APPENDIX F

aaSIDRA ROUNDABOUT ANALYSIS

SIDRA INTERSECTION

Movement Summary

St Francis at Sawmill

2030 - PM Peak 2-lane roundabout

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Prop. Queued	Eff. Stop Rate	Aver Speed (mph)
St Francis										
8R	R	1663	2.0	0.525	3.3	LOS A	0	0.00	0.36	27.8
Approach		**1663**	**2.0**	**0.525**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
Sawmill										
6R	R	152	2.0	0.050	3.3	LOS A	0	0.00	0.36	27.8
Approach		**152**	**2.0**	**0.050**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
St. Francis										
4R	R	3957	2.0	1.309	142.4	LOS F	3849	1.00	106.26	6.8
Approach		**3956**	**2.0**	**1.309**	**142.4**	**LOS F**	**3849**	**1.00**	**106.26**	**6.8**
Sawmill										
2R	R	1304	2.0	0.432	3.3	LOS A	0	0.00	0.36	27.8
Approach		**1304**	**2.0**	**0.431**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
All Vehicles		**7075**	**2.0**	**1.309**	**81.1**	**LOS F**	**3849**	**0.56**	**59.58**	**10.2**

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SIDRA INTERSECTION

Movement Summary

St Francis at Alamo

2030 - PM Peak (2 lane roundabout)

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Prop. Queued	Eff. Stop Rate	Aver Speed (mph)
St Francis										
8R	R	2207	2.0	0.697	3.3	LOS A	0	0.00	0.36	27.8
Approach		**2206**	**2.0**	**0.697**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
Alamo										
6R	R	576	2.1	0.191	3.3	LOS A	0	0.00	0.36	27.8
Approach		**577**	**2.1**	**0.191**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
St. Francis										
4R	R	1120	2.0	0.370	3.3	LOS A	0	0.00	0.36	27.8
Approach		**1119**	**2.0**	**0.370**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
Alamo										
2R	R	348	2.0	0.115	3.3	LOS A	0	0.00	0.36	27.8
Approach		**348**	**2.0**	**0.115**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
All Vehicles		**4250**	**2.0**	**0.697**	**3.3**	**LOS A**	**0**	**0.00**	**0.36**	**27.8**

SIDRA SOLUTIONS

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SIDRA INTERSECTION

Movement Summary

St Francis at Sawmill

2030 - PM Peak

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Prop. Queued	Eff. Stop Rate	Aver Speed (mph)
St Francis										
8R	R	1663	2.0	0.488	3.6	LOS A	0	0.00	0.39	27.6
Approach		**1663**	**2.0**	**0.488**	**3.6**	**LOS A**		**0.00**	**0.39**	**27.6**
Sawmill										
6R	R	152	2.0	0.050	3.3	LOS A	0	0.00	0.36	27.8
Approach		**152**	**2.0**	**0.050**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
St. Francis										
4R	R	3957	2.0	1.160	70.8	LOS E	2144	0.93	57.95	11.1
Approach		**3956**	**2.0**	**1.160**	**70.8**	**LOS E**	**2144**	**0.93**	**57.95**	**11.1**
Sawmill										
2R	R	1304	2.0	0.432	3.3	LOS A	0	0.00	0.36	27.8
Approach		**1304**	**2.0**	**0.431**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
All Vehicles		**7075**	**2.0**	**1.160**	**41.1**	**LOS D**	**2144**	**0.52**	**32.57**	**15.1**

SIDRA SOLUTIONS

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SIDRA INTERSECTION

Movement Summary

St Francis at Alamo

2030 - PM Peak

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Prop. Queued	Eff. Stop Rate	Aver Speed (mph)
St Francis										
8R	R	2207	2.0	0.730	3.3	LOS A	0	0.00	0.36	27.8
Approach		**2206**	**2.0**	**0.730**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
Alamo										
6R	R	576	2.1	0.191	3.3	LOS A	0	0.00	0.36	27.8
Approach		**577**	**2.1**	**0.191**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
St. Francis										
4R	R	1120	2.0	0.370	3.3	LOS A	0	0.00	0.36	27.8
Approach		**1119**	**2.0**	**0.370**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
Alamo										
2R	R	348	2.0	0.115	3.3	LOS A	0	0.00	0.36	27.8
Approach		**348**	**2.0**	**0.115**	**3.3**	**LOS A**		**0.00**	**0.36**	**27.8**
All Vehicles		**4250**	**2.0**	**0.730**	**3.3**	**LOS A**	**0**	**0.00**	**0.36**	**27.8**

SIDRA SOLUTIONS

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APPENDIX G

2-LANE
QUEUING ANALYSIS

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	554	750	22	33	98	457	1163	43	120	3152	685
v/c Ratio	0.83	1.16	0.16	0.20	0.43	1.43	0.68	0.06	0.54	2.20	0.90
Control Delay	53.7	113.0	49.1	49.6	15.8	238.0	24.1	5.5	12.5	559.2	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	113.0	49.1	49.6	15.8	238.0	24.1	5.5	12.5	559.2	7.8
Queue Length 50th (ft)	191	~416	15	22	0	~403	328	1	12	~1877	36
Queue Length 95th (ft)	253	#745	39	53	51	#613	408	20	m10	m#1132	m18
Internal Link Dist (ft)		3421		5203			3446			1698	
Turn Bay Length (ft)	400		75		75	200		200	200		200
Base Capacity (vph)	724	644	171	164	228	320	1700	781	222	1431	762
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	1.16	0.13	0.20	0.43	1.43	0.68	0.06	0.54	2.20	0.90

Intersection Summary

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

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

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

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	446	305	467	315	207	87	1489	207	348	2793	924
v/c Ratio	0.77	0.73	0.59	0.56	0.49	0.31	1.14	0.30	0.77	1.81	1.08
Control Delay	52.5	42.3	39.7	46.1	9.5	51.2	104.5	10.9	53.2	385.4	54.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	42.3	39.7	46.1	9.5	51.2	104.5	10.9	53.2	385.4	54.3
Queue Length 50th (ft)	154	72	149	109	0	26	~669	20	108	~1605	~618
Queue Length 95th (ft)	210	#123	190	147	61	m40	#839	m72	m100	m#1202	m#254
Internal Link Dist (ft)		1581		2099			1698			1756	
Turn Bay Length (ft)	210		220		200	300		300	300		200
Base Capacity (vph)	598	417	966	778	508	302	1301	687	458	1542	852
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.73	0.48	0.40	0.41	0.29	1.14	0.30	0.76	1.81	1.08

Intersection Summary

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

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	152	109	370	293	152	65	207	1902	272	185	2630	402
v/c Ratio	0.26	0.38	0.86	0.45	0.46	0.20	0.84	1.15	0.32	0.72	1.57	0.52
Control Delay	29.2	44.2	37.5	31.7	44.5	10.6	34.8	98.2	8.9	36.3	274.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	44.2	37.5	31.7	44.5	10.6	34.8	98.2	8.9	36.3	274.0	6.2
Queue Length 50th (ft)	39	68	103	79	95	0	77	~890	81	82	~1416	61
Queue Length 95th (ft)	63	121	#257	115	158	37	m93	m#843	m102	m69	m#1072	m51
Internal Link Dist (ft)		971			933			1756			3596	
Turn Bay Length (ft)	400		400	180		300	200		300	200		50
Base Capacity (vph)	591	327	458	658	360	358	256	1658	846	316	1679	778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.33	0.81	0.45	0.42	0.18	0.81	1.15	0.32	0.59	1.57	0.52

Intersection Summary

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

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	196	98	196	174	130	65	120	1695	152	2510
v/c Ratio	0.68	0.43	0.60	0.55	0.58	0.26	0.64	0.90	0.82	1.34
Control Delay	46.1	50.1	19.7	39.8	55.8	13.4	35.8	9.7	39.4	166.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	50.1	19.7	39.8	55.8	13.4	35.8	9.7	39.4	166.9
Queue Length 50th (ft)	112	64	25	98	87	0	49	64	69	~1218
Queue Length 95th (ft)	181	118	98	161	149	40	m48	m62	m61	m#908
Internal Link Dist (ft)		590			242			3596		3181
Turn Bay Length (ft)	300		100	150			150		150	
Base Capacity (vph)	293	246	341	325	246	262	192	1876	186	1879
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.40	0.57	0.54	0.53	0.25	0.63	0.90	0.82	1.34

Intersection Summary

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

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	141	109	130	261	108	43	2098	120	2337	54
v/c Ratio	0.43	0.48	0.43	0.68	0.32	0.24	1.24	0.63	1.24	0.06
Control Delay	31.5	51.8	12.1	38.8	20.6	8.0	130.7	29.3	132.2	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	51.8	12.1	38.8	20.6	8.0	130.7	29.3	132.2	10.5
Queue Length 50th (ft)	72	72	0	143	27	4	~1008	52	~1149	7
Queue Length 95th (ft)	119	127	54	215	76	m8	#1171	m49	m#1035	m5
Internal Link Dist (ft)		813			693		3181		1124	
Turn Bay Length (ft)	300		300	350		400		180		180
Base Capacity (vph)	356	262	330	402	374	176	1698	193	1878	851
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.42	0.39	0.65	0.29	0.24	1.24	0.62	1.24	0.06

Intersection Summary

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

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	174	272	293	370	272	207	130	1837	207	1858
v/c Ratio	0.57	0.60	0.80	0.97	0.38	0.43	0.67	1.23	0.81	1.14
Control Delay	35.8	50.7	34.7	70.7	39.2	8.0	30.6	135.3	37.2	95.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	50.7	34.7	70.7	39.2	8.0	30.6	135.3	37.2	95.0
Queue Length 50th (ft)	89	96	72	216	87	0	75	~840	76	~846
Queue Length 95th (ft)	146	141	#209	#378	128	61	m64	m#607	m114	m#994
Internal Link Dist (ft)		1148			916			1124		1204
Turn Bay Length (ft)	200		80	250		200	170		350	
Base Capacity (vph)	312	467	369	383	718	485	210	1499	269	1627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.58	0.79	0.97	0.38	0.43	0.62	1.23	0.77	1.14

Intersection Summary

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

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

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

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	859	576	630	598	1913	554	1348	609
v/c Ratio	1.29	0.79	0.77	0.67	1.30	0.78	0.92	0.63
Control Delay	180.0	49.0	45.3	40.0	161.3	18.8	25.9	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	180.0	49.0	45.3	40.0	161.3	18.8	25.9	27.2
Queue Length 50th (ft)	~400	196	211	191	~976	345	524	144
Queue Length 95th (ft)	#523	265	269	250	m#814	m322	m444	m103
Internal Link Dist (ft)		895		655	1204		342	
Turn Bay Length (ft)	350		280			50		350
Base Capacity (vph)	664	754	905	991	1472	710	1472	960
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	0.76	0.70	0.60	1.30	0.78	0.92	0.63

Intersection Summary

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

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

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	185	261	109	337	120	2380	98	1924
v/c Ratio	0.81	0.59	0.37	0.82	0.63	1.49	0.55	1.22
Control Delay	52.6	37.1	27.5	53.6	21.6	241.3	32.4	126.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	37.1	27.5	53.6	21.6	241.3	32.4	126.8
Queue Length 50th (ft)	90	139	50	206	25	~1283	43	~889
Queue Length 95th (ft)	#180	222	90	#321	m9	m#854	m29	m252
Internal Link Dist (ft)		2353		2369		956		915
Turn Bay Length (ft)	250		200		200		120	
Base Capacity (vph)	229	483	292	452	194	1596	179	1572
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.54	0.37	0.75	0.62	1.49	0.55	1.22

Intersection Summary

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

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

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	315	163	120	250	130	2315	43	2272
v/c Ratio	0.52	0.41	0.32	0.71	0.68	1.33	0.24	1.48
Control Delay	27.6	36.4	25.7	51.1	37.6	174.7	9.9	235.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	36.4	25.7	51.1	37.6	174.7	9.9	235.6
Queue Length 50th (ft)	79	91	57	159	69	~1162	3	~1231
Queue Length 95th (ft)	105	150	93	242	m43	m#714	m4	m#801
Internal Link Dist (ft)		1005		925		915		1538
Turn Bay Length (ft)	250		120		150		150	
Base Capacity (vph)	685	454	417	396	191	1739	177	1539
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.36	0.29	0.63	0.68	1.33	0.24	1.48

Intersection Summary

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

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	185	98	185	174	228	54	370	2598	22	1859
v/c Ratio	0.60	0.30	0.43	0.41	0.67	0.17	0.90	1.40	0.12	1.57
Control Delay	34.2	40.6	8.8	28.6	51.5	10.7	28.0	203.1	14.7	286.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	40.6	8.8	28.6	51.5	10.7	28.0	203.1	14.7	286.0
Queue Length 50th (ft)	93	59	0	87	150	0	161	~1294	7	~1008
Queue Length 95th (ft)	143	108	59	135	224	33	m143	m#1123	m11	#1155
Internal Link Dist (ft)		401			591			1538		658
Turn Bay Length (ft)	150		100	200		150	260		100	
Base Capacity (vph)	324	362	456	473	409	385	412	1856	177	1183
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.27	0.41	0.37	0.56	0.14	0.90	1.40	0.12	1.57

Intersection Summary

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

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

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

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	163	185	587	141	33	174	1609	620	54	1174
v/c Ratio	0.74	0.59	0.77	0.20	0.05	0.84	1.04	0.66	0.31	0.83
Control Delay	67.2	23.8	47.3	22.2	6.8	44.0	43.2	5.3	20.0	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	23.8	47.3	22.2	6.8	44.0	43.2	5.3	20.0	20.4
Queue Length 50th (ft)	112	36	197	63	0	80	~680	42	5	415
Queue Length 95th (ft)	#218	110	259	107	19	m66	m162	m42	m9	476
Internal Link Dist (ft)	509			423			658			2022
Turn Bay Length (ft)		80	380			140			200	
Base Capacity (vph)	223	315	815	737	638	208	1548	941	176	1413
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.59	0.72	0.19	0.05	0.84	1.04	0.66	0.31	0.83

