799	107		94	1286	0		0	0	0		68	0	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	799	107		94	1286	0		0	0	0		68	0	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	799	107		94	1286	0		0	0	0		68	0	81	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.82		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.82	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1558		1769	3538	0		0	0	0		1769	0	1552	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.07		0.05	0.36	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:						****									****	
Green/Cycle:	0.00	0.32	0.32		0.51	0.83	0.00		0.00	0.00	0.00		0.07	0.00	0.07	
Volume/Cap:	0.00	0.71	0.22		0.10	0.44	0.00		0.00	0.00	0.00		0.52	0.00	0.71	
Delay/Veh:	0.0	38.3	30.3		15.3	2.9	0.0		0.0	0.0	0.0		57.5	0.0	73.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	38.3	30.3		15.3	2.9	0.0		0.0	0.0	0.0		57.5	0.0	73.5	
LOS by Move:	A	D	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	13	3		2	6	0		0	0	0		3	0	4	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	16	Average Delay (sec/veh):	44.6
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	266	385	88	311	685	97	126	615	195	126	533	229
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	290	420	96	339	747	106	137	670	213	137	581	250
Added Vol:	0	0	16	16	0	0	0	16	0	17	19	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	420	112	355	747	106	137	686	213	154	600	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	306	443	118	375	788	112	145	725	224	163	634	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	443	118	375	788	112	145	725	224	163	634	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	443	118	375	788	112	145	725	224	163	634	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.82	0.93	0.93	0.82	0.93	0.93	0.82
Lanes:	2.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2702	720	1769	3538	1556	1769	3538	1556	1769	3538	1556
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.21	0.22	0.07	0.08	0.20	0.14	0.09	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.21	0.21	0.27	0.35	0.35	0.12	0.26	0.26	0.12	0.26	0.26
Volume/Cap:	0.64	0.78	0.78	0.78	0.64	0.21	0.69	0.78	0.55	0.78	0.68	0.69
Delay/Veh:	51.9	50.0	50.0	48.0	34.2	27.9	59.9	45.1	39.5	67.9	41.7	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	50.0	50.0	48.0	34.2	27.9	59.9	45.1	39.5	67.9	41.7	44.6
LOS by Move:	D	D	D	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	6	11	11	13	13	3	5	13	7	6	11	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	8	Average Delay (sec/veh):	7.2
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	2	30	21	8	22	14	831	66	15	724	9
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	52	2	33	23	9	24	15	906	72	16	789	10
Added Vol:	0	0	0	0	0	0	0	48	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	2	33	23	9	24	15	954	72	16	842	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	55	2	34	24	9	25	16	1004	76	17	886	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	2	34	24	9	25	16	1004	76	17	886	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	2	34	24	9	25	16	1004	76	17	886	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.80	0.81	0.80	0.86	0.86	0.86	0.85	0.85	0.85
Lanes:	0.61	0.02	0.37	0.41	0.16	0.43	0.03	1.83	0.14	0.04	1.94	0.02
Final Sat.:	851	35	532	629	240	659	48	2994	226	61	3150	37
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.34	0.34	0.34	0.28	0.28	0.28
Crit Moves:		****						****				
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	0.43	0.43	0.43	0.25	0.25	0.25	0.43	0.43	0.43	0.36	0.36	0.36
Delay/Veh:	47.6	47.6	47.6	45.6	45.6	45.6	4.4	4.4	4.4	4.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	47.6	47.6	45.6	45.6	45.6	4.4	4.4	4.4	4.0	4.0	4.0
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	4	3	2	2	2	7	7	7	5	5	5

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	12	Average Delay (sec/veh):	24.2
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	118	629	22	106	942	66	24	21	85	46	30	69
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	129	686	24	116	1027	72	26	23	93	50	33	75
Added Vol:	0	16	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	702	24	116	1044	72	26	23	93	50	33	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	138	754	26	124	1122	77	28	25	100	54	35	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	754	26	124	1122	77	28	25	100	54	35	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	754	26	124	1122	77	28	25	100	54	35	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.92	0.92	0.82	0.82	0.81	0.74	0.74	0.74
Lanes:	1.00	1.93	0.07	1.00	1.87	0.13	0.18	0.16	0.66	0.32	0.20	0.48
Final Sat.:	1769	3404	116	1769	3276	226	286	251	1015	445	290	667
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.34	0.34	0.10	0.10	0.10	0.12	0.12	0.12
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.53	0.53	0.17	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.60	0.42	0.42	0.42	0.60	0.60	0.49	0.49	0.49	0.60	0.60	0.60
Delay/Veh:	53.7	17.1	17.1	45.6	17.5	17.5	43.6	43.6	43.6	47.2	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	17.1	17.1	45.6	17.5	17.5	43.6	43.6	43.6	47.2	47.2	47.2
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	9	9	4	15	15	5	5	5	7	7	7

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.150
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	5	0	49	0	0	0	0	84	0	31	77	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	5	0	53	0	0	0	0	92	0	34	84	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	53	0	0	0	0	92	0	34	84	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	0	57	0	0	0	0	99	0	36	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	57	0	0	0	0	99	0	36	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	57	0	0	0	0	99	0	36	90	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.00	0.00	0.00	0.00	1.00	0.00	0.29	0.71	0.00
Final Sat.:	82	0	804	0	0	0	0	846	0	242	600	0
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.15	0.15	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	7.2	0.0	7.2	0.0	0.0	0.0	0.0	7.7	0.0	7.9	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	0.0	7.2	0.0	0.0	0.0	0.0	7.7	0.0	7.9	7.9	0.0
LOS by Move:	A	*	A	*	*	*	*	A	*	A	A	*
ApproachDel:	7.2			xxxxxx			7.7			7.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	7.2			xxxxxx			7.7			7.9		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.224
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	24	0	45	33	108	0	0	79	11
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	26	0	49	36	118	0	0	86	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	26	0	49	36	118	0	0	86	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	31	0	59	43	141	0	0	103	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	59	43	141	0	0	103	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	31	0	59	43	141	0	0	103	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.35	0.00	0.65	0.23	0.77	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	280	0	524	193	631	0	0	728	101
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.11	xxxx	0.11	0.22	0.22	xxxx	xxxx	0.14	0.14
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	8.5	8.5	0.0	0.0	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	8.5	8.5	0.0	0.0	7.9	7.9
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.7			8.5			7.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.7			8.5			7.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	12	Average Delay (sec/veh):	21.6
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	29	43	90		85	42	67		71	753	40		52	589	89	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	32	47	98		93	46	73		77	821	44		57	642	97	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	47	98		93	46	73		77	821	44		57	642	97	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	33	49	103		98	48	77		81	864	46		60	676	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	49	103		98	48	77		81	864	46		60	676	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	33	49	103		98	48	77		81	864	46		60	676	102	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.83	0.83		0.71	0.72	0.71		0.93	0.92	0.92		0.93	0.91	0.91	
Lanes:	0.18	0.26	0.56		0.44	0.22	0.34		1.00	1.90	0.10		1.00	1.74	0.26	
Final Sat.:	282	419	877		595	294	469		1769	3336	177		1769	3011	455	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.12		0.16	0.16	0.16		0.05	0.26	0.26		0.03	0.22	0.22	
Crit Moves:						****				****			****			
Green/Cycle:	0.32	0.32	0.32		0.32	0.32	0.32		0.10	0.50	0.50		0.06	0.46	0.46	
Volume/Cap:	0.37	0.37	0.37		0.52	0.52	0.52		0.45	0.52	0.52		0.52	0.49	0.49	
Delay/Veh:	27.0	27.0	27.0		29.1	29.1	29.1		43.9	17.2	17.2		49.4	18.9	18.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.0	27.0	27.0		29.1	29.1	29.1		43.9	17.2	17.2		49.4	18.9	18.9	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	5	5	5		6	6	6		3	10	10		2	8	8	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	16	Average Delay (sec/veh):	48.0
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	385	54	491	657	144	133	602	226	104	484	293
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	242	420	59	535	716	157	145	656	246	113	528	319
Added Vol:	0	16	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	436	59	535	733	157	145	656	246	113	528	319
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	255	459	62	563	772	0	153	691	259	119	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	459	62	563	772	0	153	691	259	119	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	255	459	62	563	772	0	153	691	259	119	555	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.82	0.93	0.93	1.00	0.93	0.93	0.82	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1556	1769	3538	1900	1769	3538	1556	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.04	0.32	0.22	0.00	0.09	0.20	0.17	0.07	0.16	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.16	0.16	0.39	0.33	0.00	0.11	0.24	0.24	0.08	0.21	0.00
Volume/Cap:	0.66	0.82	0.25	0.82	0.66	0.00	0.76	0.82	0.70	0.82	0.76	0.00
Delay/Veh:	47.2	58.2	44.8	40.7	36.0	0.0	67.0	49.7	47.7	83.7	49.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	58.2	44.8	40.7	36.0	0.0	67.0	49.7	47.7	83.7	49.4	0.0
LOS by Move:	D	E	D	D	D	A	E	D	D	F	D	A
HCM2kAvgQ:	8	9	2	21	13	0	6	13	9	6	12	0

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	12	Average Delay (sec/veh):	21.9
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	568	0	84		0	0	0		0	791	954		86	482	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	619	0	92		0	0	0		0	862	1040		94	525	0	
Added Vol:	17	0	10		0	0	0		0	49	16		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	636	0	102		0	0	0		0	911	1056		98	546	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	636	0	102		0	0	0		0	911	1056		98	546	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	636	0	102		0	0	0		0	911	1056		98	546	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	636	0	102		0	0	0		0	911	1056		98	546	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.86	0.00	1.14		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3256	0	1989		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.05		0.00	0.00	0.00		0.00	0.26	0.67		0.06	0.15	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.25	0.00	0.25		0.00	0.00	0.00		0.00	0.59	0.84		0.07	0.66	0.00	
Volume/Cap:	0.79	0.00	0.21		0.00	0.00	0.00		0.00	0.43	0.79		0.79	0.23	0.00	
Delay/Veh:	52.0	0.0	40.1		0.0	0.0	0.0		0.0	15.0	8.5		90.2	9.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.0	0.0	40.1		0.0	0.0	0.0		0.0	15.0	8.5		90.2	9.0	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	A		F	A	A	
HCM2kAvgQ:	13	0	3		0	0	0		0	11	22		6	5	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
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Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	12	Average Delay (sec/veh):	10.9
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	4	580	21		72	888	38		21	1	0		8	2	44	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	4	632	23		78	968	41		23	1	0		9	2	48	
Added Vol:	0	27	0		0	20	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	659	23		78	988	41		23	1	0		9	2	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	659	23		78	988	41		23	1	0		9	2	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	659	23		78	988	41		23	1	0		9	2	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	659	23		78	988	41		23	1	0		9	2	48	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.72	0.72	1.00		0.73	0.73	0.83	
Lanes:	1.00	0.97	0.03		1.00	0.96	0.04		0.95	0.05	0.00		0.80	0.20	1.00	
Final Sat.:	1769	1791	62		1769	1776	74		1310	62	0		1104	276	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.37		0.04	0.56	0.56		0.02	0.02	0.00		0.01	0.01	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.76	0.76		0.09	0.81	0.81		0.04	0.04	0.00		0.04	0.04	0.04	
Volume/Cap:	0.06	0.48	0.48		0.48	0.68	0.68		0.39	0.39	0.00		0.18	0.18	0.68	
Delay/Veh:	55.6	5.6	5.6		54.0	6.0	6.0		59.9	59.9	0.0		56.6	56.6	80.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.6	5.6	5.6		54.0	6.0	6.0		59.9	59.9	0.0		56.6	56.6	80.8	
LOS by Move:	E	A	A		D	A	A		E	E	A		E	E	F	
HCM2kAvgQ:	0	9	9		3	17	17		1	1	0		1	1	3	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	12	Average Delay (sec/veh):	17.1
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	32	560	3	4	812	116	57	0	77	0	0	1
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	35	610	3	4	885	126	62	0	84	0	0	1
Added Vol:	0	17	0	0	16	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	627	3	4	901	128	63	0	84	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	627	3	4	901	128	63	0	84	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	627	3	4	901	128	63	0	84	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	627	3	4	901	128	63	0	84	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.96	0.96	0.77	1.00	0.77	1.00	1.00	0.87
Lanes:	1.00	0.99	0.01	1.00	0.88	0.12	0.43	0.00	0.57	0.00	0.00	1.00
Final Sat.:	1769	1850	10	1769	1599	228	630	0	838	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.00	0.56	0.56	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.69	0.69	0.08	0.73	0.73	0.13	0.00	0.13	0.00	0.00	0.13
Volume/Cap:	0.47	0.49	0.49	0.03	0.77	0.77	0.77	0.00	0.77	0.00	0.00	0.01
Delay/Veh:	60.9	9.2	9.2	50.5	13.0	13.0	68.2	0.0	68.2	0.0	0.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	9.2	9.2	50.5	13.0	13.0	68.2	0.0	68.2	0.0	0.0	45.5
LOS by Move:	E	A	A	D	B	B	E	A	E	A	A	D
HCM2kAvgQ:	1	11	11	0	24	24	7	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	12	Average Delay (sec/veh):	17.3
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	563	91	65	823	0	0	0	0	41	0	49
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	614	99	71	897	0	0	0	0	45	0	53
Added Vol:	0	17	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	631	99	71	913	0	0	0	0	45	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	631	99	71	913	0	0	0	0	45	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	631	99	71	913	0	0	0	0	45	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	631	99	71	913	0	0	0	0	45	0	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3538	1583	1769	3538	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.06	0.04	0.26	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:					****					****		
Green/Cycle:	0.00	0.35	0.35	0.49	0.84	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.51	0.18	0.08	0.31	0.00	0.00	0.00	0.00	0.39	0.00	0.52
Delay/Veh:	0.0	31.4	27.4	16.4	2.3	0.0	0.0	0.0	0.0	56.1	0.0	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.4	27.4	16.4	2.3	0.0	0.0	0.0	0.0	56.1	0.0	59.1
LOS by Move:	A	C	C	B	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	9	2	1	4	0	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	16	Average Delay (sec/veh):	40.4
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1
Volume Module:																
Base Vol:	238	328	77		244	557	86		94	504	210		128	445	210	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	259	358	84		266	607	94		102	549	229		140	485	229	
Added Vol:	0	0	16		16	0	0		0	17	0		17	21	17	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	259	358	100		282	607	94		102	566	229		157	506	246	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	259	358	100		282	607	94		102	566	229		157	506	246	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	259	358	100		282	607	94		102	566	229		157	506	246	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	259	358	100		282	607	94		102	566	229		157	506	246	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.93	0.93	0.83		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	2.00	1.56	0.44		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3432	2674	747		1769	3538	1583		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.13	0.13		0.16	0.17	0.06		0.06	0.16	0.14		0.09	0.14	0.16	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.14	0.21	0.21		0.26	0.33	0.33		0.11	0.26	0.26		0.14	0.29	0.29	
Volume/Cap:	0.53	0.63	0.63		0.63	0.53	0.18		0.54	0.63	0.56		0.63	0.49	0.54	
Delay/Veh:	48.7	44.5	44.5		42.4	33.4	29.2		53.7	40.9	40.7		53.4	35.7	37.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.7	44.5	44.5		42.4	33.4	29.2		53.7	40.9	40.7		53.4	35.7	37.1	
LOS by Move:	D	D	D		D	C	C		D	D	D		D	D	D	
HCM2kAvgQ:	4	8	8		9	9	2		4	10	7		5	8	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	8	Average Delay (sec/veh):	7.1
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	41	1	31	21	4	24	14	739	60	23	598	11
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	45	1	34	23	4	26	15	806	65	25	652	12
Added Vol:	0	0	0	0	0	0	0	48	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1	34	23	4	26	15	854	65	25	707	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1	34	23	4	26	15	854	65	25	707	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1	34	23	4	26	15	854	65	25	707	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1	34	23	4	26	15	854	65	25	707	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.79	0.79	0.79	0.86	0.86	0.86	0.84	0.84	0.84
Lanes:	0.57	0.01	0.42	0.43	0.08	0.49	0.03	1.83	0.14	0.07	1.90	0.03
Final Sat.:	805	20	608	645	123	738	54	3002	230	107	3016	51
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.28	0.28	0.28	0.23	0.23	0.23
Crit Moves:		****						****				
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	0.36	0.36	0.36	0.23	0.23	0.23	0.36	0.36	0.36	0.30	0.30	0.30
Delay/Veh:	46.7	46.7	46.7	45.2	45.2	45.2	4.1	4.1	4.1	3.8	3.8	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	46.7	46.7	45.2	45.2	45.2	4.1	4.1	4.1	3.8	3.8	3.8
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	5	5	5	4	4	4

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	12	Average Delay (sec/veh):	23.5
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	92	578	16	89	739	54	21	22	82	41	34	77
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	100	630	17	97	806	59	23	24	89	45	37	84
Added Vol:	0	16	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	646	17	97	823	59	23	24	89	45	37	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	646	17	97	823	59	23	24	89	45	37	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	646	17	97	823	59	23	24	89	45	37	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	646	17	97	823	59	23	24	89	45	37	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.92	0.92	0.84	0.84	0.84	0.82	0.82	0.82
Lanes:	1.00	1.95	0.05	1.00	1.87	0.13	0.17	0.18	0.65	0.27	0.22	0.51
Final Sat.:	1769	3431	93	1769	3269	234	267	279	1042	418	347	785
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.05	0.25	0.25	0.09	0.09	0.09	0.11	0.11	0.11
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.52	0.52	0.15	0.55	0.55	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.46	0.36	0.36	0.36	0.46	0.46	0.37	0.37	0.37	0.46	0.46	0.46
Delay/Veh:	50.5	17.3	17.3	46.6	16.7	16.7	39.4	39.4	39.4	40.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	17.3	17.3	46.6	16.7	16.7	39.4	39.4	39.4	40.6	40.6	40.6
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	4	7	7	3	10	10	4	4	4	6	6	6

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.126
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	11	0	46	0	0	0	0	46	2	24	75	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	12	0	50	0	0	0	0	50	2	26	82	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	50	0	0	0	0	50	2	26	82	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	50	0	0	0	0	50	2	26	82	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	50	0	0	0	0	50	2	26	82	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	50	0	0	0	0	50	2	26	82	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.00	0.81	0.00	0.00	0.00	0.00	0.96	0.04	0.24	0.76	0.00
Final Sat.:	176	0	735	0	0	0	0	820	36	207	648	0
Capacity Analysis Module:												
Vol/Sat:	0.07	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	0.06	0.06	0.13	0.13	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	7.1	0.0	7.1	0.0	0.0	0.0	0.0	7.4	7.4	7.7	7.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	0.0	7.1	0.0	0.0	0.0	0.0	7.4	7.4	7.7	7.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.1			xxxxxx				7.4			7.7	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	7.1			xxxxxx				7.4			7.7	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.125
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	27	0	40	23	73	0	0	73	10
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	29	0	44	25	80	0	0	80	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	44	25	80	0	0	80	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	44	25	80	0	0	80	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	44	25	80	0	0	80	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	44	25	80	0	0	80	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.40	0.00	0.60	0.24	0.76	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	344	0	509	201	638	0	0	755	103
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.09	xxxx	0.09	0.12	0.12	xxxx	xxxx	0.11	0.11
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	7.4	0.0	7.4	7.8	7.8	0.0	0.0	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.4	0.0	7.4	7.8	7.8	0.0	0.0	7.6	7.6
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.4			7.8			7.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.4			7.8			7.6		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Crawford High School
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Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	12	Average Delay (sec/veh):	19.0
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	36	34	81		68	31	43		53	742	27		51	607	75	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	39	37	88		74	34	47		58	809	29		56	662	82	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	39	37	88		74	34	47		58	809	29		56	662	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	39	37	88		74	34	47		58	809	29		56	662	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	37	88		74	34	47		58	809	29		56	662	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	39	37	88		74	34	47		58	809	29		56	662	82	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.82	0.82	0.82		0.72	0.72	0.72		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.24	0.22	0.54		0.48	0.22	0.30		1.00	1.93	0.07		1.00	1.78	0.22	
Final Sat.:	372	352	838		659	301	417		1769	3397	124		1769	3098	383	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.11	0.11	0.11		0.03	0.24	0.24		0.03	0.21	0.21	
Crit Moves:					****					****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.12	0.55	0.55		0.07	0.50	0.50	
Volume/Cap:	0.41	0.41	0.41		0.43	0.43	0.43		0.28	0.43	0.43		0.43	0.42	0.42	
Delay/Veh:	31.4	31.4	31.4		31.8	31.8	31.8		41.0	13.5	13.5		46.8	15.9	15.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.4	31.4	31.4		31.8	31.8	31.8		41.0	13.5	13.5		46.8	15.9	15.9	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	4	4	4		4	4	4		2	8	8		2	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 Without Project
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	16	Average Delay (sec/veh):	42.9
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	197	333	43	431	604	119	128	545	213	99	406	250
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	215	363	47	470	658	130	140	594	232	108	443	273
Added Vol:	0	16	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	379	47	470	675	130	140	594	232	108	443	273
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	215	379	47	470	675	0	140	594	232	108	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	379	47	470	675	0	140	594	232	108	443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	215	379	47	470	675	0	140	594	232	108	443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	0.93	0.93	0.83	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1900	1769	3538	1583	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.03	0.27	0.19	0.00	0.08	0.17	0.15	0.06	0.13	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.15	0.15	0.38	0.33	0.00	0.13	0.24	0.24	0.09	0.20	0.00
Volume/Cap:	0.58	0.69	0.19	0.69	0.58	0.00	0.62	0.69	0.61	0.69	0.62	0.00
Delay/Veh:	45.1	51.9	44.6	34.3	34.2	0.0	54.7	43.9	43.2	65.9	45.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	51.9	44.6	34.3	34.2	0.0	54.7	43.9	43.2	65.9	45.3	0.0
LOS by Move:	D	D	D	C	C	A	D	D	D	E	D	A
HCM2kAvgQ:	7	7	1	15	11	0	5	10	7	5	9	0

Note: Queue reported is the number of cars per lane.

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Appendix T – Intersection Operations Analysis Worksheets for Horizon Year 2035 With Non-Homecoming Conditions, with Existing Geometry

Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	1.006
Loss Time (sec):	12	Average Delay (sec/veh):	38.5
Optimal Cycle:	134	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	643	0	88		0	0	0		0	820	1129		94	551	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	701	0	96		0	0	0		0	894	1231		102	601	0	
Added Vol:	25	0	10		0	0	0		0	49	33		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	726	0	106		0	0	0		0	943	1264		106	622	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	768	0	112		0	0	0		0	998	1337		113	658	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	768	0	112		0	0	0		0	998	1337		113	658	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	768	0	112		0	0	0		0	998	1337		113	658	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.87	0.00	1.13		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3276	0	1968		0	0	0		0	3538	1570		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.00	0.06		0.00	0.00	0.00		0.00	0.28	0.85		0.06	0.19	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.00	0.61	0.85		0.06	0.68	0.00	
Volume/Cap:	1.00	0.00	0.24		0.00	0.00	0.00		0.00	0.46	1.01		1.00	0.27	0.00	
Delay/Veh:	83.0	0.0	41.8		0.0	0.0	0.0		0.0	14.1	36.3		149.0	8.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	83.0	0.0	41.8		0.0	0.0	0.0		0.0	14.1	36.3		149.0	8.6	0.0	
LOS by Move:	F	A	D		A	A	A		A	B	D		F	A	A	
HCM2kAvgQ:	20	0	3		0	0	0		0	11	63		8	5	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	12	Average Delay (sec/veh):	22.1
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	1
Volume Module:																
Base Vol:	5	684	16		70	1147	25		9	1	1		12	0	42	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	5	746	17		76	1250	27		10	1	1		13	0	46	
Added Vol:	0	35	0		0	37	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	781	17		76	1287	27		10	1	1		13	0	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	6	870	19		85	1435	30		11	1	1		15	0	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	870	19		85	1435	30		11	1	1		15	0	51	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	870	19		85	1435	30		11	1	1		15	0	51	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.98	0.98		0.69	0.72	0.72		0.75	1.00	0.79	
Lanes:	1.00	0.98	0.02		1.00	0.98	0.02		0.82	0.09	0.09		1.00	0.00	1.00	
Final Sat.:	1769	1816	41		1769	1818	38		1082	120	120		1418	0	1505	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.48		0.05	0.79	0.79		0.01	0.01	0.01		0.01	0.00	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.78	0.78		0.08	0.82	0.82		0.04	0.04	0.04		0.04	0.00	0.04	
Volume/Cap:	0.08	0.61	0.61		0.61	0.97	0.97		0.24	0.24	0.24		0.25	0.00	0.81	
Delay/Veh:	55.8	6.4	6.4		61.5	25.4	25.4		58.0	58.0	58.0		57.9	0.0	110.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.8	6.4	6.4		61.5	25.4	25.4		58.0	58.0	58.0		57.9	0.0	110.7	
LOS by Move:	E	A	A		E	C	C		E	E	E		E	A	F	
HCM2kAvgQ:	0	14	14		3	54	54		1	1	1		1	0	4	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	12	Average Delay (sec/veh):	32.0
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	1!
Volume Module:																
Base Vol:	46	648	4		2	1059	83		48	0	59		0	0	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	50	706	4		2	1154	90		52	0	64		0	0	0	
Added Vol:	0	25	0		0	33	1		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	731	4		2	1187	91		53	0	64		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	55	798	5		2	1296	100		58	0	70		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	798	5		2	1296	100		58	0	70		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	55	798	5		2	1296	100		58	0	70		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.75	1.00	0.75		1.00	1.00	1.00	
Lanes:	1.00	0.99	0.01		1.00	0.93	0.07		0.45	0.00	0.55		0.00	1.00	0.00	
Final Sat.:	1769	1849	11		1769	1710	132		646	0	779		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.43	0.43		0.00	0.76	0.76		0.09	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.74	0.74		0.07	0.77	0.77		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.74	0.59	0.59		0.02	0.99	0.99		0.99	0.00	0.99		0.00	0.00	0.00	
Delay/Veh:	89.8	7.9	7.9		51.9	34.5	34.5		129.6	0.0	129.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	89.8	7.9	7.9		51.9	34.5	34.5		129.6	0.0	129.6		0.0	0.0	0.0	
LOS by Move:	F	A	A		D	C	C		F	A	F		A	A	A	
HCM2kAvgQ:	2	13	13		0	57	57		8	0	8		0	0	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	12	Average Delay (sec/veh):	20.2
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	657	90		79	1067	0		0	0	0		57	0	68	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	716	98		86	1163	0		0	0	0		62	0	74	
Added Vol:	0	25	0		0	33	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	741	98		86	1196	0		0	0	0		62	0	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	808	107		94	1304	0		0	0	0		68	0	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	808	107		94	1304	0		0	0	0		68	0	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	808	107		94	1304	0		0	0	0		68	0	81	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.82		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.82	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1558		1769	3538	0		0	0	0		1769	0	1552	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.07		0.05	0.37	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:						****									****	
Green/Cycle:	0.00	0.32	0.32		0.51	0.83	0.00		0.00	0.00	0.00		0.07	0.00	0.07	
Volume/Cap:	0.00	0.72	0.22		0.10	0.45	0.00		0.00	0.00	0.00		0.53	0.00	0.72	
Delay/Veh:	0.0	38.6	30.3		15.2	2.9	0.0		0.0	0.0	0.0		57.9	0.0	74.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	38.6	30.3		15.2	2.9	0.0		0.0	0.0	0.0		57.9	0.0	74.9	
LOS by Move:	A	D	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	13	3		2	6	0		0	0	0		3	0	4	

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	16	Average Delay (sec/veh):	44.7
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	266	385	88	311	685	97	126	615	195	126	533	229
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	290	420	96	339	747	106	137	670	213	137	581	250
Added Vol:	0	8	16	16	17	0	0	18	0	17	19	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	428	112	355	764	106	137	688	213	154	600	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	306	452	118	375	806	112	145	727	224	163	634	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	452	118	375	806	112	145	727	224	163	634	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	452	118	375	806	112	145	727	224	163	634	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.82	0.93	0.93	0.82	0.93	0.93	0.82
Lanes:	2.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2715	711	1769	3538	1556	1769	3538	1556	1769	3538	1556
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.21	0.23	0.07	0.08	0.21	0.14	0.09	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.21	0.21	0.27	0.35	0.35	0.12	0.26	0.26	0.12	0.26	0.26
Volume/Cap:	0.65	0.78	0.78	0.78	0.65	0.21	0.69	0.78	0.55	0.78	0.68	0.69
Delay/Veh:	52.4	49.9	49.9	48.4	34.3	27.6	60.0	45.2	39.6	68.4	41.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	49.9	49.9	48.4	34.3	27.6	60.0	45.2	39.6	68.4	41.8	44.8
LOS by Move:	D	D	D	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	6	11	11	13	13	3	5	13	7	6	11	9

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	8	Average Delay (sec/veh):	7.5
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	2	30	21	8	22	14	831	66	15	724	9
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	52	2	33	23	9	24	15	906	72	16	789	10
Added Vol:	1	0	4	0	1	0	0	48	1	10	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	2	37	23	10	24	15	954	73	26	842	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	2	39	24	10	25	16	1004	77	28	886	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	2	39	24	10	25	16	1004	77	28	886	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	2	39	24	10	25	16	1004	77	28	886	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.81	0.81	0.80	0.86	0.86	0.86	0.83	0.83	0.83
Lanes:	0.58	0.02	0.40	0.40	0.17	0.43	0.03	1.83	0.14	0.06	1.92	0.02
Final Sat.:	822	34	566	619	263	649	48	2991	229	94	3016	35
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.04	0.04	0.34	0.34	0.34	0.29	0.29	0.29
Crit Moves:		****						****				
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	0.43	0.43	0.43	0.25	0.25	0.25	0.43	0.43	0.43	0.38	0.38	0.38
Delay/Veh:	47.0	47.0	47.0	44.8	44.8	44.8	4.7	4.7	4.7	4.4	4.4	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	47.0	47.0	44.8	44.8	44.8	4.7	4.7	4.7	4.4	4.4	4.4
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	2	2	2	7	7	7	6	6	6

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	12	Average Delay (sec/veh):	26.1
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	118	629	22		106	942	66		24	21	85		46	30	69	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	129	686	24		116	1027	72		26	23	93		50	33	75	
Added Vol:	0	16	17		17	17	0		0	16	0		8	7	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	129	702	41		133	1044	72		26	39	93		58	40	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	138	754	44		143	1122	77		28	42	100		63	43	89	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	754	44		143	1122	77		28	42	100		63	43	89	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	138	754	44		143	1122	77		28	42	100		63	43	89	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.84	0.84	0.83		0.73	0.73	0.72	
Lanes:	1.00	1.89	0.11		1.00	1.87	0.13		0.16	0.25	0.59		0.32	0.22	0.46	
Final Sat.:	1769	3316	194		1769	3276	226		263	391	930		442	302	633	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.23		0.08	0.34	0.34		0.11	0.11	0.11		0.14	0.14	0.14	
Crit Moves:	****					****								****		
Green/Cycle:	0.13	0.50	0.50		0.18	0.55	0.55		0.23	0.23	0.23		0.23	0.23	0.23	
Volume/Cap:	0.62	0.46	0.46		0.46	0.62	0.62		0.47	0.47	0.47		0.62	0.62	0.62	
Delay/Veh:	55.3	19.8	19.8		45.4	19.3	19.3		41.2	41.2	41.2		45.8	45.8	45.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.3	19.8	19.8		45.4	19.3	19.3		41.2	41.2	41.2		45.8	45.8	45.8	
LOS by Move:	E	B	B		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	6	10	10		4	15	15		6	6	6		7	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
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Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	0	49	0	0	0	0	84	0	31	77	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	5	0	53	0	0	0	0	92	0	34	84	0
Added Vol:	0	0	0	5	0	23	51	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	53	5	0	23	51	92	0	34	84	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	0	57	5	0	25	55	99	0	36	90	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	57	5	0	25	55	99	0	36	90	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	57	5	0	25	55	99	0	36	90	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.18	0.00	0.82	0.36	0.64	0.00	0.26	0.65	0.09
Final Sat.:	77	0	754	144	0	662	290	521	0	214	532	76
Capacity Analysis Module:												
Vol/Sat:	0.08	xxxx	0.08	0.04	xxxx	0.04	0.19	0.19	xxxx	0.17	0.17	0.17
Crit Moves:			****	****				****		****		
Delay/Veh:	7.4	0.0	7.4	7.3	0.0	7.3	8.3	8.3	0.0	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	0.0	7.4	7.3	0.0	7.3	8.3	8.3	0.0	8.1	8.1	8.1
LOS by Move:	A	*	A	A	*	A	A	A	*	A	A	A
ApproachDel:	7.4			7.3			8.3			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.3			8.3			8.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
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Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Lanes:	0	0 0	0 0		0	0 1!	0 0		0	1 0	0 0		0	0 0	1 0	
Volume Module:																
Base Vol:	0	0	0		24	0	45		33	108	0		0	79	11	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	0	0		26	0	49		36	118	0		0	86	12	
Added Vol:	0	0	0		0	0	12		5	0	0		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		26	0	61		41	118	0		0	87	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	0	0	0		31	0	73		49	141	0		0	105	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		31	0	73		49	141	0		0	105	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		31	0	73		49	141	0		0	105	14	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.30	0.00	0.70		0.26	0.74	0.00		0.00	0.88	0.12	
Final Sat.:	0	0	0		242	0	565		210	604	0		0	720	99	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.13	xxxx	0.13		0.23	0.23	xxxx		xxxx	0.15	0.15	
Crit Moves:					****					****				****		
Delay/Veh:	0.0	0.0	0.0		7.8	0.0	7.8		8.6	8.6	0.0		0.0	8.0	8.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		7.8	0.0	7.8		8.6	8.6	0.0		0.0	8.0	8.0	
LOS by Move:	*	*	*		A	*	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx				7.8				8.6				8.0			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				7.8				8.6				8.0			
LOS by Appr:	*				A				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.1		0.3	0.3	0.3		0.2	0.2	0.2	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	12	Average Delay (sec/veh):	21.8
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	29	43	90		85	42	67		71	753	40		52	589	89	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	32	47	98		93	46	73		77	821	44		57	642	97	
Added Vol:	0	2	0		0	1	2		3	6	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	49	98		93	47	75		80	827	44		57	645	97	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	33	51	103		98	49	79		85	870	46		60	679	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	51	103		98	49	79		85	870	46		60	679	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	33	51	103		98	49	79		85	870	46		60	679	102	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.83	0.83		0.72	0.72	0.71		0.93	0.92	0.92		0.93	0.91	0.91	
Lanes:	0.18	0.27	0.55		0.43	0.22	0.35		1.00	1.90	0.10		1.00	1.74	0.26	
Final Sat.:	280	433	869		587	297	476		1769	3337	176		1769	3013	453	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.12		0.17	0.17	0.17		0.05	0.26	0.26		0.03	0.23	0.23	
Crit Moves:					****					****			****			
Green/Cycle:	0.32	0.32	0.32		0.32	0.32	0.32		0.10	0.50	0.50		0.06	0.46	0.46	
Volume/Cap:	0.37	0.37	0.37		0.52	0.52	0.52		0.47	0.52	0.52		0.52	0.49	0.49	
Delay/Veh:	26.9	26.9	26.9		29.1	29.1	29.1		44.2	17.3	17.3		49.7	19.0	19.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.9	26.9	26.9		29.1	29.1	29.1		44.2	17.3	17.3		49.7	19.0	19.0	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	5	5	5		6	6	6		3	10	10		2	8	8	

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	16	Average Delay (sec/veh):	48.3
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	385	54	491	657	144	133	602	226	104	484	293
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	242	420	59	535	716	157	145	656	246	113	528	319
Added Vol:	0	24	0	1	21	3	6	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	444	59	536	737	160	151	656	246	113	528	322
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	255	467	62	564	776	0	159	691	259	119	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	467	62	564	776	0	159	691	259	119	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	255	467	62	564	776	0	159	691	259	119	555	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.82	0.93	0.93	1.00	0.93	0.93	0.82	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1556	1769	3538	1900	1769	3538	1556	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.04	0.32	0.22	0.00	0.09	0.20	0.17	0.07	0.16	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.16	0.16	0.39	0.33	0.00	0.12	0.24	0.24	0.08	0.20	0.00
Volume/Cap:	0.66	0.82	0.25	0.82	0.66	0.00	0.77	0.82	0.70	0.82	0.77	0.00
Delay/Veh:	47.3	58.2	44.6	41.1	35.9	0.0	68.1	50.0	47.9	84.4	50.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	58.2	44.6	41.1	35.9	0.0	68.1	50.0	47.9	84.4	50.5	0.0
LOS by Move:	D	E	D	D	D	A	E	D	D	F	D	A
HCM2kAvgQ:	8	9	2	21	14	0	6	13	9	6	12	0

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	12	Average Delay (sec/veh):	22.6
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	568	0	84		0	0	0		0	791	954		86	482	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	619	0	92		0	0	0		0	862	1040		94	525	0	
Added Vol:	27	0	10		0	0	0		0	49	54		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	646	0	102		0	0	0		0	911	1094		98	546	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	646	0	102		0	0	0		0	911	1094		98	546	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	646	0	102		0	0	0		0	911	1094		98	546	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	646	0	102		0	0	0		0	911	1094		98	546	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.86	0.00	1.14		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3262	0	1988		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.05		0.00	0.00	0.00		0.00	0.26	0.69		0.06	0.15	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.24	0.00	0.24		0.00	0.00	0.00		0.00	0.60	0.84		0.07	0.67	0.00	
Volume/Cap:	0.82	0.00	0.21		0.00	0.00	0.00		0.00	0.43	0.82		0.82	0.23	0.00	
Delay/Veh:	54.0	0.0	40.6		0.0	0.0	0.0		0.0	14.5	9.5		96.0	8.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.0	0.0	40.6		0.0	0.0	0.0		0.0	14.5	9.5		96.0	8.7	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	A		F	A	A	
HCM2kAvgQ:	14	0	3		0	0	0		0	10	25		6	4	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	12	Average Delay (sec/veh):	11.1
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	4	580	21		72	888	38		21	1	0		8	2	44	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	4	632	23		78	968	41		23	1	0		9	2	48	
Added Vol:	0	36	0		0	58	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	668	23		78	1026	41		23	1	0		9	2	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	668	23		78	1026	41		23	1	0		9	2	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	668	23		78	1026	41		23	1	0		9	2	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	668	23		78	1026	41		23	1	0		9	2	48	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.75	0.75	1.00		0.73	0.73	0.83	
Lanes:	1.00	0.97	0.03		1.00	0.96	0.04		0.95	0.05	0.00		0.80	0.20	1.00	
Final Sat.:	1769	1791	61		1769	1779	72		1356	65	0		1104	276	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.37		0.04	0.58	0.58		0.02	0.02	0.00		0.01	0.01	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.77	0.77		0.09	0.82	0.82		0.04	0.04	0.00		0.04	0.04	0.04	
Volume/Cap:	0.06	0.49	0.49		0.49	0.71	0.71		0.39	0.39	0.00		0.18	0.18	0.71	
Delay/Veh:	55.6	5.5	5.5		54.2	6.4	6.4		60.1	60.1	0.0		56.9	56.9	85.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.6	5.5	5.5		54.2	6.4	6.4		60.1	60.1	0.0		56.9	56.9	85.6	
LOS by Move:	E	A	A		D	A	A		E	E	A		E	E	F	
HCM2kAvgQ:	0	10	10		3	18	18		1	1	0		1	1	3	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	12	Average Delay (sec/veh):	17.7
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	32	560	3	4	812	116	57	0	77	0	0	1
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	35	610	3	4	885	126	62	0	84	0	0	1
Added Vol:	0	27	0	0	54	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	637	3	4	939	128	63	0	84	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	637	3	4	939	128	63	0	84	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	637	3	4	939	128	63	0	84	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	637	3	4	939	128	63	0	84	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.96	0.96	0.77	1.00	0.77	1.00	1.00	0.87
Lanes:	1.00	0.99	0.01	1.00	0.88	0.12	0.43	0.00	0.57	0.00	0.00	1.00
Final Sat.:	1769	1851	9	1769	1608	220	630	0	838	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.00	0.58	0.58	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.04	0.69	0.69	0.08	0.73	0.73	0.13	0.00	0.13	0.00	0.00	0.13
Volume/Cap:	0.47	0.50	0.50	0.03	0.80	0.80	0.80	0.00	0.80	0.00	0.00	0.01
Delay/Veh:	60.9	9.1	9.1	50.6	13.7	13.7	72.0	0.0	72.0	0.0	0.0	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	9.1	9.1	50.6	13.7	13.7	72.0	0.0	72.0	0.0	0.0	45.9
LOS by Move:	E	A	A	D	B	B	E	A	E	A	A	D
HCM2kAvgQ:	1	11	11	0	26	26	7	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	12	Average Delay (sec/veh):	17.4
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	563	91	65	823	0	0	0	0	41	0	49
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	614	99	71	897	0	0	0	0	45	0	53
Added Vol:	0	27	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	641	99	71	951	0	0	0	0	45	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	641	99	71	951	0	0	0	0	45	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	641	99	71	951	0	0	0	0	45	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	641	99	71	951	0	0	0	0	45	0	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.83	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3538	1583	1769	3538	0	0	0	0	1769	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.06	0.04	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:					****					****		
Green/Cycle:	0.00	0.34	0.34	0.49	0.84	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.53	0.18	0.08	0.32	0.00	0.00	0.00	0.00	0.40	0.00	0.54
Delay/Veh:	0.0	32.1	27.8	16.0	2.2	0.0	0.0	0.0	0.0	56.4	0.0	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.1	27.8	16.0	2.2	0.0	0.0	0.0	0.0	56.4	0.0	60.3
LOS by Move:	A	C	C	B	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	10	2	1	4	0	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	16	Average Delay (sec/veh):	40.4
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	238	328	77	244	557	86	94	504	210	128	445	210
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	259	358	84	266	607	94	102	549	229	140	485	229
Added Vol:	0	10	16	16	38	0	0	19	0	17	22	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	368	100	282	645	94	102	568	229	157	507	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	368	100	282	645	94	102	568	229	157	507	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	368	100	282	645	94	102	568	229	157	507	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	368	100	282	645	94	102	568	229	157	507	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	2692	732	1769	3538	1583	1769	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.16	0.18	0.06	0.06	0.16	0.14	0.09	0.14	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.22	0.22	0.25	0.33	0.33	0.11	0.26	0.26	0.14	0.29	0.29
Volume/Cap:	0.55	0.63	0.63	0.63	0.55	0.18	0.54	0.63	0.57	0.63	0.50	0.54
Delay/Veh:	49.6	44.3	44.3	42.6	33.2	28.6	53.8	41.1	40.8	53.7	35.8	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	44.3	44.3	42.6	33.2	28.6	53.8	41.1	40.8	53.7	35.8	37.2
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	5	8	8	9	10	2	4	10	7	5	8	7

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	8	Average Delay (sec/veh):	7.5
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	41	1	31	21	4	24	14	739	60	23	598	11
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	45	1	34	23	4	26	15	806	65	25	652	12
Added Vol:	1	0	5	0	1	0	0	48	3	22	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1	39	23	5	26	15	854	68	47	707	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1	39	23	5	26	15	854	68	47	707	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1	39	23	5	26	15	854	68	47	707	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1	39	23	5	26	15	854	68	47	707	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.80	0.80	0.86	0.86	0.86	0.77	0.77	0.77
Lanes:	0.54	0.01	0.45	0.42	0.10	0.48	0.03	1.82	0.15	0.12	1.85	0.03
Final Sat.:	766	18	651	636	149	727	53	2986	239	181	2718	46
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.29	0.29	0.29	0.26	0.26	0.26
Crit Moves:		****						****				
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.37	0.37	0.37	0.22	0.22	0.22	0.37	0.37	0.37	0.34	0.34	0.34
Delay/Veh:	45.9	45.9	45.9	44.3	44.3	44.3	4.4	4.4	4.4	4.3	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	45.9	45.9	44.3	44.3	44.3	4.4	4.4	4.4	4.3	4.3	4.3
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	6	6	6	5	5	5

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	12	Average Delay (sec/veh):	26.2
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	92	578	16		89	739	54		21	22	82		41	34	77	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	100	630	17		97	806	59		23	24	89		45	37	84	
Added Vol:	0	16	38		38	17	0		0	35	0		10	9	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	100	646	55		135	823	59		23	59	89		55	46	94	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	646	55		135	823	59		23	59	89		55	46	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	646	55		135	823	59		23	59	89		55	46	94	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	100	646	55		135	823	59		23	59	89		55	46	94	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.86	0.86	0.86		0.79	0.79	0.79	
Lanes:	1.00	1.84	0.16		1.00	1.87	0.13		0.13	0.34	0.53		0.28	0.24	0.48	
Final Sat.:	1769	3219	276		1769	3269	234		219	564	855		421	355	723	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.20	0.20		0.08	0.25	0.25		0.10	0.10	0.10		0.13	0.13	0.13	
Crit Moves:	****					****								****		
Green/Cycle:	0.12	0.46	0.46		0.17	0.52	0.52		0.27	0.27	0.27		0.27	0.27	0.27	
Volume/Cap:	0.49	0.44	0.44		0.44	0.49	0.49		0.39	0.39	0.39		0.49	0.49	0.49	
Delay/Veh:	51.5	22.2	22.2		45.3	18.9	18.9		36.6	36.6	36.6		38.0	38.0	38.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.5	22.2	22.2		45.3	18.9	18.9		36.6	36.6	36.6		38.0	38.0	38.0	
LOS by Move:	D	C	C		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	4	9	9		4	11	11		5	5	5		6	6	6	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.204
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	0	46	0	0	0	0	46	2	24	75	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	12	0	50	0	0	0	0	50	2	26	82	0
Added Vol:	0	0	0	7	0	28	111	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	50	7	0	28	111	50	2	26	82	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	50	7	0	28	111	50	2	26	82	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	50	7	0	28	111	50	2	26	82	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	50	7	0	28	111	50	2	26	82	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.00	0.81	0.20	0.00	0.80	0.68	0.31	0.01	0.19	0.61	0.20
Final Sat.:	157	0	655	160	0	641	544	246	11	161	504	166
Capacity Analysis Module:												
Vol/Sat:	0.08	xxxx	0.08	0.04	xxxx	0.04	0.20	0.20	0.20	0.16	0.16	0.16
Crit Moves:	****			****			****					****
Delay/Veh:	7.5	0.0	7.5	7.4	0.0	7.4	8.5	8.5	8.5	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	0.0	7.5	7.4	0.0	7.4	8.5	8.5	8.5	8.0	8.0	8.0
LOS by Move:	A	*	A	A	*	A	A	A	A	A	A	A
ApproachDel:	7.5			7.4			8.5			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.5			7.4			8.5			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.136
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	27	0	40	23	73	0	0	73	10
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	29	0	44	25	80	0	0	80	11
Added Vol:	0	0	0	0	0	26	7	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	70	32	80	0	0	81	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	70	32	80	0	0	81	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	70	32	80	0	0	81	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	70	32	80	0	0	81	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.29	0.01	0.70	0.29	0.71	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	257	0	608	236	586	0	0	741	100
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.11	0.00	0.11	0.14	0.14	xxxx	xxxx	0.11	0.11
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	7.5	7.5	7.5	7.9	7.9	0.0	0.0	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	7.5	7.5	7.9	7.9	0.0	0.0	7.7	7.7
LOS by Move:	*	*	*	A	A	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.5			7.9			7.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.5			7.9			7.7		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	12	Average Delay (sec/veh):	19.1
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	36	34	81		68	31	43		53	742	27		51	607	75	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	39	37	88		74	34	47		58	809	29		56	662	82	
Added Vol:	0	5	0		0	1	2		7	13	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	39	42	88		74	35	49		65	822	29		56	665	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	39	42	88		74	35	49		65	822	29		56	665	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	42	88		74	35	49		65	822	29		56	665	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	39	42	88		74	35	49		65	822	29		56	665	82	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.83	0.83		0.72	0.72	0.72		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.23	0.25	0.52		0.47	0.22	0.31		1.00	1.93	0.07		1.00	1.78	0.22	
Final Sat.:	363	390	818		645	303	425		1769	3398	122		1769	3100	381	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.11	0.11	0.11		0.04	0.24	0.24		0.03	0.21	0.21	
Crit Moves:						****				****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.12	0.55	0.55		0.07	0.50	0.50	
Volume/Cap:	0.41	0.41	0.41		0.44	0.44	0.44		0.31	0.44	0.44		0.44	0.43	0.43	
Delay/Veh:	31.3	31.3	31.3		31.8	31.8	31.8		41.3	13.6	13.6		47.0	15.9	15.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.3	31.3	31.3		31.8	31.8	31.8		41.3	13.6	13.6		47.0	15.9	15.9	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	5	5	5		4	4	4		2	8	8		2	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Non-Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	16	Average Delay (sec/veh):	43.3
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	197	333	43	431	604	119	128	545	213	99	406	250
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	215	363	47	470	658	130	140	594	232	108	443	273
Added Vol:	0	35	0	2	22	3	13	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	398	47	472	680	133	153	594	232	108	443	279
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	215	398	47	472	680	0	153	594	232	108	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	398	47	472	680	0	153	594	232	108	443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	215	398	47	472	680	0	153	594	232	108	443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	1.00	0.93	0.93	0.83	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1900	1769	3538	1583	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.03	0.27	0.19	0.00	0.09	0.17	0.15	0.06	0.13	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.16	0.16	0.38	0.33	0.00	0.13	0.24	0.24	0.09	0.19	0.00
Volume/Cap:	0.58	0.70	0.18	0.70	0.58	0.00	0.65	0.70	0.61	0.70	0.65	0.00
Delay/Veh:	45.0	51.6	43.9	34.8	34.0	0.0	55.5	44.4	43.7	66.8	46.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	51.6	43.9	34.8	34.0	0.0	55.5	44.4	43.7	66.8	46.8	0.0
LOS by Move:	D	D	D	C	C	A	E	D	D	E	D	A
HCM2kAvgQ:	7	7	1	15	11	0	5	11	8	5	9	0

Note: Queue reported is the number of cars per lane.

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Appendix U – Intersection Operations Analysis Worksheets for Horizon Year 2035 With Homecoming Conditions, with Existing Geometry

Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	12	Average Delay (sec/veh):	39.4
Optimal Cycle:	134	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	643	0	88		0	0	0		0	820	1129		94	551	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	701	0	96		0	0	0		0	894	1231		102	601	0	
Added Vol:	28	0	10		0	0	0		0	49	41		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	729	0	106		0	0	0		0	943	1272		106	622	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	771	0	112		0	0	0		0	998	1346		113	658	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	771	0	112		0	0	0		0	998	1346		113	658	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	771	0	112		0	0	0		0	998	1346		113	658	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.87	0.00	1.13		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3277	0	1967		0	0	0		0	3538	1570		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.00	0.06		0.00	0.00	0.00		0.00	0.28	0.86		0.06	0.19	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.23	0.00	0.23		0.00	0.00	0.00		0.00	0.61	0.85		0.06	0.68	0.00	
Volume/Cap:	1.01	0.00	0.24		0.00	0.00	0.00		0.00	0.46	1.01		1.01	0.27	0.00	
Delay/Veh:	84.6	0.0	41.9		0.0	0.0	0.0		0.0	14.0	37.8		151.0	8.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	84.6	0.0	41.9		0.0	0.0	0.0		0.0	14.0	37.8		151.0	8.6	0.0	
LOS by Move:	F	A	D		A	A	A		A	B	D		F	A	A	
HCM2kAvgQ:	20	0	3		0	0	0		0	11	64		8	5	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	12	Average Delay (sec/veh):	22.8
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	
Volume Module:																
Base Vol:	5	684	16		70	1147	25		9	1	1		12	0	42	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	5	746	17		76	1250	27		10	1	1		13	0	46	
Added Vol:	0	38	0		0	45	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	784	17		76	1295	27		10	1	1		13	0	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	6	874	19		85	1444	30		11	1	1		15	0	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	874	19		85	1444	30		11	1	1		15	0	51	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	874	19		85	1444	30		11	1	1		15	0	51	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.98	0.98		0.69	0.72	0.72		0.75	1.00	0.79	
Lanes:	1.00	0.98	0.02		1.00	0.98	0.02		0.82	0.09	0.09		1.00	0.00	1.00	
Final Sat.:	1769	1816	40		1769	1818	38		1082	120	120		1418	0	1505	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.48		0.05	0.79	0.79		0.01	0.01	0.01		0.01	0.00	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.78	0.78		0.08	0.82	0.82		0.04	0.04	0.04		0.04	0.00	0.04	
Volume/Cap:	0.08	0.62	0.62		0.62	0.97	0.97		0.24	0.24	0.24		0.25	0.00	0.81	
Delay/Veh:	55.8	6.4	6.4		61.7	26.7	26.7		58.0	58.0	58.0		57.9	0.0	110.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.8	6.4	6.4		61.7	26.7	26.7		58.0	58.0	58.0		57.9	0.0	110.7	
LOS by Move:	E	A	A		E	C	C		E	E	E		E	A	F	
HCM2kAvgQ:	0	14	14		3	55	55		1	1	1		1	0	4	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	12	Average Delay (sec/veh):	33.0
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1!	0	0	0	1!
Volume Module:																
Base Vol:	46	648	4		2	1059	83		48	0	59		0	0	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	50	706	4		2	1154	90		52	0	64		0	0	0	
Added Vol:	0	28	0		0	41	1		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	734	4		2	1195	91		53	0	64		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	55	802	5		2	1305	100		58	0	70		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	802	5		2	1305	100		58	0	70		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	55	802	5		2	1305	100		58	0	70		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.75	1.00	0.75		1.00	1.00	1.00	
Lanes:	1.00	0.99	0.01		1.00	0.93	0.07		0.45	0.00	0.55		0.00	1.00	0.00	
Final Sat.:	1769	1849	11		1769	1711	131		646	0	779		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.43	0.43		0.00	0.76	0.76		0.09	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.74	0.74		0.07	0.77	0.77		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.74	0.59	0.59		0.02	0.99	0.99		0.99	0.00	0.99		0.00	0.00	0.00	
Delay/Veh:	89.8	7.9	7.9		51.9	36.1	36.1		131.7	0.0	131.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	89.8	7.9	7.9		51.9	36.1	36.1		131.7	0.0	131.7		0.0	0.0	0.0	
LOS by Move:	F	A	A		D	D	D		F	A	F		A	A	A	
HCM2kAvgQ:	2	13	13		0	59	59		8	0	8		0	0	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	12	Average Delay (sec/veh):	20.2
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	657	90		79	1067	0		0	0	0		57	0	68	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	716	98		86	1163	0		0	0	0		62	0	74	
Added Vol:	0	28	0		0	41	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	744	98		86	1204	0		0	0	0		62	0	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	811	107		94	1313	0		0	0	0		68	0	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	811	107		94	1313	0		0	0	0		68	0	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	811	107		94	1313	0		0	0	0		68	0	81	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.82		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.82	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1558		1769	3538	0		0	0	0		1769	0	1552	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.07		0.05	0.37	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:						****									****	
Green/Cycle:	0.00	0.32	0.32		0.51	0.83	0.00		0.00	0.00	0.00		0.07	0.00	0.07	
Volume/Cap:	0.00	0.73	0.22		0.10	0.45	0.00		0.00	0.00	0.00		0.53	0.00	0.73	
Delay/Veh:	0.0	38.8	30.3		15.2	2.9	0.0		0.0	0.0	0.0		58.1	0.0	75.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	38.8	30.3		15.2	2.9	0.0		0.0	0.0	0.0		58.1	0.0	75.6	
LOS by Move:	A	D	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	13	3		2	6	0		0	0	0		3	0	4	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	16	Average Delay (sec/veh):	44.7
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1
Volume Module:																
Base Vol:	266	385	88		311	685	97		126	615	195		126	533	229	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	290	420	96		339	747	106		137	670	213		137	581	250	
Added Vol:	0	11	16		16	25	0		0	19	0		17	20	17	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	290	431	112		355	772	106		137	689	213		154	601	267	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	306	455	118		375	815	112		145	728	224		163	635	282	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	306	455	118		375	815	112		145	728	224		163	635	282	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	306	455	118		375	815	112		145	728	224		163	635	282	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.93	0.93	0.82		0.93	0.93	0.82		0.93	0.93	0.82	
Lanes:	2.00	1.59	0.41		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3432	2719	707		1769	3538	1556		1769	3538	1556		1769	3538	1556	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.17	0.17		0.21	0.23	0.07		0.08	0.21	0.14		0.09	0.18	0.18	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.14	0.21	0.21		0.27	0.35	0.35		0.12	0.26	0.26		0.12	0.26	0.26	
Volume/Cap:	0.66	0.78	0.78		0.78	0.66	0.21		0.69	0.78	0.55		0.78	0.68	0.69	
Delay/Veh:	52.7	49.9	49.9		48.5	34.3	27.5		60.1	45.3	39.6		68.6	41.9	44.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.7	49.9	49.9		48.5	34.3	27.5		60.1	45.3	39.6		68.6	41.9	44.8	
LOS by Move:	D	D	D		D	C	C		E	D	D		E	D	D	
HCM2kAvgQ:	6	11	11		13	13	3		5	13	7		6	11	9	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	8	Average Delay (sec/veh):	7.7
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	48	2	30	21	8	22	14	831	66	15	724	9
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	52	2	33	23	9	24	15	906	72	16	789	10
Added Vol:	1	0	7	0	1	0	0	48	2	16	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	2	40	23	10	24	15	954	74	32	842	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	2	42	24	10	25	16	1004	78	34	886	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	2	42	24	10	25	16	1004	78	34	886	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	2	42	24	10	25	16	1004	78	34	886	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.76	0.75	0.81	0.81	0.80	0.86	0.86	0.86	0.80	0.80	0.80
Lanes:	0.56	0.02	0.42	0.40	0.17	0.43	0.03	1.83	0.14	0.07	1.91	0.02
Final Sat.:	799	33	595	619	263	649	48	2982	231	112	2912	34
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.04	0.04	0.34	0.34	0.34	0.30	0.30	0.30
Crit Moves:		****						****				
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.44	0.44	0.44	0.24	0.24	0.24	0.44	0.44	0.44	0.39	0.39	0.39
Delay/Veh:	46.7	46.7	46.7	44.4	44.4	44.4	4.8	4.8	4.8	4.6	4.6	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	46.7	46.7	44.4	44.4	44.4	4.8	4.8	4.8	4.6	4.6	4.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	2	2	2	7	7	7	6	6	6

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	12	Average Delay (sec/veh):	27.0
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	118	629	22	106	942	66	24	21	85	46	30	69
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	129	686	24	116	1027	72	26	23	93	50	33	75
Added Vol:	0	16	29	25	17	0	0	25	0	13	11	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	702	53	141	1044	72	26	48	93	63	44	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	138	754	57	151	1122	77	28	51	100	68	47	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	754	57	151	1122	77	28	51	100	68	47	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	754	57	151	1122	77	28	51	100	68	47	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.92	0.92	0.84	0.84	0.84	0.72	0.72	0.71
Lanes:	1.00	1.86	0.14	1.00	1.87	0.13	0.16	0.28	0.56	0.33	0.22	0.45
Final Sat.:	1769	3256	246	1769	3276	226	251	459	889	445	308	608
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.09	0.34	0.34	0.11	0.11	0.11	0.15	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.48	0.48	0.18	0.54	0.54	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.64	0.48	0.48	0.48	0.64	0.64	0.47	0.47	0.47	0.64	0.64	0.64
Delay/Veh:	56.2	21.1	21.1	45.5	20.2	20.2	40.0	40.0	40.0	45.1	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	21.1	21.1	45.5	20.2	20.2	40.0	40.0	40.0	45.1	45.1	45.1
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	6	10	10	5	16	16	6	6	6	8	8	8

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.231
Loss Time (sec):	0	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	0	49	0	0	0	0	84	0	31	77	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	5	0	53	0	0	0	0	92	0	34	84	0
Added Vol:	0	0	0	9	0	35	79	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	53	9	0	35	79	92	0	34	84	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	0	57	10	0	38	85	99	0	36	90	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	57	10	0	38	85	99	0	36	90	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	57	10	0	38	85	99	0	36	90	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.20	0.00	0.80	0.46	0.54	0.00	0.24	0.61	0.15
Final Sat.:	74	0	728	160	0	621	369	427	0	198	491	123
Capacity Analysis Module:												
Vol/Sat:	0.08	xxxx	0.08	0.06	xxxx	0.06	0.23	0.23	xxxx	0.18	0.18	0.18
Crit Moves:			****	****			****				****	
Delay/Veh:	7.5	0.0	7.5	7.5	0.0	7.5	8.7	8.7	0.0	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	0.0	7.5	7.5	0.0	7.5	8.7	8.7	0.0	8.3	8.3	8.3
LOS by Move:	A	*	A	A	*	A	A	A	*	A	A	A
ApproachDel:	7.5			7.5			8.7			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.5			7.5			8.7			8.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.242
Loss Time (sec):	0	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	24	0	45	33	108	0	0	79	11
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	26	0	49	36	118	0	0	86	12
Added Vol:	0	0	0	0	0	19	9	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	26	0	68	45	118	0	0	87	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	31	0	82	54	141	0	0	105	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	82	54	141	0	0	105	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	31	0	82	54	141	0	0	105	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.28	0.00	0.72	0.28	0.72	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	224	0	583	224	585	0	0	714	98
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.14	xxxx	0.14	0.24	0.24	xxxx	xxxx	0.15	0.15
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	7.9	8.7	8.7	0.0	0.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	0.0	7.9	8.7	8.7	0.0	0.0	8.0	8.0
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.9			8.7			8.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.9			8.7			8.0		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	12	Average Delay (sec/veh):	21.8
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	29	43	90		85	42	67		71	753	40		52	589	89	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	32	47	98		93	46	73		77	821	44		57	642	97	
Added Vol:	0	4	0		0	2	2		5	10	0		0	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	51	98		93	48	75		82	831	44		57	646	97	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	33	54	103		98	50	79		87	874	46		60	680	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	54	103		98	50	79		87	874	46		60	680	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	33	54	103		98	50	79		87	874	46		60	680	102	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.84	0.83		0.71	0.72	0.71		0.93	0.92	0.92		0.93	0.91	0.91	
Lanes:	0.17	0.28	0.55		0.43	0.22	0.35		1.00	1.90	0.10		1.00	1.74	0.26	
Final Sat.:	277	446	860		584	301	473		1769	3338	175		1769	3014	453	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.12		0.17	0.17	0.17		0.05	0.26	0.26		0.03	0.23	0.23	
Crit Moves:						****				****			****			
Green/Cycle:	0.32	0.32	0.32		0.32	0.32	0.32		0.10	0.50	0.50		0.06	0.46	0.46	
Volume/Cap:	0.38	0.38	0.38		0.53	0.53	0.53		0.48	0.53	0.53		0.53	0.49	0.49	
Delay/Veh:	26.9	26.9	26.9		29.2	29.2	29.2		44.4	17.4	17.4		49.8	19.0	19.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.9	26.9	26.9		29.2	29.2	29.2		44.4	17.4	17.4		49.8	19.0	19.0	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	5	5	5		6	6	6		3	10	10		2	8	8	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Commuter PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	16	Average Delay (sec/veh):	48.6
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	385	54	491	657	144	133	602	226	104	484	293
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	242	420	59	535	716	157	145	656	246	113	528	319
Added Vol:	0	30	0	2	23	4	10	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	450	59	537	739	161	155	656	246	113	528	324
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	255	473	62	565	778	0	163	691	259	119	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	473	62	565	778	0	163	691	259	119	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	255	473	62	565	778	0	163	691	259	119	555	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.82	0.93	0.93	1.00	0.93	0.93	0.82	0.93	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	3538	1556	1769	3538	1900	1769	3538	1556	1769	3538	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.04	0.32	0.22	0.00	0.09	0.20	0.17	0.07	0.16	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.16	0.16	0.39	0.33	0.00	0.12	0.24	0.24	0.08	0.20	0.00
Volume/Cap:	0.66	0.83	0.25	0.83	0.66	0.00	0.78	0.83	0.71	0.83	0.78	0.00
Delay/Veh:	47.3	58.3	44.4	41.3	35.8	0.0	68.9	50.3	48.1	85.0	51.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	58.3	44.4	41.3	35.8	0.0	68.9	50.3	48.1	85.0	51.2	0.0
LOS by Move:	D	E	D	D	D	A	E	D	D	F	D	A
HCM2kAvgQ:	8	9	2	21	14	0	6	13	9	7	12	0