Intersection Summary

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

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

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	40	280	50	480	340	1660	30	1030
v/c Ratio	0.62	0.55	0.29	1.01	0.78	0.73	0.03	0.75
Control Delay	76.8	25.3	37.8	85.6	14.9	18.1	1.0	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.8	25.3	37.8	85.6	14.9	18.1	1.0	31.2
Queue Length 50th (ft)	25	101	28	~347	75	629	1	314
Queue Length 95th (ft)	#84	189	65	#563	m81	m625	m2	#456
Internal Link Dist (ft)		856		720		2022		1364
Turn Bay Length (ft)	180		120		200			
Base Capacity (vph)	65	506	174	474	533	2270	1026	1382
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.55	0.29	1.01	0.64	0.73	0.03	0.75

Intersection Summary

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

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

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

APPENDIX H

GROWTH RATE REDUCTION ANALYSIS

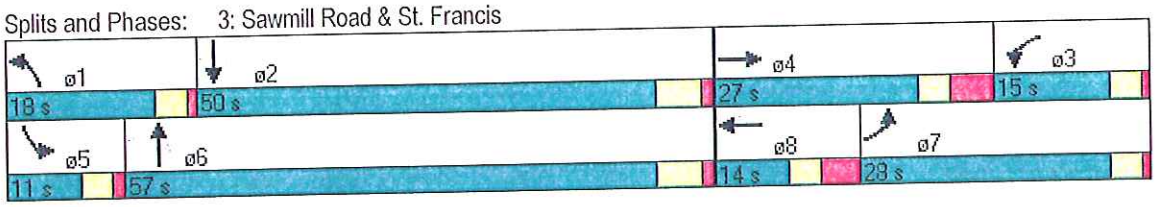
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	510	30	660	20	30	90	281	717	27	73	1943	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.857				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1543	0	1711	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.950			0.950			0.087			0.345		
Satd. Flow (perm)	3319	1543	0	1711	1801	1531	157	4916	1531	621	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		307				98			29			299
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	554	33	717	22	33	98	305	779	29	79	2112	457
Shared Lane Traffic (%)												
Lane Group Flow (vph)	554	750	0	22	33	98	305	779	29	79	2112	457
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	22.1	30.0		8.6	10.0	10.0	66.0	57.0	57.0	53.1	46.0	46.0
Actuated g/C Ratio	0.20	0.27		0.08	0.09	0.09	0.60	0.52	0.52	0.48	0.42	0.42
v/c Ratio	0.83	1.16		0.16	0.20	0.43	0.95	0.31	0.04	0.21	1.03	0.56
Control Delay	53.7	113.0		49.1	49.6	15.8	70.3	16.4	5.4	3.8	43.5	4.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	113.0		49.1	49.6	15.8	70.3	16.4	5.4	3.8	43.5	4.3
LOS	D	F		D	D	B	E	B	A	A	D	A
Approach Delay		87.8			27.9			30.9			35.5	
Approach LOS		F			C			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 47.4 Intersection LOS: D
Intersection Capacity Utilization 105.5% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: Sawmill Road & St. Francis



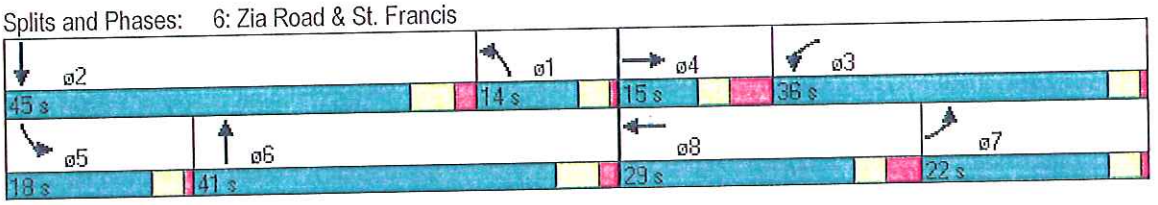
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	410	170	110	430	290	190	54	918	127	213	1714	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.941				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3219	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3219	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106				207			138			423
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	446	185	120	467	315	207	59	998	138	232	1863	615
Shared Lane Traffic (%)												
Lane Group Flow (vph)	446	305	0	467	315	207	59	998	138	232	1863	615
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	19.3	12.5		24.7	17.9	17.9	7.9	44.4	44.4	12.4	51.1	51.1
Actuated g/C Ratio	0.18	0.11		0.22	0.16	0.16	0.07	0.40	0.40	0.11	0.46	0.46
v/c Ratio	0.77	0.66		0.63	0.56	0.49	0.25	0.50	0.20	0.62	0.82	0.66
Control Delay	52.5	37.9		41.7	46.1	9.5	36.9	16.8	1.6	56.1	23.9	5.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	37.9		41.7	46.1	9.5	36.9	16.8	1.6	56.1	23.9	5.8
LOS	D	D		D	D	A	D	B	A	E	C	A
Approach Delay		46.6			36.4			16.1			22.6	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 26.8 Intersection LOS: C
Intersection Capacity Utilization 72.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 6: Zia Road & St. Francis



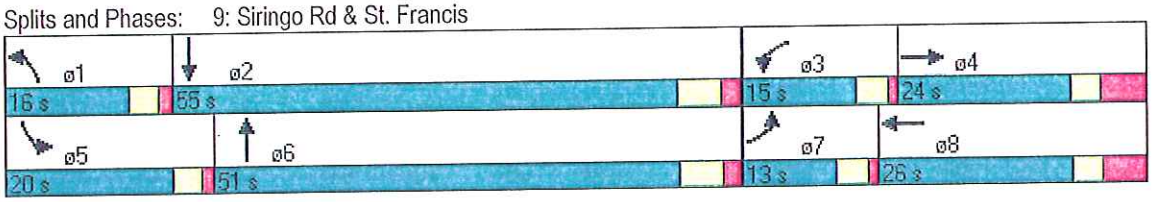
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	100	340	270	140	60	114	1050	150	102	1452	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.566			0.511			0.089			0.187		
Satd. Flow (perm)	1977	1801	1531	1785	1801	1531	160	4916	1531	337	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227			65			163			111
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	109	370	293	152	65	124	1141	163	111	1578	350
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	109	370	293	152	65	124	1141	163	111	1578	350
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	26.0	17.6	17.6	30.7	19.9	19.9	66.5	57.0	57.0	64.8	56.2	56.2
Actuated g/C Ratio	0.24	0.16	0.16	0.28	0.18	0.18	0.60	0.52	0.52	0.59	0.51	0.51
v/c Ratio	0.27	0.38	0.85	0.45	0.47	0.20	0.54	0.45	0.19	0.36	0.63	0.42
Control Delay	29.3	44.4	35.7	31.8	44.7	10.6	20.7	18.6	6.7	10.0	14.7	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	44.4	35.7	31.8	44.7	10.6	20.7	18.6	6.7	10.0	14.7	6.1
LOS	C	D	D	C	D	B	C	B	A	A	B	A
Approach Delay		35.6			33.0			17.4			13.0	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 9: Siringo Rd & St. Francis



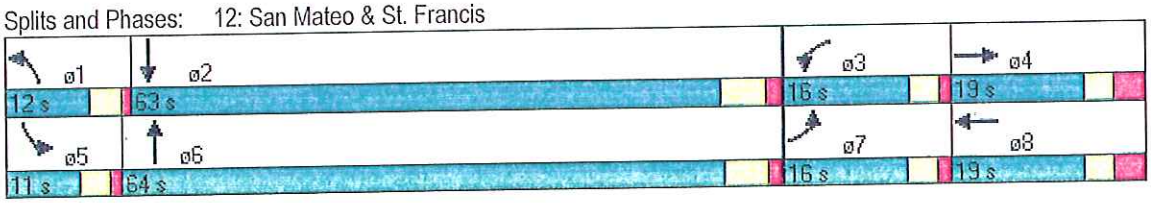
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	90	180	160	120	60	66	852	42	42	1314	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00		0.98			0.99						
Frt			0.850			0.850		0.993			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4881	0	1711	4876	0
Flt Permitted	0.467			0.614			0.115			0.249		
Satd. Flow (perm)	839	1801	1506	1106	1801	1509	207	4881	0	448	4876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			65		11			12	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	98	196	174	130	65	72	926	46	46	1428	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	98	196	174	130	65	72	972	0	46	1506	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.7	14.0	14.0	25.3	13.8	13.8	69.7	63.7		68.9	63.3	
Actuated g/C Ratio	0.23	0.13	0.13	0.23	0.13	0.13	0.63	0.58		0.63	0.58	
v/c Ratio	0.68	0.43	0.57	0.55	0.58	0.26	0.31	0.34		0.13	0.54	
Control Delay	46.1	50.1	15.7	39.8	55.8	13.4	13.2	5.3		4.3	10.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.1	50.1	15.7	39.8	55.8	13.4	13.2	5.3		4.3	10.4	
LOS	D	D	B	D	E	B	B	A		A	B	
Approach Delay		34.7			40.8			5.9			10.2	
Approach LOS		C			D			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 15.7
Intersection LOS: B
Intersection Capacity Utilization 59.5%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 12: San Mateo & St. Francis



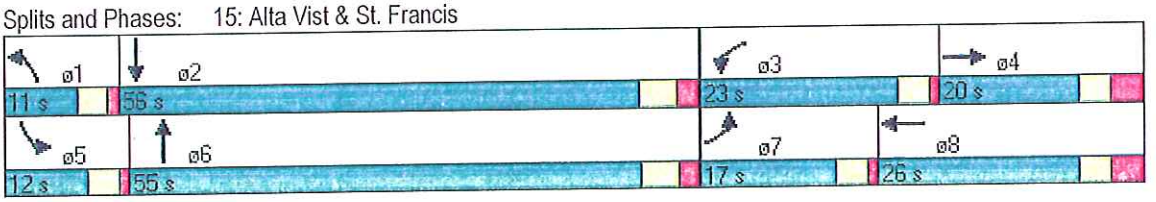
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	100	120	240	40	60	24	1074	84	66	1290	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		0.99							
Frt			0.850		0.910			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1624	0	1711	4862	0	1711	4916	1531
Flt Permitted	0.687			0.408			0.131			0.148		
Satd. Flow (perm)	1237	1801	1506	735	1624	0	236	4862	0	266	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130		62			15				33
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	109	130	261	43	65	26	1167	91	72	1402	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	109	130	261	108	0	26	1258	0	72	1402	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	25.7	13.8	13.8	35.8	19.8		62.5	56.9		64.4	59.6	59.6
Actuated g/C Ratio	0.23	0.13	0.13	0.33	0.18		0.57	0.52		0.59	0.54	0.54
v/c Ratio	0.41	0.48	0.43	0.65	0.31		0.11	0.50		0.28	0.53	0.04
Control Delay	30.3	51.7	12.1	36.8	20.3		8.2	14.2		12.8	16.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	30.3	51.7	12.1	36.8	20.3		8.2	14.2		12.8	16.1	4.3
LOS	C	D	B	D	C		A	B		B	B	A
Approach Delay		30.2			32.0			14.1			15.7	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 15: Alta Vist & St. Francis



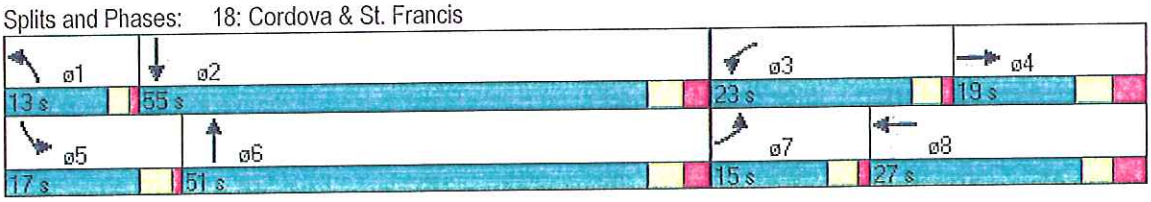
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	250	270	340	250	190	72	978	36	114	1002	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor							1.00	1.00			1.00	
Frt			0.850			0.850		0.995			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	4889	0	1711	4900	0
Flt Permitted	0.584			0.302			0.178			0.140		
Satd. Flow (perm)	1052	3421	1531	544	3421	1531	320	4889	0	252	4900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			214			207		6			4	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	272	293	370	272	207	78	1063	39	124	1089	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	272	293	370	272	207	78	1102	0	124	1115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0

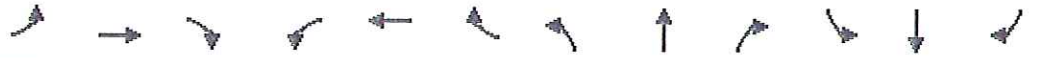
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	28.2	15.4	15.4	45.4	28.6	28.6	50.0	42.8		55.8	47.3	
Actuated g/C Ratio	0.26	0.14	0.14	0.41	0.26	0.26	0.45	0.39		0.51	0.43	
v/c Ratio	0.50	0.57	0.74	0.74	0.31	0.38	0.33	0.58		0.48	0.53	
Control Delay	27.8	49.2	25.3	34.1	34.2	7.0	22.7	25.6		15.8	16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.8	49.2	25.3	34.1	34.2	7.0	22.7	25.6		15.8	16.0	
LOS	C	D	C	C	C	A	C	C		B	B	
Approach Delay		34.7			27.5			25.5			16.0	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 24.7 Intersection LOS: C
Intersection Capacity Utilization 73.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 18: Cordova & St. Francis





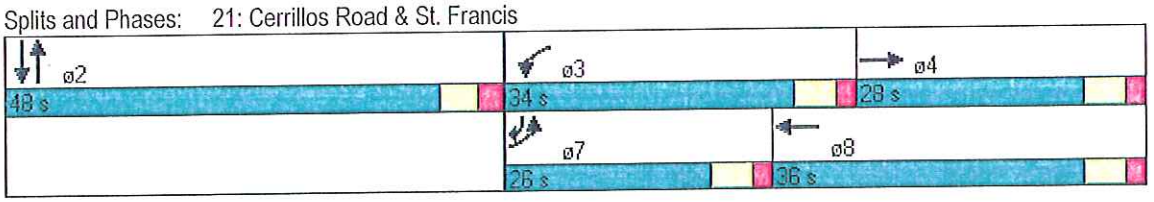
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	790	490	40	580	530	20	0	1056	306	0	744	336
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.88
Frt		0.989			0.994				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3384	0	3319	3401	0	0	4916	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3384	0	3319	3401	0	0	4916	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3				129			365
Link Speed (mph)		35			45			35			35	
Link Distance (ft)		975			735			1284			422	
Travel Time (s)		19.0			11.1			25.0			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	859	533	43	630	576	22	0	1148	333	0	809	365
Shared Lane Traffic (%)												
Lane Group Flow (vph)	859	576	0	630	598	0	0	1148	333	0	809	365
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0