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Collwood Bl / Montezuma Rd

Cycle (sec):	134	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	12	Average Delay (sec/veh):	22.9
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	5.5	5.5		5.5	5.5	4.0	
Lanes:	1	0	1!	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																
Base Vol:	568	0	84		0	0	0		0	791	954		86	482	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	619	0	92		0	0	0		0	862	1040		94	525	0	
Added Vol:	31	0	10		0	0	0		0	49	70		4	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	650	0	102		0	0	0		0	911	1110		98	546	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	650	0	102		0	0	0		0	911	1110		98	546	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	650	0	102		0	0	0		0	911	1110		98	546	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	650	0	102		0	0	0		0	911	1110		98	546	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		1.00	1.00	1.00		1.00	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.86	0.00	1.14		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3263	0	1986		0	0	0		0	3538	1583		1769	3538	0	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.05		0.00	0.00	0.00		0.00	0.26	0.70		0.06	0.15	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.24	0.00	0.24		0.00	0.00	0.00		0.00	0.60	0.84		0.07	0.67	0.00	
Volume/Cap:	0.83	0.00	0.21		0.00	0.00	0.00		0.00	0.43	0.83		0.83	0.23	0.00	
Delay/Veh:	54.9	0.0	40.8		0.0	0.0	0.0		0.0	14.3	10.0		98.7	8.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.9	0.0	40.8		0.0	0.0	0.0		0.0	14.3	10.0		98.7	8.6	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	B		F	A	A	
HCM2kAvgQ:	14	0	3		0	0	0		0	10	26		6	4	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Collwood Bl / Collwood Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	12	Average Delay (sec/veh):	11.2
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	4	580	21		72	888	38		21	1	0		8	2	44	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	4	632	23		78	968	41		23	1	0		9	2	48	
Added Vol:	0	41	0		0	75	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	673	23		78	1043	41		23	1	0		9	2	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	673	23		78	1043	41		23	1	0		9	2	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	673	23		78	1043	41		23	1	0		9	2	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	673	23		78	1043	41		23	1	0		9	2	48	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.97	0.97		0.76	0.76	1.00		0.73	0.73	0.83	
Lanes:	1.00	0.97	0.03		1.00	0.96	0.04		0.95	0.05	0.00		0.80	0.20	1.00	
Final Sat.:	1769	1792	61		1769	1780	71		1374	65	0		1104	276	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.38		0.04	0.59	0.59		0.02	0.02	0.00		0.01	0.01	0.03	
Crit Moves:	****					****									****	
Green/Cycle:	0.04	0.77	0.77		0.09	0.82	0.82		0.04	0.04	0.00		0.04	0.04	0.04	
Volume/Cap:	0.06	0.49	0.49		0.49	0.72	0.72		0.39	0.39	0.00		0.19	0.19	0.72	
Delay/Veh:	55.6	5.5	5.5		54.3	6.6	6.6		60.2	60.2	0.0		57.0	57.0	87.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.6	5.5	5.5		54.3	6.6	6.6		60.2	60.2	0.0		57.0	57.0	87.9	
LOS by Move:	E	A	A		D	A	A		E	E	A		E	E	F	
HCM2kAvgQ:	0	10	10		3	19	19		1	1	0		1	1	3	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Collwood Bl / Monroe Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	12	Average Delay (sec/veh):	17.9
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0	0	0	0	1
Volume Module:																
Base Vol:	32	560	3		4	812	116		57	0	77		0	0	1	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	35	610	3		4	885	126		62	0	84		0	0	1	
Added Vol:	0	31	0		0	70	2		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	641	3		4	955	128		63	0	84		0	0	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	35	641	3		4	955	128		63	0	84		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	641	3		4	955	128		63	0	84		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	35	641	3		4	955	128		63	0	84		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.98		0.93	0.96	0.96		0.77	1.00	0.77		1.00	1.00	0.87	
Lanes:	1.00	0.99	0.01		1.00	0.88	0.12		0.43	0.00	0.57		0.00	0.00	1.00	
Final Sat.:	1769	1851	9		1769	1612	217		630	0	838		0	0	1644	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.35	0.35		0.00	0.59	0.59		0.10	0.00	0.10		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.04	0.69	0.69		0.08	0.73	0.73		0.12	0.00	0.12		0.00	0.00	0.12	
Volume/Cap:	0.47	0.50	0.50		0.03	0.81	0.81		0.81	0.00	0.81		0.00	0.00	0.01	
Delay/Veh:	60.9	9.0	9.0		50.6	14.1	14.1		73.8	0.0	73.8		0.0	0.0	46.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.9	9.0	9.0		50.6	14.1	14.1		73.8	0.0	73.8		0.0	0.0	46.1	
LOS by Move:	E	A	A		D	B	B		E	A	E		A	A	D	
HCM2kAvgQ:	1	11	11		0	27	27		7	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Collwood Bl / 54th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	12	Average Delay (sec/veh):	17.4
Optimal Cycle:	120	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	563	91		65	823	0		0	0	0		41	0	49	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	614	99		71	897	0		0	0	0		45	0	53	
Added Vol:	0	31	0		0	70	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	645	99		71	967	0		0	0	0		45	0	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	645	99		71	967	0		0	0	0		45	0	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	645	99		71	967	0		0	0	0		45	0	53	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	645	99		71	967	0		0	0	0		45	0	53	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.83		0.93	0.93	1.00		1.00	1.00	1.00		0.93	1.00	0.83	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3538	1583		1769	3538	0		0	0	0		1769	0	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.06		0.04	0.27	0.00		0.00	0.00	0.00		0.03	0.00	0.03	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.34	0.34		0.50	0.84	0.00		0.00	0.00	0.00		0.06	0.00	0.06	
Volume/Cap:	0.00	0.53	0.18		0.08	0.33	0.00		0.00	0.00	0.00		0.41	0.00	0.54	
Delay/Veh:	0.0	32.3	28.0		15.9	2.2	0.0		0.0	0.0	0.0		56.6	0.0	60.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	32.3	28.0		15.9	2.2	0.0		0.0	0.0	0.0		56.6	0.0	60.7	
LOS by Move:	A	C	C		B	A	A		A	A	A		E	A	E	
HCM2kAvgQ:	0	10	2		1	4	0		0	0	0		2	0	3	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 54th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	16	Average Delay (sec/veh):	40.4
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1
Volume Module:																
Base Vol:	238	328	77		244	557	86		94	504	210		128	445	210	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	259	358	84		266	607	94		102	549	229		140	485	229	
Added Vol:	0	14	16		16	55	0		0	21	0		17	22	17	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	259	372	100		282	662	94		102	570	229		157	507	246	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	259	372	100		282	662	94		102	570	229		157	507	246	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	259	372	100		282	662	94		102	570	229		157	507	246	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	259	372	100		282	662	94		102	570	229		157	507	246	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.93	0.93	0.83		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	2.00	1.58	0.42		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3432	2699	726		1769	3538	1583		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.14	0.14		0.16	0.19	0.06		0.06	0.16	0.14		0.09	0.14	0.16	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.14	0.22	0.22		0.25	0.34	0.34		0.11	0.26	0.26		0.14	0.29	0.29	
Volume/Cap:	0.56	0.63	0.63		0.63	0.56	0.18		0.54	0.63	0.57		0.63	0.50	0.54	
Delay/Veh:	50.0	44.3	44.3		42.8	33.2	28.3		53.8	41.1	40.7		53.8	35.9	37.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.0	44.3	44.3		42.8	33.2	28.3		53.8	41.1	40.7		53.8	35.9	37.3	
LOS by Move:	D	D	D		D	C	C		D	D	D		D	D	D	
HCM2kAvgQ:	5	8	8		9	10	2		4	10	7		5	8	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 56th St / El Cajon Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	8	Average Delay (sec/veh):	7.8
Optimal Cycle:	120	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	41	1	31	21	4	24	14	739	60	23	598	11
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	45	1	34	23	4	26	15	806	65	25	652	12
Added Vol:	1	1	9	0	2	0	0	48	5	35	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2	43	23	6	26	15	854	70	60	707	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	2	43	23	6	26	15	854	70	60	707	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2	43	23	6	26	15	854	70	60	707	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	2	43	23	6	26	15	854	70	60	707	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.80	0.80	0.80	0.86	0.86	0.86	0.74	0.74	0.74
Lanes:	0.51	0.02	0.47	0.41	0.11	0.48	0.03	1.82	0.15	0.15	1.82	0.03
Final Sat.:	729	33	683	626	174	716	53	2979	246	216	2541	43
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.29	0.29	0.29	0.28	0.28	0.28
Crit Moves:		****						****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.37	0.37	0.37	0.22	0.22	0.22	0.37	0.37	0.37	0.36	0.36	0.36
Delay/Veh:	45.3	45.3	45.3	43.6	43.6	43.6	4.7	4.7	4.7	4.7	4.7	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	45.3	45.3	43.6	43.6	43.6	4.7	4.7	4.7	4.7	4.7	4.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	6	6	6	5	5	5

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 54th St / Trojan Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	12	Average Delay (sec/veh):	27.4
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0
Volume Module:																
Base Vol:	92	578	16		89	739	54		21	22	82		41	34	77	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	100	630	17		97	806	59		23	24	89		45	37	84	
Added Vol:	0	16	63		55	17	0		0	55	0		16	14	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	100	646	80		152	823	59		23	79	89		61	51	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	100	646	80		152	823	59		23	79	89		61	51	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	646	80		152	823	59		23	79	89		61	51	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	100	646	80		152	823	59		23	79	89		61	51	98	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.87	0.87	0.87		0.77	0.77	0.77	
Lanes:	1.00	1.78	0.22		1.00	1.87	0.13		0.12	0.41	0.47		0.29	0.24	0.47	
Final Sat.:	1769	3093	385		1769	3269	234		198	684	775		424	357	684	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.21	0.21		0.09	0.25	0.25		0.12	0.12	0.12		0.14	0.14	0.14	
Crit Moves:	****					****								****		
Green/Cycle:	0.11	0.44	0.44		0.18	0.50	0.50		0.29	0.29	0.29		0.29	0.29	0.29	
Volume/Cap:	0.50	0.48	0.48		0.48	0.50	0.50		0.40	0.40	0.40		0.50	0.50	0.50	
Delay/Veh:	52.0	24.4	24.4		45.4	20.1	20.1		35.2	35.2	35.2		36.7	36.7	36.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.0	24.4	24.4		45.4	20.1	20.1		35.2	35.2	35.2		36.7	36.7	36.7	
LOS by Move:	D	C	C		D	C	C		D	D	D		D	D	D	
HCM2kAvgQ:	4	10	10		5	11	11		6	6	6		7	7	7	

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Sharron Pl / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.288
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	0	46	0	0	0	0	46	2	24	75	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	12	0	50	0	0	0	0	50	2	26	82	0
Added Vol:	0	0	0	11	0	44	173	0	0	0	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	50	11	0	44	173	50	2	26	82	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	50	11	0	44	173	50	2	26	82	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	50	11	0	44	173	50	2	26	82	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	50	11	0	44	173	50	2	26	82	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.00	0.81	0.20	0.00	0.80	0.77	0.22	0.01	0.17	0.54	0.29
Final Sat.:	147	0	615	152	0	606	601	174	8	139	435	240
Capacity Analysis Module:												
Vol/Sat:	0.08	xxxx	0.08	0.07	xxxx	0.07	0.29	0.29	0.29	0.19	0.19	0.19
Crit Moves:	****			****				****			****	
Delay/Veh:	7.7	0.0	7.7	7.7	0.0	7.7	9.2	9.2	9.2	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	0.0	7.7	7.7	0.0	7.7	9.2	9.2	9.2	8.2	8.2	8.2
LOS by Move:	A	*	A	A	*	A	A	A	A	A	A	A
ApproachDel:	7.7			7.7			9.2			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.7			7.7			9.2			8.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 56th St / Trojan Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.144
Loss Time (sec):	0	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	27	0	40	23	73	0	0	73	10
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	29	0	44	25	80	0	0	80	11
Added Vol:	0	0	0	0	0	42	11	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	86	36	81	0	0	82	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	86	36	81	0	0	82	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	86	36	81	0	0	82	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	86	36	81	0	0	82	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.25	0.01	0.74	0.31	0.69	0.00	0.00	0.88	0.12
Final Sat.:	0	0	0	222	0	646	251	561	0	0	733	98
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	0.00	0.13	0.14	0.14	xxxx	xxxx	0.11	0.11
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.6	7.6	7.6	8.0	8.0	0.0	0.0	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.6	7.6	7.6	8.0	8.0	0.0	0.0	7.7	7.7
LOS by Move:	*	*	*	A	A	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.6			8.0			7.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.6			8.0			7.7		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 52nd St / University Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	12	Average Delay (sec/veh):	19.2
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	36	34	81		68	31	43		53	742	27		51	607	75	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	39	37	88		74	34	47		58	809	29		56	662	82	
Added Vol:	0	8	0		0	2	3		11	22	0		0	5	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	39	45	88		74	36	50		69	831	29		56	667	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	39	45	88		74	36	50		69	831	29		56	667	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	45	88		74	36	50		69	831	29		56	667	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	39	45	88		74	36	50		69	831	29		56	667	82	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.83	0.83		0.72	0.72	0.72		0.93	0.93	0.93		0.93	0.92	0.92	
Lanes:	0.23	0.26	0.51		0.47	0.22	0.31		1.00	1.93	0.07		1.00	1.78	0.22	
Final Sat.:	358	411	805		636	307	428		1769	3400	120		1769	3101	380	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.12	0.12	0.12		0.04	0.24	0.24		0.03	0.21	0.21	
Crit Moves:						****				****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.12	0.55	0.55		0.07	0.50	0.50	
Volume/Cap:	0.42	0.42	0.42		0.45	0.45	0.45		0.33	0.45	0.45		0.45	0.43	0.43	
Delay/Veh:	31.3	31.3	31.3		31.8	31.8	31.8		41.5	13.7	13.7		47.1	16.0	16.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.3	31.3	31.3		31.8	31.8	31.8		41.5	13.7	13.7		47.1	16.0	16.0	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	5	5	5		4	4	4		2	8	8		2	7	7	

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

Crawford High School
Horizon Year 2035 With Homecoming Game
Game PM Peak Hour Traffic Conditions, With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 54th St / University Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	16	Average Delay (sec/veh):	43.6
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	5	5	5		5	5	5		5	5	5		5	5	5	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	197	333	43		431	604	119		128	545	213		99	406	250	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	215	363	47		470	658	130		140	594	232		108	443	273	
Added Vol:	0	46	0		3	25	5		22	0	0		0	0	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	215	409	47		473	683	135		162	594	232		108	443	284	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	215	409	47		473	683	0		162	594	232		108	443	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	215	409	47		473	683	0		162	594	232		108	443	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	215	409	47		473	683	0		162	594	232		108	443	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	1.00		0.93	0.93	0.83		0.93	0.93	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1900		1769	3538	1583		1769	3538	1900	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.03		0.27	0.19	0.00		0.09	0.17	0.15		0.06	0.13	0.00	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.21	0.16	0.16		0.38	0.33	0.00		0.14	0.24	0.24		0.09	0.19	0.00	
Volume/Cap:	0.58	0.71	0.18		0.71	0.58	0.00		0.67	0.71	0.62		0.71	0.67	0.00	
Delay/Veh:	45.0	51.4	43.6		35.1	33.8	0.0		56.1	44.6	43.9		67.3	47.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.0	51.4	43.6		35.1	33.8	0.0		56.1	44.6	43.9		67.3	47.9	0.0	
LOS by Move:	D	D	D		D	C	A		E	D	D		E	D	A	
HCM2kAvgQ:	7	8	1		16	11	0		6	11	8		5	9	0	

Note: Queue reported is the number of cars per lane.

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Appendix V – Parking Survey Results

Crawford High School On-Street Parking Survey (1 of 3)

	Street	Side	Description	Supply	Demand	Available
West Side of HS	Orange Ave	North	54th Pl to Colts Way	13	4	9
	Orange Ave	South	54th Pl to Colts Way	13	3	10
	Colts Way	East	Orange Ave to Couldasac	10	2	8
	Colts Way	West	Orange Ave to Couldasac	22	1	21
	Orange Ave	North	54th St to 54 Pl	7	4	3
	Orange Ave	South	54th St to 54 Pl	16	0	16
	54th Pl	East	Orange Ave to 54th St	17	12	5
	54th Pl	West	Orange Ave to 54th St	14	11	3
	54th St	East	54th Pl to Orange Ave	14	0	14
	54th St	West	54th Pl to Orange Ave	17	0	17
	Orange Ave	North	52nd St to 54th St	35	21	14
	Orange Ave	South	52nd St to 54th St	29	15	14
	52nd St	West	Otillie Pl to Orange Ave	20	3	17
	52nd St	East	52nd Pl to Orange Ave	24	4	20
	52nd St	West	University Ave to Otillie Pl	10	7	3
	52nd Pl	North	52nd St to Parking Lot	23	1	22
	52nd Pl	South	52nd St to Parking Lot	15	5	10
	52nd St	East	University Ave to 52nd Pl	8	3	5
	Total			**307**	**96**	**211**
North West Side of HS	Trojan Ave	South	Sharron Pl to 56th St	17	0	17
	Trojan Ave	North	54th St to 56th St	32	0	32
	Trojan Ave	South	Bernadine Pl to Sharron Pl	6	9	-3
	Sharon Pl	West	Trojan Ave to Bernadine Pl	9	0	9
	Sharon Pl	East	Trojan Ave to Bernadine Pl	10	3	7
	Bernadine Pl	West	Trojan Ave to Sharron Pl	15	9	6
	Bernadine Pl	East	Trojan Ave to Sharron Pl	15	10	5
	Trojan Ave	South	54th St to Bernadine Pl	0	0	0
	Sharon Pl	West	Bernadine Pl to Orange Ave	7	3	4
	Sharon Pl	East	Bernadine Pl to Orange Ave	9	1	8
	54th Pl	East	Trojan Ave to Orange Ave	14	13	1
	54th Pl	West	Trojan Ave to Orange Ave	17	9	8
	54th St	West	Trojan Ave to Orange Ave	16	16	0
	54th St	East	Trojan Ave to Orange Ave	16	14	2
	Trojan Ave	North	53rd St to 54th St	14	5	9
	Trojan Ave	South	52nd St to 54th St	42	23	19
	53rd St	West	Trojan Ave to El Cajon Blvd	21	16	5
	53rd St	East	Trojan Ave to El Cajon Blvd	19	15	4
	Trojan Ave	North	52nd St to 53rd St	13	13	0
	Meade Ave	North	53rd St to Parking Lot	6	7	-1
	Meade Ave	South	53rd St to Parking Lot	7	5	2
	52nd St	West	Orange Ave to Trojan Ave	22	2	20
	52nd St	East	Orange Ave to Trojan Ave	15	9	6
	52nd St	West	Trojan Ave to El Cajon Blvd	17	16	1
	52nd St	East	Trojan Ave to El Cajon Blvd	25	22	3
	Total			**384**	**220**	**164**

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Crawford High School On-Street Parking Survey (2 of 3)

	Street	Side	Description	Supply	Demand	Available
North East of HS	Trojan Ave	South	56th St to Vale Way	4	1	3
	56th St	East	Trojan Ave to Meade Ave	22	9	13
	Trojan Ave	North	56th St to 58th St	18	5	13
	56th St	West	Trojan Ave to Adelaide	25	8	17
	Vale Way	North	Trojan Ave to Couldasac	10	4	6
	Vale Way	South	Trojan Ave to Couldasac	10	10	0
	Trojan Ave	South	Vale Way to 58th St	10	5	5
	56th St	East	Meade Ave to Adelaide Ave	8	5	3
	58th St	East	Trojan Ave to Vale Way	10	10	0
	58th St	West	Trojan Ave to Meade Ave	21	0	21
	58th St	East	Trojan Ave to Spartan Dr	4	0	4
	58th St	West	Trojan Ave to Spartan Dr	3	1	2
	56th St	West	Adelaide Ave to El Cajon Blvd	8	5	3
	56th St	East	Adelaide Ave to El Cajon Blvd	4	4	0
	Adelaide Ave	North	Couldasac to 56th St	14	14	0
	Adelaide Ave	South	Couldasac to 56th St	13	12	1
	58th St	East	Vale Way to Mead Ave	3	0	3
	Vale Way	North	58th St to Mead Ave	6	2	4
	Vale Way	South	58th St to Adelaide Ave	27	11	16
	Vale Way	North	Mead Ave to Adelaid Ave	15	8	7
	Spartan Dr	South	58th St to Spartan Cir	9	2	7
	Spartan Cir	West	Spartan Dr to Couldasac	5	5	0
	Spartan Cir	East	Spartan Dr to Couldasac	5	3	2
	Spartan Dr	South	Spartan Cir to Couldasac	12	5	7
	Meade Ave	North	56th to 58th St	15	15	0
	Meade Ave	South	56th to 58th St	14	14	0
	58th St	East	Mead Ave to Adelaid Ave	11	0	11
	58th St	West	Mead Ave to El Cajon Blvd	10	5	5
	Meade Ave	North	58th St to Vale Way	7	4	3
	Meade Ave	South	58th St to Vale Way	6	3	3
	Spartan Dr	North	58th St to Couldasac	24	11	13
	Adelaide Ave	North	56th to 58th St	20	15	5
	Adelaide Ave	South	56th to 58th St	17	12	5
	58th St	East	Adelaide Ave to El Cajon Blvd	2	2	0
	Adelaide Ave	North	58th St to Vale Way	28	7	21
	Adelaide Ave	South	58th St to Vale Way	21	14	7
	Total			**441**	**231**	**210**

Crawford High School On-Street Parking Survey (3 of 3)

	Street	Side	Description	Supply	Demand	Available
East Side of HS	Trojan Ave	South	58th St to West Overlook Dr	7	4	3
	58th St	East	Spartan Dr to 58th Pl	7	8	-1
	58th St	West	Spartan Dr to 58th Pl	8	5	3
	Trojan Ave	South	West Overlook Dr to Corinth St	5	2	3
	West Overlook Dr	East	Trojan Ave to Corinth St	35	5	30
	West Overlook Dr	West	Trojan Ave to Corinth St	31	10	21
	Trojan Ave	North	58th St to 60th St	37	16	21
	Trojan Ave	South	Corinth to East Overlook Dr	5	2	3
	Corinth St	East	Trojan Ave to West Overlook Dr	28	15	13
	Corinth St	West	Trojan Ave to West Overlook Dr	26	13	13
	Olympic St	East	58th Pl to Olympic Pl	12	4	8
	Olympic St	West	59th Pl to Olympic Pl	10	3	7
	58th Pl	North	58th St to Couldasac	12	9	3
	58th Pl	South	58th St to Couldasac	15	15	0
	58th St	East	58th Pl to Andros Pl	20	21	-1
	58th St	West	58th Pl to Andros Pl	24	12	12
	Trojan Ave	South	East Overlook Dr to Athens St	4	1	3
	East Overlook Dr	East	Trojan Ave to Alta Mesa Way	14	4	10
	East Overlook Dr	West	Trojan Ave to Alta Mesa Way	15	4	11
	Trojan Ave	South	Athens St to 60th St	8	2	6
	Athens St	East	Trojan Ave to Alta Mesa Way	16	3	13
	Athens St	West	Trojan Ave to Alta Mesa Way	17	4	13
	Olympic Pl	North	Olympic St to Coulda Sac	6	4	2
	Olympic Pl	South	Olympic St to Coulda Sac	6	1	5
	Total			**368**	**167**	**201**

Less than 1/8 Mile Walk	**173**	**54**	**119**
Less than 1/4 Mile Walk	**449**	**226**	**223**
Less than 3/8 Mile Walk	**1107**	**536**	**571**
Less than 1/2 Mile Walk	**1308**	**630**	**678**

Onstreet Parking Grand Total	**1500**	**714**	**786**

West Side of HS	Orange Ave	Lot	Aquatic Facility Parking Lot	56	7	49
	Orange Ave	Area	Rec Facility Parking Area	28	16	12
	52nd St	Area	Rec Facility Parking Area	38	5	33
	52nd St	Lot	Golf Parking Lot	20	4	16
	52nd Pl	Lot	Parking Lot	250	4	246
	Total			**392**	**36**	**356**

Parking Lot Parking Grand Total	**392**	**36**	**356**

Onstreet Parking and Parking Lot Parking Grand Total	**1892**	**750**	**1142**

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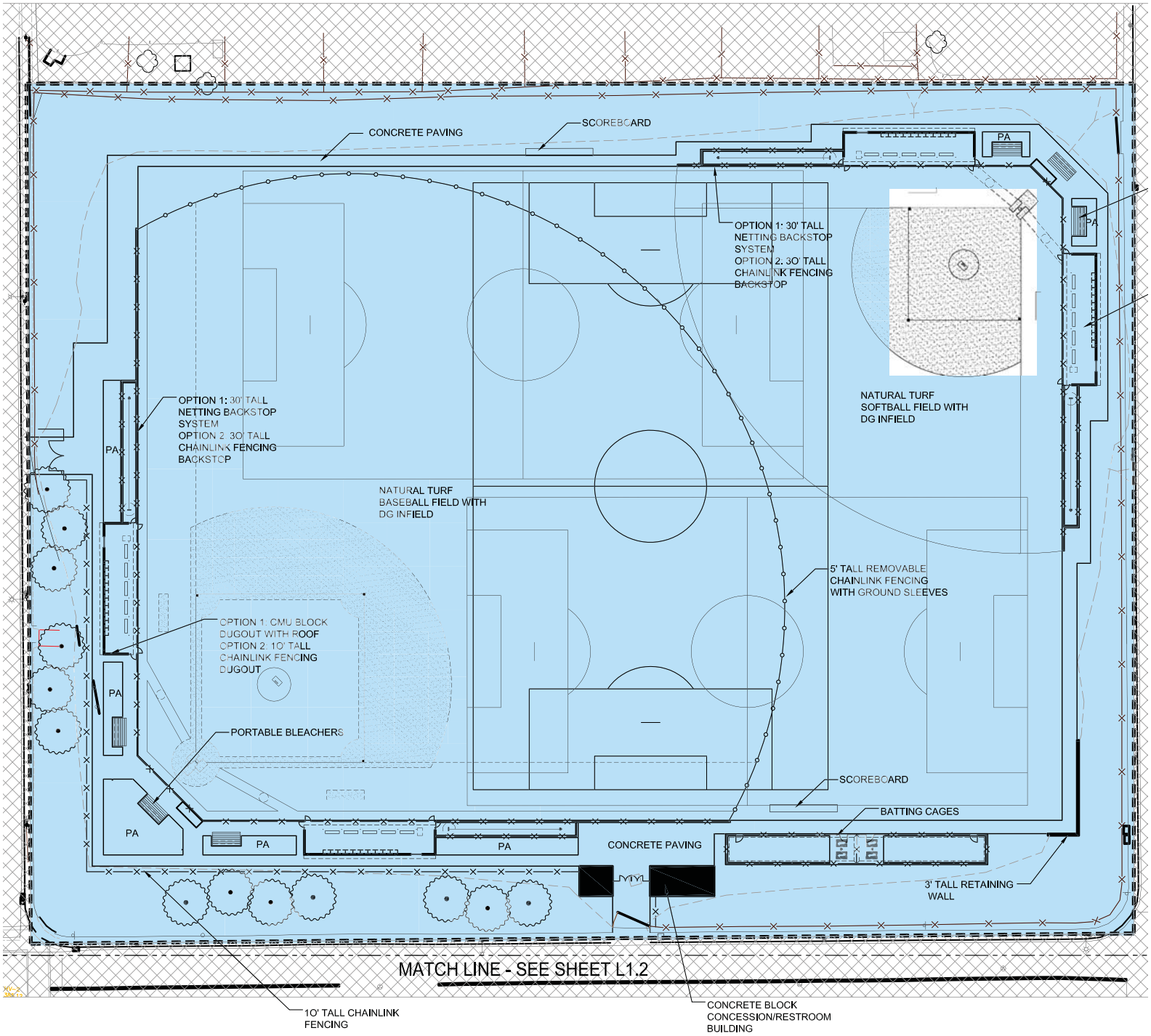
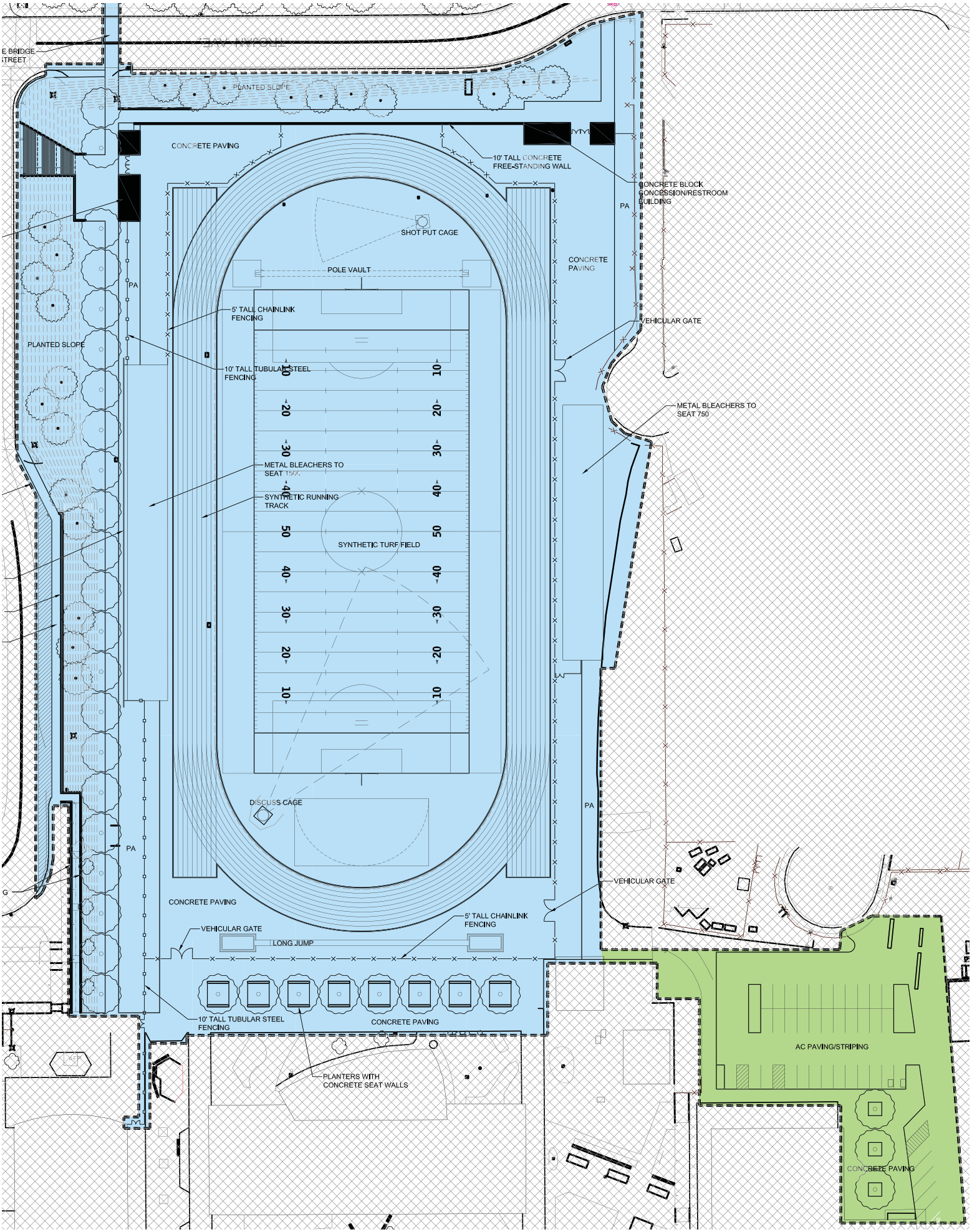
Appendix W – Project and School Site Plan



Phase 1A

Phase 1B


E BRIDGE
STREET
LINCOLN AVE
PLANTED SLOPE
CONCRETE PAVING
10' TALL CONCRETE
FREE-STANDING WALL
CONCRETE BLOCK
CONCESSION/RESTROOM
BUILDING
PA
SHOT PUT CAGE
CONCRETE
PAVING
POLE VAULT
PA
5' TALL CHAINLINK
FENCING
VEHICULAR GATE
PLANTED SLOPE
10' TALL TUBULAR STEEL
FENCING
METAL BLEACHERS TO
SEAT 750
METAL BLEACHERS TO
SEAT 1500
SYNTHETIC RUNNING
TRACK
SYNTHETIC TURF FIELD
DISCUSS CAGE
PA
PA
VEHICULAR GATE
CONCRETE PAVING
5' TALL CHAINLINK
FENCING
VEHICULAR GATE
LONG JUMP
10' TALL TUBULAR STEEL
FENCING
CONCRETE PAVING
PLANTERS WITH
CONCRETE SEAT WALLS
AC PAVING/STRIPING
CONCRETE PAVING

Appendix X – 2014 Traffic Count Validation

Appendix X – 2014 Traffic Count Validation

New 2014 traffic counts were collected at several roadways in the vicinity of Crawford Middle School to determine whether the previous 2012 Friday data had effectively captured the most congested day and time period. A full week of 24-hour roadway segment counts was collected at the following six locations adjacent to the project site from March 4th to March 10th, 2014:

- Collwood Boulevard, north of Monroe Avenue (Segment #2)
- 54th Street, El Cajon Boulevard to Trojan Avenue (Segment #5)
- 54th Street, north of University Avenue (Segment #6)
- 56th Street, south of El Cajon Boulevard (Segment #9)
- El Cajon Boulevard, east of 54th Street (Segment #10)
- Trojan Avenue, east of 54th Street (Segment #11)

Six tables compare the 2012 Friday data and the 2014 seven-day counts for each of the six roadway segment locations. Table below summarizes the key conclusions of the traffic count comparison:

Segments		Highest ADT Day of the Week	Friday ADT Comparison		
			2012 Friday ADT	2014 Friday ADT	Percent Difference
2.	Collwood Blvd., north of Monroe Ave.	2014 Friday	23,994	24,566	-2%
5.	54th St., El Cajon Blvd. to Trojan Ave.	2012 Friday	22,246	22,103	+1%
6.	54th St., north of University Ave.	2012 Friday	2,017	1,417	+30%
9.	56th St., south of El Cajon Blvd.	2012 Friday	4,064	2,801	+31%
10.	El Cajon Blvd, east of 54th St.	2014 Friday	23,726	23,936	-1%
11.	Trojan Ave., east of 54th St.	2012 Friday	21,953	21,491	+2%

As shown in the comparison tables, Friday (2012 and/or 2014) ADT counts are the highest day of the week. All six locations show that either the 2012 Friday or the 2014 Friday ADT counts are higher than other days of the week.

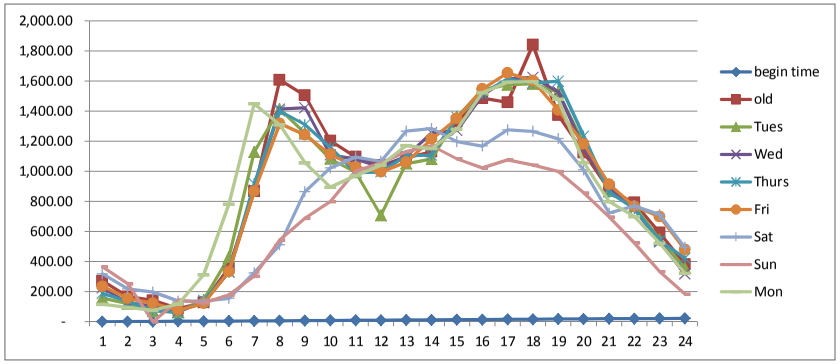
As shown in the comparison tables, the 2012 Friday ADT counts are typically higher the 2014 seven-day ADT counts. There are only two exceptions where the 2012 Friday counts are slightly (1% to 2%) lower than the new 2014 counts:

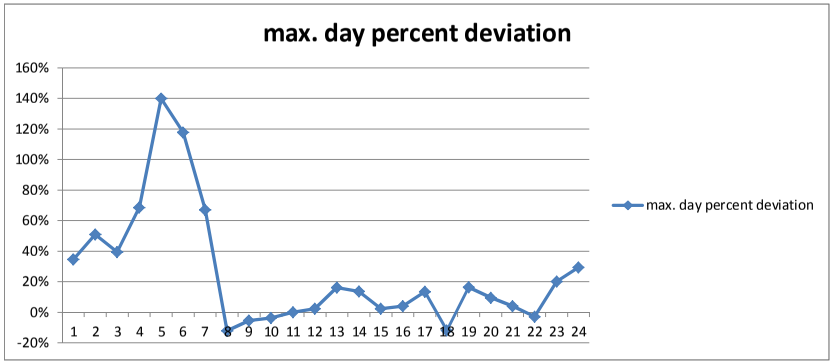
- El Cajon Boulevard, east of 54th Street (Segment #10) – 2% lower than 2014 Friday ADT count
- 54th Street, north of University Avenue (Segment #6) – 1% lower than 2014 Friday ADT count

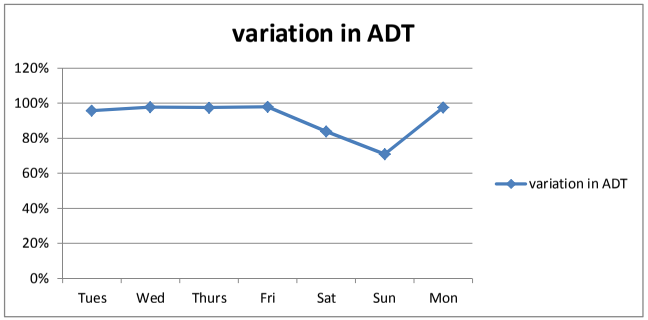
Based on the data comparison, the recent 2014 Friday ADT counts are consistent with the previous 2012 Friday ADT counts. Therefore, the traffic analysis utilizing the 2012 Friday ADT count data had effectively captured the most congested day and time period.

Crawford School Study Area Count Comparison
2 - Collwood Blvd, North of Monroe Ave.

Date:	6/1/12	3/4/14	3/5/14	3/6/14	3/7/14	3/8/14	3/9/14	3/10/14			
		1	2	3	4	5	6	7			
begin time	**old**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**	**avg deviation**	**max. day deviation**	**max. day percent deviation**
0.50	271	158	225	188	236	318	365	117	-41.4	365	35%
1.00	167	120	127	135	156	219	252	95	-9.3	252	51%
2.00	142	72	105	77	123	198	0	76	-49.0	198	39%
3.00	86	63	73	62	77	137	145	118	10.4	145	69%
4.00	130	147	128	141	122	138	126	312	29.1	312	140%
5.00	359	430	331	330	333	156	178	782	3.9	782	118%
6.00	867	1129	876	919	866	325	303	1449	-28.9	1449	67%
7.00	1607	1414	1414	1401	1318	511	544	1310	-476.7	1414	-12%
8.00	1504	1253	1422	1310	1243	865	689	1057	-384.1	1422	-5%
9.00	1203	1083	1109	1159	1113	1023	800	895	-177.0	1159	-4%
10.00	1096	994	1083	990	1029	1096	1002	972	-72.3	1096	0%
11.00	1041	707	1030	996	996	1066	1055	1041	-56.6	1066	2%
12.00	1090	1051	1100	1103	1061	1267	1131	1171	36.3	1267	16%
13.00	1130	1082	1257	1108	1215	1284	1169	1151	50.9	1284	14%
14.00	1331	1362	1271	1360	1351	1197	1083	1280	-59.0	1362	2%
15.00	1486	1541	1506	1518	1547	1168	1023	1522	-82.4	1547	4%
16.00	1458	1575	1615	1614	1654	1276	1077	1592	28.1	1654	13%
17.00	1841	1582	1624	1587	1602	1266	1042	1597	-369.6	1624	-12%
18.00	1374	1528	1530	1599	1408	1217	999	1479	20.3	1599	16%
19.00	1125	1186	1150	1233	1182	1009	856	1059	-28.6	1233	10%
20.00	879	870	895	861	914	722	697	799	-56.4	914	4%
21.00	792	770	748	753	767	769	524	700	-73.3	770	-3%
22.00	592	547	531	540	699	712	333	522	-37.1	712	20%
23.00	382	360	319	423	479	494	184	323	-13.1	494	29%
ADT	**21953**	**21024**	**21469**	**21407**	**21491**	**18433**	**15577**	**21419**			
	day	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**			
	variation in ADT	**96%**	**98%**	**98%**	**98%**	**84%**	**71%**	**98%**			

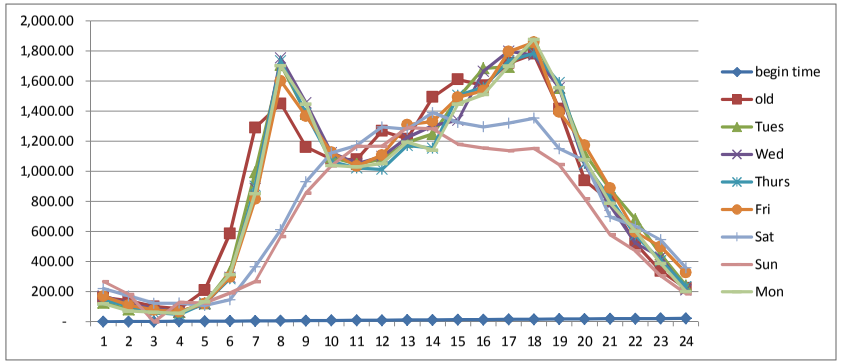


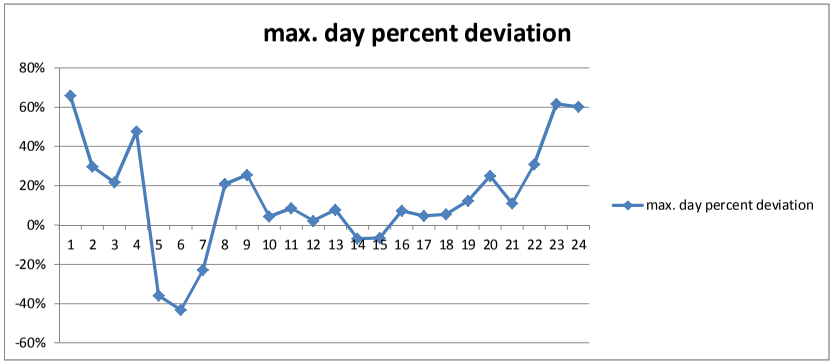


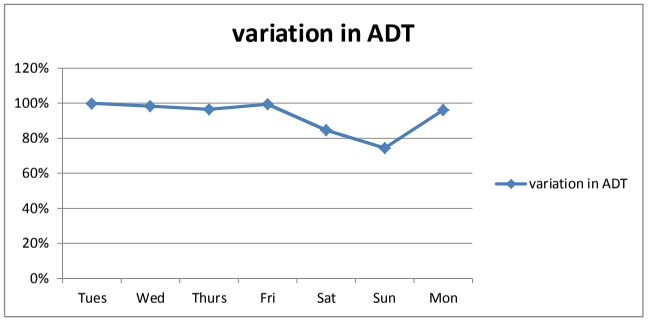


Crawford School Study Area Count Comparison
5 - 54th St, El Cajon Blvd. to Trojans Ave.

Date:	6/1/12	3/4/14	3/5/14	3/6/14	3/7/14	3/8/14	3/9/14	3/10/14			
		1	2	3	4	5	6	7			
begin time	**old**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**	**avg deviation**	**max. day deviation**	**max. day percent deviation**
0.50	161	128	171	144	170	221	267	121	13.6	267	66%
1.00	141	82	116	103	110	172	183	72	-21.3	183	30%
2.00	101	87	89	62	78	123	0	63	-29.3	123	22%
3.00	88	66	66	48	68	124	130	56	-8.3	130	48%
4.00	209	122	117	124	120	108	125	134	-87.6	134	-36%
5.00	587	333	295	286	298	147	192	314	-320.6	333	-43%
6.00	1290	995	887	902	817	365	268	852	-563.4	995	-23%
7.00	1450	1708	1754	1735	1601	612	567	1703	-67.1	1754	21%
8.00	1161	1383	1457	1384	1367	931	856	1447	99.7	1457	25%
9.00	1081	1094	1125	1066	1127	1122	1038	1040	6.4	1127	4%
10.00	1079	1049	1050	1023	1034	1171	1166	1030	-4.3	1171	9%
11.00	1268	1081	1098	1013	1108	1295	1167	1053	-151.6	1295	2%
12.00	1216	1194	1224	1171	1310	1280	1292	1195	22.0	1310	8%
13.00	1494	1248	1303	1155	1332	1390	1283	1141	-229.4	1390	-7%
14.00	1611	1489	1339	1504	1492	1325	1180	1448	-214.3	1504	-7%
15.00	1572	1685	1665	1559	1536	1296	1154	1511	-85.4	1685	7%
16.00	1719	1695	1799	1735	1796	1321	1138	1700	-121.3	1799	5%
17.00	1781	1858	1772	1785	1857	1353	1153	1878	-115.9	1878	5%
18.00	1415	1553	1557	1590	1395	1150	1045	1557	-8.3	1590	12%
19.00	939	1119	1045	1053	1174	1070	819	1078	112.1	1174	25%
20.00	801	881	774	824	889	698	579	788	-24.9	889	11%
21.00	521	682	523	577	598	635	471	603	63.1	682	31%
22.00	337	449	429	406	500	545	306	389	95.0	545	62%
23.00	224	242	213	233	326	359	187	202	27.7	359	60%
ADT	**22246**	**22223**	**21868**	**21482**	**22103**	**18813**	**16566**	**21375**			
	day variation in ADT	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**			
		100%	**98%**	**97%**	**99%**	**85%**	**74%**	**96%**			

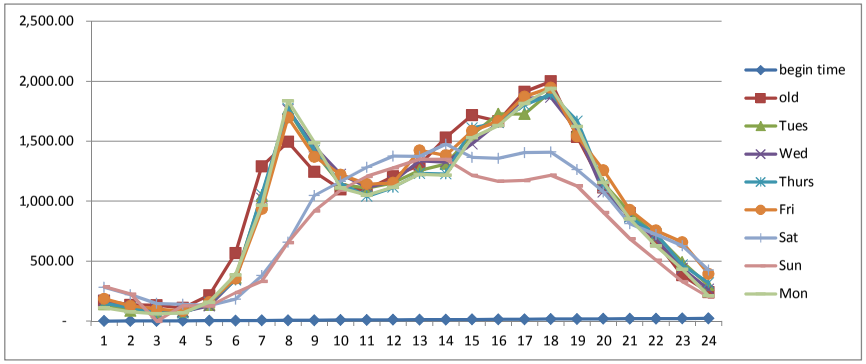


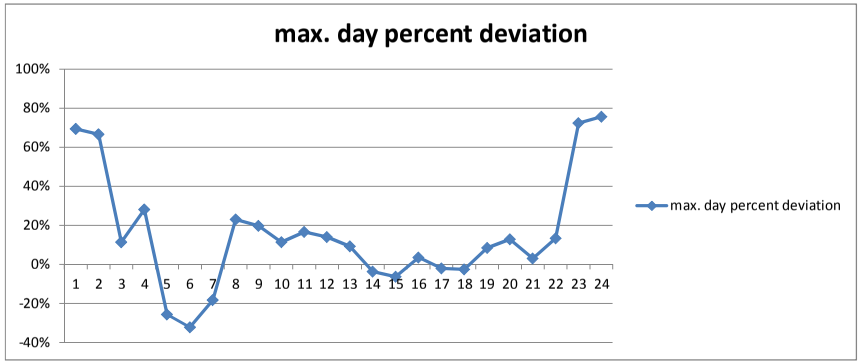


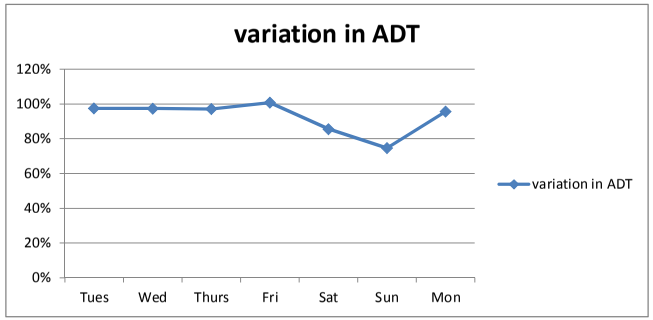


Crawford School Study Area Count Comparison
6 - 54th St., North of University Ave.

Date:	6/1/12	3/4/14	3/5/14	3/6/14	3/7/14	3/8/14	3/9/14	3/10/14			
		1	2	3	4	5	6	7			
begin time	**old**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**	**avg deviation**	**max. day deviation**	**max. day percent deviation**
0.50	170	140	172	150	185	282	288	112	19.9	288	69%
1.00	135	87	114	112	127	220	225	78	2.6	225	67%
2.00	132	74	91	71	100	147	0	62	-54.1	147	11%
3.00	110	79	79	68	83	141	130	70	-17.1	141	28%
4.00	215	135	127	155	160	130	126	159	-73.3	160	-26%
5.00	568	362	349	344	354	184	238	385	-251.4	385	-32%
6.00	1290	1041	1023	1054	934	379	332	966	-471.6	1054	-18%
7.00	1494	1766	1762	1773	1698	658	656	1837	-44.0	1837	23%
8.00	1243	1407	1453	1421	1370	1048	919	1488	57.9	1488	20%
9.00	1098	1139	1224	1146	1220	1164	1093	1110	58.6	1224	11%
10.00	1099	1108	1115	1041	1142	1282	1207	1050	36.0	1282	17%
11.00	1206	1152	1166	1115	1153	1375	1278	1117	-12.3	1375	14%
12.00	1302	1257	1335	1232	1423	1373	1350	1224	11.4	1423	9%
13.00	1531	1310	1326	1227	1382	1474	1348	1217	-204.7	1474	-4%
14.00	1717	1553	1476	1610	1585	1364	1216	1529	-240.9	1610	-6%
15.00	1667	1727	1654	1654	1668	1356	1166	1630	-116.3	1727	4%
16.00	1912	1726	1860	1803	1872	1405	1172	1816	-247.1	1872	-2%
17.00	1998	1915	1865	1891	1947	1409	1217	1941	-257.3	1947	-3%
18.00	1536	1602	1586	1667	1541	1262	1126	1622	-49.4	1667	9%
19.00	1114	1150	1075	1139	1258	1076	906	1155	-5.6	1258	13%
20.00	899	906	871	865	927	813	688	853	-52.9	927	3%
21.00	666	717	684	728	755	722	509	627	11.4	755	13%
22.00	382	493	439	469	658	628	330	434	111.0	658	72%
23.00	242	299	266	320	394	425	202	211	60.4	425	76%
ADT	**23726**	**23145**	**23112**	**23055**	**23936**	**20317**	**17722**	**22693**			
	day	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**			
	variation in ADT	**98%**	**97%**	**97%**	**101%**	**86%**	**75%**	**96%**			

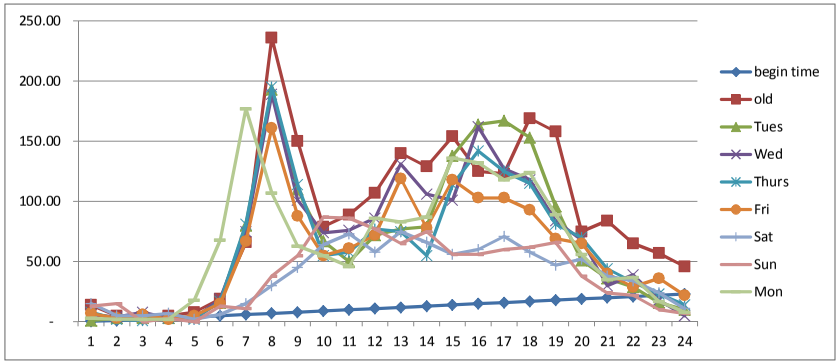


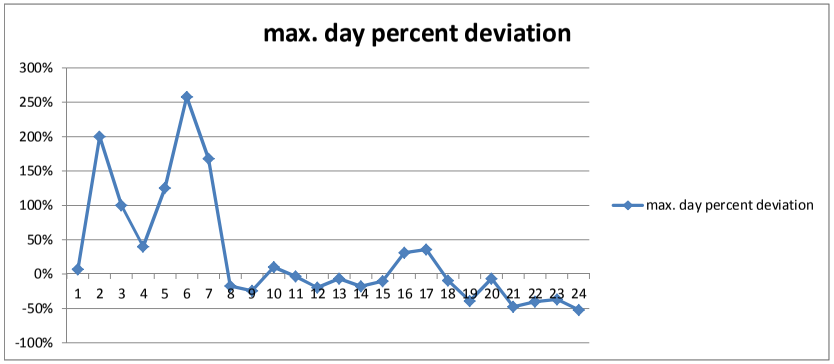


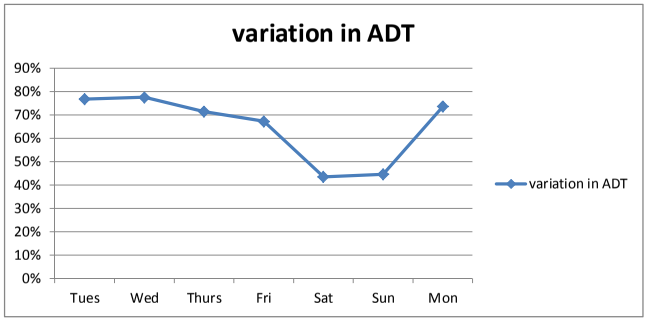


Crawford School Study Area Count Comparison
9 - 56th St., South of El Cajon Blvd.

Date:	6/1/12	3/4/14	3/5/14	3/6/14	3/7/14	3/8/14	3/9/14	3/10/14			
		1	2	3	4	5	6	7			
begin time	**old**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**	**avg deviation**	**max. day deviation**	**max. day percent deviation**
0.50	14	1	6	8	7	15	13	3	-6.4	15	7%
1.00	5	3	4	2	3	5	15	2	-0.1	15	200%
2.00	4	3	8	1	6	5	0	2	-0.4	8	100%
3.00	5	3	3	3	2	7	3	2	-1.7	7	40%
4.00	8	4	3	2	5	2	0	18	-3.1	18	125%
5.00	19	16	19	17	15	6	13	68	3.0	68	258%
6.00	66	80	75	81	67	15	11	177	6.3	177	168%
7.00	236	193	189	195	161	30	38	107	-105.6	195	-17%
8.00	150	110	101	114	88	45	55	63	-67.7	114	-24%
9.00	79	67	74	55	55	64	87	55	-13.7	87	10%
10.00	89	50	76	58	61	73	86	46	-24.7	86	-3%
11.00	107	72	86	77	72	58	77	86	-31.6	86	-20%
12.00	140	77	131	75	119	75	65	83	-50.7	131	-6%
13.00	129	79	106	55	78	66	75	87	-51.0	106	-18%
14.00	154	138	101	114	118	56	56	136	-51.3	138	-10%
15.00	125	164	162	142	103	60	56	132	-8.0	164	31%
16.00	123	167	127	125	103	71	60	118	-12.9	167	36%
17.00	169	153	118	115	93	58	62	124	-65.7	153	-9%
18.00	158	96	84	81	69	47	66	89	-82.0	96	-39%
19.00	75	51	68	70	65	52	38	56	-17.9	70	-7%
20.00	84	36	30	44	40	38	24	35	-48.7	44	-48%
21.00	65	29	39	33	29	34	22	37	-33.1	39	-40%
22.00	57	16	18	23	36	24	10	17	-36.4	36	-37%
23.00	46	10	5	14	22	11	7	8	-35.0	22	-52%
ADT	**2107**	**1618**	**1633**	**1504**	**1417**	**917**	**939**	**1551**			
	day	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**			
	variation in ADT	**77%**	**78%**	**71%**	**67%**	**44%**	**45%**	**74%**			



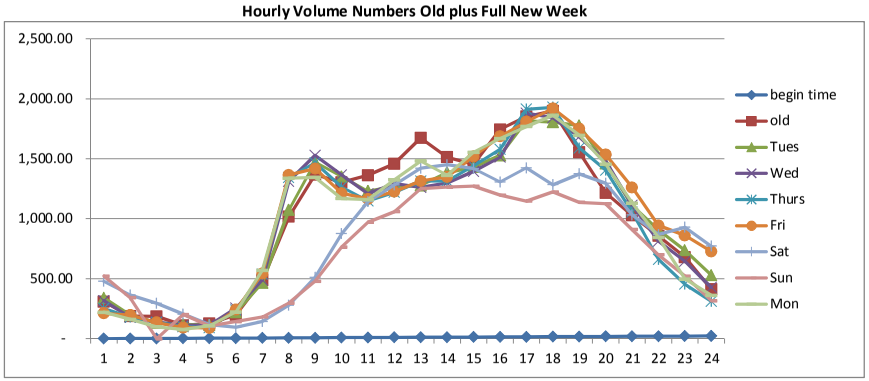


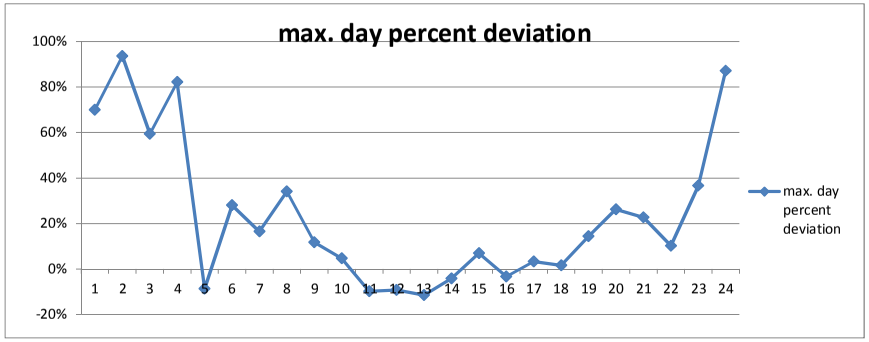


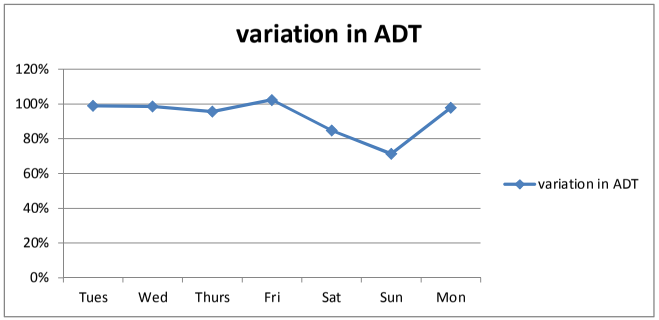
Crawford School Study Area Count Comparison

10 - El Cajon Blvd, East of 54th St

Date:	6/1/12	3/4/14	3/5/14	3/6/14	3/7/14	3/8/14	3/9/14	3/10/14			
		1	2	3	4	5	6	7			
begin time	**old**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**	**avg deviation**	**max. day deviation**	**max. day percent deviation**
0.50	307	340	316	251	211	478	522	221	27.1	522	70%
1.00	188	197	178	180	197	364	342	162	43.4	364	94%
2.00	185	133	139	136	134	295	0	99	-51.3	295	59%
3.00	112	119	111	100	92	204	202	76	17.1	204	82%
4.00	128	113	115	91	89	117	106	108	-22.4	117	-9%
5.00	199	221	255	238	241	95	143	223	3.3	255	28%
6.00	488	466	490	538	542	144	182	569	-69.3	569	17%
7.00	1017	1073	1312	1343	1364	280	298	1338	-15.9	1364	34%
8.00	1367	1471	1528	1466	1419	512	479	1345	-192.7	1528	12%
9.00	1304	1351	1365	1263	1212	875	764	1169	-161.3	1365	5%
10.00	1362	1230	1207	1149	1164	1142	971	1159	-216.0	1230	-10%
11.00	1458	1270	1293	1221	1226	1282	1059	1324	-218.7	1324	-9%
12.00	1673	1276	1260	1315	1315	1421	1251	1481	-341.7	1481	-11%
13.00	1513	1385	1299	1315	1348	1451	1263	1363	-166.7	1451	-4%
14.00	1454	1430	1395	1440	1520	1419	1271	1555	-21.1	1555	7%
15.00	1743	1528	1513	1578	1686	1307	1197	1668	-246.3	1686	-3%
16.00	1852	1817	1879	1913	1809	1423	1147	1769	-172.4	1913	3%
17.00	1899	1805	1843	1929	1920	1283	1224	1862	-203.9	1929	2%
18.00	1553	1777	1681	1588	1750	1374	1137	1696	18.9	1777	14%
19.00	1216	1461	1483	1404	1535	1296	1124	1456	178.1	1535	26%
20.00	1027	1110	1111	1054	1260	1031	910	1130	59.6	1260	23%
21.00	857	907	813	661	944	868	699	845	-37.4	944	10%
22.00	680	737	644	454	860	929	521	497	-16.9	929	37%
23.00	412	529	427	311	728	771	316	362	80.0	771	87%
ADT	**23994**	**23746**	**23657**	**22938**	**24566**	**20361**	**17128**	**23477**			
	day	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**			
	variation in ADT	**99%**	**99%**	**96%**	**102%**	**85%**	**71%**	**98%**			

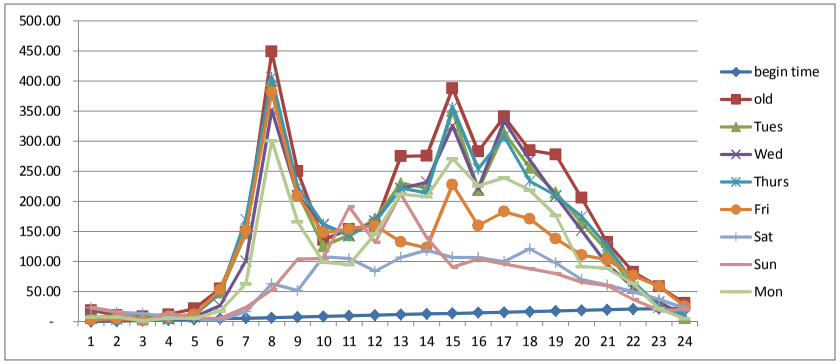


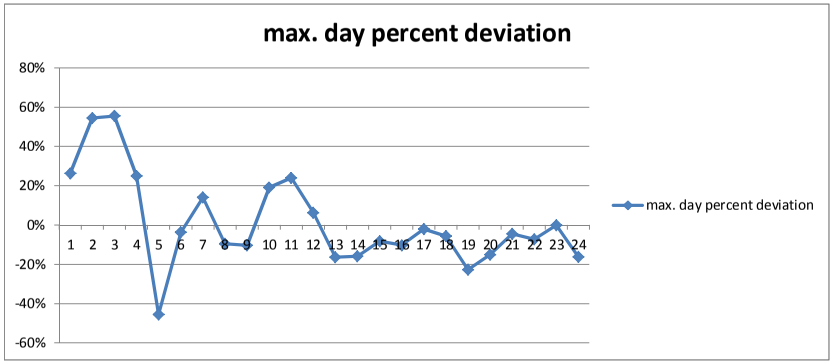


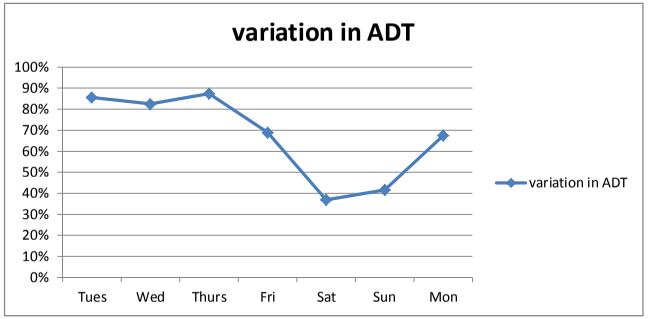


Crawford School Study Area Count Comparison
11 - Trojan Ave., East of 54th St.