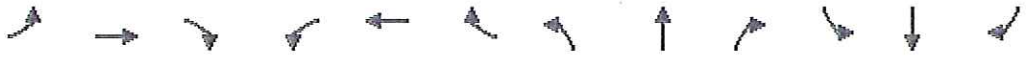
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	22.0	23.6		27.1	28.7			47.3	47.3		47.3	22.0
Actuated g/C Ratio	0.20	0.21		0.25	0.26			0.43	0.43		0.43	0.20
v/c Ratio	1.29	0.79		0.77	0.67			0.54	0.45		0.55	0.44
Control Delay	180.0	49.0		45.3	40.0			25.0	15.8		19.9	21.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	180.0	49.0		45.3	40.0			25.0	15.8		19.9	21.7
LOS	F	D		D	D			C	B		B	C
Approach Delay		127.4			42.7			22.9			20.4	
Approach LOS		F			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 55.1 Intersection LOS: E
Intersection Capacity Utilization 68.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 21: Cerrillos Road & St. Francis





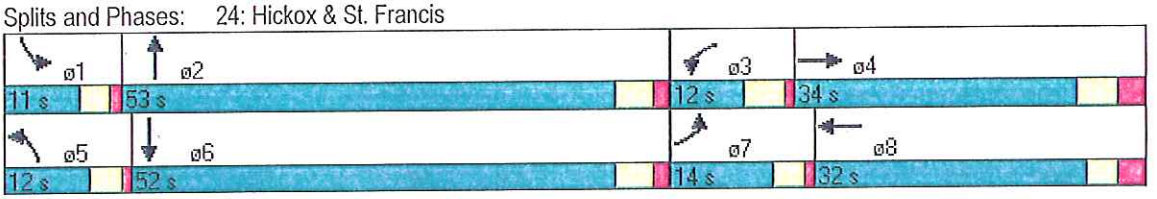
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	140	100	100	200	110	66	1278	36	54	1026	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.937			0.947			0.996			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1687	0	1711	1705	0	1711	4896	0	1711	4891	0
Flt Permitted	0.163			0.403			0.170			0.110		
Satd. Flow (perm)	294	1687	0	726	1705	0	306	4896	0	198	4891	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			24			5			6	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	152	109	109	217	120	72	1389	39	59	1115	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	261	0	109	337	0	72	1428	0	59	1154	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	37.4	27.4		33.4	25.4		59.9	53.8		58.9	53.3	
Actuated g/C Ratio	0.34	0.25		0.30	0.23		0.54	0.49		0.54	0.48	
v/c Ratio	0.81	0.59		0.37	0.82		0.27	0.60		0.29	0.49	
Control Delay	52.6	37.1		27.5	53.6		3.8	11.3		19.7	12.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	52.6	37.1		27.5	53.6		3.8	11.3		19.7	12.5	
LOS	D	D		C	D		A	B		B	B	
Approach Delay		43.5			47.2			11.0			12.9	
Approach LOS		D			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 71.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 24: Hickox & St. Francis



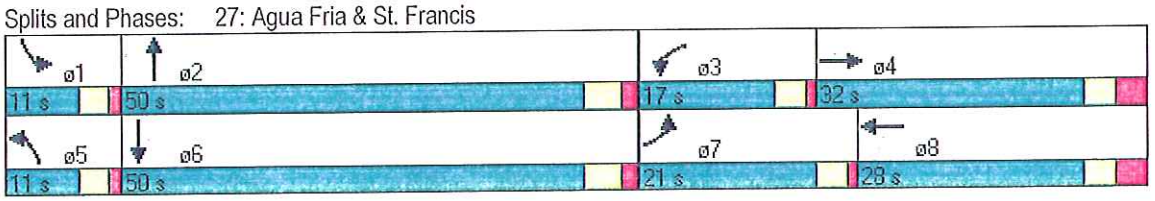
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	120	30	110	190	40	72	1242	36	24	1008	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00	0.99	
Frt		0.970			0.974			0.996			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1747	0	1711	1754	0	1711	4893	0	1711	4742	0
Flt Permitted	0.244			0.607			0.118			0.125		
Satd. Flow (perm)	852	1747	0	1093	1754	0	212	4893	0	225	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			9			5			65	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	130	33	120	207	43	78	1350	39	26	1096	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	163	0	120	250	0	78	1389	0	26	1363	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	38.3	24.6		32.1	21.6		60.7	56.2		59.3	53.7	
Actuated g/C Ratio	0.35	0.22		0.29	0.20		0.55	0.51		0.54	0.49	
v/c Ratio	0.52	0.41		0.32	0.71		0.36	0.55		0.12	0.58	
Control Delay	27.6	36.4		25.7	51.1		22.7	19.7		5.7	15.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.6	36.4		25.7	51.1		22.7	19.7		5.7	15.7	
LOS	C	D		C	D		C	B		A	B	
Approach Delay		30.6			42.9			19.9			15.5	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 21.9 — Intersection LOS: C
Intersection Capacity Utilization 64.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 27: Agua Fria & St. Francis



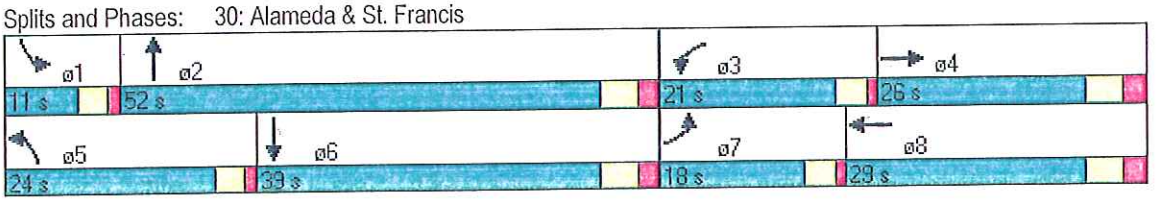
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	90	170	160	210	50	204	1380	54	12	936	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.994			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4886	0	1711	4852	0
Flt Permitted	0.325			0.635			0.151			0.121		
Satd. Flow (perm)	585	1801	1531	1143	1801	1510	272	4886	0	218	4852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			54		7			15	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	98	185	174	228	54	222	1500	59	13	1017	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	98	185	174	228	54	222	1559	0	13	1115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	33.2	20.2	20.2	34.1	20.6	20.6	64.4	60.0		53.6	46.6	
Actuated g/C Ratio	0.30	0.18	0.18	0.31	0.19	0.19	0.59	0.55		0.49	0.42	
v/c Ratio	0.60	0.30	0.43	0.41	0.67	0.17	0.65	0.58		0.06	0.54	
Control Delay	34.2	40.6	8.8	28.6	51.5	10.7	17.1	16.0		12.8	26.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	34.2	40.6	8.8	28.6	51.5	10.7	17.1	16.0		12.8	26.6	
LOS	C	D	A	C	D	B	B	B		B	C	
Approach Delay		25.5			37.9			16.2			26.4	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 30: Alameda & St. Francis



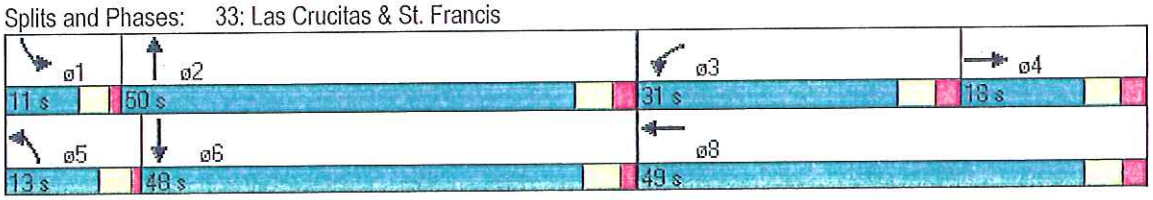
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	130	170	540	130	30	96	888	342	30	642	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850		0.999	
Flt Protected		0.993		0.950			0.950			0.950		
Satd. Flow (prot)	0	1788	1531	3319	1801	1531	1711	3421	1531	1711	4911	0
Flt Permitted		0.938		0.950			0.285			0.189		
Satd. Flow (perm)	0	1689	1531	3319	1801	1511	513	3421	1531	340	4911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			33			372		2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	141	185	587	141	33	104	965	372	33	698	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	185	587	141	33	104	965	372	33	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)		15.1	15.1	25.5	44.7	44.7	56.2	50.7	50.7	51.9	44.9	
Actuated g/C Ratio		0.14	0.14	0.23	0.41	0.41	0.51	0.46	0.46	0.47	0.41	
v/c Ratio		0.70	0.51	0.76	0.19	0.05	0.29	0.61	0.41	0.13	0.35	
Control Delay		62.5	12.6	46.3	21.3	6.7	10.8	13.7	1.7	12.6	21.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		62.5	12.6	46.3	21.3	6.7	10.8	13.7	1.7	12.6	21.9	
LOS		E	B	D	C	A	B	B	A	B	C	
Approach Delay		36.0			40.0			10.4			21.5	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 22.4 Intersection LOS: C
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 33: Las Crucitas & St. Francis



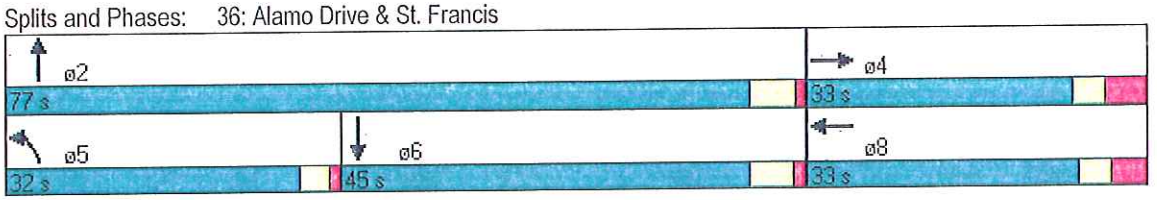
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	80	200	50	470	10	204	996	18	6	594	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.91	0.91	0.91
Frt		0.893			0.997				0.850		0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1608	0	1711	1795	0	1711	3421	1531	0	4896	0
Flt Permitted	0.138			0.366			0.357				0.931	
Satd. Flow (perm)	248	1608	0	659	1795	0	643	3421	1531	0	4558	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		111			1				18		5	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	80	200	50	470	10	204	996	18	6	594	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	280	0	50	480	0	204	996	18	0	618	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)								5.0	5.0	5.0	5.0	
Flash Dont Walk (s)								19.0	19.0	14.0	14.0	
Pedestrian Calls (#/hr)								0	0	0	0	
Act Effct Green (s)	29.0	29.0		29.0	29.0		73.0	73.0	73.0		58.4	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.66	0.66	0.66		0.53	
v/c Ratio	0.62	0.55		0.29	1.01		0.39	0.44	0.02		0.25	
Control Delay	76.8	25.3		37.8	85.6		8.4	12.5	1.4		14.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	76.8	25.3		37.8	85.6		8.4	12.5	1.4		14.5	
LOS	E	C		D	F		A	B	A		B	
Approach Delay		31.8			81.1			11.6			14.5	
Approach LOS		C			F			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 28.4 — Intersection LOS: C
Intersection Capacity Utilization 84.5% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 36: Alamo Drive & St. Francis



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	16	236	300	20	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992		0.892	
Flt Protected		0.997			0.990	
Satd. Flow (prot)	0	1795	1786	0	1590	0
Flt Permitted		0.997			0.990	
Satd. Flow (perm)	0	1795	1786	0	1590	0
Link Speed (mph)		30	45		45	
Link Distance (ft)		322	655		972	
Travel Time (s)		7.3	9.9		14.7	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	16	236	300	20	5	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	252	320	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 35.6% ICU Level of Service A
Analysis Period (min) 15

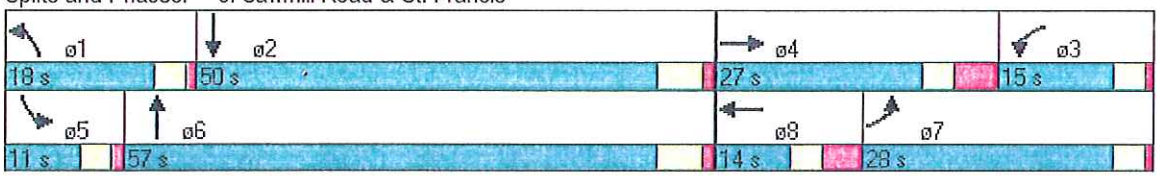
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	510	30	660	20	30	90	210	535	20	55	1450	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.857				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1543	0	1711	1801	1531	1711	3421	1531	1711	3421	1531
Flt Permitted	0.950			0.950			0.082			0.432		
Satd. Flow (perm)	3319	1543	0	1711	1801	1531	148	3421	1531	778	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		310				98			22			209
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	554	33	717	22	33	98	228	582	22	60	1576	342
Shared Lane Traffic (%)												
Lane Group Flow (vph)	554	750	0	22	33	98	228	582	22	60	1576	342
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	22.1	30.0		8.6	10.0	10.0	66.0	57.1	57.1	56.0	48.9	48.9
Actuated g/C Ratio	0.20	0.27		0.08	0.09	0.09	0.60	0.52	0.52	0.51	0.44	0.44
v/c Ratio	0.83	1.16		0.16	0.20	0.43	0.83	0.33	0.03	0.13	1.04	0.43
Control Delay	53.7	111.1		49.1	49.6	15.8	49.8	16.9	6.0	3.4	50.0	4.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	111.1		49.1	49.6	15.8	49.8	16.9	6.0	3.4	50.0	4.5
LOS	D	F		D	D	B	D	B	A	A	D	A
Approach Delay		86.7			27.9			25.6			40.7	
Approach LOS		F			C			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 51.4 Intersection LOS: D
Intersection Capacity Utilization 104.1% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: Sawmill Road & St. Francis