Date:	6/1/12	3/4/14	3/5/14	3/6/14	3/7/14	3/8/14	3/9/14	3/10/14			
		1	2	3	4	5	6	7			
begin time	**old**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**	**avg deviation**	**max. day deviation**	**max. day percent deviation**
0.50	19	6	7	7	3	23	24	8	-7.9	24	26%
1.00	11	11	4	8	5	16	17	8	-1.1	17	55%
2.00	9	7	3	4	2	14	0	2	-4.4	14	56%
3.00	12	6	6	4	9	8	15	6	-4.3	15	25%
4.00	22	12	8	11	12	6	6	6	-13.3	12	-45%
5.00	55	49	27	48	53	3	6	18	-25.9	53	-4%
6.00	149	147	101	170	152	17	24	63	-52.7	170	14%
7.00	449	400	352	406	382	63	53	301	-169.4	406	-10%
8.00	250	214	210	224	209	52	104	166	-81.6	224	-10%
9.00	136	126	161	162	148	108	105	99	-6.1	162	19%
10.00	154	144	144	143	154	105	191	95	-14.6	191	24%
11.00	161	171	168	166	160	84	132	146	-14.3	171	6%
12.00	275	230	221	222	133	107	212	212	-84.0	230	-16%
13.00	276	222	232	214	123	119	140	208	-96.3	232	-16%
14.00	388	351	326	356	228	107	91	271	-140.9	356	-8%
15.00	283	219	221	254	160	107	104	226	-98.6	254	-10%
16.00	341	314	334	308	183	100	96	239	-116.1	334	-2%
17.00	285	256	269	234	171	121	88	219	-91.0	269	-6%
18.00	278	215	209	210	138	98	80	177	-117.0	215	-23%
19.00	206	165	152	175	111	70	66	92	-87.3	175	-15%
20.00	132	118	95	126	103	61	60	89	-38.9	126	-5%
21.00	83	56	58	67	77	50	37	64	-24.6	77	-7%
22.00	59	34	33	24	59	37	19	22	-26.4	59	0%
23.00	31	6	11	11	26	23	20	5	-16.4	26	-16%
ADT	**4064**	**3479**	**3352**	**3554**	**2801**	**1499**	**1690**	**2742**			
	day	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**Mon**			
	variation in ADT	**86%**	**82%**	**87%**	**69%**	**37%**	**42%**	**67%**			







TUESDAY - MARCH 4TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

COLLWOOD BTN MONROE & MONTEZUMA

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		41					12:00	113		123				
00:15	11		36					12:15	126		127				
00:30	11		24					12:30	134		145				
00:45	4	36	21	122			158	12:45	140	513	143	538			1051
01:00	11		24					13:00	140		136				
01:15	11		22					13:15	135		153				
01:30	5		10					13:30	128		121				
01:45	18	45	19	75			120	13:45	133	536	136	546			1082
02:00	7		13					14:00	151		166				
02:15	7		10					14:15	153		149				
02:30	5		8					14:30	145		196				
02:45	9	28	13	44			72	14:45	172	621	230	741			1362
03:00	4		8					15:00	133		255				
03:15	6		4					15:15	153		229				
03:30	17		4					15:30	136		247				
03:45	13	40	7	23			63	15:45	155	577	233	964			1541
04:00	19		2					16:00	159		267				
04:15	18		9					16:15	148		252				
04:30	37		18					16:30	141		236				
04:45	31	105	13	42			147	16:45	168	616	204	959			1575
05:00	43		7					17:00	137		228				
05:15	84		17					17:15	168		255				
05:30	125		15					17:30	122		279				
05:45	111	363	28	67			430	17:45	133	560	260	1022			1582
06:00	148		28					18:00	152		269				
06:15	197		32					18:15	136		240				
06:30	294		56					18:30	117		246				
06:45	279	918	95	211			1129	18:45	130	535	238	993			1528
07:00	286		73					19:00	127		250				
07:15	269		95					19:15	106		189				
07:30	257		106					19:30	98		188				
07:45	193	1005	135	409			1414	19:45	103	434	125	752			1186
08:00	215		106					20:00	66		141				
08:15	204		130					20:15	65		159				
08:30	192		103					20:30	86		166				
08:45	174	785	129	468			1253	20:45	72	289	115	581			870
09:00	174		103					21:00	58		132				
09:15	165		118					21:15	59		119				
09:30	139		119					21:30	71		137				
09:45	154	632	111	451			1083	21:45	61	249	133	521			770
10:00	146		103					22:00	46		128				
10:15	125		97					22:15	45		98				
10:30	143		115					22:30	40		91				
10:45	152	566	113	428			994	22:45	40	171	59	376			547
11:00	133		107					23:00	37		71				
11:15	132		115					23:15	16		70				
11:30	102		118					23:30	24		58				
11:45								23:45	31	108	53	252			360
Total Vol.		4523		2340			**6863**			5209		8245			**13454**

Daily Totals

NB	SB	EB	WB	**Combined**
9732	10585			**20317**

	AM			**PM**		
Split %	65.9%	34.1%	**33.8%**	38.7%	61.3%	**66.2%**
Peak Hour	06:30	07:30	**06:45**	14:00	17:15	**17:15**
Volume	1128	477	**1460**	621	1063	**1638**
P.H.F.	0.96	0.88	**0.98**	0.97	0.95	**0.97**

WEDNESDAY - MARCH 5TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

COLLWOOD BTN MONROE & MONTEZUMA

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	20		47					12:00	131		126				
00:15	18		42					12:15	89		176				
00:30	17		39					12:30	134		146				
00:45	13	68	29	157			225	12:45	163	517	135	583			1100
01:00	13		40					13:00	161		167				
01:15	10		26					13:15	135		186				
01:30	3		20					13:30	161		166				
01:45	2	28	13	99			127	13:45	137	594	144	663			1257
02:00	16		26					14:00	131		157				
02:15	12		16					14:15	137		181				
02:30	6		16					14:30	147		166				
02:45	2	36	11	69			105	14:45	161	576	191	695			1271
03:00	9		15					15:00	144		227				
03:15	7		12					15:15	142		211				
03:30	7		7					15:30	143		243				
03:45	10	33	6	40			73	15:45	172	601	224	905			1506
04:00	16		10					16:00	148		227				
04:15	15		6					16:15	155		260				
04:30	23		9					16:30	133		272				
04:45	41	95	8	33			128	16:45	160	596	260	1019			1615
05:00	35		7					17:00	138		259				
05:15	45		15					17:15	167		248				
05:30	83		13					17:30	133		269				
05:45	118	281	15	50			331	17:45	131	569	279	1055			1624
06:00	117		21					18:00	151		252				
06:15	141		18					18:15	141		236				
06:30	200		50					18:30	142		249				
06:45	279	737	50	139			876	18:45	128	562	231	968			1530
07:00	247		68					19:00	93		249				
07:15	277		83					19:15	106		191				
07:30	266		97					19:30	82		176				
07:45	227	1017	149	397			1414	19:45	71	352	182	798			1150
08:00	211		269					20:00	72		148				
08:15	210		106					20:15	106		140				
08:30	202		117					20:30	77		124				
08:45	200	823	107	599			1422	20:45	91	346	137	549			895
09:00	172		105					21:00	64		129				
09:15	181		112					21:15	65		133				
09:30	160		101					21:30	55		135				
09:45	169	682	109	427			1109	21:45	60	244	107	504			748
10:00	165		150					22:00	56		94				
10:15	122		135					22:15	51		95				
10:30	167		87					22:30	53		94				
10:45	152	606	105	477			1083	22:45	32	192	56	339			531
11:00	133		112					23:00	29		66				
11:15	152		123					23:15	28		65				
11:30	132		119					23:30	24		50				
11:45	144	561	115	469			1030	23:45	16	97	41	222			319
Total Vol.		4967		2956			**7923**			5246		8300			**13546**

Daily Totals	NB	SB	EB	WB	Combined
	10213	11256			**21469**

	AM			PM		
Split %	62.7%	37.3%	**36.9%**	38.7%	61.3%	**63.1%**
Peak Hour	06:45	07:45	**07:15**	12:45	17:00	**16:15**
Volume	1069	641	**1579**	620	1055	**1637**
P.H.F.	0.96	0.60	**0.82**	0.91	0.95	**0.97**

THURSDAY - MARCH 6TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

COLLWOOD BTN MONROE & MONTEZUMA

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		44					12:00	108		141				
00:15	9		33					12:15	128		145				
00:30	14		47					12:30	124		158				
00:45	7	40	24	148			188	12:45	148	508	151	595			1103
01:00	15		37					13:00	143		133				
01:15	13		20					13:15	145		141				
01:30	11		20					13:30	116		149				
01:45	8	47	11	88			135	13:45	138	542	143	566			1108
02:00	11		13					14:00	119		153				
02:15	7		12					14:15	160		189				
02:30	6		10					14:30	140		216				
02:45	6	30	12	47			77	14:45	159	578	224	782			1360
03:00	2		11					15:00	143		224				
03:15	8		7					15:15	149		216				
03:30	4		4					15:30	165		202				
03:45	19	33	7	29			62	15:45	168	625	251	893			1518
04:00	8		8					16:00	154		258				
04:15	22		6					16:15	122		289				
04:30	33		8					16:30	143		269				
04:45	41	104	15	37			141	16:45	137	556	242	1058			1614
05:00	37		10					17:00	143		266				
05:15	36		7					17:15	144		261				
05:30	81		17					17:30	163		237				
05:45	119	273	23	57			330	17:45	144	594	229	993			1587
06:00	116		23					18:00	143		270				
06:15	155		25					18:15	141		263				
06:30	225		43					18:30	138		269				
06:45	276	772	56	147			919	18:45	124	546	251	1053			1599
07:00	259		86					19:00	125		207				
07:15	259		89					19:15	116		217				
07:30	264		83					19:30	104		199				
07:45	268	1050	93	351			1401	19:45	97	442	168	791			1233
08:00	201		142					20:00	78		157				
08:15	187		107					20:15	77		135				
08:30	224		97					20:30	62		152				
08:45	246	858	106	452			1310	20:45	80	297	120	564			861
09:00	223		121					21:00	64		106				
09:15	169		102					21:15	65		127				
09:30	176		106					21:30	74		136				
09:45	159	727	103	432			1159	21:45	68	271	113	482			753
10:00	169		111					22:00	52		109				
10:15	114		104					22:15	45		94				
10:30	145		106					22:30	39		84				
10:45	136	564	105	426			990	22:45	45	181	72	359			540
11:00	117		110					23:00	52		88				
11:15	126		134					23:15	32		76				
11:30	119		138					23:30	26		69				
11:45	144	506	108	490			996	23:45	29	139	51	284			423
Total Vol.		5004		2704			**7708**			5279		8420			**13699**

Daily Totals

NB	SB	EB	WB	**Combined**
10283	11124			**21407**

	AM			**PM**		
Split %	64.9%	35.1%	**36.0%**	38.5%	61.5%	**64.0%**
Peak Hour	06:45	11:45	**07:00**	15:15	15:45	**15:45**
Volume	1058	552	**1401**	636	1067	**1654**
P.H.F.	0.96	0.87	**0.97**	0.97	0.92	**0.99**

FRIDAY - MARCH 7TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

COLLWOOD BTN MONROE & MONTEZUMA

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	21		54					12:00	113		132				
00:15	24		35					12:15	130		167				
00:30	12		41					12:30	106		126				
00:45	14	71	35	165			236	12:45	145	494	142	567			1061
01:00	13		37					13:00	115		160				
01:15	10		27					13:15	143		165				
01:30	10		21					13:30	150		179				
01:45	13	46	25	110			156	13:45	142	550	161	665			1215
02:00	11		20					14:00	146		143				
02:15	9		25					14:15	141		158				
02:30	12		22					14:30	149		215				
02:45	6	38	18	85			123	14:45	172	608	227	743			1351
03:00	6		16					15:00	147		232				
03:15	9		9					15:15	142		237				
03:30	8		8					15:30	157		237				
03:45	13	36	8	41			77	15:45	183	629	212	918			1547
04:00	13		6					16:00	152		240				
04:15	20		2					16:15	150		286				
04:30	21		7					16:30	114		278				
04:45	43	97	10	25			122	16:45	160	576	274	1078			1654
05:00	34		14					17:00	124		265				
05:15	35		14					17:15	130		275				
05:30	82		13					17:30	137		250				
05:45	126	277	15	56			333	17:45	167	558	254	1044			1602
06:00	119		29					18:00	137		235				
06:15	128		29					18:15	161		218				
06:30	197		42					18:30	110		211				
06:45	269	713	53	153			866	18:45	112	520	224	888			1408
07:00	239		82					19:00	127		195				
07:15	248		67					19:15	96		201				
07:30	268		82					19:30	120		174				
07:45	240	995	92	323			1318	19:45	109	452	160	730			1182
08:00	215		122					20:00	83		170				
08:15	216		104					20:15	97		139				
08:30	184		93					20:30	77		141				
08:45	217	832	92	411			1243	20:45	88	345	119	569			914
09:00	153		132					21:00	72		124				
09:15	163		92					21:15	75		133				
09:30	169		108					21:30	70		104				
09:45	181	666	115	447			1113	21:45	77	294	112	473			767
10:00	173		111					22:00	59		109				
10:15	131		109					22:15	66		113				
10:30	145		124					22:30	68		119				
10:45	142	591	94	438			1029	22:45	61	254	104	445			699
11:00	138		106					23:00	59		86				
11:15	123		110					23:15	39		75				
11:30	128		126					23:30	30		83				
11:45	136	525	129	471			996	23:45	33	161	74	318			479
Total Vol.		4887		2725			**7612**			5441		8438			**13879**

Daily Totals

NB	SB	EB	WB	**Combined**
10328	11163			**21491**

	AM			**PM**		
Split %	64.2%	35.8%	**35.4%**	39.2%	60.8%	**64.6%**
Peak Hour	06:45	11:30	**07:30**	15:30	16:15	**16:00**
Volume	1024	554	**1339**	642	1103	**1654**
P.H.F.	0.95	0.83	**0.96**	0.88	0.96	**0.95**

SATURDAY - MARCH 8TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

COLLWOOD BTN MONROE & MONTEZUMA

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	27		59					12:00	180		159				
00:15	26		68					12:15	158		141				
00:30	27		53					12:30	145		162				
00:45	18	98	40	220			318	12:45	160	643	162	624			1267
01:00	18		42					13:00	166		155				
01:15	24		39					13:15	148		187				
01:30	21		29					13:30	135		174				
01:45	13	76	33	143			219	13:45	157	606	162	678			1284
02:00	32		43					14:00	125		174				
02:15	14		37					14:15	144		153				
02:30	11		24					14:30	137		158				
02:45	13	70	24	128			198	14:45	129	535	177	662			1197
03:00	10		20					15:00	139		177				
03:15	20		15					15:15	112		154				
03:30	13		18					15:30	123		175				
03:45	22	65	19	72			137	15:45	150	524	138	644			1168
04:00	12		22					16:00	134		184				
04:15	13		13					16:15	128		178				
04:30	21		14					16:30	130		196				
04:45	29	75	14	63			138	16:45	147	539	179	737			1276
05:00	22		8					17:00	136		172				
05:15	15		7					17:15	153		169				
05:30	26		13					17:30	115		188				
05:45	51	114	14	42			156	17:45	145	549	188	717			1266
06:00	47		22					18:00	156		186				
06:15	38		16					18:15	131		165				
06:30	55		24					18:30	123		175				
06:45	94	234	29	91			325	18:45	114	524	167	693			1217
07:00	76		27					19:00	108		153				
07:15	84		36					19:15	106		169				
07:30	81		51					19:30	95		141				
07:45	107	348	49	163			511	19:45	104	413	133	596			1009
08:00	136		56					20:00	83		116				
08:15	126		74					20:15	71		124				
08:30	134		78					20:30	87		110				
08:45	186	582	75	283			865	20:45	57	298	74	424			722
09:00	159		102					21:00	67		113				
09:15	154		82					21:15	73		109				
09:30	142		114					21:30	84		130				
09:45	165	620	105	403			1023	21:45	79	303	114	466			769
10:00	168		120					22:00	73		115				
10:15	140		127					22:15	77		115				
10:30	148		125					22:30	67		106				
10:45	170	626	98	470			1096	22:45	71	288	88	424			712
11:00	153		117					23:00	55		83				
11:15	147		128					23:15	43		62				
11:30	137		123					23:30	46		84				
11:45	147	584	114	482			1066	23:45	53	197	68	297			494
Total Vol.		3492		2560			**6052**			5419		6962			**12381**

Daily Totals

NB	SB	EB	WB	**Combined**
8911	9522			**18433**

	AM			**PM**		
Split %	57.7%	42.3%	**32.8%**	43.8%	56.2%	**67.2%**
Peak Hour	08:45	11:45	**11:45**	12:00	16:00	**17:15**
Volume	641	576	**1206**	643	737	**1300**
P.H.F.	0.86	0.89	**0.89**	0.87	0.94	**0.95**

SUNDAY - MARCH 9TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

COLLWOOD BTN MONROE & MONTEZUMA

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	40		72					12:00	156		130				
00:15	32		66					12:15	178		140				
00:30	35		57					12:30	120		137				
00:45	16	123	47	242			365	12:45	151	605	119	526			1131
01:00	28		42					13:00	160		140				
01:15	27		35					13:15	147		143				
01:30	18		49					13:30	130		141				
01:45	19	92	34	160			252	13:45	179	616	129	553			1169
02:00								14:00	123		147				
02:15								14:15	130		140				
02:30								14:30	131		139				
02:45								14:45	126	510	147	573			1083
03:00	9		33					15:00	115		157				
03:15	11		25					15:15	85		156				
03:30	12		20					15:30	120		139				
03:45	18	50	17	95			145	15:45	94	414	157	609			1023
04:00	6		14					16:00	127		131				
04:15	15		14					16:15	125		142				
04:30	21		13					16:30	93		197				
04:45	31	73	12	53			126	16:45	107	452	155	625			1077
05:00	21		10					17:00	104		140				
05:15	19		13					17:15	109		152				
05:30	30		12					17:30	128		152				
05:45	48	118	25	60			178	17:45	105	446	152	596			1042
06:00	54		30					18:00	100		162				
06:15	35		20					18:15	98		159				
06:30	52		25					18:30	97		158				
06:45	59	200	28	103			303	18:45	79	374	146	625			999
07:00	53		39					19:00	77		138				
07:15	71		44					19:15	91		141				
07:30	86		58					19:30	80		125				
07:45	114	324	79	220			544	19:45	85	333	119	523			856
08:00	101		78					20:00	69		114				
08:15	107		71					20:15	74		124				
08:30	101		60					20:30	76		105				
08:45	103	412	68	277			689	20:45	54	273	81	424			697
09:00	104		76					21:00	36		102				
09:15	128		79					21:15	40		95				
09:30	109		84					21:30	63		86				
09:45	119	460	101	340			800	21:45	41	180	61	344			524
10:00	133		128					22:00	33		46				
10:15	161		124					22:15	27		60				
10:30	128		109					22:30	29		60				
10:45	123	545	96	457			1002	22:45	28	117	50	216			333
11:00	142		101					23:00	17		41				
11:15	131		132					23:15	13		26				
11:30	115		132					23:30	8		38				
11:45	162	550	140	505			1055	23:45	14	52	27	132			184
Total Vol.		2947		2512			**5459**			4372		5746			**10118**

Daily Totals

NB	SB	EB	WB	**Combined**
7319	8258			**15577**

	AM			**PM**		
Split %	54.0%	46.0%	**35.0%**	43.2%	56.8%	**65.0%**
Peak Hour	11:45	11:45	**11:45**	13:00	16:30	**13:00**
Volume	616	547	**1163**	616	644	**1169**
P.H.F.	0.87	0.98	**0.91**	0.89	0.82	**0.95**

PACIFIC TECHNICAL DATA, LLC

MONDAY - MARCH 10TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

COLLWOOD BTN MONROE & MONTEZUMA

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		39					12:00	141		151				
00:15	12		15					12:15	128		141				
00:30	8		18					12:30	151		162				
00:45	3	33	12	84			117	12:45	162	582	135	589			1171
01:00	4		14					13:00	145		141				
01:15	12		26					13:15	162		137				
01:30	13		12					13:30	149		133				
01:45	6	35	8	60			95	13:45	144	600	140	551			1151
02:00	5		12					14:00	150		147				
02:15	7		14					14:15	137		149				
02:30	9		8					14:30	143		174				
02:45	11	32	10	44			76	14:45	178	608	202	672			1280
03:00	11		8					15:00	117		251				
03:15	17		3					15:15	156		217				
03:30	25		5					15:30	160		238				
03:45	36	89	13	29			118	15:45	171	604	212	918			1522
04:00	37		12					16:00	166		247				
04:15	51		9					16:15	143		266				
04:30	60		14					16:30	145		240				
04:45	112	260	17	52			312	16:45	141	595	244	997			1592
05:00	103		26					17:00	141		262				
05:15	128		25					17:15	139		240				
05:30	167		45					17:30	140		280				
05:45	236	634	52	148			782	17:45	127	547	268	1050			1597
06:00	250		74					18:00	129		285				
06:15	236		87					18:15	109		244				
06:30	262		99					18:30	126		257				
06:45	257	1005	184	444			1449	18:45	113	477	216	1002			1479
07:00	192		170					19:00	105		211				
07:15	212		117					19:15	81		182				
07:30	197		100					19:30	68		181				
07:45	221	822	101	488			1310	19:45	95	349	136	710			1059
08:00	186		115					20:00	77		132				
08:15	149		93					20:15	83		117				
08:30	143		94					20:30	62		137				
08:45	175	653	102	404			1057	20:45	54	276	137	523			799
09:00	127		126					21:00	47		113				
09:15	117		88					21:15	62		129				
09:30	112		106					21:30	55		115				
09:45	126	482	93	413			895	21:45	53	217	126	483			700
10:00	140		100					22:00	51		103				
10:15	141		115					22:15	66		91				
10:30	101		125					22:30	41		73				
10:45	130	512	120	460			972	22:45	34	192	63	330			522
11:00	106		145					23:00	33		54				
11:15	125		132					23:15	28		65				
11:30	119		137					23:30	15		63				
11:45	132	482	145	559			1041	23:45	23	99	42	224			323
Total Vol.		5039		3185			**8224**			5146		8049			**13195**

Daily Totals

NB	SB	EB	WB	**Combined**
10185	11234			**21419**

	AM			**PM**		
Split %	61.3%	38.7%	**38.4%**	39.0%	61.0%	**61.6%**
Peak Hour	06:00	11:45	**06:30**	15:15	17:30	**17:15**
Volume	1005	599	**1493**	653	1077	**1608**
P.H.F.	0.96	0.92	**0.85**	0.96	0.94	**0.96**

TUESDAY - MARCH 4TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	15		21					12:00	138		158				
00:15	10		18					12:15	141		142				
00:30	11		22					12:30	151		167				
00:45	5	41	26	87			128	12:45	142	572	155	622			1194
01:00	9		20					13:00	158		151				
01:15	6		15					13:15	142		162				
01:30	5		12					13:30	168		148				
01:45	4	24	11	58			82	13:45	177	645	142	603			1248
02:00	9		18					14:00	184		175				
02:15	10		21					14:15	195		184				
02:30	7		11					14:30	162		205				
02:45	4	30	7	57			87	14:45	170	711	214	778			1489
03:00	10		5					15:00	158		262				
03:15	7		6					15:15	142		248				
03:30	10		8					15:30	168		235				
03:45	15	42	5	24			66	15:45	188	656	284	1029			1685
04:00	17		6					16:00	162		232				
04:15	16		7					16:15	195		226				
04:30	28		12					16:30	141		278				
04:45	21	82	15	40			122	16:45	177	675	284	1020			1695
05:00	33		12					17:00	184		262				
05:15	65		18					17:15	162		319				
05:30	77		20					17:30	184		305				
05:45	84	259	24	74			333	17:45	167	697	275	1161			1858
06:00	121		41					18:00	151		262				
06:15	156		40					18:15	142		270				
06:30	218		59					18:30	135		242				
06:45	242	737	118	258			995	18:45	116	544	235	1009			1553
07:00	284		126					19:00	128		170				
07:15	312		135					19:15	131		151				
07:30	284		121					19:30	124		162				
07:45	262	1142	184	566			1708	19:45	118	501	135	618			1119
08:00	219		151					20:00	109		141				
08:15	242		132					20:15	88		132				
08:30	215		121					20:30	95		128				
08:45	188	864	115	519			1383	20:45	70	362	118	519			881
09:00	171		118					21:00	65		121				
09:15	162		101					21:15	77		105				
09:30	140		126					21:30	84		84				
09:45	141	614	135	480			1094	21:45	51	277	95	405			682
10:00	132		124					22:00	62		77				
10:15	142		105					22:15	35		65				
10:30	151		121					22:30	42		70				
10:45	142	567	132	482			1049	22:45	44	183	54	266			449
11:00	138		140					23:00	30		35				
11:15	141		126					23:15	28		44				
11:30	135		141					23:30	21		41				
11:45	142	556	118	525			1081	23:45	15	94	28	148			242
Total Vol.		4958		3170			**8128**			5917		8178			**14095**

Daily Totals

NB	SB	EB	WB	**Combined**
10875	11348			**22223**

	AM			**PM**		
Split %	61.0%	39.0%	**36.6%**	42.0%	58.0%	**63.4%**
Peak Hour	07:00	07:15	**07:00**	13:30	16:45	**16:45**
Volume	1142	591	**1708**	724	1170	**1877**
P.H.F.	0.92	0.80	**0.96**	0.97	0.92	**0.96**

WEDNESDAY - MARCH 5TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	21		25					12:00	151		151				
00:15	16		31					12:15	148		158				
00:30	12		26					12:30	162		142				
00:45	20	69	20	102			171	12:45	150	611	162	613			1224
01:00	15		19					13:00	140		181				
01:15	9		20					13:15	158		195				
01:30	12		18					13:30	142		161				
01:45	8	44	15	72			116	13:45	160	600	166	703			1303
02:00	9		20					14:00	135		184				
02:15	7		16					14:15	148		175				
02:30	5		12					14:30	175		162				
02:45	9	30	11	59			89	14:45	155	613	205	726			1339
03:00	5		7					15:00	184		218				
03:15	7		9					15:15	188		235				
03:30	12		10					15:30	162		241				
03:45	8	32	8	34			66	15:45	175	709	262	956			1665
04:00	11		9					16:00	184		242				
04:15	15		10					16:15	184		275				
04:30	28		12					16:30	162		262				
04:45	21	75	11	42			117	16:45	195	725	295	1074			1799
05:00	32		15					17:00	151		260				
05:15	48		9					17:15	162		318				
05:30	77		16					17:30	158		305				
05:45	70	227	28	68			295	17:45	177	648	241	1124			1772
06:00	105		21					18:00	184		240				
06:15	141		44					18:15	141		252				
06:30	195		51					18:30	135		241				
06:45	235	676	95	211			887	18:45	142	602	222	955			1557
07:00	295		121					19:00	121		205				
07:15	315		135					19:15	101		151				
07:30	305		141					19:30	95		162				
07:45	284	1199	158	555			1754	19:45	80	397	130	648			1045
08:00	262		135					20:00	84		118				
08:15	242		141					20:15	95		105				
08:30	223		108					20:30	70		118				
08:45	205	932	141	525			1457	20:45	65	314	119	460			774
09:00	170		126					21:00	51		109				
09:15	151		115					21:15	40		80				
09:30	140		121					21:30	35		77				
09:45	162	623	140	502			1125	21:45	42	168	89	355			523
10:00	135		135					22:00	51		90				
10:15	141		126					22:15	55		65				
10:30	127		118					22:30	41		55				
10:45	140	543	128	507			1050	22:45	32	179	40	250			429
11:00	152		131					23:00	30		35				
11:15	142		128					23:15	20		41				
11:30	135		141					23:30	22		28				
11:45	129	558	140	540			1098	23:45	15	87	22	126			213
Total Vol.		5008		3217			**8225**			5653		7990			**13643**

Daily Totals

NB	SB	EB	WB	**Combined**
10661	11207			**21868**

	AM			**PM**		
Split %	60.9%	39.1%	**37.6%**	41.4%	58.6%	**62.4%**
Peak Hour	07:00	11:45	**07:00**	16:00	16:45	**16:45**
Volume	1199	591	**1754**	725	1178	**1844**
P.H.F.	0.95	0.94	**0.97**	0.94	0.93	**0.94**