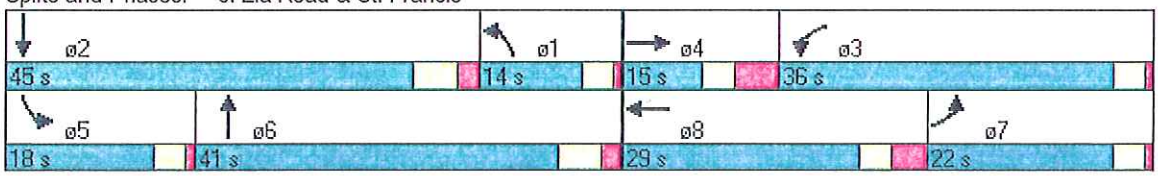
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	410	170	110	430	290	190	40	685	95	160	1285	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.941				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3219	0	3319	3421	1531	3319	3421	1531	3319	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3219	0	3319	3421	1531	3319	3421	1531	3319	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106				207			103			295
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	446	185	120	467	315	207	43	745	103	174	1397	462
Shared Lane Traffic (%)												
Lane Group Flow (vph)	446	305	0	467	315	207	43	745	103	174	1397	462
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	19.3	12.7		24.5	17.9	17.9	7.7	45.7	45.7	11.0	53.5	53.5
Actuated g/C Ratio	0.18	0.12		0.22	0.16	0.16	0.07	0.42	0.42	0.10	0.49	0.49
v/c Ratio	0.77	0.65		0.63	0.56	0.49	0.19	0.52	0.15	0.52	0.84	0.52
Control Delay	52.5	37.5		42.0	46.1	9.5	38.7	19.5	2.1	59.1	24.7	5.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	37.5		42.0	46.1	9.5	38.7	19.5	2.1	59.1	24.7	5.2
LOS	D	D		D	D	A	D	B	A	E	C	A
Approach Delay		46.4			36.5			18.4			23.2	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.8 Intersection LOS: C
Intersection Capacity Utilization 75.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: Zia Road & St. Francis



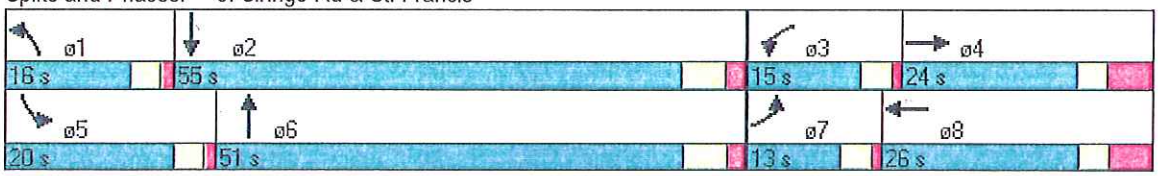
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	100	340	270	140	60	95	875	125	85	1210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	3421	1531	1711	3421	1531
Flt Permitted	0.564			0.508			0.094			0.227		
Satd. Flow (perm)	1970	1801	1531	1775	1801	1531	169	3421	1531	409	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			65			136			53
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	109	370	293	152	65	103	951	136	92	1315	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	109	370	293	152	65	103	951	136	92	1315	201
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	25.9	17.4	17.4	30.5	19.7	19.7	67.4	59.9	59.9	65.0	56.9	56.9
Actuated g/C Ratio	0.24	0.16	0.16	0.28	0.18	0.18	0.61	0.54	0.54	0.59	0.52	0.52
v/c Ratio	0.27	0.38	0.84	0.45	0.47	0.20	0.45	0.51	0.15	0.27	0.74	0.25
Control Delay	29.4	44.6	33.5	32.0	44.9	10.7	18.1	19.1	5.9	7.0	17.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	44.6	33.5	32.0	44.9	10.7	18.1	19.1	5.9	7.0	17.0	5.3
LOS	C	D	C	C	D	B	B	B	A	A	B	A
Approach Delay		34.4			33.1			17.5			15.0	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 9: Siringo Rd & St. Francis



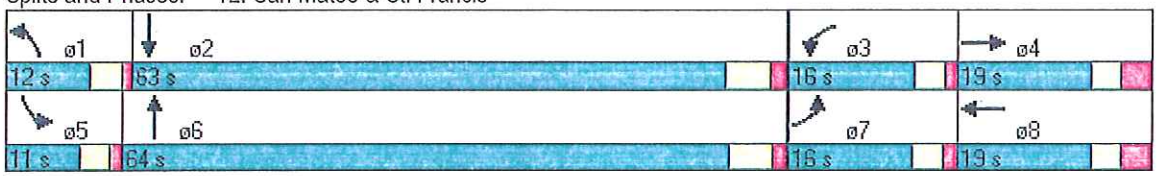
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	90	180	160	120	60	55	710	35	35	1095	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.98			0.99						
Frt			0.850			0.850		0.993			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	3397	0	1711	3394	0
Flt Permitted	0.467			0.614			0.133			0.298		
Satd. Flow (perm)	839	1801	1506	1106	1801	1509	239	3397	0	537	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196			65		7			8	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	98	196	174	130	65	60	772	38	38	1190	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	98	196	174	130	65	60	810	0	38	1255	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.7	14.0	14.0	25.3	13.8	13.8	70.4	65.9		69.0	63.4	
Actuated g/C Ratio	0.23	0.13	0.13	0.23	0.13	0.13	0.64	0.60		0.63	0.58	
v/c Ratio	0.68	0.43	0.54	0.55	0.58	0.26	0.24	0.40		0.09	0.64	
Control Delay	46.1	50.1	12.2	39.8	55.8	13.4	6.9	6.1		4.9	13.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.1	50.1	12.2	39.8	55.8	13.4	6.9	6.1		4.9	13.4	
LOS	D	D	B	D	E	B	A	A		A	B	
Approach Delay		33.3			40.8			6.2			13.1	
Approach LOS		C			D			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 64.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 12: San Mateo & St. Francis



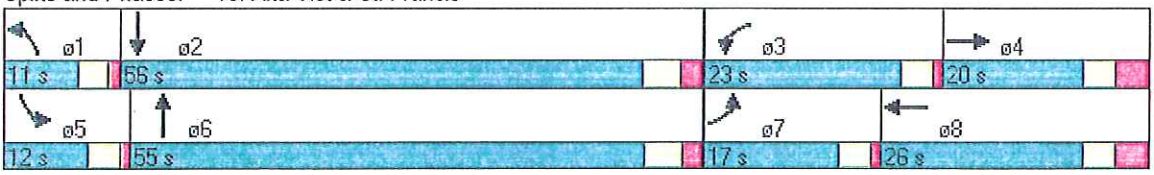
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	100	120	240	40	60	20	795	70	55	1075	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor			0.98		0.99							
Frt			0.850		0.910			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1624	0	1711	3380	0	1711	3421	1531
Flt Permitted	0.687			0.408			0.161			0.204		
Satd. Flow (perm)	1237	1801	1506	735	1624	0	290	3380	0	367	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130		62			11				22
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	109	130	261	43	65	22	864	76	60	1168	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	109	130	261	108	0	22	940	0	60	1168	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	25.2	13.8	13.8	34.9	19.4		63.5	57.9		65.9	62.7	62.7
Actuated g/C Ratio	0.23	0.13	0.13	0.32	0.18		0.58	0.53		0.60	0.57	0.57
v/c Ratio	0.42	0.48	0.43	0.68	0.32		0.09	0.53		0.19	0.60	0.03
Control Delay	31.4	51.7	12.1	38.9	20.5		7.4	14.9		10.6	16.8	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	31.4	51.7	12.1	38.9	20.5		7.4	14.9		10.6	16.8	5.6
LOS	C	D	B	D	C		A	B		B	B	A
Approach Delay		30.6			33.5			14.7			16.2	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 65.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 15: Alta Vist & St. Francis



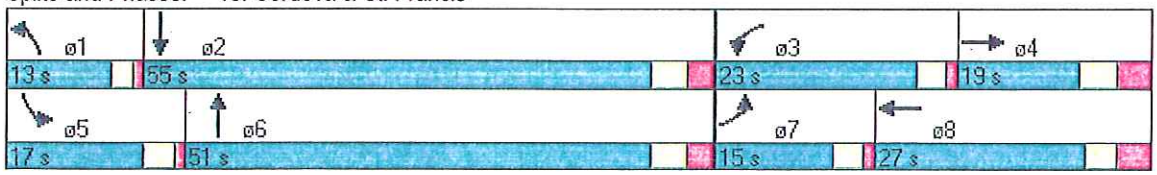
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	250	270	340	250	190	60	815	30	95	835	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00	1.00			1.00	
Frt			0.850			0.850		0.995			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	3402	0	1711	3407	0
Flt Permitted	0.584			0.296			0.196			0.155		
Satd. Flow (perm)	1052	3421	1531	533	3421	1531	353	3402	0	279	3407	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			235			207		4			3	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	272	293	370	272	207	65	886	33	103	908	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	272	293	370	272	207	65	919	0	103	930	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	27.2	15.1	15.1	43.7	27.7	27.7	52.2	45.3		57.0	49.5	
Actuated g/C Ratio	0.25	0.14	0.14	0.40	0.25	0.25	0.47	0.41		0.52	0.45	
v/c Ratio	0.52	0.58	0.71	0.78	0.32	0.38	0.26	0.65		0.39	0.61	
Control Delay	29.9	49.8	21.0	39.1	35.2	7.3	19.4	28.0		10.2	15.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	29.9	49.8	21.0	39.1	35.2	7.3	19.4	28.0		10.2	15.5	
LOS	C	D	C	D	D	A	B	C		B	B	
Approach Delay		33.7			30.1			27.4			15.0	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 73.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 18: Cordova & St. Francis



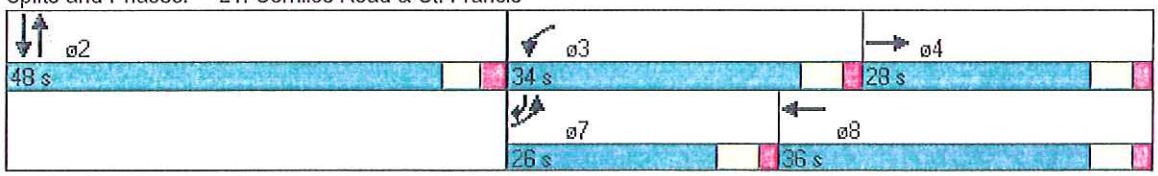
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	790	490	40	580	530	20	0	880	255	0	620	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88
Frt		0.989			0.994				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3384	0	3319	3401	0	0	3421	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3384	0	3319	3401	0	0	3421	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3				90			304
Link Speed (mph)		35			45			35			35	
Link Distance (ft)		975			735			1284			422	
Travel Time (s)		19.0			11.1			25.0			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	859	533	43	630	576	22	0	957	277	0	674	304
Shared Lane Traffic (%)												
Lane Group Flow (vph)	859	576	0	630	598	0	0	957	277	0	674	304
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	22.0	23.6		27.1	28.7			47.3	47.3		47.3	22.0
Actuated g/C Ratio	0.20	0.21		0.25	0.26			0.43	0.43		0.43	0.20
v/c Ratio	1.29	0.79		0.77	0.67			0.65	0.39		0.46	0.39
Control Delay	180.0	49.0		45.3	40.0			26.9	14.0		18.1	21.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	180.0	49.0		45.3	40.0			26.9	14.0		18.1	21.0
LOS	F	D		D	D			C	B		B	C
Approach Delay		127.4			42.7			24.0			19.0	
Approach LOS		F			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 58.1 Intersection LOS: E
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 21: Cerrillos Road & St. Francis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	140	100	100	200	110	55	1065	30	45	855	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.937			0.947			0.996			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1687	0	1711	1705	0	1711	3408	0	1711	3404	0
Flt Permitted	0.163			0.403			0.188			0.117		
Satd. Flow (perm)	294	1687	0	726	1705	0	339	3408	0	211	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			24			3			4	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	152	109	109	217	120	60	1158	33	49	929	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	261	0	109	337	0	60	1191	0	49	962	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	37.4	27.4		33.4	25.4		59.9	53.8		59.0	53.4	
Actuated g/C Ratio	0.34	0.25		0.30	0.23		0.54	0.49		0.54	0.49	
v/c Ratio	0.81	0.59		0.37	0.82		0.22	0.71		0.23	0.58	
Control Delay	52.6	37.1		27.5	53.6		2.5	10.3		15.1	17.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	52.6	37.1		27.5	53.6		2.5	10.3		15.1	17.8	
LOS	D	D		C	D		A	B		B	B	
Approach Delay		43.5			47.2			9.9			17.7	
Approach LOS		D			D			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 22.4 Intersection LOS: C
Intersection Capacity Utilization 76.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 24: Hickox & St. Francis

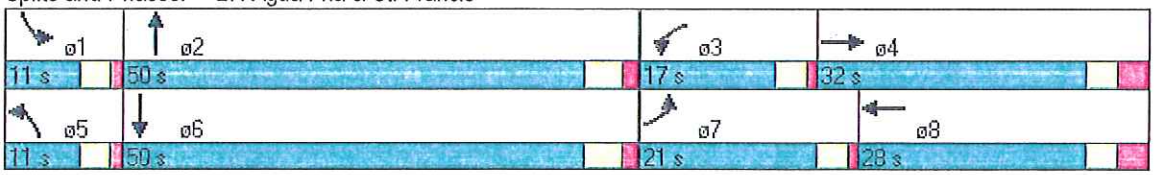
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	120	30	110	190	40	60	1035	30	20	840	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00			0.99	
Frt		0.970			0.974			0.996			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1747	0	1711	1754	0	1711	3405	0	1711	3300	0
Flt Permitted	0.244			0.607			0.125			0.147		
Satd. Flow (perm)	852	1747	0	1093	1754	0	225	3405	0	265	3300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			9			3			33	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	130	33	120	207	43	65	1125	33	22	913	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	163	0	120	250	0	65	1158	0	22	1136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	38.3	24.6		32.1	21.6		61.4	58.4		59.4	53.8	
Actuated g/C Ratio	0.35	0.22		0.29	0.20		0.56	0.53		0.54	0.49	
v/c Ratio	0.52	0.41		0.32	0.71		0.29	0.64		0.09	0.70	
Control Delay	27.6	36.4		25.7	51.1		18.1	22.4		5.6	19.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.6	36.4		25.7	51.1		18.1	22.4		5.6	19.0	
LOS	C	D		C	D		B	C		A	B	
Approach Delay		30.6			42.9			22.2			18.7	
Approach LOS		C			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 69.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 27: Agua Fria & St. Francis



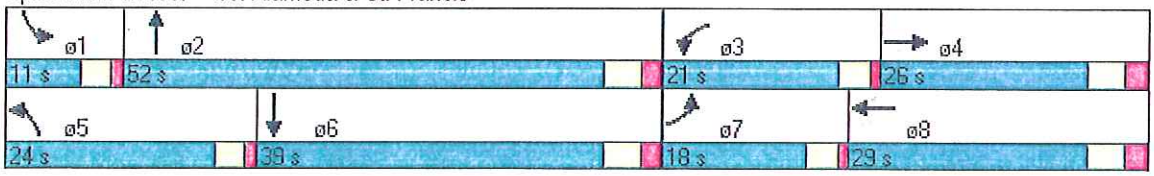
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	90	170	160	210	50	170	1150	45	10	780	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.994			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	3401	0	1711	3377	0
Flt Permitted	0.325			0.635			0.167			0.137		
Satd. Flow (perm)	585	1801	1531	1143	1801	1510	301	3401	0	247	3377	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			54		4			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	98	185	174	228	54	185	1250	49	11	848	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	98	185	174	228	54	185	1299	0	11	930	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	33.2	20.2	20.2	34.1	20.6	20.6	64.4	62.2		55.3	48.3	
Actuated g/C Ratio	0.30	0.18	0.18	0.31	0.19	0.19	0.59	0.57		0.50	0.44	
v/c Ratio	0.60	0.30	0.43	0.41	0.67	0.17	0.56	0.68		0.05	0.62	
Control Delay	34.2	40.6	8.8	28.6	51.5	10.7	13.5	17.2		14.5	29.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	34.2	40.6	8.8	28.6	51.5	10.7	13.5	17.2		14.5	29.1	
LOS	C	D	A	C	D	B	B	B		B	C	
Approach Delay		25.5			37.9			16.7			29.0	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 72.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 30: Alameda & St. Francis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	130	170	540	130	30	80	740	285	25	535	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850		0.999	
Flt Protected		0.993		0.950			0.950			0.950		
Satd. Flow (prot)	0	1788	1531	3319	1801	1531	1711	3421	1531	1711	3418	0
Flt Permitted		0.940		0.950			0.315			0.247		
Satd. Flow (perm)	0	1693	1531	3319	1801	1511	567	3421	1531	445	3418	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			33			310		1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	141	185	587	141	33	87	804	310	27	582	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	185	587	141	33	87	804	310	27	587	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)		16.1	16.1	26.3	46.4	46.4	54.3	49.0	49.0	51.2	45.6	
Actuated g/C Ratio		0.15	0.15	0.24	0.42	0.42	0.49	0.45	0.45	0.47	0.41	
v/c Ratio		0.66	0.49	0.74	0.19	0.05	0.24	0.53	0.36	0.09	0.41	
Control Delay		57.9	11.9	44.5	19.7	5.9	14.3	17.2	3.4	14.8	25.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		57.9	11.9	44.5	19.7	5.9	14.3	17.2	3.4	14.8	25.2	
LOS		E	B	D	B	A	B	B	A	B	C	
Approach Delay		33.5			38.3			13.5			24.7	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 24.7 Intersection LOS: C
Intersection Capacity Utilization 63.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 33: Las Crucitas & St. Francis

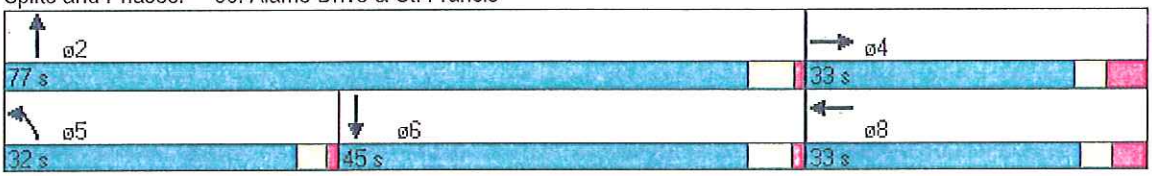
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	80	200	50	470	10	170	830	15	5	495	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Frt		0.893			0.997				0.850		0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1608	0	1711	1795	0	1711	3421	1531	0	3408	0
Flt Permitted	0.138			0.366			0.395				0.948	
Satd. Flow (perm)	248	1608	0	659	1795	0	711	3421	1531	0	3230	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		111			1				15		3	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	80	200	50	470	10	170	830	15	5	495	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	280	0	50	480	0	170	830	15	0	515	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)								5.0	5.0	5.0	5.0	
Flash Dont Walk (s)								19.0	19.0	14.0	14.0	
Pedestrian Calls (#/hr)								0	0	0	0	
Act Effct Green (s)	29.0	29.0		29.0	29.0		73.0	73.0	73.0		59.4	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.66	0.66	0.66		0.54	
v/c Ratio	0.62	0.55		0.29	1.01		0.30	0.37	0.01		0.29	
Control Delay	76.8	25.3		37.8	85.6		8.0	11.4	2.3		14.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	76.8	25.3		37.8	85.6		8.0	11.4	2.3		14.6	
LOS	E	C		D	F		A	B	A		B	
Approach Delay		31.8			81.1			10.7			14.6	
Approach LOS		C			F			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 30.0 Intersection LOS: C
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 36: Alamo Drive & St. Francis



APPENDIX I

FOUR-LANE ST. FRANCIS DRIVE ANALYSIS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	40	350	30	30	130	460	2400	10	50	830	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
Ped Bike Factor						0.98			0.98			
Frt		0.865				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1558	0	1711	1801	1531	1711	6194	1531	1711	6194	1531
Flt Permitted	0.950			0.950			0.212			0.100		
Satd. Flow (perm)	3319	1558	0	1711	1801	1507	382	6194	1497	180	6194	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		329				129			8			283
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Confl. Peds. (#/hr)						1			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	413	43	380	33	33	141	500	2609	11	54	902	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	423	0	33	33	141	500	2609	11	54	902	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0

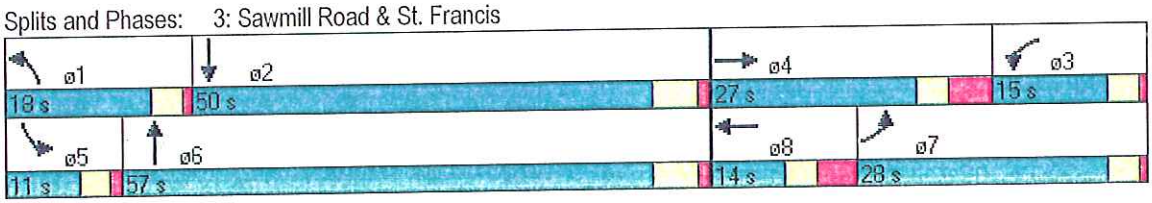
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	18.9	24.2		9.0	10.0	10.0	69.2	60.2	60.2	50.6	43.5	43.5
Actuated g/C Ratio	0.17	0.22		0.08	0.09	0.09	0.63	0.55	0.55	0.46	0.40	0.40
v/c Ratio	0.72	0.70		0.24	0.20	0.56	1.00	0.77	0.01	0.30	0.37	0.36
Control Delay	50.5	17.1		50.9	49.6	19.4	60.8	22.7	9.1	14.0	7.4	1.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	17.1		50.9	49.6	19.4	60.8	22.7	9.1	14.0	7.4	1.9
LOS	D	B		D	D	B	E	C	A	B	A	A
Approach Delay		33.6			29.2			28.8			6.4	
Approach LOS		C			C			C			A	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 24.4
Intersection Capacity Utilization 75.5%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 3: Sawmill Road & St. Francis



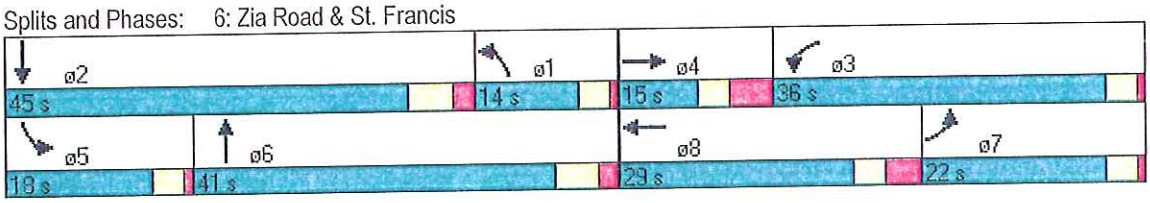
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	580	380	80	230	210	320	140	2660	420	220	1010	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.86	1.00	0.97	0.86	1.00
Frt		0.974				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3332	0	3319	3421	1531	3319	6194	1531	3319	6194	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3332	0	3319	3421	1531	3319	6194	1531	3319	6194	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				254			349			348
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	630	413	87	250	228	348	152	2891	457	239	1098	348
Shared Lane Traffic (%)												
Lane Group Flow (vph)	630	500	0	250	228	348	152	2891	457	239	1098	348
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	25.7	11.0		32.0	17.3	17.3	20.4	38.5	38.5	12.5	30.6	30.6
Actuated g/C Ratio	0.23	0.10		0.29	0.16	0.16	0.19	0.35	0.35	0.11	0.28	0.28
v/c Ratio	0.81	1.43		0.26	0.42	0.76	0.25	1.33	0.60	0.64	0.64	0.51
Control Delay	50.6	246.0		30.8	43.2	23.8	46.3	184.8	16.4	49.5	19.0	4.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	246.0		30.8	43.2	23.8	46.3	184.8	16.4	49.5	19.0	4.1
LOS	D	F		C	D	C	D	F	B	D	B	A
Approach Delay		137.0			31.3			156.8			20.3	
Approach LOS		F			C			F			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 107.0 Intersection LOS: F
Intersection Capacity Utilization 84.9% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Zia Road & St. Francis



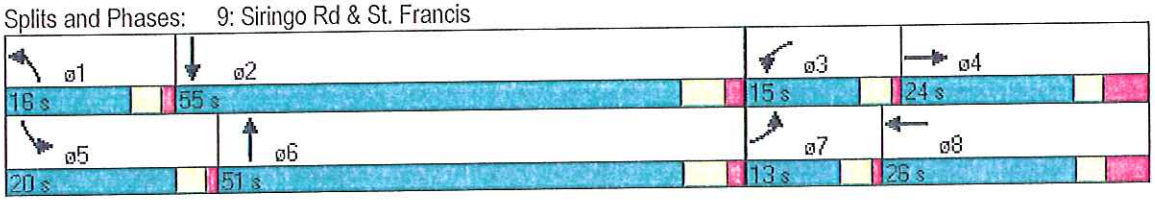
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	100	150	140	90	10	380	2620	220	50	1210	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	6194	1531	1711	6194	1531
Flt Permitted	0.636			0.552			0.127			0.082		
Satd. Flow (perm)	2222	1801	1531	1928	1801	1531	229	6194	1531	148	6194	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163			11			214			42
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	109	163	152	98	11	413	2848	239	54	1315	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	109	163	152	98	11	413	2848	239	54	1315	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	24.4	15.5	15.5	25.3	16.0	16.0	73.1	64.0	64.0	58.3	51.0	51.0
Actuated g/C Ratio	0.22	0.14	0.14	0.23	0.15	0.15	0.66	0.58	0.58	0.53	0.46	0.46
v/c Ratio	0.37	0.43	0.46	0.27	0.38	0.05	1.04	0.79	0.24	0.30	0.46	0.12
Control Delay	33.1	47.7	10.6	31.5	45.4	18.6	45.7	20.0	4.9	16.2	7.1	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	47.7	10.6	31.5	45.4	18.6	45.7	20.0	4.9	16.2	7.1	1.2
LOS	C	D	B	C	D	B	D	C	A	B	A	A
Approach Delay		28.9			36.2			22.0			7.1	
Approach LOS		C			D			C			A	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 66.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 9: Siringo Rd & St. Francis



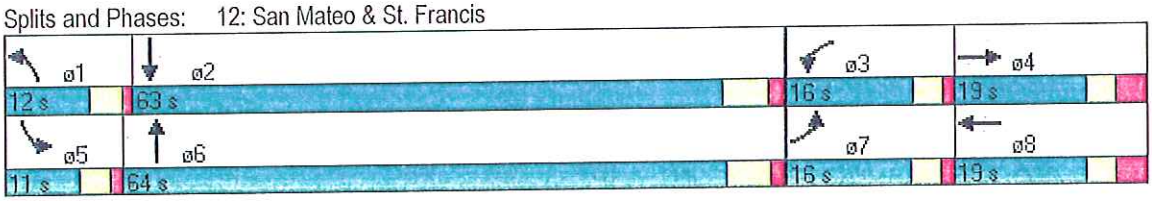
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	90	50	90	80	30	180	2450	80	120	1450	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Ped Bike Factor	1.00		0.98			0.99						
Frt			0.850			0.850		0.995			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	6163	0	1711	6114	0
Flt Permitted	0.448			0.694			0.081			0.069		
Satd. Flow (perm)	805	1801	1506	1250	1801	1509	146	6163	0	124	6114	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			33		9			31	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	98	54	98	87	33	196	2663	87	130	1576	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	98	54	98	87	33	196	2750	0	130	1728	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.4	13.6	13.6	20.8	12.6	12.6	72.3	62.7		68.5	60.8	
Actuated g/C Ratio	0.23	0.12	0.12	0.19	0.11	0.11	0.66	0.57		0.62	0.55	
v/c Ratio	0.55	0.44	0.23	0.35	0.42	0.16	0.84	0.78		0.69	0.51	
Control Delay	40.8	50.6	14.2	35.9	51.0	16.0	61.1	6.3		50.9	4.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	40.8	50.6	14.2	35.9	51.0	16.0	61.1	6.3		50.9	4.3	
LOS	D	D	B	D	D	B	E	A		D	A	
Approach Delay		39.3			38.9			9.9			7.5	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 68.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 12: San Mateo & St. Francis