THURSDAY - MARCH 6TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	21		25					12:00	155		140				
00:15	15		20					12:15	140		158				
00:30	11		21					12:30	135		162				
00:45	9	56	22	88			144	12:45	141	571	140	600			1171
01:00	7		16					13:00	162		135				
01:15	9		18					13:15	132		142				
01:30	10		20					13:30	132		159				
01:45	8	34	15	69			103	13:45	142	568	151	587			1155
02:00	9		11					14:00	180		180				
02:15	5		9					14:15	175		195				
02:30	4		8					14:30	162		212				
02:45	9	27	7	35			62	14:45	170	687	230	817			1504
03:00	7		6					15:00	151		221				
03:15	5		5					15:15	160		205				
03:30	6		5					15:30	170		242				
03:45	10	28	4	20			48	15:45	152	633	258	926			1559
04:00	15		6					16:00	184		262				
04:15	25		5					16:15	162		250				
04:30	22		15					16:30	160		248				
04:45	26	88	10	36			124	16:45	184	690	285	1045			1735
05:00	27		14					17:00	151		288				
05:15	51		10					17:15	162		312				
05:30	66		21					17:30	165		270				
05:45	75	219	22	67			286	17:45	175	653	262	1132			1785
06:00	84		31					18:00	135		319				
06:15	151		60					18:15	142		284				
06:30	195		68					18:30	130		254				
06:45	229	659	84	243			902	18:45	121	528	205	1062			1590
07:00	315		151					19:00	118		181				
07:15	284		126					19:15	116		162				
07:30	302		130					19:30	105		152				
07:45	275	1176	152	559			1735	19:45	84	423	135	630			1053
08:00	262		140					20:00	95		128				
08:15	223		115					20:15	91		141				
08:30	221		121					20:30	80		118				
08:45	184	890	118	494			1384	20:45	70	336	101	488			824
09:00	168		101					21:00	65		90				
09:15	170		88					21:15	65		84				
09:30	151		116					21:30	51		91				
09:45	142	631	130	435			1066	21:45	54	235	77	342			577
10:00	135		128					22:00	40		98				
10:15	141		114					22:15	35		70				
10:30	128		121					22:30	41		54				
10:45	140	544	116	479			1023	22:45	28	144	40	262			406
11:00	125		132					23:00	22		35				
11:15	132		115					23:15	26		42				
11:30	128		121					23:30	20		39				
11:45	130	515	130	498			1013	23:45	18	86	31	147			233
Total Vol.		4867		3023			**7890**			5554		8038			**13592**

Daily Totals

NB	SB	EB	WB	**Combined**
10421	11061			**21482**

	AM			**PM**		
Split %	61.7%	38.3%	**36.7%**	40.9%	59.1%	**63.3%**
Peak Hour	07:00	11:45	**07:00**	16:00	17:15	**16:45**
Volume	1176	590	**1735**	690	1163	**1817**
P.H.F.	0.93	0.91	**0.93**	0.90	0.91	**0.96**

FRIDAY - MARCH 7TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	18		21					12:00	161		158				
00:15	20		28					12:15	170		162				
00:30	16		26					12:30	158		175				
00:45	11	65	30	105			170	12:45	142	631	184	679			1310
01:00	9		24					13:00	131		195				
01:15	10		20					13:15	140		161				
01:30	7		15					13:30	162		177				
01:45	9	35	16	75			110	13:45	184	617	182	715			1332
02:00	5		19					14:00	170		168				
02:15	5		15					14:15	161		195				
02:30	6		10					14:30	175		223				
02:45	7	23	11	55			78	14:45	182	688	218	804			1492
03:00	5		12					15:00	170		226				
03:15	7		9					15:15	195		205				
03:30	10		7					15:30	167		190				
03:45	11	33	7	35			68	15:45	184	716	199	820			1536
04:00	15		5					16:00	158		262				
04:15	18		6					16:15	177		315				
04:30	28		10					16:30	162		262				
04:45	26	87	12	33			120	16:45	170	667	290	1129			1796
05:00	31		18					17:00	184		242				
05:15	48		17					17:15	190		312				
05:30	70		21					17:30	172		305				
05:45	71	220	22	78			298	17:45	152	698	300	1159			1857
06:00	91		30					18:00	160		240				
06:15	126		35					18:15	140		219				
06:30	184		66					18:30	121		200				
06:45	215	616	70	201			817	18:45	135	556	180	839			1395
07:00	295		121					19:00	142		192				
07:15	251		135					19:15	141		168				
07:30	262		125					19:30	119		151				
07:45	270	1078	142	523			1601	19:45	121	523	140	651			1174
08:00	242		151					20:00	116		135				
08:15	218		115					20:15	128		115				
08:30	205		121					20:30	88		126				
08:45	175	840	140	527			1367	20:45	80	412	101	477			889
09:00	185		105					21:00	70		90				
09:15	162		126					21:15	65		84				
09:30	160		117					21:30	77		77				
09:45	151	658	121	469			1127	21:45	54	266	81	332			598
10:00	128		105					22:00	40		92				
10:15	140		119					22:15	55		70				
10:30	152		119					22:30	62		81				
10:45	140	560	131	474			1034	22:45	40	197	60	303			500
11:00	135		140					23:00	35		55				
11:15	141		127					23:15	41		40				
11:30	158		138					23:30	44		35				
11:45	129	563	140	545			1108	23:45	38	158	38	168			326
Total Vol.		4778		3120			**7898**			6129		8076			**14205**

Daily Totals

NB	SB	EB	WB	**Combined**
10907	11196			**22103**

	AM			**PM**		
Split %	60.5%	39.5%	**35.7%**	43.1%	56.9%	**64.3%**
Peak Hour	07:00	11:45	**07:00**	14:30	17:00	**16:45**
Volume	1078	635	**1601**	722	1159	**1865**
P.H.F.	0.91	0.91	**0.96**	0.96	0.93	**0.93**

SATURDAY - MARCH 8TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	30		32					12:00	148		141				
00:15	28		40					12:15	151		170				
00:30	22		22					12:30	168		162				
00:45	19	99	28	122			221	12:45	170	637	170	643			1280
01:00	20		21					13:00	184		181				
01:15	15		26					13:15	151		170				
01:30	11		27					13:30	162		182				
01:45	19	65	33	107			172	13:45	175	672	185	718			1390
02:00	8		27					14:00	181		182				
02:15	9		28					14:15	151		188				
02:30	10		15					14:30	142		151				
02:45	8	35	18	88			123	14:45	168	642	162	683			1325
03:00	12		20					15:00	160		170				
03:15	9		19					15:15	158		195				
03:30	15		20					15:30	140		162				
03:45	18	54	11	70			124	15:45	141	599	170	697			1296
04:00	10		9					16:00	158		151				
04:15	21		10					16:15	160		162				
04:30	22		7					16:30	177		184				
04:45	20	73	9	35			108	16:45	158	653	171	668			1321
05:00	16		5					17:00	161		205				
05:15	20		10					17:15	140		190				
05:30	31		11					17:30	151		175				
05:45	33	100	21	47			147	17:45	135	587	196	766			1353
06:00	48		28					18:00	142		170				
06:15	58		27					18:15	128		152				
06:30	69		21					18:30	119		156				
06:45	70	245	44	120			365	18:45	121	510	162	640			1150
07:00	88		41					19:00	135		170				
07:15	91		62					19:15	108		159				
07:30	84		58					19:30	116		142				
07:45	111	374	77	238			612	19:45	121	480	119	590			1070
08:00	101		84					20:00	100		101				
08:15	128		77					20:15	95		90				
08:30	159		81					20:30	88		84				
08:45	180	568	121	363			931	20:45	70	353	70	345			698
09:00	162		119					21:00	65		81				
09:15	140		125					21:15	77		95				
09:30	150		130					21:30	84		70				
09:45	152	604	144	518			1122	21:45	62	288	101	347			635
10:00	135		141					22:00	70		81				
10:15	141		158					22:15	61		70				
10:30	156		110					22:30	70		65				
10:45	168	600	162	571			1171	22:45	51	252	77	293			545
11:00	162		170					23:00	40		70				
11:15	160		140					23:15	35		51				
11:30	184		158					23:30	41		55				
11:45	159	665	162	630			1295	23:45	27	143	40	216			359
Total Vol.		3482		2909			**6391**			5816		6606			**12422**

Daily Totals

NB	SB	EB	WB	**Combined**
9298	9515			**18813**

	AM			**PM**		
Split %	54.5%	45.5%	**34.0%**	46.8%	53.2%	**66.0%**
Peak Hour	10:45	11:45	**10:45**	12:15	17:00	**13:30**
Volume	674	635	**1304**	673	766	**1406**
P.H.F.	0.92	0.93	**0.95**	0.97	0.93	**0.97**

SUNDAY - MARCH 9TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	33		44					12:00	160		171				
00:15	25		51					12:15	151		150				
00:30	21		43					12:30	142		168				
00:45	18	97	32	170			267	12:45	162	615	188	677			1292
01:00	20		28					13:00	184		159				
01:15	16		29					13:15	159		184				
01:30	19		30					13:30	141		161				
01:45	10	65	31	118			183	13:45	135	619	160	664			1283
02:00								14:00	128		151				
02:15								14:15	148		141				
02:30								14:30	151		158				
02:45								14:45	141	568	162	612			1180
03:00	15		22					15:00	128		184				
03:15	11		21					15:15	135		170				
03:30	19		18					15:30	111		151				
03:45	12	57	12	73			130	15:45	140	514	135	640			1154
04:00	10		19					16:00	128		141				
04:15	18		10					16:15	131		184				
04:30	21		11					16:30	129		162				
04:45	21	70	15	55			125	16:45	128	516	135	622			1138
05:00	31		9					17:00	128		141				
05:15	28		12					17:15	130		181				
05:30	30		21					17:30	140		160				
05:45	41	130	20	62			192	17:45	121	519	152	634			1153
06:00	40		18					18:00	118		175				
06:15	42		21					18:15	119		141				
06:30	35		33					18:30	105		128				
06:45	41	158	38	110			268	18:45	119	461	140	584			1045
07:00	62		41					19:00	95		110				
07:15	58		51					19:15	90		121				
07:30	101		68					19:30	91		119				
07:45	116	337	70	230			567	19:45	88	364	105	455			819
08:00	105		88					20:00	81		88				
08:15	121		81					20:15	70		95				
08:30	105		95					20:30	65		70				
08:45	150	481	111	375			856	20:45	55	271	55	308			579
09:00	132		91					21:00	84		62				
09:15	148		105					21:15	65		70				
09:30	152		114					21:30	44		51				
09:45	175	607	121	431			1038	21:45	51	244	44	227			471
10:00	160		141					22:00	40		52				
10:15	175		162					22:15	28		40				
10:30	142		130					22:30	32		35				
10:45	135	612	121	554			1166	22:45	38	138	41	168			306
11:00	142		140					23:00	31		28				
11:15	151		128					23:15	28		21				
11:30	128		162					23:30	21		19				
11:45	146	567	170	600			1167	23:45	19	99	20	88			187
Total Vol.		3181		2778			**5959**			4928		5679			**10607**

Daily Totals

NB	SB	EB	WB	**Combined**
8109	8457			**16566**

	AM			**PM**		
Split %	53.4%	46.6%	**36.0%**	46.5%	53.5%	**64.0%**
Peak Hour	09:30	11:45	**11:45**	12:30	12:30	**12:30**
Volume	662	659	**1258**	647	699	**1346**
P.H.F.	0.95	0.96	**0.95**	0.91	0.93	**0.96**

MONDAY - MARCH 10TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	15		21					12:00	135		140				
00:15	10		20					12:15	140		158				
00:30	9		15					12:30	152		142				
00:45	12	46	19	75			121	12:45	168	595	160	600			1195
01:00	8		10					13:00	128		143				
01:15	9		11					13:15	140		131				
01:30	10		9					13:30	151		121				
01:45	5	32	10	40			72	13:45	159	578	168	563			1141
02:00	4		7					14:00	160		180				
02:15	9		9					14:15	184		175				
02:30	10		11					14:30	170		212				
02:45	5	28	8	35			63	14:45	162	676	205	772			1448
03:00	4		5					15:00	158		212				
03:15	9		4					15:15	166		226				
03:30	10		6					15:30	142		205				
03:45	11	34	7	22			56	15:45	160	626	242	885			1511
04:00	18		7					16:00	170		235				
04:15	21		9					16:15	178		219				
04:30	30		10					16:30	162		262				
04:45	28	97	11	37			134	16:45	162	672	312	1028			1700
05:00	40		12					17:00	202		305				
05:15	51		15					17:15	170		318				
05:30	66		18					17:30	181		280				
05:45	91	248	21	66			314	17:45	152	705	270	1173			1878
06:00	119		22					18:00	168		252				
06:15	151		31					18:15	152		240				
06:30	170		48					18:30	131		252				
06:45	212	652	99	200			852	18:45	140	591	222	966			1557
07:00	305		105					19:00	121		219				
07:15	318		121					19:15	108		209				
07:30	295		140					19:30	90		133				
07:45	284	1202	135	501			1703	19:45	88	407	110	671			1078
08:00	250		161					20:00	99		121				
08:15	223		140					20:15	105		105				
08:30	202		121					20:30	80		111				
08:45	232	907	118	540			1447	20:45	77	361	90	427			788
09:00	162		105					21:00	92		84				
09:15	150		126					21:15	78		77				
09:30	135		101					21:30	60		65				
09:45	140	587	121	453			1040	21:45	55	285	92	318			603
10:00	121		130					22:00	68		60				
10:15	118		140					22:15	61		51				
10:30	135		118					22:30	42		40				
10:45	140	514	128	516			1030	22:45	32	203	35	186			389
11:00	126		150					23:00	20		44				
11:15	141		131					23:15	19		41				
11:30	130		126					23:30	20		22				
11:45	119	516	130	537			1053	23:45	15	74	21	128			202
Total Vol.		4863		3022			**7885**			5773		7717			**13490**

Daily Totals

NB	SB	EB	WB	**Combined**
10636	10739			**21375**

	AM			**PM**		
Split %	61.7%	38.3%	**36.9%**	42.8%	57.2%	**63.1%**
Peak Hour	07:00	07:30	**07:15**	16:45	16:45	**16:45**
Volume	1202	576	**1704**	715	1215	**1930**
P.H.F.	0.94	0.89	**0.97**	0.87	0.96	**0.95**

TUESDAY - MARCH 4TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN TROJAN & UNIVERSITY

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	17		28					12:00	134		145				
00:15	13		20					12:15	160		156				
00:30	7		25					12:30	139		182				
00:45	4	41	26	99			140	12:45	160	593	181	664			1257
01:00	11		13					13:00	153		159				
01:15	7		16					13:15	156		157				
01:30	7		11					13:30	174		150				
01:45	8	33	14	54			87	13:45	197	680	164	630			1310
02:00	6		21					14:00	171		167				
02:15	11		13					14:15	181		204				
02:30	5		5					14:30	168		229				
02:45	5	27	8	47			74	14:45	196	716	237	837			1553
03:00	12		8					15:00	180		252				
03:15	8		7					15:15	169		252				
03:30	13		10					15:30	189		219				
03:45	16	49	5	30			79	15:45	179	717	287	1010			1727
04:00	15		7					16:00	164		228				
04:15	17		8					16:15	183		237				
04:30	33		16					16:30	155		283				
04:45	23	88	16	47			135	16:45	193	695	283	1031			1726
05:00	35		14					17:00	192		278				
05:15	70		21					17:15	175		335				
05:30	89		22					17:30	186		298				
05:45	82	276	29	86			362	17:45	182	735	269	1180			1915
06:00	116		43					18:00	174		283				
06:15	169		45					18:15	136		259				
06:30	225		71					18:30	159		250				
06:45	265	775	107	266			1041	18:45	112	581	229	1021			1602
07:00	306		141					19:00	144		181				
07:15	294		144					19:15	136		183				
07:30	301		137					19:30	141		134				
07:45	273	1174	170	592			1766	19:45	111	532	120	618			1150
08:00	233		160					20:00	96		161				
08:15	255		136					20:15	104		128				
08:30	198		117					20:30	100		114				
08:45	183	869	125	538			1407	20:45	90	390	113	516			906
09:00	180		121					21:00	88		101				
09:15	149		109					21:15	81		101				
09:30	148		143					21:30	69		101				
09:45	162	639	127	500			1139	21:45	54	292	122	425			717
10:00	123		131					22:00	59		92				
10:15	153		106					22:15	56		77				
10:30	164		138					22:30	43		69				
10:45	150	590	143	518			1108	22:45	37	195	60	298			493
11:00	148		160					23:00	28		59				
11:15	141		136					23:15	28		49				
11:30	146		159					23:30	28		47				
11:45	139	574	123	578			1152	23:45	19	103	41	196			299
Total Vol.		5135		3355			**8490**			6229		8426			**14655**

Daily Totals

NB	SB	EB	WB	**Combined**
11364	11781			**23145**

	AM			**PM**		
Split %	60.5%	39.5%	**36.7%**	42.5%	57.5%	**63.3%**
Peak Hour	07:00	07:15	**07:00**	16:45	16:45	**16:45**
Volume	1174	611	**1766**	746	1194	**1940**
P.H.F.	0.96	0.90	**0.99**	0.95	0.89	**0.95**

WEDNESDAY - MARCH 5TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN TROJAN & UNIVERSITY

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	17		28					12:00	164		178				
00:15	18		35					12:15	147		169				
00:30	11		26					12:30	174		139				
00:45	10	56	27	116			172	12:45	169	654	195	681			1335
01:00	8		22					13:00	145		202				
01:15	11		22					13:15	148		182				
01:30	5		15					13:30	151		152				
01:45	10	34	21	80			114	13:45	163	607	183	719			1326
02:00	8		18					14:00	159		202				
02:15	9		18					14:15	162		169				
02:30	4		12					14:30	190		191				
02:45	7	28	15	63			91	14:45	172	683	231	793			1476
03:00	11		6					15:00	187		238				
03:15	6		9					15:15	175		221				
03:30	10		8					15:30	172		244				
03:45	17	44	12	35			79	15:45	171	705	246	949			1654
04:00	12		8					16:00	191		265				
04:15	19		6					16:15	190		267				
04:30	32		13					16:30	197		265				
04:45	25	88	12	39			127	16:45	171	749	314	1111			1860
05:00	36		17					17:00	174		268				
05:15	65		17					17:15	179		324				
05:30	89		17					17:30	173		296				
05:45	78	268	30	81			349	17:45	195	721	256	1144			1865
06:00	121		29					18:00	157		252				
06:15	156		60					18:15	161		260				
06:30	231		70					18:30	164		245				
06:45	242	750	114	273			1023	18:45	126	608	221	978			1586
07:00	334		149					19:00	115		186				
07:15	282		120					19:15	104		167				
07:30	312		130					19:30	109		158				
07:45	256	1184	179	578			1762	19:45	102	430	134	645			1075
08:00	270		124					20:00	117		122				
08:15	259		134					20:15	104		129				
08:30	218		111					20:30	104		121				
08:45	204	951	133	502			1453	20:45	64	389	110	482			871
09:00	185		120					21:00	73		128				
09:15	167		136					21:15	74		89				
09:30	160		122					21:30	68		103				
09:45	179	691	155	533			1224	21:45	62	277	87	407			684
10:00	143		143					22:00	64		76				
10:15	152		124					22:15	46		70				
10:30	151		126					22:30	39		46				
10:45	151	597	125	518			1115	22:45	37	186	61	253			439
11:00	167		127					23:00	35		52				
11:15	143		141					23:15	24		43				
11:30	153		138					23:30	19		37				
11:45	140	603	157	563			1166	23:45	18	96	38	170			266
Total Vol.		5294		3381			**8675**			6105		8332			**14437**

Daily Totals

NB	SB	EB	WB	**Combined**
11399	11713			**23112**

	AM			**PM**		
Split %	61.0%	39.0%	**37.5%**	42.3%	57.7%	**62.5%**
Peak Hour	07:00	11:45	**07:00**	15:45	16:45	**16:45**
Volume	1184	643	**1762**	749	1202	**1899**
P.H.F.	0.89	0.90	**0.91**	0.97	0.93	**0.94**

THURSDAY - MARCH 6TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN TROJAN & UNIVERSITY

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	15		30					12:00	149		163				
00:15	11		33					12:15	149		151				
00:30	10		19					12:30	156		155				
00:45	8	44	24	106			150	12:45	158	612	151	620			1232
01:00	12		19					13:00	176		154				
01:15	10		20					13:15	125		150				
01:30	12		13					13:30	143		170				
01:45	11	45	15	67			112	13:45	161	605	148	622			1227
02:00	12		9					14:00	195		190				
02:15	7		11					14:15	184		201				
02:30	7		9					14:30	189		227				
02:45	7	33	9	38			71	14:45	179	747	245	863			1610
03:00	7		6					15:00	180		239				
03:15	7		3					15:15	172		218				
03:30	19		6					15:30	185		239				
03:45	11	44	9	24			68	15:45	163	700	258	954			1654
04:00	19		6					16:00	170		277				
04:15	30		8					16:15	183		270				
04:30	33		17					16:30	175		241				
04:45	29	111	13	44			155	16:45	190	718	297	1085			1803
05:00	31		12					17:00	157		324				
05:15	64		12					17:15	174		292				
05:30	87		27					17:30	173		292				
05:45	83	265	28	79			344	17:45	196	700	283	1191			1891
06:00	104		37					18:00	145		309				
06:15	176		62					18:15	164		285				
06:30	211		83					18:30	144		269				
06:45	269	760	112	294			1054	18:45	142	595	209	1072			1667
07:00	306		157					19:00	129		203				
07:15	272		110					19:15	120		174				
07:30	321		137					19:30	124		149				
07:45	296	1195	174	578			1773	19:45	111	484	129	655			1139
08:00	249		145					20:00	82		131				
08:15	228		117					20:15	87		162				
08:30	225		136					20:30	100		109				
08:45	202	904	119	517			1421	20:45	83	352	111	513			865
09:00	183		110					21:00	80		98				
09:15	165		101					21:15	79		125				
09:30	160		128					21:30	83		99				
09:45	165	673	134	473			1146	21:45	64	306	100	422			728
10:00	131		133					22:00	56		88				
10:15	146		104					22:15	41		72				
10:30	121		128					22:30	45		51				
10:45	150	548	128	493			1041	22:45	49	191	67	278			469
11:00	131		149					23:00	39		66				
11:15	146		136					23:15	33		51				
11:30	144		129					23:30	19		51				
11:45	134	555	146	560			1115	23:45	27	118	34	202			320
Total Vol.		5177		3273			**8450**			6128		8477			**14605**

Daily Totals

NB	SB	EB	WB	**Combined**
11305	11750			**23055**

	AM			**PM**		
Split %	61.3%	38.7%	**36.7%**	42.0%	58.0%	**63.3%**
Peak Hour	07:00	11:45	**07:00**	14:00	16:45	**16:45**
Volume	1195	615	**1773**	747	1205	**1899**
P.H.F.	0.93	0.94	**0.94**	0.97	0.93	**0.97**

FRIDAY - MARCH 7TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN TROJAN & UNIVERSITY

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	22		28					12:00	189		156				
00:15	13		33					12:15	177		181				
00:30	11		33					12:30	187		185				
00:45	14	60	31	125			185	12:45	148	701	200	722			1423
01:00	10		30					13:00	135		188				
01:15	10		16					13:15	163		175				
01:30	12		19					13:30	153		174				
01:45	8	40	22	87			127	13:45	194	645	200	737			1382
02:00	6		24					14:00	169		154				
02:15	10		17					14:15	187		202				
02:30	4		18					14:30	193		251				
02:45	9	29	12	71			100	14:45	181	730	248	855			1585
03:00	10		11					15:00	184		241				
03:15	8		10					15:15	181		228				
03:30	13		9					15:30	190		217				
03:45	15	46	7	37			83	15:45	189	744	238	924			1668
04:00	20		8					16:00	184		269				
04:15	23		7					16:15	183		300				
04:30	32		17					16:30	177		270				
04:45	33	108	20	52			160	16:45	184	728	305	1144			1872
05:00	29		13					17:00	179		251				
05:15	66		21					17:15	201		362				
05:30	84		17					17:30	191		292				
05:45	88	267	36	87			354	17:45	162	733	309	1214			1947
06:00	94		36					18:00	169		259				
06:15	150		47					18:15	153		227				
06:30	220		71					18:30	150		223				
06:45	229	693	87	241			934	18:45	157	629	203	912			1541
07:00	325		151					19:00	155		205				
07:15	248		122					19:15	156		160				
07:30	278		130					19:30	128		154				
07:45	284	1135	160	563			1698	19:45	132	571	168	687			1258
08:00	238		136					20:00	115		145				
08:15	222		117					20:15	111		126				
08:30	199		127					20:30	94		131				
08:45	182	841	149	529			1370	20:45	85	405	120	522			927
09:00	188		107					21:00	97		110				
09:15	174		148					21:15	91		119				
09:30	172		127					21:30	61		105				
09:45	168	702	136	518			1220	21:45	77	326	95	429			755
10:00	143		123					22:00	69		100				
10:15	163		134					22:15	83		99				
10:30	159		124					22:30	82		88				
10:45	150	615	146	527			1142	22:45	57	291	80	367			658
11:00	140		151					23:00	37		66				
11:15	149		141					23:15	40		73				
11:30	154		137					23:30	52		52				
11:45	134	577	147	576			1153	23:45	33	162	41	232			394
Total Vol.		5113		3413			**8526**			6665		8745			**15410**

Daily Totals

NB	SB	EB	WB	**Combined**
11778	12158			**23936**

	AM			**PM**		
Split %	60.0%	40.0%	**35.6%**	43.3%	56.7%	**64.4%**
Peak Hour	07:00	11:45	**07:00**	16:45	17:15	**16:45**
Volume	1135	669	**1698**	755	1222	**1965**
P.H.F.	0.87	0.90	**0.89**	0.95	0.84	**0.87**

SATURDAY - MARCH 8TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN TROJAN & UNIVERSITY

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	44		47					12:00	157		161				
00:15	31		61					12:15	157		192				
00:30	19		28					12:30	185		178				
00:45	19	113	33	169			282	12:45	179	678	164	695			1373
01:00	20		27					13:00	179		197				
01:15	18		34					13:15	164		196				
01:30	22		31					13:30	187		197				
01:45	23	83	45	137			220	13:45	157	687	197	787			1474
02:00	10		35					14:00	175		175				
02:15	10		34					14:15	170		172				
02:30	14		14					14:30	158		182				
02:45	7	41	23	106			147	14:45	152	655	180	709			1364
03:00	15		18					15:00	167		181				
03:15	15		26					15:15	162		193				
03:30	26		19					15:30	152		159				
03:45	10	66	12	75			141	15:45	155	636	187	720			1356
04:00	13		11					16:00	153		170				
04:15	24		13					16:15	169		189				
04:30	24		15					16:30	166		194				
04:45	18	79	12	51			130	16:45	177	665	187	740			1405
05:00	17		6					17:00	178		196				
05:15	25		13					17:15	139		213				
05:30	42		15					17:30	160		190				
05:45	39	123	27	61			184	17:45	147	624	186	785			1409
06:00	40		23					18:00	156		181				
06:15	62		30					18:15	126		173				
06:30	81		23					18:30	135		173				
06:45	65	248	55	131			379	18:45	146	563	172	699			1262
07:00	81		33					19:00	123		176				
07:15	106		76					19:15	127		160				
07:30	104		63					19:30	113		148				
07:45	132	423	63	235			658	19:45	105	468	124	608			1076
08:00	116		98					20:00	103		136				
08:15	146		95					20:15	115		99				
08:30	176		90					20:30	77		95				
08:45	194	632	133	416			1048	20:45	89	384	99	429			813
09:00	155		128					21:00	72		89				
09:15	147		144					21:15	92		112				
09:30	163		131					21:30	72		85				
09:45	160	625	136	539			1164	21:45	76	312	124	410			722
10:00	171		149					22:00	86		91				
10:15	164		155					22:15	67		99				
10:30	181		117					22:30	73		68				
10:45	181	697	164	585			1282	22:45	59	285	85	343			628
11:00	150		165					23:00	45		64				
11:15	175		163					23:15	50		66				
11:30	190		164					23:30	48		59				
11:45	186	701	182	674			1375	23:45	35	178	58	247			425
Total Vol.		3831		3179			**7010**			6135		7172			**13307**

Daily Totals

NB	SB	EB	WB	**Combined**
9966	10351			**20317**

	AM			**PM**		
Split %	54.7%	45.3%	**34.5%**	46.1%	53.9%	**65.5%**
Peak Hour	11:15	11:45	**11:45**	12:45	16:30	**13:00**
Volume	708	713	**1398**	709	790	**1474**
P.H.F.	0.93	0.93	**0.95**	0.96	0.93	**0.96**

SUNDAY - MARCH 9TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN TROJAN & UNIVERSITY

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	25		54					12:00	172		183				
00:15	31		55					12:15	149		161				
00:30	20		46					12:30	164		174				
00:45	22	98	35	190			288	12:45	179	664	168	686			1350
01:00	27		33					13:00	169		166				
01:15	21		37					13:15	170		201				
01:30	19		37					13:30	167		161				
01:45	17	84	34	141			225	13:45	140	646	174	702			1348
02:00								14:00	148		145				
02:15								14:15	141		155				
02:30								14:30	138		167				
02:45								14:45	151	578	171	638			1216
03:00	16		27					15:00	134		163				
03:15	17		15					15:15	134		176				
03:30	13		16					15:30	117		140				
03:45	11	57	15	73			130	15:45	155	540	147	626			1166
04:00	14		15					16:00	139		165				
04:15	13		16					16:15	118		179				
04:30	22		9					16:30	131		151				
04:45	25	74	12	52			126	16:45	143	531	146	641			1172
05:00	30		17					17:00	144		156				
05:15	32		18					17:15	135		181				
05:30	36		29					17:30	144		167				
05:45	52	150	24	88			238	17:45	134	557	156	660			1217
06:00	42		22					18:00	134		188				
06:15	53		28					18:15	134		130				
06:30	54		36					18:30	128		140				
06:45	59	208	38	124			332	18:45	111	507	161	619			1126
07:00	70		61					19:00	104		114				
07:15	75		66					19:15	100		134				
07:30	118		74					19:30	114		138				
07:45	113	376	79	280			656	19:45	102	420	100	486			906
08:00	119		94					20:00	89		102				
08:15	113		83					20:15	81		111				
08:30	115		107					20:30	76		89				
08:45	160	507	128	412			919	20:45	54	300	86	388			688
09:00	147		109					21:00	67		76				
09:15	148		115					21:15	62		66				
09:30	144		135					21:30	62		70				
09:45	160	599	135	494			1093	21:45	54	245	52	264			509
10:00	183		169					22:00	38		55				
10:15	158		138					22:15	42		50				
10:30	152		133					22:30	40		41				
10:45	140	633	134	574			1207	22:45	32	152	32	178			330
11:00	153		154					23:00	33		28				
11:15	144		150					23:15	28		26				
11:30	151		175					23:30	20		22				
11:45	166	614	185	664			1278	23:45	21	102	24	100			202
Total Vol.		3400		3092			**6492**			5242		5988			**11230**