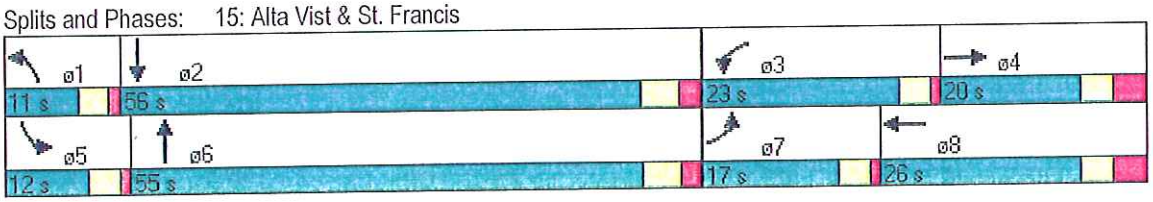
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	100	70	110	40	50	90	1820	110	120	1650	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	1.00
Ped Bike Factor			0.98		0.99							
Frt			0.850		0.916			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1636	0	1711	6139	0	1711	6194	1531
Flt Permitted	0.694			0.450			0.077			0.069		
Satd. Flow (perm)	1250	1801	1506	810	1636	0	139	6139	0	124	6194	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76		51			15				63
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	109	76	120	43	54	98	1978	120	130	1793	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	109	76	120	97	0	98	2098	0	130	1793	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	23.6	14.3	14.3	28.3	18.5		67.4	59.6		69.4	60.6	60.6
Actuated g/C Ratio	0.21	0.13	0.13	0.26	0.17		0.61	0.54		0.63	0.55	0.55
v/c Ratio	0.25	0.46	0.29	0.40	0.31		0.50	0.63		0.63	0.53	0.07
Control Delay	30.9	50.0	12.2	34.0	23.2		28.6	7.8		47.7	5.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	30.9	50.0	12.2	34.0	23.2		28.6	7.8		47.7	5.4	0.4
LOS	C	D	B	C	C		C	A		D	A	A
Approach Delay		33.4			29.2			8.8			8.0	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 57.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 15: Alta Vist & St. Francis



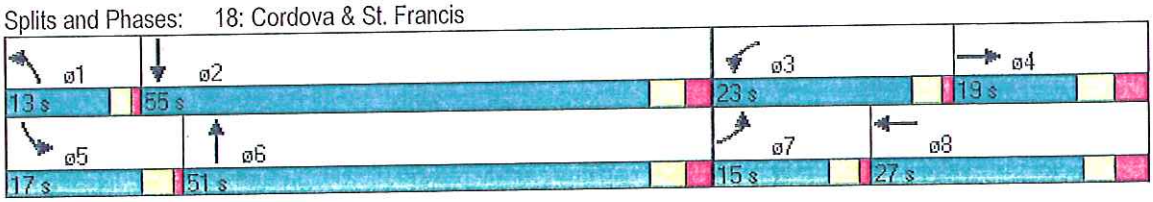
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	180	120	270	220	110	160	1680	120	160	1480	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Ped Bike Factor							1.00	1.00			1.00	
Frt			0.850			0.850		0.990			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	6127	0	1711	6154	0
Flt Permitted	0.603			0.392			0.084			0.078		
Satd. Flow (perm)	1086	3421	1531	706	3421	1531	151	6127	0	140	6154	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			120		17			9	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	196	130	293	239	120	174	1826	130	174	1609	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	196	130	293	239	120	174	1956	0	174	1674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	23.6	13.9	13.9	35.5	21.9	21.9	60.5	51.6		64.4	53.5	
Actuated g/C Ratio	0.21	0.13	0.13	0.32	0.20	0.20	0.55	0.47		0.59	0.49	
v/c Ratio	0.38	0.45	0.42	0.75	0.35	0.30	0.83	0.68		0.73	0.56	
Control Delay	30.8	47.8	12.1	43.2	39.3	8.7	64.0	22.0		26.4	22.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.8	47.8	12.1	43.2	39.3	8.7	64.0	22.0		26.4	22.8	
LOS	C	D	B	D	D	A	E	C		C	C	
Approach Delay		32.9			35.4			25.4			23.1	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 26.5 Intersection LOS: C
Intersection Capacity Utilization 71.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 18: Cordova & St. Francis



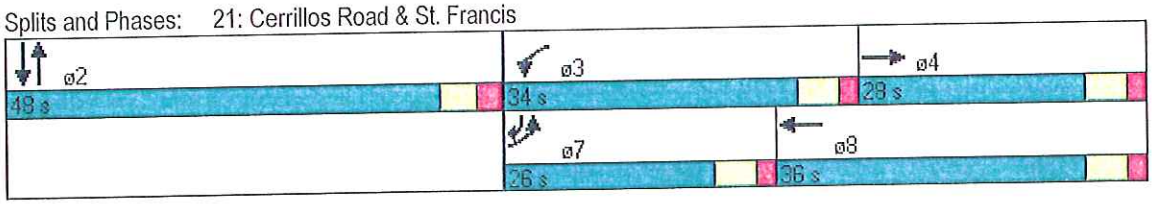
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	490	590	30	250	270	30	0	1280	880	0	1560	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.86	1.00	1.00	0.91	0.88
Frt		0.993			0.985				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3397	0	3319	3370	0	0	6194	1531	0	4916	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3397	0	3319	3370	0	0	6194	1531	0	4916	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			11				388			644
Link Speed (mph)		35			45			35			35	
Link Distance (ft)		975			735			1284			422	
Travel Time (s)		19.0			11.1			25.0			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	533	641	33	272	293	33	0	1391	957	0	1696	652
Shared Lane Traffic (%)												
Lane Group Flow (vph)	533	674	0	272	326	0	0	1391	957	0	1696	652
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	21.7	29.6		17.8	25.7			50.6	50.6		50.6	21.7
Actuated g/C Ratio	0.20	0.27		0.16	0.23			0.46	0.46		0.46	0.20
v/c Ratio	0.81	0.74		0.51	0.41			0.49	1.05		0.75	0.62
Control Delay	53.3	41.4		45.5	35.3			15.5	62.8		23.7	24.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	53.3	41.4		45.5	35.3			15.5	62.8		23.7	24.1
LOS	D	D		D	D			B	E		C	C
Approach Delay		46.7			39.9			34.8			23.8	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 33.5 Intersection LOS: C
Intersection Capacity Utilization 78.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 21: Cerrillos Road & St. Francis



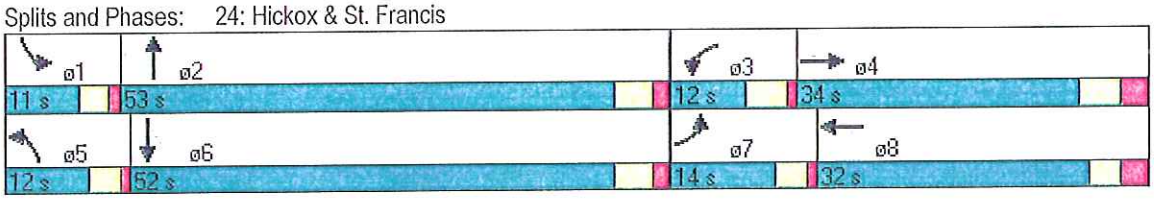
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	200	100	70	80	70	70	1270	60	120	1830	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Frt		0.950			0.930			0.993			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1711	0	1711	1675	0	1711	6151	0	1711	6176	0
Flt Permitted	0.442			0.287			0.078			0.113		
Satd. Flow (perm)	796	1711	0	517	1675	0	140	6151	0	203	6176	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38			11			5	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	217	109	76	87	76	76	1380	65	130	1989	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	326	0	76	163	0	76	1445	0	130	2032	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	34.9	26.9		30.7	22.7		61.3	53.8		62.5	56.2	
Actuated g/C Ratio	0.32	0.24		0.28	0.21		0.56	0.49		0.57	0.51	
v/c Ratio	0.46	0.75		0.33	0.43		0.41	0.48		0.59	0.64	
Control Delay	30.1	46.8		27.6	31.0		12.0	16.6		36.9	12.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.1	46.8		27.6	31.0		12.0	16.6		36.9	12.7	
LOS	C	D		C	C		B	B		D	B	
Approach Delay		41.5			29.9			16.4			14.2	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 68.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 24: Hickox & St. Francis



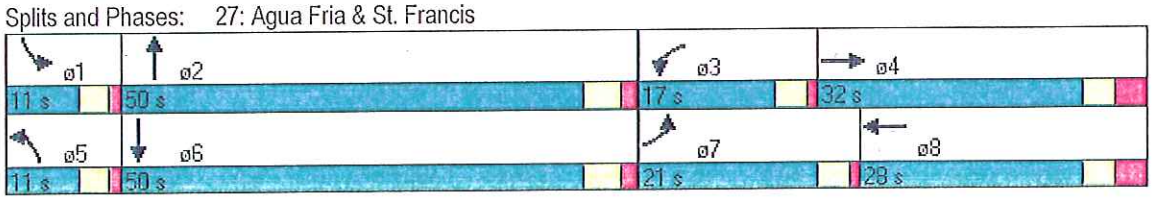
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	90	70	60	80	30	70	1270	50	40	1820	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Ped Bike Factor								1.00		1.00	1.00	
Frt		0.934			0.959			0.994			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1682	0	1711	1727	0	1711	6151	0	1711	6035	0
Flt Permitted	0.407			0.647			0.070			0.131		
Satd. Flow (perm)	1422	1682	0	1165	1727	0	126	6151	0	236	6035	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			16			8			46	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	413	98	76	65	87	33	76	1380	54	43	1978	326
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	174	0	65	120	0	76	1434	0	43	2304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	34.4	24.0		23.0	14.3		65.8	60.7		63.7	57.9	
Actuated g/C Ratio	0.31	0.22		0.21	0.13		0.60	0.55		0.58	0.53	
v/c Ratio	0.57	0.44		0.23	0.50		0.40	0.42		0.18	0.72	
Control Delay	32.3	33.9		27.9	45.0		35.7	11.4		6.0	15.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.3	33.9		27.9	45.0		35.7	11.4		6.0	15.3	
LOS	C	C		C	D		D	B		A	B	
Approach Delay		32.8			39.0			12.6			15.2	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 17.5 Intersection LOS: B
Intersection Capacity Utilization 67.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 27: Agua Fria & St. Francis



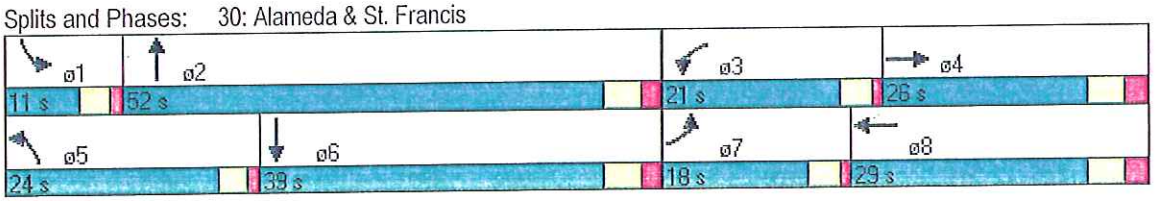
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	260	170	150	110	110	20	220	1550	60	20	1680	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.994			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	6157	0	1711	6120	0
Flt Permitted	0.462			0.488			0.078			0.102		
Satd. Flow (perm)	832	1801	1531	879	1801	1510	140	6157	0	184	6120	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163			22		9			17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	185	163	120	120	22	239	1685	65	22	1826	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	283	185	163	120	120	22	239	1750	0	22	1978	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	33.0	19.5	19.5	27.7	16.6	16.6	67.4	63.0		56.3	49.3	
Actuated g/C Ratio	0.30	0.18	0.18	0.25	0.15	0.15	0.61	0.57		0.51	0.45	
v/c Ratio	0.78	0.58	0.40	0.39	0.44	0.09	0.83	0.50		0.11	0.72	
Control Delay	47.0	48.6	8.8	30.5	46.1	14.4	53.3	11.3		7.2	15.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.0	48.6	8.8	30.5	46.1	14.4	53.3	11.3		7.2	15.2	
LOS	D	D	A	C	D	B	D	B		A	B	
Approach Delay		37.6			36.3			16.3			15.2	
Approach LOS		D			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 19.7 — Intersection LOS: B
Intersection Capacity Utilization 72.7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 30: Alameda & St. Francis



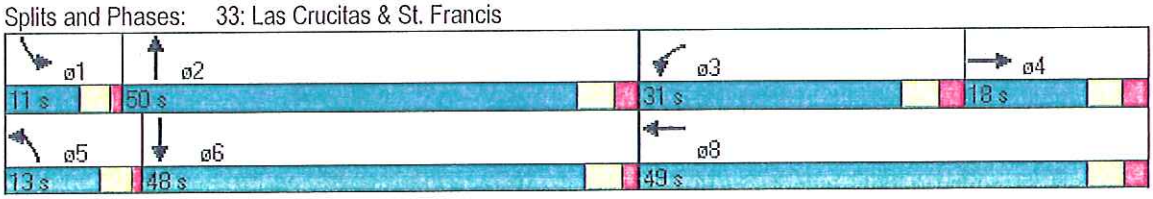
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	150	330	280	60	20	100	1240	440	40	1460	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850		0.999	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1795	1531	3319	1801	1531	1711	4916	1531	1711	6188	0
Flt Permitted		0.983		0.950			0.087			0.123		
Satd. Flow (perm)	0	1770	1531	3319	1801	1511	157	4916	1531	221	6188	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			22			478		1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	163	359	304	65	22	109	1348	478	43	1587	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	359	304	65	22	109	1348	478	43	1598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)		23.9	23.9	17.5	45.4	45.4	55.4	50.0	50.0	51.2	44.2	
Actuated g/C Ratio		0.22	0.22	0.16	0.41	0.41	0.50	0.45	0.45	0.47	0.40	
v/c Ratio		0.45	0.76	0.58	0.09	0.03	0.55	0.60	0.50	0.22	0.64	
Control Delay		42.6	32.0	47.0	19.9	7.8	39.4	13.8	2.2	10.0	19.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		42.6	32.0	47.0	19.9	7.8	39.4	13.8	2.2	10.0	19.6	
LOS		D	C	D	B	A	D	B	A	B	B	
Approach Delay		35.4			40.3			12.4			19.4	
Approach LOS		D			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 59.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 33: Las Crucitas & St. Francis