Daily Totals

NB	SB	EB	WB	**Combined**
8642	9080			**17722**

	AM			**PM**		
Split %	52.4%	47.6%	**36.6%**	46.7%	53.3%	**63.4%**
Peak Hour	09:45	11:30	**11:45**	12:45	12:30	**12:30**
Volume	653	704	**1354**	685	709	**1391**
P.H.F.	0.89	0.95	**0.95**	0.96	0.88	**0.94**

MONDAY - MARCH 10TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

54TH BTN TROJAN & UNIVERSITY

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	12		18					12:00	135		131				
00:15	11		16					12:15	148		158				
00:30	9		21					12:30	162		162				
00:45	10	42	15	70			112	12:45	151	596	177	628			1224
01:00	7		11					13:00	142		150				
01:15	6		9					13:15	162		142				
01:30	12		12					13:30	158		135				
01:45	11	36	10	42			78	13:45	168	630	160	587			1217
02:00	7		7					14:00	175		178				
02:15	9		9					14:15	195		195				
02:30	10		10					14:30	177		221				
02:45	5	31	5	31			62	14:45	180	727	208	802			1529
03:00	4		4					15:00	162		235				
03:15	6		9					15:15	177		241				
03:30	12		12					15:30	154		226				
03:45	18	40	5	30			70	15:45	167	660	268	970			1630
04:00	22		9					16:00	184		242				
04:15	26		10					16:15	195		238				
04:30	35		11					16:30	175		284				
04:45	31	114	15	45			159	16:45	188	742	310	1074			1816
05:00	48		19					17:00	212		289				
05:15	66		23					17:15	184		326				
05:30	78		25					17:30	180		305				
05:45	95	287	31	98			385	17:45	170	746	275	1195			1941
06:00	121		33					18:00	162		265				
06:15	168		41					18:15	148		277				
06:30	198		68					18:30	151		242				
06:45	242	729	95	237			966	18:45	142	603	235	1019			1622
07:00	318		121					19:00	132		221				
07:15	333		135					19:15	116		202				
07:30	312		151					19:30	108		141				
07:45	305	1268	162	569			1837	19:45	119	475	116	680			1155
08:00	262		175					20:00	121		132				
08:15	241		141					20:15	103		114				
08:30	221		135					20:30	84		105				
08:45	202	926	111	562			1488	20:45	95	403	99	450			853
09:00	171		116					21:00	91		70				
09:15	151		119					21:15	70		85				
09:30	140		126					21:30	68		90				
09:45	152	614	135	496			1110	21:45	66	295	87	332			627
10:00	132		114					22:00	58		70				
10:15	141		123					22:15	51		65				
10:30	142		126					22:30	40		66				
10:45	137	552	135	498			1050	22:45	33	182	51	252			434
11:00	138		141					23:00	21		43				
11:15	152		125					23:15	19		35				
11:30	141		148					23:30	22		28				
11:45	135	566	137	551			1117	23:45	16	78	27	133			211
Total Vol.		5205		3229			**8434**			6137		8122			**14259**

Daily Totals

NB	SB	EB	WB	**Combined**
11342	11351			**22693**

	AM			**PM**		
Split %	61.7%	38.3%	**37.2%**	43.0%	57.0%	**62.8%**
Peak Hour	07:00	07:30	**07:00**	16:15	16:45	**16:45**
Volume	1268	629	**1837**	770	1230	**1994**
P.H.F.	0.95	0.90	**0.98**	0.96	0.94	**0.98**

TUESDAY - MARCH 4TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

56TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	8		9				
00:15	0		0					12:15	5		8				
00:30	0		0					12:30	14		14				
00:45	1	1	0	0			1	12:45	6	33	13	44			77
01:00	1		0					13:00	5		15				
01:15	1		1					13:15	12		13				
01:30	0		0					13:30	6		8				
01:45	0	2	0	1			3	13:45	11	34	9	45			79
02:00	1		0					14:00	10		17				
02:15	0		0					14:15	29		18				
02:30	0		0					14:30	17		12				
02:45	2	3	0	0			3	14:45	15	71	20	67			138
03:00	1		0					15:00	14		33				
03:15	0		1					15:15	11		27				
03:30	0		0					15:30	18		20				
03:45	0	1	1	2			3	15:45	15	58	26	106			164
04:00	0		1					16:00	19		22				
04:15	1		0					16:15	16		27				
04:30	1		0					16:30	20		21				
04:45	1	3	0	1			4	16:45	19	74	23	93			167
05:00	2		1					17:00	20		24				
05:15	2		0					17:15	13		26				
05:30	2		2					17:30	15		20				
05:45	5	11	2	5			16	17:45	18	66	17	87			153
06:00	1		4					18:00	19		18				
06:15	9		4					18:15	13		13				
06:30	12		13					18:30	7		9				
06:45	18	40	19	40			80	18:45	8	47	9	49			96
07:00	48		29					19:00	9		11				
07:15	26		7					19:15	4		5				
07:30	22		15					19:30	6		5				
07:45	26	122	20	71			193	19:45	5	24	6	27			51
08:00	13		25					20:00	6		6				
08:15	16		12					20:15	4		4				
08:30	14		8					20:30	3		4				
08:45	11	54	11	56			110	20:45	4	17	5	19			36
09:00	15		7					21:00	3		7				
09:15	10		10					21:15	2		4				
09:30	7		6					21:30	2		2				
09:45	10	42	2	25			67	21:45	3	10	6	19			29
10:00	5		8					22:00	3		1				
10:15	3		7					22:15	2		2				
10:30	6		9					22:30	0		4				
10:45	6	20	6	30			50	22:45	4	9	0	7			16
11:00	9		8					23:00	0		2				
11:15	9		10					23:15	0		2				
11:30	12		12					23:30	1		3				
11:45	5	35	7	37			72	23:45	1	2	1	8			10
Total Vol.		334		268			**602**			445		571			**1016**

Daily Totals

NB	SB	EB	WB	**Combined**
779	839			**1618**

	AM			**PM**		
Split %	55.5%	44.5%	**37.2%**	43.8%	56.2%	**62.8%**
Peak Hour	07:00	07:30	**07:00**	14:15	15:00	**16:15**
Volume	122	72	**193**	75	106	**170**
P.H.F.	0.64	0.72	**0.63**	0.66	0.80	**0.97**

WEDNESDAY - MARCH 5TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

56TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		2					12:00	11		17				
00:15	0		0					12:15	15		16				
00:30	0		0					12:30	8		21				
00:45	0	0	4	6			6	12:45	29	63	14	68			131
01:00	1		0					13:00	16		16				
01:15	1		1					13:15	10		14				
01:30	0		0					13:30	7		13				
01:45	1	3	0	1			4	13:45	15	48	15	58			106
02:00	1		0					14:00	17		16				
02:15	1		2					14:15	12		8				
02:30	2		1					14:30	12		10				
02:45	1	5	0	3			8	14:45	9	50	17	51			101
03:00	1		0					15:00	10		32				
03:15	0		1					15:15	22		26				
03:30	0		0					15:30	20		22				
03:45	0	1	1	2			3	15:45	10	62	20	100			162
04:00	1		0					16:00	7		19				
04:15	0		0					16:15	13		17				
04:30	0		0					16:30	12		17				
04:45	2	3	0	0			3	16:45	16	48	26	79			127
05:00	2		1					17:00	6		25				
05:15	5		1					17:15	6		15				
05:30	2		1					17:30	10		18				
05:45	2	11	5	8			19	17:45	18	40	20	78			118
06:00	2		3					18:00	4		13				
06:15	9		8					18:15	9		15				
06:30	9		10					18:30	10		11				
06:45	20	40	14	35			75	18:45	7	30	15	54			84
07:00	39		31					19:00	10		15				
07:15	23		14					19:15	4		11				
07:30	23		17					19:30	2		10				
07:45	17	102	25	87			189	19:45	7	23	9	45			68
08:00	15		25					20:00	4		5				
08:15	16		6					20:15	1		4				
08:30	11		6					20:30	6		3				
08:45	9	51	13	50			101	20:45	5	16	2	14			30
09:00	12		8					21:00	1		6				
09:15	9		4					21:15	3		9				
09:30	12		11					21:30	1		5				
09:45	7	40	11	34			74	21:45	7	12	7	27			39
10:00	7		10					22:00	2		8				
10:15	7		10					22:15	4		3				
10:30	12		12					22:30	1		0				
10:45	6	32	12	44			76	22:45	0	7	0	11			18
11:00	5		14					23:00	0		0				
11:15	8		9					23:15	0		0				
11:30	7		13					23:30	1		2				
11:45	12	32	18	54			86	23:45	0	1	2	4			5
Total Vol.		320		324			**644**			400		589			**989**

Daily Totals

NB	SB	EB	WB	**Combined**
720	913			**1633**

	AM			**PM**		
Split %	49.7%	50.3%	**39.4%**	40.4%	59.6%	**60.6%**
Peak Hour	06:45	07:00	**07:00**	12:15	15:00	**15:00**
Volume	105	87	**189**	68	100	**162**
P.H.F.	0.67	0.70	**0.68**	0.70	0.78	**0.84**

THURSDAY - MARCH 6TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

56TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	6		10				
00:15	0		2					12:15	5		11				
00:30	2		1					12:30	9		12				
00:45	1	4	0	4			8	12:45	6	26	16	49			75
01:00	0		1					13:00	10		6				
01:15	0		0					13:15	3		10				
01:30	1		0					13:30	5		9				
01:45	0	1	0	1			2	13:45	3	21	9	34			55
02:00	0		0					14:00	5		10				
02:15	0		0					14:15	24		15				
02:30	1		0					14:30	12		18				
02:45	0	1	0	0			1	14:45	15	56	15	58			114
03:00	1		1					15:00	12		33				
03:15	0		0					15:15	12		15				
03:30	0		1					15:30	10		16				
03:45	0	1	0	2			3	15:45	19	53	25	89			142
04:00	0		1					16:00	15		15				
04:15	0		0					16:15	12		20				
04:30	1		0					16:30	19		16				
04:45	0	1	0	1			2	16:45	11	57	17	68			125
05:00	2		1					17:00	8		21				
05:15	2		0					17:15	12		18				
05:30	2		2					17:30	10		20				
05:45	3	9	5	8			17	17:45	15	45	11	70			115
06:00	5		4					18:00	7		11				
06:15	9		7					18:15	5		19				
06:30	10		9					18:30	6		22				
06:45	20	44	17	37			81	18:45	5	23	6	58			81
07:00	49		29					19:00	11		15				
07:15	23		15					19:15	4		14				
07:30	18		14					19:30	5		8				
07:45	21	111	26	84			195	19:45	6	26	7	44			70
08:00	13		32					20:00	7		6				
08:15	10		15					20:15	5		7				
08:30	8		10					20:30	4		8				
08:45	18	49	8	65			114	20:45	3	19	4	25			44
09:00	5		7					21:00	1		3				
09:15	6		15					21:15	5		11				
09:30	5		7					21:30	2		6				
09:45	6	22	4	33			55	21:45	2	10	3	23			33
10:00	7		6					22:00	5		3				
10:15	7		8					22:15	4		7				
10:30	9		6					22:30	1		0				
10:45	6	29	9	29			58	22:45	2	12	1	11			23
11:00	8		9					23:00	0		2				
11:15	5		12					23:15	1		3				
11:30	11		14					23:30	0		4				
11:45	8	32	10	45			77	23:45	3	4	1	10			14
Total Vol.		304		309			**613**			352		539			**891**

Daily Totals

NB	SB	EB	WB	**Combined**
656	848			**1504**

	AM			**PM**		
Split %	49.6%	50.4%	**40.8%**	39.5%	60.5%	**59.2%**
Peak Hour	07:00	07:15	**07:00**	15:45	15:00	**14:15**
Volume	111	87	**195**	65	89	**144**
P.H.F.	0.57	0.68	**0.63**	0.76	0.67	**0.80**

FRIDAY - MARCH 7TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

56TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		0					12:00	7		11				
00:15	0		0					12:15	8		24				
00:30	1		1					12:30	6		33				
00:45	1	5	1	2			7	12:45	7	28	23	91			119
01:00	0		2					13:00	8		12				
01:15	0		1					13:15	9		4				
01:30	0		0					13:30	8		7				
01:45	0	0	0	3			3	13:45	14	39	16	39			78
02:00	0		2					14:00	8		18				
02:15	2		0					14:15	24		18				
02:30	0		1					14:30	13		8				
02:45	0	2	1	4			6	14:45	14	59	15	59			118
03:00	1		0					15:00	10		9				
03:15	0		1					15:15	16		16				
03:30	0		0					15:30	10		10				
03:45	0	1	0	1			2	15:45	17	53	15	50			103
04:00	0		2					16:00	11		14				
04:15	0		0					16:15	10		17				
04:30	1		0					16:30	9		16				
04:45	2	3	0	2			5	16:45	16	46	10	57			103
05:00	1		1					17:00	10		12				
05:15	1		0					17:15	10		11				
05:30	4		3					17:30	11		12				
05:45	2	8	3	7			15	17:45	9	40	18	53			93
06:00	4		6					18:00	7		12				
06:15	5		4					18:15	4		7				
06:30	8		8					18:30	10		16				
06:45	16	33	16	34			67	18:45	3	24	10	45			69
07:00	41		24					19:00	7		11				
07:15	20		7					19:15	11		7				
07:30	19		17					19:30	9		12				
07:45	14	94	19	67			161	19:45	1	28	7	37			65
08:00	12		21					20:00	9		6				
08:15	6		18					20:15	6		7				
08:30	10		9					20:30	3		5				
08:45	9	37	3	51			88	20:45	0	18	4	22			40
09:00	6		8					21:00	0		5				
09:15	7		7					21:15	2		6				
09:30	3		8					21:30	4		2				
09:45	11	27	5	28			55	21:45	4	10	6	19			29
10:00	13		8					22:00	3		6				
10:15	7		7					22:15	4		4				
10:30	5		7					22:30	2		3				
10:45	7	32	7	29			61	22:45	3	12	11	24			36
11:00	4		13					23:00	3		4				
11:15	10		8					23:15	2		0				
11:30	14		7					23:30	5		5				
11:45	6	34	10	38			72	23:45	0	10	3	12			22
Total Vol.		276		266			**542**			367		508			**875**

Daily Totals

NB	SB	EB	WB	**Combined**
643	774			**1417**

	AM			**PM**		
Split %	50.9%	49.1%	**38.2%**	41.9%	58.1%	**61.8%**
Peak Hour	06:45	11:45	**07:00**	14:15	12:15	**12:15**
Volume	96	78	**161**	61	92	**121**
P.H.F.	0.59	0.59	**0.62**	0.68	0.70	**0.78**

SATURDAY - MARCH 8TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

56TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		3					12:00	12		12				
00:15	1		5					12:15	4		9				
00:30	0		0					12:30	10		10				
00:45	5	7	0	8			15	12:45	7	33	11	42			75
01:00	0		1					13:00	8		4				
01:15	0		1					13:15	8		6				
01:30	2		0					13:30	12		9				
01:45	1	3	0	2			5	13:45	8	36	11	30			66
02:00	0		2					14:00	3		13				
02:15	0		2					14:15	3		4				
02:30	0		0					14:30	8		12				
02:45	0	0	1	5			5	14:45	8	22	5	34			56
03:00	0		0					15:00	10		10				
03:15	2		2					15:15	7		10				
03:30	0		1					15:30	7		7				
03:45	1	3	1	4			7	15:45	4	28	5	32			60
04:00	0		0					16:00	9		5				
04:15	0		0					16:15	4		6				
04:30	2		0					16:30	10		10				
04:45	0	2	0	0			2	16:45	12	35	15	36			71
05:00	0		0					17:00	6		7				
05:15	2		1					17:15	8		7				
05:30	2		0					17:30	5		6				
05:45	1	5	0	1			6	17:45	7	26	12	32			58
06:00	1		1					18:00	4		8				
06:15	3		1					18:15	5		6				
06:30	2		2					18:30	7		7				
06:45	3	9	2	6			15	18:45	6	22	4	25			47
07:00	2		2					19:00	4		15				
07:15	3		5					19:15	7		7				
07:30	3		6					19:30	2		4				
07:45	7	15	2	15			30	19:45	9	22	4	30			52
08:00	3		5					20:00	3		8				
08:15	4		4					20:15	6		5				
08:30	11		4					20:30	3		7				
08:45	8	26	6	19			45	20:45	3	15	3	23			38
09:00	8		3					21:00	3		7				
09:15	8		7					21:15	4		2				
09:30	17		5					21:30	5		7				
09:45	8	41	8	23			64	21:45	1	13	5	21			34
10:00	8		7					22:00	5		5				
10:15	12		7					22:15	0		3				
10:30	12		9					22:30	2		1				
10:45	7	39	11	34			73	22:45	2	9	6	15			24
11:00	2		10					23:00	1		0				
11:15	6		10					23:15	1		3				
11:30	14		5					23:30	3		1				
11:45	5	27	6	31			58	23:45	0	5	2	6			11
Total Vol.		177		148			**325**			266		326			**592**

Daily Totals

NB	SB	EB	WB	**Combined**
443	474			**917**

	AM			**PM**		
Split %	54.5%	45.5%	**35.4%**	44.9%	55.1%	**64.6%**
Peak Hour	09:30	10:30	**10:00**	13:00	12:00	**12:00**
Volume	45	40	**73**	36	42	**75**
P.H.F.	0.66	0.91	**0.87**	0.83	0.88	**0.78**

SUNDAY - MARCH 9TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

56TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		0					12:00	17		3				
00:15	1		7					12:15	7		8				
00:30	2		1					12:30	5		6				
00:45	0	4	1	9			13	12:45	7	36	12	29			65
01:00	2		5					13:00	13		10				
01:15	0		0					13:15	14		9				
01:30	1		4					13:30	8		9				
01:45	2	5	1	10			15	13:45	9	44	3	31			75
02:00								14:00	4		4				
02:15								14:15	8		8				
02:30								14:30	6		5				
02:45								14:45	7	25	14	31			56
03:00	0		1					15:00	6		4				
03:15	0		1					15:15	5		7				
03:30	0		1					15:30	8		11				
03:45	0	0	0	3			3	15:45	8	27	7	29			56
04:00	0		0					16:00	11		7				
04:15	0		0					16:15	7		4				
04:30	0		0					16:30	10		4				
04:45	0	0	0	0				16:45	8	36	9	24			60
05:00	2		1					17:00	6		8				
05:15	2		3					17:15	4		7				
05:30	1		1					17:30	7		10				
05:45	1	6	2	7			13	17:45	7	24	13	38			62
06:00	4		3					18:00	3		9				
06:15	1		2					18:15	9		6				
06:30	0		0					18:30	10		14				
06:45	1	6	0	5			11	18:45	4	26	11	40			66
07:00	2		2					19:00	6		4				
07:15	4		4					19:15	5		5				
07:30	11		5					19:30	2		5				
07:45	3	20	7	18			38	19:45	5	18	6	20			38
08:00	4		8					20:00	4		3				
08:15	6		5					20:15	3		6				
08:30	7		5					20:30	2		2				
08:45	9	26	11	29			55	20:45	2	11	2	13			24
09:00	15		5					21:00	4		3				
09:15	6		12					21:15	1		4				
09:30	10		9					21:30	3		3				
09:45	11	42	19	45			87	21:45	2	10	2	12			22
10:00	13		25					22:00	0		0				
10:15	7		9					22:15	1		2				
10:30	8		4					22:30	1		4				
10:45	8	36	12	50			86	22:45	0	2	2	8			10
11:00	10		3					23:00	1		2				
11:15	9		2					23:15	0		1				
11:30	12		7					23:30	2		1				
11:45	20	51	14	26			77	23:45	0	3	0	4			7
Total Vol.		196		202			**398**			262		279			**541**

Daily Totals

NB	SB	EB	WB	**Combined**
458	481			**939**

	AM			**PM**		
Split %	49.2%	50.8%	**42.4%**	48.4%	51.6%	**57.6%**
Peak Hour	11:15	09:15	**09:15**	13:00	17:45	**12:45**
Volume	58	65	**105**	44	42	**82**
P.H.F.	0.73	0.65	**0.69**	0.77	0.75	**0.89**

MONDAY - MARCH 10TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

56TH BTN EL CAJON & TROJAN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	12		10				
00:15	1		1					12:15	11		9				
00:30	0		0					12:30	15		7				
00:45	0	1	1	2			3	12:45	9	47	10	36			83
01:00	0		0					13:00	8		12				
01:15	0		0					13:15	12		12				
01:30	0		1					13:30	9		9				
01:45	0	0	1	2			2	13:45	13	42	12	45			87
02:00	0		1					14:00	11		17				
02:15	0		0					14:15	22		20				
02:30	1		0					14:30	23		12				
02:45	0	1	0	1			2	14:45	13	69	18	67			136
03:00	0		0					15:00	15		28				
03:15	1		0					15:15	14		17				
03:30	0		0					15:30	10		21				
03:45	1	2	0	0			2	15:45	10	49	17	83			132
04:00	1		0					16:00	11		24				
04:15	6		1					16:15	7		11				
04:30	2		3					16:30	3		17				
04:45	2	11	3	7			18	16:45	12	33	33	85			118
05:00	3		6					17:00	14		33				
05:15	8		8					17:15	7		23				
05:30	13		7					17:30	11		15				
05:45	9	33	14	35			68	17:45	10	42	11	82			124
06:00	33		21					18:00	9		23				
06:15	26		14					18:15	5		14				
06:30	21		17					18:30	10		17				
06:45	23	103	22	74			177	18:45	5	29	6	60			89
07:00	10		30					19:00	10		7				
07:15	8		10					19:15	6		9				
07:30	11		17					19:30	7		4				
07:45	13	42	8	65			107	19:45	5	28	8	28			56
08:00	12		5					20:00	6		3				
08:15	9		8					20:15	4		7				
08:30	5		8					20:30	3		2				
08:45	7	33	9	30			63	20:45	4	17	6	18			35
09:00	9		6					21:00	4		3				
09:15	6		9					21:15	3		5				
09:30	6		8					21:30	4		5				
09:45	5	26	6	29			55	21:45	5	16	8	21			37
10:00	4		8					22:00	3		7				
10:15	3		2					22:15	1		2				
10:30	5		11					22:30	1		0				
10:45	5	17	8	29			46	22:45	0	5	3	12			17
11:00	11		13					23:00	1		2				
11:15	13		11					23:15	1		0				
11:30	7		10					23:30	0		3				
11:45	12	43	9	43			86	23:45	1	3	0	5			8
Total Vol.		312		317			**629**			380		542			**922**

Daily Totals

NB	SB	EB	WB	**Combined**
692	859			**1551**

	AM			**PM**		
Split %	49.6%	50.4%	**40.6%**	41.2%	58.8%	**59.4%**
Peak Hour	06:00	06:15	**06:00**	14:15	16:30	**14:15**
Volume	103	83	**177**	73	106	**151**
P.H.F.	0.78	0.69	**0.82**	0.77	0.80	**0.88**

TUESDAY - MARCH 4TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

EL CAJON BTN 54TH & 56TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			49		58			12:00			124		155		
00:15			50		43			12:15			164		142		
00:30			36		49			12:30			191		165		
00:45			26	161	29	179	340	12:45			181	660	154	616	1276
01:00			29		35			13:00			175		166		
01:15			28		25			13:15			181		158		
01:30			24		27			13:30			193		161		
01:45			12	93	17	104	197	13:45			176	725	175	660	1385
02:00			12		19			14:00			173		184		
02:15			18		19			14:15			145		192		
02:30			13		16			14:30			171		206		
02:45			10	53	26	80	133	14:45			180	669	179	761	1430
03:00			10		32			15:00			161		180		
03:15			13		18			15:15			184		205		
03:30			4		20			15:30			162		203		
03:45			7	34	15	85	119	15:45			195	702	238	826	1528
04:00			4		12			16:00			195		229		
04:15			8		18			16:15			212		238		
04:30			5		26			16:30			235		222		
04:45			7	24	33	89	113	16:45			242	884	244	933	1817
05:00			16		31			17:00			226		265		
05:15			9		48			17:15			238		255		
05:30			7		50			17:30			205		189		
05:45			14	46	46	175	221	17:45			235	904	192	901	1805
06:00			19		68			18:00			262		227		
06:15			14		77			18:15			241		201		
06:30			26		91			18:30			226		210		
06:45			36	95	135	371	466	18:45			208	937	202	840	1777
07:00			26		168			19:00			219		159		
07:15			50		215			19:15			189		200		
07:30			58		226			19:30			190		166		
07:45			95	229	235	844	1073	19:45			175	773	163	688	1461
08:00			106		218			20:00			177		159		
08:15			124		221			20:15			149		138		
08:30			153		235			20:30			140		121		
08:45			205	588	209	883	1471	20:45			114	580	112	530	1110
09:00			159		184			21:00			136		126		
09:15			167		195			21:15			120		108		
09:30			163		164			21:30			96		107		
09:45			167	656	152	695	1351	21:45			106	458	108	449	907
10:00			155		148			22:00			117		100		
10:15			136		151			22:15			83		101		
10:30			153		167			22:30			92		83		
10:45			173	617	177	643	1260	22:45			86	378	75	359	737
11:00			162		152			23:00			74		79		
11:15			144		148			23:15			79		73		
11:30			163		162			23:30			53		59		
11:45			162	631	177	639	1270	23:45			59	265	53	264	529
Total Vol.				3227		4787	**8014**					7935		7827	**15762**

Daily Totals

NB	SB	EB	WB	**Combined**
		11162	12614	**23776**

	AM			**PM**		
Split %	40.3%	59.7%	**33.7%**	50.3%	49.7%	**66.3%**
Peak Hour	08:45	07:45	**08:30**	17:45	16:30	**16:30**
Volume	694	909	**1507**	964	986	**1927**
P.H.F.	0.85	0.97	**0.91**	0.92	0.93	**0.98**

WEDNESDAY - MARCH 5TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

EL CAJON BTN 54TH & 56TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			35		44			12:00			151		162		
00:15			44		51			12:15			142		140		
00:30			37		42			12:30			162		158		
00:45			28	144	35	172	316	12:45			177	632	168	628	1260
01:00			21		31			13:00			184		154		
01:15			22		28			13:15			151		141		
01:30			19		20			13:30			162		166		
01:45			18	80	19	98	178	13:45			175	672	166	627	1299
02:00			12		26			14:00			184		170		
02:15			15		22			14:15			151		184		
02:30			10		18			14:30			162		192		
02:45			16	53	20	86	139	14:45			175	672	177	723	1395
03:00			12		16			15:00			175		189		
03:15			18		12			15:15			180		191		
03:30			9		15			15:30			177		187		
03:45			10	49	19	62	111	15:45			195	727	219	786	1513
04:00			5		18			16:00			222		235		
04:15			4		20			16:15			219		205		
04:30			9		26			16:30			242		242		
04:45			12	30	21	85	115	16:45			262	945	252	934	1879
05:00			11		35			17:00			241		277		
05:15			15		44			17:15			218		262		
05:30			18		51			17:30			203		205		
05:45			19	63	62	192	255	17:45			218	880	219	963	1843
06:00			22		77			18:00			219		205		
06:15			24		84			18:15			235		184		
06:30			31		90			18:30			205		195		
06:45			41	118	121	372	490	18:45			219	878	219	803	1681
07:00			84		175			19:00			218		184		
07:15			91		222			19:15			205		170		
07:30			105		218			19:30			181		166		
07:45			175	455	242	857	1312	19:45			189	793	170	690	1483
08:00			125		216			20:00			170		184		
08:15			151		235			20:15			156		111		
08:30			162		245			20:30			162		97		
08:45			175	613	219	915	1528	20:45			141	629	90	482	1111
09:00			151		202			21:00			111		84		
09:15			142		184			21:15			119		103		
09:30			152		178			21:30			121		95		
09:45			168	613	188	752	1365	21:45			88	439	92	374	813
10:00			141		161			22:00			95		101		
10:15			135		154			22:15			80		98		
10:30			151		141			22:30			70		70		
10:45			162	589	162	618	1207	22:45			65	310	65	334	644
11:00			177		142			23:00			77		54		
11:15			154		135			23:15			54		51		
11:30			162		177			23:30			41		62		
11:45			162	655	184	638	1293	23:45			40	212	48	215	427
Total Vol.				3462		4847	**8309**					7789		7559	**15348**

Daily Totals

NB	SB	EB	WB	**Combined**
		11251	12406	**23657**

	AM			**PM**		
Split %	41.7%	58.3%	**35.1%**	50.7%	49.3%	**64.9%**
Peak Hour	10:45	07:45	**07:45**	16:15	16:30	**16:30**
Volume	655	938	**1551**	964	1033	**1996**
P.H.F.	0.93	0.96	**0.93**	0.92	0.93	**0.96**

THURSDAY - MARCH 6TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

EL CAJON BTN 54TH & 56TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			35		41			12:00			175		162		
00:15			31		35			12:15			151		170		
00:30			28		30			12:30			162		158		
00:45			29	123	22	128	251	12:45			175	663	162	652	1315
01:00			31		19			13:00			162		170		
01:15			25		21			13:15			141		184		
01:30			20		25			13:30			155		152		
01:45			18	94	21	86	180	13:45			181	639	170	676	1315
02:00			19		21			14:00			188		168		
02:15			20		18			14:15			158		177		
02:30			15		20			14:30			195		180		
02:45			12	66	11	70	136	14:45			182	723	192	717	1440
03:00			11		15			15:00			179		195		
03:15			15		18			15:15			190		209		
03:30			9		10			15:30			206		192		
03:45			10	45	12	55	100	15:45			219	794	188	784	1578
04:00			5		10			16:00			223		215		
04:15			4		11			16:15			241		252		
04:30			9		19			16:30			252		242		
04:45			12	30	21	61	91	16:45			226	942	262	971	1913
05:00			11		27			17:00			235		241		
05:15			15		31			17:15			254		235		
05:30			28		40			17:30			261		219		
05:45			31	85	55	153	238	17:45			242	992	242	937	1929
06:00			44		67			18:00			222		208		
06:15			51		70			18:15			201		218		
06:30			68		77			18:30			184		195		
06:45			70	233	91	305	538	18:45			190	797	170	791	1588
07:00			95		151			19:00			168		195		
07:15			111		184			19:15			177		177		
07:30			151		219			19:30			184		182		
07:45			197	554	235	789	1343	19:45			151	680	170	724	1404
08:00			184		251			20:00			162		150		
08:15			162		221			20:15			170		116		
08:30			140		180			20:30			142		108		
08:45			158	644	170	822	1466	20:45			111	585	95	469	1054
09:00			162		162			21:00			95		99		
09:15			140		162			21:15			84		75		
09:30			151		157			21:30			77		80		
09:45			162	615	167	648	1263	21:45			81	337	70	324	661
10:00			162		141			22:00			70		65		
10:15			148		130			22:15			65		65		
10:30			150		128			22:30			54		40		
10:45			158	618	132	531	1149	22:45			44	233	51	221	454
11:00			162		148			23:00			35		44		
11:15			154		162			23:15			45		35		
11:30			141		155			23:30			41		42		
11:45			158	615	141	606	1221	23:45			32	153	37	158	311
Total Vol.				3722		4254	**7976**					7538		7424	**14962**

Daily Totals

NB	SB	EB	WB	**Combined**
		11260	11678	**22938**

	AM			**PM**		
Split %	46.7%	53.3%	**34.8%**	50.4%	49.6%	**65.2%**
Peak Hour	07:30	07:30	**07:30**	17:00	16:15	**16:15**
Volume	694	926	**1620**	992	997	**1951**
P.H.F.	0.88	0.92	**0.93**	0.95	0.95	**0.99**