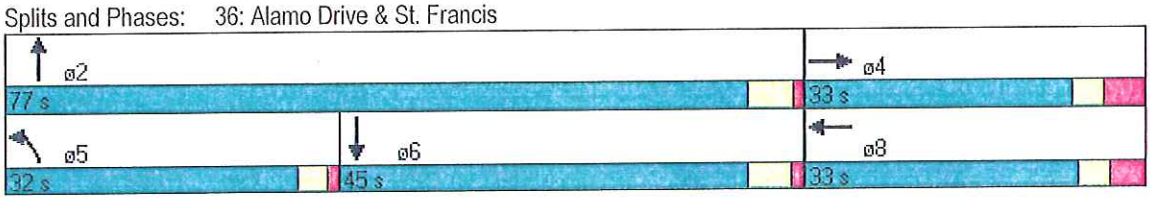
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	260	270	20	140	10	180	800	40	10	1500	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.86	0.86	0.86
Frt		0.924			0.990				0.850		0.998	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1664	0	1711	1783	0	1711	4916	1531	0	6182	0
Flt Permitted	0.562			0.138			0.082				0.924	
Satd. Flow (perm)	1012	1664	0	248	1783	0	148	4916	1531	0	5712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			3				43		2	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	283	293	22	152	11	196	870	43	11	1630	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	576	0	22	163	0	196	870	43	0	1663	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)								5.0	5.0	5.0	5.0	
Flash Dont Walk (s)								19.0	19.0	14.0	14.0	
Pedestrian Calls (#/hr)								0	0	0	0	
Act Effct Green (s)	29.0	29.0		29.0	29.0		73.0	73.0	73.0		56.7	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.66	0.66	0.66		0.52	
v/c Ratio	0.28	1.22		0.34	0.35		0.72	0.27	0.04		0.56	
Control Delay	35.8	149.6		49.5	34.7		25.4	10.3	2.3		19.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	35.8	149.6		49.5	34.7		25.4	10.3	2.3		19.7	
LOS	D	F		D	C		C	B	A		B	
Approach Delay		136.3			36.5			12.7			19.7	
Approach LOS		F			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 39.5 Intersection LOS: D
Intersection Capacity Utilization 87.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 36: Alamo Drive & St. Francis



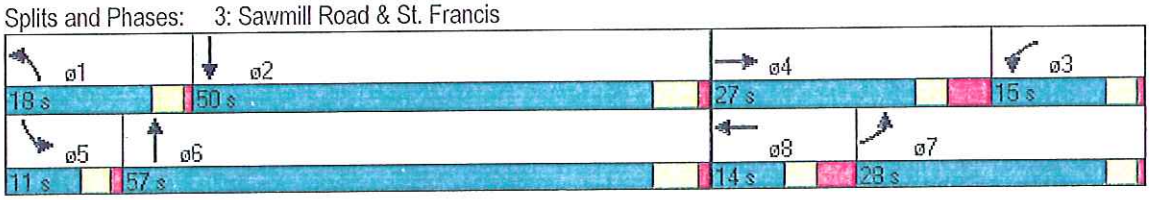
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	510	30	660	20	30	90	420	1070	40	110	2900	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
Frt		0.857				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1543	0	1711	1801	1531	1711	6194	1531	1711	6194	1531
Flt Permitted	0.950			0.950			0.087			0.212		
Satd. Flow (perm)	3319	1543	0	1711	1801	1531	157	6194	1531	382	6194	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		306				98			43			379
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	554	33	717	22	33	98	457	1163	43	120	3152	685
Shared Lane Traffic (%)												
Lane Group Flow (vph)	554	750	0	22	33	98	457	1163	43	120	3152	685
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	22.1	30.0		8.6	10.0	10.0	66.0	54.7	54.7	53.3	46.0	46.0
Actuated g/C Ratio	0.20	0.27		0.08	0.09	0.09	0.60	0.50	0.50	0.48	0.42	0.42
v/c Ratio	0.83	1.16		0.16	0.20	0.43	1.43	0.38	0.05	0.44	1.22	0.80
Control Delay	53.7	113.0		49.1	49.6	15.8	238.0	17.8	4.8	7.4	118.8	8.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	113.0		49.1	49.6	15.8	238.0	17.8	4.8	7.4	118.8	8.0
LOS	D	F		D	D	B	F	B	A	A	F	A
Approach Delay		87.8			27.9			78.0			96.3	
Approach LOS		F			C			E			F	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 88.9 Intersection LOS: F
Intersection Capacity Utilization 117.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 3: Sawmill Road & St. Francis



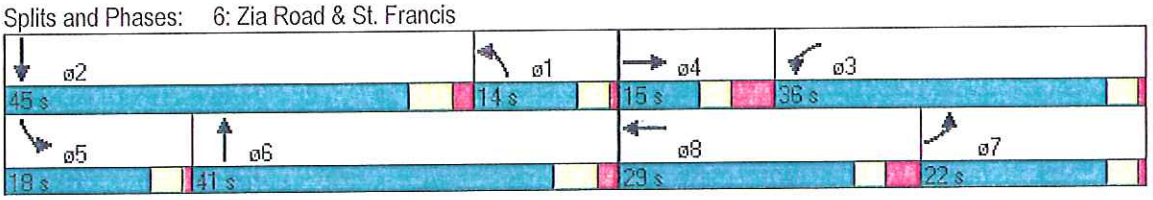
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	410	170	110	430	290	190	80	1370	190	320	2570	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.86	1.00	0.97	0.86	1.00
Frt		0.941				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3219	0	3319	3421	1531	3319	6194	1531	3319	6194	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3219	0	3319	3421	1531	3319	6194	1531	3319	6194	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106				207			207			534
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	446	185	120	467	315	207	87	1489	207	348	2793	924
Shared Lane Traffic (%)												
Lane Group Flow (vph)	446	305	0	467	315	207	87	1489	207	348	2793	924
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	19.3	11.6		25.6	17.9	17.9	8.9	41.8	41.8	14.9	50.1	50.1
Actuated g/C Ratio	0.18	0.11		0.23	0.16	0.16	0.08	0.38	0.38	0.14	0.46	0.46
v/c Ratio	0.77	0.70		0.60	0.56	0.49	0.33	0.63	0.29	0.77	0.99	0.94
Control Delay	52.5	40.4		40.4	46.1	9.5	38.9	21.2	2.8	61.8	33.1	20.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	40.4		40.4	46.1	9.5	38.9	21.2	2.8	61.8	33.1	20.9
LOS	D	D		D	D	A	D	C	A	E	C	C
Approach Delay		47.6			35.7			19.9			32.8	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 31.6 Intersection LOS: C
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: Zia Road & St. Francis



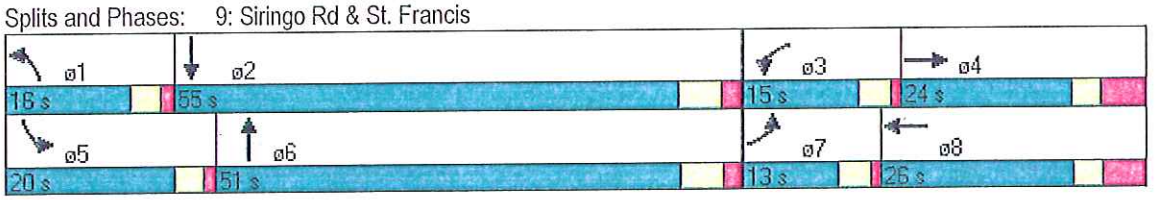
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	100	340	270	140	60	190	1750	250	170	2420	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	6194	1531	1711	6194	1531
Flt Permitted	0.567			0.512			0.078			0.077		
Satd. Flow (perm)	1981	1801	1531	1789	1801	1531	140	6194	1531	139	6194	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220			65			272			96
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	109	370	293	152	65	207	1902	272	185	2630	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	109	370	293	152	65	207	1902	272	185	2630	402
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	26.2	17.7	17.7	30.8	20.0	20.0	64.8	53.3	53.3	66.2	54.0	54.0
Actuated g/C Ratio	0.24	0.16	0.16	0.28	0.18	0.18	0.59	0.48	0.48	0.60	0.49	0.49
v/c Ratio	0.26	0.38	0.86	0.45	0.46	0.20	0.84	0.63	0.31	0.72	0.86	0.50
Control Delay	29.2	44.2	37.5	31.7	44.5	10.6	47.5	25.0	8.5	48.4	15.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	44.2	37.5	31.7	44.5	10.6	47.5	25.0	8.5	48.4	15.5	5.7
LOS	C	D	D	C	D	B	D	C	A	D	B	A
Approach Delay		36.7			32.8			25.0			16.2	
Approach LOS		D			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 22.5 Intersection LOS: C
Intersection Capacity Utilization 73.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 9: Siringo Rd & St. Francis



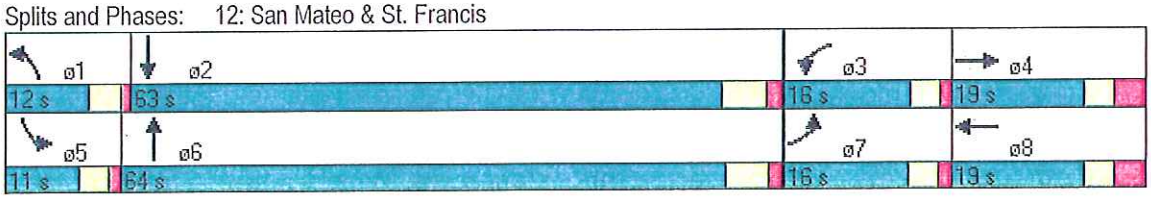
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	90	180	160	120	60	110	1420	70	70	2190	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Ped Bike Factor	1.00		0.98			0.99						
Frt			0.850			0.850		0.993			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	6151	0	1711	6145	0
Flt Permitted	0.467			0.614			0.065			0.106		
Satd. Flow (perm)	839	1801	1506	1106	1801	1509	117	6151	0	191	6145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157			65		14			15	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	98	196	174	130	65	120	1543	76	76	2380	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	98	196	174	130	65	120	1619	0	76	2510	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.7	14.0	14.0	25.3	13.8	13.8	70.0	63.7		67.8	60.8	
Actuated g/C Ratio	0.23	0.13	0.13	0.23	0.13	0.13	0.64	0.58		0.62	0.55	
v/c Ratio	0.68	0.43	0.60	0.55	0.58	0.26	0.65	0.45		0.36	0.74	
Control Delay	46.1	50.1	19.7	39.8	55.8	13.4	52.7	3.5		12.3	7.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.1	50.1	19.7	39.8	55.8	13.4	52.7	3.5		12.3	7.3	
LOS	D	D	B	D	E	B	D	A		B	A	
Approach Delay		36.3			40.8			6.9			7.4	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 66.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 12: San Mateo & St. Francis



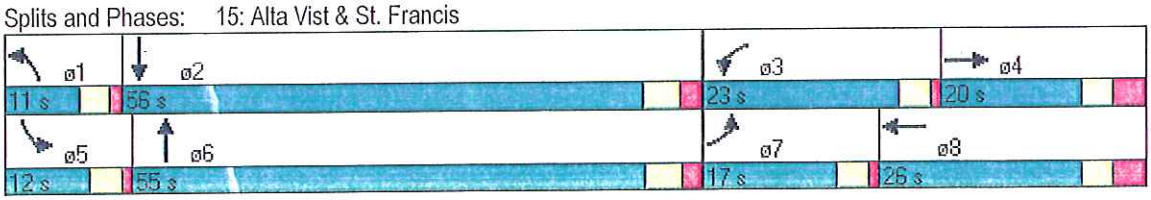
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	100	120	240	40	60	40	1790	140	110	2150	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	1.00
Ped Bike Factor			0.98		0.99							
Frt			0.850		0.910			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1624	0	1711	6126	0	1711	6194	1531
Flt Permitted	0.687			0.406			0.074			0.070		
Satd. Flow (perm)	1237	1801	1506	731	1624	0	133	6126	0	126	6194	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130		62			20				40
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	109	130	261	43	65	43	1946	152	120	2337	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	109	130	261	108	0	43	2098	0	120	2337	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	25.1	13.7	13.7	34.6	19.2		62.5	55.5		65.8	60.8	60.8
Actuated g/C Ratio	0.23	0.12	0.12	0.31	0.17		0.57	0.50		0.60	0.55	0.55
v/c Ratio	0.43	0.48	0.43	0.69	0.32		0.24	0.68		0.63	0.68	0.06
Control Delay	31.7	51.8	12.1	39.7	20.7		13.0	14.3		43.9	9.2	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	31.7	51.8	12.1	39.7	20.7		13.0	14.3		43.9	9.2	1.6
LOS	C	D	B	D	C		B	B		D	A	A
Approach Delay		30.8			34.1			14.2			10.7	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 15: Alta Vist & St. Francis



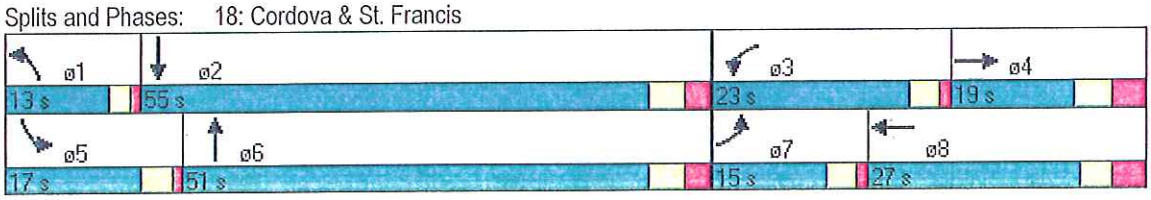
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	250	270	340	250	190	120	1630	60	190	1670	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Ped Bike Factor							1.00	1.00			1.00	
Frt			0.850			0.850		0.995			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	6160	0	1711	6174	0
Flt Permitted	0.584			0.287			0.093			0.083		
Satd. Flow (perm)	1052	3421	1531	517	3421	1531	167	6160	0	149	6174	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			186			207		8			5	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	272	293	370	272	207	130	1772	65	207	1815	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	272	293	370	272	207	130	1837	0	207	1858	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.6	14.7	14.7	39.4	24.5	24.5	54.5	46.5		62.4	50.6	
Actuated g/C Ratio	0.23	0.13	0.13	0.36	0.22	0.22	0.50	0.42		0.57	0.46	
v/c Ratio	0.56	0.60	0.80	0.90	0.36	0.41	0.67	0.70		0.81	0.65	
Control Delay	34.7	50.7	34.7	56.9	38.1	7.8	45.6	27.9		36.5	20.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	34.7	50.7	34.7	56.9	38.1	7.8	45.6	27.9		36.5	20.4	
LOS	C	D	C	E	D	A	D	C		D	C	
Approach Delay		40.6			38.9			29.0			22.0	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 18: Cordova & St. Francis