FRIDAY - MARCH 7TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

EL CAJON BTN 54TH & 56TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			22		30			12:00			151		177		
00:15			26		28			12:15			168		151		
00:30			26		26			12:30			177		162		
00:45			31	105	22	106	211	12:45			184	680	145	635	1315
01:00			25		35			13:00			151		162		
01:15			22		28			13:15			162		155		
01:30			18		24			13:30			175		175		
01:45			19	84	26	113	197	13:45			184	672	184	676	1348
02:00			20		21			14:00			175		165		
02:15			15		25			14:15			188		193		
02:30			11		18			14:30			195		191		
02:45			12	58	12	76	134	14:45			189	747	224	773	1520
03:00			16		16			15:00			193		226		
03:15			9		11			15:15			194		203		
03:30			12		9			15:30			226		202		
03:45			7	44	12	48	92	15:45			218	831	224	855	1686
04:00			9		5			16:00			204		222		
04:15			10		18			16:15			214		236		
04:30			5		16			16:30			235		231		
04:45			4	28	22	61	89	16:45			235	888	232	921	1809
05:00			9		28			17:00			213		231		
05:15			18		33			17:15			284		238		
05:30			22		45			17:30			268		225		
05:45			35	84	51	157	241	17:45			244	1009	217	911	1920
06:00			35		62			18:00			234		259		
06:15			41		77			18:15			219		232		
06:30			51		84			18:30			195		206		
06:45			77	204	115	338	542	18:45			199	847	206	903	1750
07:00			84		168			19:00			218		220		
07:15			91		175			19:15			205		184		
07:30			184		223			19:30			181		202		
07:45			221	580	218	784	1364	19:45			182	786	143	749	1535
08:00			161		242			20:00			194		171		
08:15			158		205			20:15			183		136		
08:30			141		184			20:30			174		162		
08:45			166	626	162	793	1419	20:45			125	676	115	584	1260
09:00			154		141			21:00			139		129		
09:15			141		151			21:15			119		132		
09:30			135		166			21:30			121		121		
09:45			162	592	162	620	1212	21:45			84	463	99	481	944
10:00			144		135			22:00			110		101		
10:15			151		141			22:15			90		116		
10:30			151		132			22:30			118		116		
10:45			162	608	148	556	1164	22:45			98	416	81	414	830
11:00			142		151			23:00			83		107		
11:15			168		150			23:15			88		88		
11:30			155		166			23:30			89		100		
11:45			142	607	152	619	1226	23:45			70	330	103	398	728
Total Vol.				3620		4271	**7891**					8345		8300	**16645**

Daily Totals

NB	SB	EB	WB	**Combined**
		11965	12571	**24536**

	AM			**PM**		
Split %	45.9%	54.1%	**32.2%**	50.1%	49.9%	**67.8%**
Peak Hour	07:30	07:30	**07:30**	17:15	17:15	**17:15**
Volume	724	888	**1612**	1030	939	**1969**
P.H.F.	0.82	0.92	**0.92**	0.91	0.91	**0.94**

SATURDAY - MARCH 8TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

EL CAJON BTN 54TH & 56TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			72		78			12:00			167		173		
00:15			49		48			12:15			163		194		
00:30			72		62			12:30			155		182		
00:45			50	243	47	235	478	12:45			168	653	219	768	1421
01:00			53		72			13:00			167		179		
01:15			46		44			13:15			182		199		
01:30			35		49			13:30			179		212		
01:45			26	160	39	204	364	13:45			145	673	188	778	1451
02:00			37		40			14:00			168		180		
02:15			30		37			14:15			177		175		
02:30			31		41			14:30			163		181		
02:45			27	125	52	170	295	14:45			188	696	187	723	1419
03:00			26		47			15:00			174		154		
03:15			23		26			15:15			148		150		
03:30			22		24			15:30			182		186		
03:45			17	88	19	116	204	15:45			166	670	147	637	1307
04:00			18		23			16:00			169		195		
04:15			14		19			16:15			196		182		
04:30			17		11			16:30			159		176		
04:45			6	55	9	62	117	16:45			184	708	162	715	1423
05:00			7		14			17:00			167		133		
05:15			18		9			17:15			147		178		
05:30			7		15			17:30			157		146		
05:45			17	49	8	46	95	17:45			180	651	175	632	1283
06:00			12		9			18:00			186		157		
06:15			15		13			18:15			195		144		
06:30			21		20			18:30			160		170		
06:45			20	68	34	76	144	18:45			163	704	199	670	1374
07:00			17		32			19:00			144		189		
07:15			26		39			19:15			176		155		
07:30			33		41			19:30			173		165		
07:45			35	111	57	169	280	19:45			144	637	150	659	1296
08:00			35		63			20:00			148		128		
08:15			42		63			20:15			134		139		
08:30			67		81			20:30			119		125		
08:45			74	218	87	294	512	20:45			129	530	109	501	1031
09:00			69		94			21:00			122		109		
09:15			103		104			21:15			137		94		
09:30			103		135			21:30			97		114		
09:45			149	424	118	451	875	21:45			100	456	95	412	868
10:00			115		150			22:00			106		93		
10:15			127		129			22:15			106		126		
10:30			153		178			22:30			94		171		
10:45			144	539	146	603	1142	22:45			107	413	126	516	929
11:00			136		153			23:00			106		133		
11:15			147		180			23:15			79		110		
11:30			173		153			23:30			89		88		
11:45			165	621	175	661	1282	23:45			66	340	100	431	771
Total Vol.				2701		3087	**5788**					7131		7442	**14573**

Daily Totals

NB	SB	EB	WB	**Combined**
		9832	10529	**20361**

	AM			**PM**		
Split %	46.7%	53.3%	**28.4%**	48.9%	51.1%	**71.6%**
Peak Hour	11:30	11:45	**11:45**	17:45	12:45	**12:45**
Volume	668	724	**1374**	721	809	**1505**
P.H.F.	0.97	0.93	**0.96**	0.92	0.92	**0.96**

SUNDAY - MARCH 9TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

EL CAJON BTN 54TH & 56TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			74		78			12:00			135		132		
00:15			74		97			12:15			141		149		
00:30			51		55			12:30			148		192		
00:45			42	241	51	281	522	12:45			179	603	175	648	1251
01:00			37		45			13:00			151		169		
01:15			43		51			13:15			159		136		
01:30			39		47			13:30			175		155		
01:45			48	167	32	175	342	13:45			157	642	161	621	1263
02:00								14:00			184		179		
02:15								14:15			146		147		
02:30								14:30			158		154		
02:45								14:45			148	636	155	635	1271
03:00			36		45			15:00			148		136		
03:15			28		30			15:15			141		147		
03:30			17		15			15:30			138		162		
03:45			16	97	15	105	202	15:45			180	607	145	590	1197
04:00			9		13			16:00			151		132		
04:15			17		12			16:15			121		144		
04:30			14		19			16:30			138		163		
04:45			15	55	7	51	106	16:45			140	550	158	597	1147
05:00			18		13			17:00			166		154		
05:15			16		16			17:15			164		156		
05:30			17		19			17:30			156		136		
05:45			16	67	28	76	143	17:45			174	660	118	564	1224
06:00			12		21			18:00			161		134		
06:15			16		25			18:15			149		142		
06:30			26		29			18:30			140		123		
06:45			18	72	35	110	182	18:45			133	583	155	554	1137
07:00			26		22			19:00			136		175		
07:15			29		33			19:15			130		140		
07:30			35		44			19:30			135		150		
07:45			56	146	53	152	298	19:45			139	540	119	584	1124
08:00			43		44			20:00			123		110		
08:15			49		64			20:15			108		108		
08:30			41		74			20:30			116		100		
08:45			74	207	90	272	479	20:45			109	456	136	454	910
09:00			72		107			21:00			109		112		
09:15			69		110			21:15			72		87		
09:30			83		85			21:30			76		90		
09:45			139	363	99	401	764	21:45			74	331	79	368	699
10:00			108		112			22:00			73		79		
10:15			110		135			22:15			61		85		
10:30			122		114			22:30			56		66		
10:45			103	443	167	528	971	22:45			54	244	47	277	521
11:00			136		157			23:00			53		45		
11:15			114		121			23:15			45		43		
11:30			144		124			23:30			31		34		
11:45			116	510	147	549	1059	23:45			28	157	37	159	316
Total Vol.				2368		2700	**5068**					6009		6051	**12060**

Daily Totals

NB	SB	EB	WB	**Combined**
		8377	8751	**17128**

	AM			**PM**		
Split %	46.7%	53.3%	**29.6%**	49.8%	50.2%	**70.4%**
Peak Hour	11:45	11:45	**11:45**	13:15	12:15	**12:30**
Volume	540	620	**1160**	675	685	**1309**
P.H.F.	0.91	0.81	**0.85**	0.92	0.89	**0.92**

MONDAY - MARCH 10TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

EL CAJON BTN 54TH & 56TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			25		34			12:00			158		195		
00:15			27		31			12:15			211		185		
00:30			23		24			12:30			179		211		
00:45			27	102	30	119	221	12:45			167	715	175	766	1481
01:00			20		28			13:00			166		184		
01:15			14		18			13:15			175		161		
01:30			18		20			13:30			151		162		
01:45			14	66	30	96	162	13:45			184	676	180	687	1363
02:00			8		36			14:00			212		177		
02:15			10		11			14:15			206		184		
02:30			11		9			14:30			188		219		
02:45			8	37	6	62	99	14:45			167	773	202	782	1555
03:00			10		9			15:00			175		235		
03:15			11		8			15:15			180		214		
03:30			9		17			15:30			195		222		
03:45			6	36	6	40	76	15:45			212	762	235	906	1668
04:00			12		11			16:00			226		241		
04:15			10		13			16:15			213		210		
04:30			8		20			16:30			204		242		
04:45			13	43	21	65	108	16:45			210	853	223	916	1769
05:00			17		29			17:00			195		242		
05:15			11		26			17:15			262		265		
05:30			33		51			17:30			241		232		
05:45			15	76	41	147	223	17:45			223	921	202	941	1862
06:00			30		59			18:00			215		195		
06:15			37		83			18:15			218		206		
06:30			60		104			18:30			230		202		
06:45			67	194	129	375	569	18:45			212	875	218	821	1696
07:00			94		182			19:00			195		205		
07:15			84		188			19:15			184		177		
07:30			143		214			19:30			188		162		
07:45			226	547	207	791	1338	19:45			170	737	175	719	1456
08:00			137		225			20:00			151		154		
08:15			149		176			20:15			162		141		
08:30			133		185			20:30			135		135		
08:45			163	582	177	763	1345	20:45			141	589	111	541	1130
09:00			133		146			21:00			144		141		
09:15			117		158			21:15			111		101		
09:30			158		153			21:30			90		90		
09:45			163	571	141	598	1169	21:45			84	429	84	416	845
10:00			124		132			22:00			77		71		
10:15			147		144			22:15			65		60		
10:30			165		165			22:30			75		51		
10:45			143	579	139	580	1159	22:45			54	271	44	226	497
11:00			153		169			23:00			65		51		
11:15			176		155			23:15			44		35		
11:30			163		167			23:30			51		42		
11:45			165	657	176	667	1324	23:45			42	202	32	160	362
Total Vol.				3490		4303	**7793**					7803		7881	**15684**

Daily Totals

NB	SB	EB	WB	**Combined**
		11293	12184	**23477**

	AM			**PM**		
Split %	44.8%	55.2%	**33.2%**	49.8%	50.2%	**66.8%**
Peak Hour	11:45	07:15	**11:45**	17:15	16:30	**16:45**
Volume	713	834	**1480**	941	972	**1870**
P.H.F.	0.84	0.93	**0.93**	0.90	0.92	**0.89**

TUESDAY - MARCH 4TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

TROJAN BTN 54TH & SHARON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			26		25		
00:15			1		1			12:15			21		25		
00:30			1		0			12:30			30		32		
00:45			2	4	1	2	6	12:45			27	104	44	126	230
01:00			3		2			13:00			25		41		
01:15			2		2			13:15			22		25		
01:30			1		0			13:30			30		26		
01:45			0	6	1	5	11	13:45			31	108	22	114	222
02:00			0		0			14:00			34		26		
02:15			1		0			14:15			55		30		
02:30			1		1			14:30			58		35		
02:45			2	4	2	3	7	14:45			62	209	51	142	351
03:00			0		1			15:00			27		28		
03:15			1		0			15:15			31		31		
03:30			2		0			15:30			25		25		
03:45			1	4	1	2	6	15:45			30	113	22	106	219
04:00			0		2			16:00			28		44		
04:15			1		0			16:15			44		26		
04:30			1		4			16:30			41		48		
04:45			2	4	2	8	12	16:45			51	164	32	150	314
05:00			3		6			17:00			40		35		
05:15			4		5			17:15			42		27		
05:30			6		7			17:30			32		26		
05:45			9	22	9	27	49	17:45			22	136	32	120	256
06:00			12		10			18:00			26		25		
06:15			20		17			18:15			21		31		
06:30			22		19			18:30			28		23		
06:45			26	80	21	67	147	18:45			30	105	31	110	215
07:00			31		48			19:00			21		25		
07:15			51		79			19:15			25		20		
07:30			48		60			19:30			21		19		
07:45			32	162	51	238	400	19:45			19	86	15	79	165
08:00			25		40			20:00			15		17		
08:15			21		37			20:15			15		19		
08:30			15		31			20:30			18		12		
08:45			12	73	33	141	214	20:45			11	59	11	59	118
09:00			9		32			21:00			9		9		
09:15			10		21			21:15			10		10		
09:30			5		20			21:30			5		5		
09:45			12	36	17	90	126	21:45			4	28	4	28	56
10:00			11		18			22:00			9		9		
10:15			17		20			22:15			4		4		
10:30			21		16			22:30			3		2		
10:45			26	75	15	69	144	22:45			2	18	1	16	34
11:00			22		18			23:00			1		0		
11:15			19		22			23:15			0		1		
11:30			20		23			23:30			1		2		
11:45			23	84	24	87	171	23:45			0	2	1	4	6
Total Vol.				554		739	**1293**					1132		1054	**2186**

Daily Totals

NB	SB	EB	WB	**Combined**
		1686	1793	**3479**

	AM			**PM**		
Split %	42.8%	57.2%	**37.2%**	51.8%	48.2%	**62.8%**
Peak Hour	07:00	07:00	**07:00**	14:00	16:00	**14:00**
Volume	162	238	**400**	209	150	**351**
P.H.F.	0.79	0.75	**0.77**	0.84	0.78	**0.78**

WEDNESDAY - MARCH 5TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

TROJAN BTN 54TH & SHARON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			21		27		
00:15			2		0			12:15			26		21		
00:30			0		1			12:30			35		33		
00:45			1	4	2	3	7	12:45			24	106	34	115	221
01:00			0		0			13:00			21		40		
01:15			1		2			13:15			28		27		
01:30			0		0			13:30			22		35		
01:45			0	1	1	3	4	13:45			26	97	33	135	232
02:00			1		1			14:00			33		27		
02:15			1		0			14:15			35		40		
02:30			0		0			14:30			55		56		
02:45			0	2	0	1	3	14:45			40	163	40	163	326
03:00			0		1			15:00			32		27		
03:15			1		2			15:15			28		29		
03:30			2		0			15:30			29		32		
03:45			0	3	0	3	6	15:45			20	109	24	112	221
04:00			1		0			16:00			35		33		
04:15			1		1			16:15			37		45		
04:30			2		0			16:30			44		48		
04:45			2	6	1	2	8	16:45			51	167	41	167	334
05:00			3		2			17:00			40		35		
05:15			5		3			17:15			35		40		
05:30			2		2			17:30			37		28		
05:45			6	16	4	11	27	17:45			32	144	22	125	269
06:00			7		6			18:00			22		27		
06:15			9		12			18:15			29		30		
06:30			12		18			18:30			21		24		
06:45			15	43	22	58	101	18:45			35	107	21	102	209
07:00			33		45			19:00			27		19		
07:15			40		55			19:15			19		20		
07:30			45		62			19:30			15		15		
07:45			32	150	40	202	352	19:45			19	80	18	72	152
08:00			16		32			20:00			12		22		
08:15			18		32			20:15			9		16		
08:30			22		38			20:30			7		11		
08:45			21	77	31	133	210	20:45			9	37	9	58	95
09:00			20		28			21:00			12		10		
09:15			19		22			21:15			5		5		
09:30			12		26			21:30			4		4		
09:45			15	66	19	95	161	21:45			9	30	9	28	58
10:00			18		12			22:00			7		4		
10:15			17		15			22:15			5		3		
10:30			21		19			22:30			3		2		
10:45			22	78	20	66	144	22:45			5	20	4	13	33
11:00			20		22			23:00			4		2		
11:15			16		26			23:15			2		1		
11:30			23		21			23:30			1		0		
11:45			20	79	20	89	168	23:45			0	7	1	4	11
Total Vol.				525		666	**1191**					1067		1094	**2161**

Daily Totals

NB	SB	EB	WB	**Combined**
		1592	1760	**3352**

	AM			**PM**		
Split %	44.1%	55.9%	**35.5%**	49.4%	50.6%	**64.5%**
Peak Hour	07:00	07:00	**07:00**	16:15	16:15	**16:15**
Volume	150	202	**352**	172	169	**341**
P.H.F.	0.83	0.81	**0.82**	0.84	0.88	**0.93**

THURSDAY - MARCH 6TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

TROJAN BTN 54TH & SHARON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			21		22		
00:15			0		1			12:15			28		26		
00:30			1		2			12:30			26		35		
00:45			2	4	0	3	7	12:45			20	95	44	127	222
01:00			1		0			13:00			25		28		
01:15			2		1			13:15			31		26		
01:30			1		2			13:30			24		26		
01:45			0	4	1	4	8	13:45			34	114	20	100	214
02:00			1		0			14:00			30		33		
02:15			1		0			14:15			44		35		
02:30			1		1			14:30			68		40		
02:45			0	3	0	1	4	14:45			62	204	44	152	356
03:00			0		1			15:00			35		37		
03:15			1		1			15:15			41		31		
03:30			0		0			15:30			28		28		
03:45			0	1	1	3	4	15:45			29	133	25	121	254
04:00			1		0			16:00			35		33		
04:15			2		1			16:15			44		37		
04:30			2		2			16:30			41		40		
04:45			0	5	3	6	11	16:45			37	157	41	151	308
05:00			4		4			17:00			38		27		
05:15			5		4			17:15			30		29		
05:30			9		5			17:30			27		35		
05:45			10	28	7	20	48	17:45			21	116	27	118	234
06:00			18		9			18:00			32		21		
06:15			22		18			18:15			25		32		
06:30			26		21			18:30			21		27		
06:45			21	87	35	83	170	18:45			26	104	26	106	210
07:00			35		48			19:00			20		25		
07:15			70		77			19:15			22		20		
07:30			42		62			19:30			32		22		
07:45			22	169	50	237	406	19:45			15	89	19	86	175
08:00			21		40			20:00			19		12		
08:15			26		35			20:15			20		18		
08:30			16		31			20:30			15		19		
08:45			21	84	34	140	224	20:45			12	66	11	60	126
09:00			12		28			21:00			11		10		
09:15			20		21			21:15			9		9		
09:30			18		26			21:30			5		12		
09:45			17	67	20	95	162	21:45			4	29	7	38	67
10:00			21		17			22:00			3		5		
10:15			16		18			22:15			2		4		
10:30			12		21			22:30			1		6		
10:45			18	67	20	76	143	22:45			0	6	3	18	24
11:00			22		15			23:00			2		2		
11:15			21		19			23:15			2		1		
11:30			23		26			23:30			1		0		
11:45			20	86	20	80	166	23:45			2	7	1	4	11
Total Vol.				605		748	**1353**					1120		1081	**2201**

Daily Totals

NB	SB	EB	WB	**Combined**
		1725	1829	**3554**

	AM			**PM**		
Split %	44.7%	55.3%	**38.1%**	50.9%	49.1%	**61.9%**
Peak Hour	07:00	07:00	**07:00**	14:15	14:15	**14:15**
Volume	169	237	**406**	209	156	**365**
P.H.F.	0.60	0.77	**0.69**	0.77	0.89	**0.84**

FRIDAY - MARCH 7TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

TROJAN BTN 54TH & SHARON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			20		15		
00:15			0		1			12:15			15		18		
00:30			1		0			12:30			11		21		
00:45			0	2	0	1	3	12:45			17	63	16	70	133
01:00			1		2			13:00			14		28		
01:15			1		1			13:15			6		17		
01:30			0		0			13:30			9		14		
01:45			0	2	0	3	5	13:45			14	43	21	80	123
02:00			0		1			14:00			17		23		
02:15			0		0			14:15			19		28		
02:30			0		0			14:30			38		44		
02:45			1	1	0	1	2	14:45			20	94	39	134	228
03:00			0		1			15:00			21		26		
03:15			2		1			15:15			12		22		
03:30			3		0			15:30			20		22		
03:45			1	6	1	3	9	15:45			19	72	18	88	160
04:00			0		0			16:00			22		25		
04:15			3		0			16:15			25		22		
04:30			2		2			16:30			23		20		
04:45			2	7	3	5	12	16:45			24	94	22	89	183
05:00			4		4			17:00			28		18		
05:15			6		4			17:15			28		19		
05:30			10		6			17:30			21		16		
05:45			9	29	10	24	53	17:45			22	99	19	72	171
06:00			12		15			18:00			13		26		
06:15			18		18			18:15			16		19		
06:30			22		15			18:30			12		14		
06:45			26	78	26	74	152	18:45			17	58	21	80	138
07:00			31		41			19:00			16		12		
07:15			51		88			19:15			10		12		
07:30			40		72			19:30			12		18		
07:45			19	141	40	241	382	19:45			16	54	15	57	111
08:00			20		32			20:00			15		11		
08:15			16		41			20:15			9		19		
08:30			18		29			20:30			12		16		
08:45			22	76	31	133	209	20:45			11	47	10	56	103
09:00			26		22			21:00			15		14		
09:15			12		21			21:15			11		8		
09:30			13		18			21:30			8		15		
09:45			10	61	26	87	148	21:45			3	37	3	40	77
10:00			15		22			22:00			8		9		
10:15			19		20			22:15			9		8		
10:30			17		17			22:30			7		4		
10:45			26	77	18	77	154	22:45			7	31	7	28	59
11:00			20		21			23:00			3		4		
11:15			21		20			23:15			1		5		
11:30			17		16			23:30			5		1		
11:45			23	81	22	79	160	23:45			4	13	3	13	26
Total Vol.				561		728	**1289**					705		807	**1512**

Daily Totals

NB	SB	EB	WB	**Combined**
		1266	1535	**2801**

	AM			**PM**		
Split %	43.5%	56.5%	**46.0%**	46.6%	53.4%	**54.0%**
Peak Hour	06:45	07:00	**07:00**	16:30	14:15	**14:15**
Volume	148	241	**382**	103	137	**235**
P.H.F.	0.73	0.68	**0.69**	0.92	0.78	**0.72**

SATURDAY - MARCH 8TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

TROJAN BTN 54TH & SHARON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		2			12:00			12		14		
00:15			3		4			12:15			10		11		
00:30			6		4			12:30			13		18		
00:45			0	12	1	11	23	12:45			13	48	16	59	107
01:00			5		1			13:00			15		12		
01:15			1		1			13:15			26		12		
01:30			3		1			13:30			14		19		
01:45			4	13	0	3	16	13:45			11	66	10	53	119
02:00			2		0			14:00			18		16		
02:15			1		3			14:15			15		10		
02:30			2		1			14:30			14		10		
02:45			4	9	1	5	14	14:45			13	60	11	47	107
03:00			2		2			15:00			9		10		
03:15			0		0			15:15			9		17		
03:30			2		1			15:30			13		18		
03:45			0	4	1	4	8	15:45			19	50	12	57	107
04:00			0		0			16:00			10		10		
04:15			1		1			16:15			22		6		
04:30			1		0			16:30			14		12		
04:45			3	5	0	1	6	16:45			14	60	12	40	100
05:00			0		0			17:00			13		23		
05:15			0		0			17:15			9		17		
05:30			0		0			17:30			9		11		
05:45			0	0	3	3	3	17:45			21	52	18	69	121
06:00			1		4			18:00			12		20		
06:15			2		4			18:15			10		13		
06:30			1		1			18:30			8		9		
06:45			1	5	3	12	17	18:45			13	43	13	55	98
07:00			5		9			19:00			7		8		
07:15			2		7			19:15			10		9		
07:30			10		11			19:30			12		6		
07:45			7	24	12	39	63	19:45			8	37	10	33	70
08:00			5		9			20:00			5		8		
08:15			6		7			20:15			6		7		
08:30			4		4			20:30			14		10		
08:45			5	20	12	32	52	20:45			2	27	9	34	61
09:00			8		11			21:00			8		6		
09:15			9		13			21:15			3		5		
09:30			13		23			21:30			7		11		
09:45			9	39	22	69	108	21:45			4	22	6	28	50
10:00			7		10			22:00			2		7		
10:15			7		8			22:15			2		6		
10:30			16		21			22:30			7		1		
10:45			17	47	19	58	105	22:45			8	19	4	18	37
11:00			8		8			23:00			3		7		
11:15			13		14			23:15			1		1		
11:30			7		15			23:30			3		4		
11:45			10	38	9	46	84	23:45			2	9	2	14	23
Total Vol.				216		283	**499**					493		507	**1000**

						Daily Totals			
					NB	SB	EB	WB	**Combined**
							709	790	**1499**
	AM						**PM**		
Split %	43.3%	56.7%	**33.3%**				49.3%	50.7%	**66.7%**
Peak Hour	10:30	09:00	**10:30**				13:15	17:00	**12:45**
Volume	54	69	**116**				69	69	**127**
P.H.F.	0.79	0.75	**0.78**				0.66	0.75	**0.84**

SUNDAY - MARCH 9TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

TROJAN BTN 54TH & SHARON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		1			12:00			29		54		
00:15			4		3			12:15			15		39		
00:30			3		6			12:30			15		31		
00:45			1	11	3	13	24	12:45			9	68	20	144	212
01:00			1		1			13:00			14		22		
01:15			2		3			13:15			10		16		
01:30			1		3			13:30			10		33		
01:45			4	8	2	9	17	13:45			15	49	20	91	140
02:00								14:00			11		14		
02:15								14:15			7		15		
02:30								14:30			15		10		
02:45								14:45			13	46	6	45	91
03:00			2		2			15:00			9		21		
03:15			5		3			15:15			9		8		
03:30			0		0			15:30			14		16		
03:45			2	9	1	6	15	15:45			14	46	13	58	104
04:00			0		2			16:00			14		12		
04:15			1		0			16:15			12		17		
04:30			0		1			16:30			9		8		
04:45			1	2	1	4	6	16:45			13	48	11	48	96
05:00			1		0			17:00			6		15		
05:15			1		0			17:15			12		9		
05:30			0		2			17:30			6		17		
05:45			2	4	0	2	6	17:45			13	37	10	51	88
06:00			8		4			18:00			11		7		
06:15			4		3			18:15			9		12		
06:30			0		1			18:30			9		7		
06:45			2	14	2	10	24	18:45			16	45	9	35	80
07:00			4		3			19:00			7		13		
07:15			4		6			19:15			8		17		
07:30			5		6			19:30			6		8		
07:45			16	29	9	24	53	19:45			3	24	4	42	66
08:00			33		6			20:00			12		9		
08:15			24		8			20:15			9		9		
08:30			10		8			20:30			5		4		
08:45			3	70	12	34	104	20:45			5	31	7	29	60
09:00			7		11			21:00			6		3		
09:15			9		6			21:15			6		5		
09:30			13		12			21:30			8		2		
09:45			21	50	26	55	105	21:45			2	22	5	15	37
10:00			42		35			22:00			1		5		
10:15			33		27			22:15			0		1		
10:30			14		13			22:30			4		3		
10:45			19	108	8	83	191	22:45			2	7	3	12	19
11:00			10		16			23:00			1		2		
11:15			9		12			23:15			2		5		
11:30			15		20			23:30			2		3		
11:45			13	47	37	85	132	23:45			4	9	1	11	20
Total Vol.				352		325	**677**					432		581	**1013**

Daily Totals

NB	SB	EB	WB	**Combined**
		784	906	**1690**

	AM			**PM**		
Split %	52.0%	48.0%	**40.1%**	42.6%	57.4%	**59.9%**
Peak Hour	09:45	11:45	**11:45**	12:00	12:00	**12:00**
Volume	110	161	**233**	68	144	**212**
P.H.F.	0.65	0.75	**0.70**	0.59	0.67	**0.64**

MONDAY - MARCH 10TH, 2014 CITY: SAN DIEGO PROJECT: PTD14-0307-02

TROJAN BTN 54TH & SHARON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		3			12:00			22		22		
00:15			2		0			12:15			23		23		
00:30			0		0			12:30			35		30		
00:45			2	5	0	3	8	12:45			32	112	25	100	212
01:00			1		3			13:00			28		31		
01:15			2		0			13:15			22		25		
01:30			0		0			13:30			26		28		
01:45			2	5	0	3	8	13:45			24	100	24	108	208
02:00			0		1			14:00			24		21		
02:15			0		0			14:15			22		33		
02:30			1		0			14:30			38		41		
02:45			0	1	0	1	2	14:45			44	128	48	143	271
03:00			1		0			15:00			40		37		
03:15			0		1			15:15			26		25		
03:30			1		1			15:30			32		20		
03:45			0	2	2	4	6	15:45			27	125	19	101	226
04:00			2		0			16:00			29		26		
04:15			0		0			16:15			24		33		
04:30			1		1			16:30			29		35		
04:45			1	4	1	2	6	16:45			32	114	31	125	239
05:00			1		1			17:00			33		25		
05:15			1		0			17:15			41		27		
05:30			3		4			17:30			26		25		
05:45			0	5	8	13	18	17:45			22	122	20	97	219
06:00			0		4			18:00			27		26		
06:15			6		15			18:15			20		22		
06:30			4		11			18:30			19		23		
06:45			8	18	15	45	63	18:45			20	86	20	91	177
07:00			18		52			19:00			15		15		
07:15			53		85			19:15			9		10		
07:30			24		32			19:30			12		11		
07:45			13	108	24	193	301	19:45			11	47	9	45	92
08:00			14		30			20:00			15		12		
08:15			18		40			20:15			9		16		
08:30			10		20			20:30			10		10		
08:45			12	54	22	112	166	20:45			12	46	5	43	89
09:00			14		12			21:00			18		4		
09:15			9		16			21:15			11		9		
09:30			11		13			21:30			6		4		
09:45			8	42	16	57	99	21:45			7	42	5	22	64
10:00			18		11			22:00			5		2		
10:15			9		11			22:15			4		3		
10:30			8		13			22:30			3		2		
10:45			9	44	16	51	95	22:45			2	14	1	8	22
11:00			15		19			23:00			1		0		
11:15			19		20			23:15			1		1		
11:30			20		16			23:30			0		0		
11:45			16	70	21	76	146	23:45			1	3	1	2	5
Total Vol.				358		560	**918**					939		885	**1824**

Daily Totals

NB	SB	EB	WB	**Combined**
		1297	1445	**2742**

	AM			**PM**		
Split %	39.0%	61.0%	**33.5%**	51.5%	48.5%	**66.5%**
Peak Hour	07:00	07:00	**07:00**	14:30	14:15	**14:15**
Volume	108	193	**301**	148	159	**303**
P.H.F.	0.51	0.57	**0.55**	0.84	0.83	**0.82**