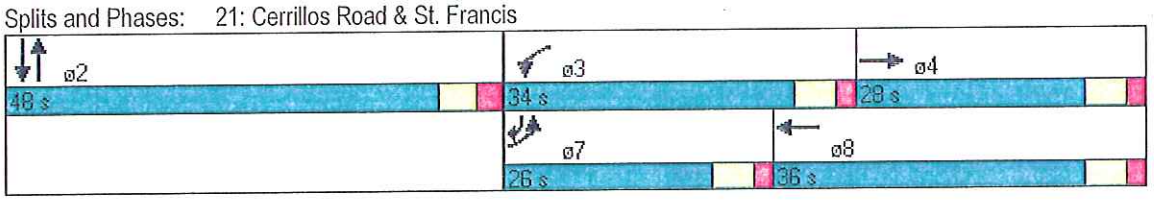
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	790	490	40	580	530	20	0	1760	510	0	1240	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.86	1.00	1.00	0.91	0.88
Frt		0.989			0.994				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3384	0	3319	3401	0	0	6194	1531	0	4916	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3384	0	3319	3401	0	0	6194	1531	0	4916	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2				163			609
Link Speed (mph)		35			45			35			35	
Link Distance (ft)		975			735			1284			422	
Travel Time (s)		19.0			11.1			25.0			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	859	533	43	630	576	22	0	1913	554	0	1348	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	859	576	0	630	598	0	0	1913	554	0	1348	609
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	22.0	23.6		27.1	28.7			47.3	47.3		47.3	22.0
Actuated g/C Ratio	0.20	0.21		0.25	0.26			0.43	0.43		0.43	0.20
v/c Ratio	1.29	0.79		0.77	0.67			0.72	0.74		0.64	0.59
Control Delay	180.0	49.0		45.3	40.0			22.6	19.7		19.5	24.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	180.0	49.0		45.3	40.0			22.6	19.7		19.5	24.9
LOS	F	D		D	D			C	B		B	C
Approach Delay		127.4			42.8			21.9			21.2	
Approach LOS		F			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 46.7 Intersection LOS: D
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 21: Cerrillos Road & St. Francis



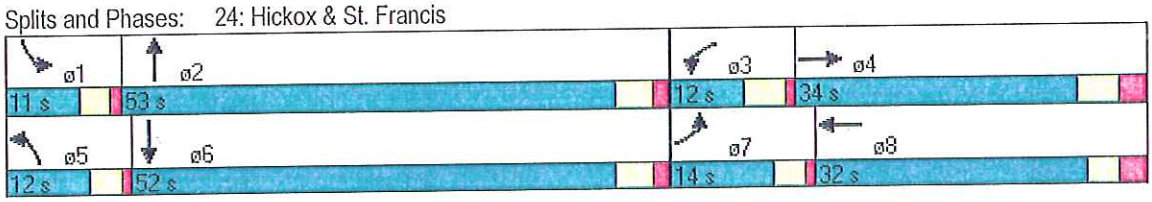
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	140	100	100	200	110	110	2130	60	90	1710	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Frt		0.937			0.947			0.996			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1687	0	1711	1705	0	1711	6169	0	1711	6163	0
Flt Permitted	0.163			0.403			0.080			0.081		
Satd. Flow (perm)	294	1687	0	726	1705	0	144	6169	0	146	6163	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			24			6			8	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	152	109	109	217	120	120	2315	65	98	1859	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	261	0	109	337	0	120	2380	0	98	1924	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	37.4	27.4		33.4	25.4		59.4	51.5		57.9	50.7	
Actuated g/C Ratio	0.34	0.25		0.30	0.23		0.54	0.47		0.53	0.46	
v/c Ratio	0.81	0.59		0.37	0.82		0.63	0.82		0.55	0.68	
Control Delay	52.6	37.1		27.5	53.6		23.8	16.9		39.0	18.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	52.6	37.1		27.5	53.6		23.8	16.9		39.0	18.1	
LOS	D	D		C	D		C	B		D	B	
Approach Delay		43.5			47.2			17.2			19.1	
Approach LOS		D			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 22.6 — Intersection LOS: C
Intersection Capacity Utilization 77.7% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 24: Hickox & St. Francis



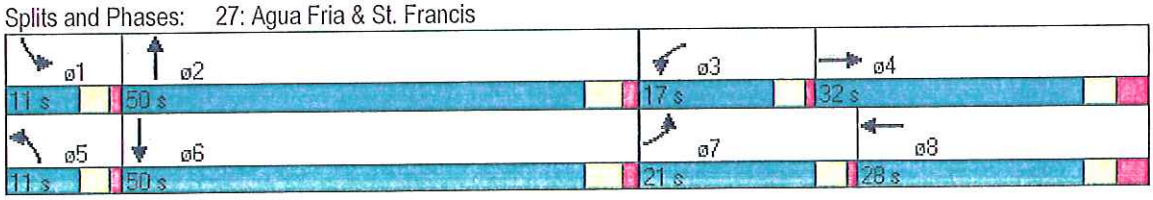
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	120	30	110	190	40	120	2070	60	40	1680	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Ped Bike Factor								1.00			0.99	
Frt		0.970			0.974			0.996			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1747	0	1711	1754	0	1711	6165	0	1711	5975	0
Flt Permitted	0.244			0.607			0.075			0.081		
Satd. Flow (perm)	852	1747	0	1093	1754	0	135	6165	0	146	5975	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			9			6			69	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	130	33	120	207	43	130	2250	65	43	1826	446
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	163	0	120	250	0	130	2315	0	43	2272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	38.3	24.6		32.1	21.6		61.1	56.1		57.8	50.7	
Actuated g/C Ratio	0.35	0.22		0.29	0.20		0.56	0.51		0.53	0.46	
v/c Ratio	0.52	0.41		0.32	0.71		0.68	0.74		0.24	0.81	
Control Delay	27.6	36.4		25.7	51.1		47.5	20.5		11.9	17.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.6	36.4		25.7	51.1		47.5	20.5		11.9	17.0	
LOS	C	D		C	D		D	C		B	B	
Approach Delay		30.6			42.9			21.9			16.9	
Approach LOS		C			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 72.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 27: Agua Fria & St. Francis



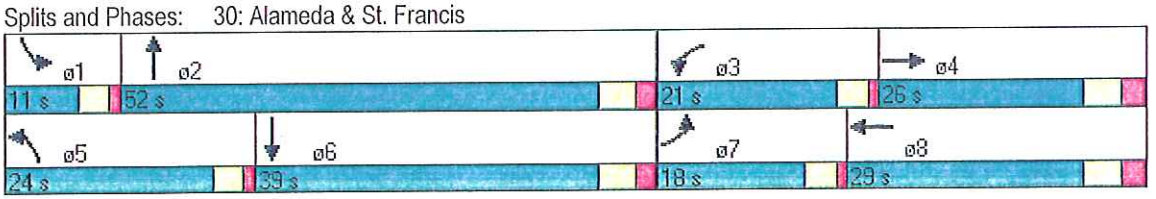
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	90	170	160	210	50	340	2300	90	20	1560	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.86	0.86
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.994			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	6157	0	1711	6114	0
Flt Permitted	0.325			0.635			0.099			0.109		
Satd. Flow (perm)	585	1801	1531	1143	1801	1510	178	6157	0	196	6114	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			54		9			21	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	98	185	174	228	54	370	2500	98	22	1696	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	98	185	174	228	54	370	2598	0	22	1859	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	33.2	20.2	20.2	34.1	20.6	20.6	64.4	60.0		45.3	38.3	
Actuated g/C Ratio	0.30	0.18	0.18	0.31	0.19	0.19	0.59	0.55		0.41	0.35	
v/c Ratio	0.60	0.30	0.43	0.41	0.67	0.17	0.90	0.77		0.12	0.87	
Control Delay	34.2	40.6	8.8	28.6	51.5	10.7	46.8	18.2		10.7	32.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	34.2	40.6	8.8	28.6	51.5	10.7	46.8	18.2		10.7	32.8	
LOS	C	D	A	C	D	B	D	B		B	C	
Approach Delay		25.5			37.9			21.7			32.5	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 26.8 Intersection LOS: C
Intersection Capacity Utilization 77.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 30: Alameda & St. Francis



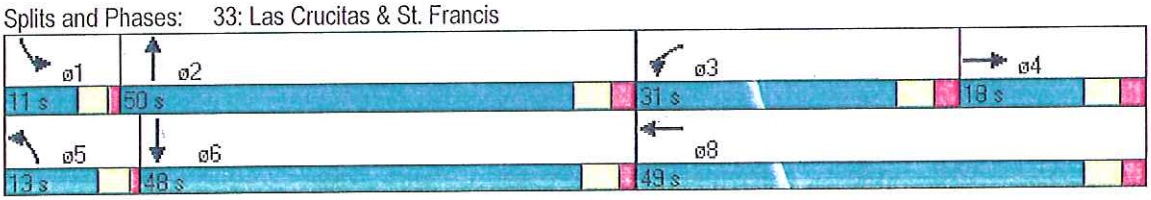
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	130	170	540	130	30	160	1480	570	50	1070	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850		0.999	
Flt Protected		0.993		0.950			0.950			0.950		
Satd. Flow (prot)	0	1788	1531	3319	1801	1531	1711	4916	1531	1711	6188	0
Flt Permitted		0.937		0.950			0.148			0.090		
Satd. Flow (perm)	0	1687	1531	3319	1801	1511	266	4916	1531	162	6188	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			33			620		2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	141	185	587	141	33	174	1609	620	54	1163	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	185	587	141	33	174	1609	620	54	1174	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)		14.3	14.3	25.1	43.4	43.4	57.1	49.8	49.8	52.7	45.7	
Actuated g/C Ratio		0.13	0.13	0.23	0.39	0.39	0.52	0.45	0.45	0.48	0.42	
v/c Ratio		0.74	0.59	0.77	0.20	0.05	0.69	0.72	0.60	0.31	0.46	
Control Delay		67.2	23.8	47.3	22.2	6.8	37.2	14.2	4.5	23.2	15.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		67.2	23.8	47.3	22.2	6.8	37.2	14.2	4.5	23.2	15.4	
LOS		E	C	D	C	A	D	B	A	C	B	
Approach Delay		44.1			40.9			13.4			15.8	
Approach LOS		D			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 71.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 33: Las Crucitas & St. Francis



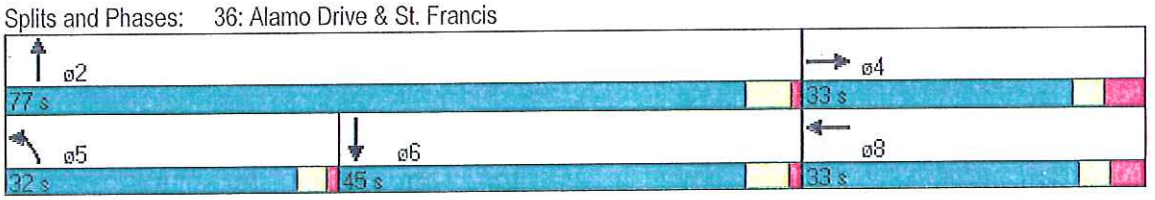
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	80	200	50	470	10	340	1660	30	10	990	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.86	0.86	0.86
Frt		0.893			0.997				0.850		0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1608	0	1711	1795	0	1711	4916	1531	0	6169	0
Flt Permitted	0.138			0.366			0.196				0.905	
Satd. Flow (perm)	248	1608	0	659	1795	0	353	4916	1531	0	5583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		111			1				30		6	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	80	200	50	470	10	340	1660	30	10	990	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	280	0	50	480	0	340	1660	30	0	1030	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)								5.0	5.0	5.0	5.0	
Flash Dont Walk (s)								19.0	19.0	14.0	14.0	
Pedestrian Calls (#/hr)								0	0	0	0	
Act Effct Green (s)	29.0	29.0		29.0	29.0		73.0	73.0	73.0		51.8	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.66	0.66	0.66		0.47	
v/c Ratio	0.62	0.55		0.29	1.01		0.76	0.51	0.03		0.39	
Control Delay	76.8	25.3		37.8	85.6		17.3	11.8	1.3		20.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	76.8	25.3		37.8	85.6		17.3	11.8	1.3		20.2	
LOS	E	C		D	F		B	B	A		C	
Approach Delay		31.8			81.1			12.6			20.2	
Approach LOS		C			F			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 25.4 Intersection LOS: C
Intersection Capacity Utilization 91.6% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 36: Alamo Drive & St. Francis



APPENDIX J

CRASH ANALYSIS

HDR | ONE COMPANY *Many Solutions™*

Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	*9/29/2006*
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS*	Page:	19	of:	***19***
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

COMPUTATION

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			

2003 TOTALS SUMMARY	*0 FATAL*	*127 INJURY*	*158 P.D.O.*	*285 TOTAL*	*% TOTAL*	*% FATAL*	*% INJURY*	*% P.D.O.*
CLEAR	0	118	148	*266*	*93%*	*0%*	*44%*	*56%*
INCLIMATE	0	9	10	*19*	*7%*	*0%*	*47%*	*53%*
DAY	0	96	130	*226*	*79%*	*0%*	*42%*	*58%*
NIGHT	0	31	28	*59*	*21%*	*0%*	*53%*	*47%*
DRY PAVEMENT	0	114	148	*262*	*92%*	*0%*	*44%*	*56%*
WET PAVEMENT	0	13	10	*23*	*8%*	*0%*	*57%*	*43%*
HEADON	0	2	0	*2*	*1%*	*0%*	*100%*	*0%*
OVERTURN	0	3	1	*4*	*1%*	*0%*	*75%*	*25%*
FIXED OBJECT	0	6	5	*11*	*4%*	*0%*	*56%*	*44%*
SIDESWIPE	0	3	13	*16*	*6%*	*0%*	*19%*	*81%*
REAR END	0	76	92	*168*	*59%*	*0%*	*45%*	*55%*
RIGHT ANGLE	0	35	46	*81*	*28%*	*0%*	*43%*	*57%*
OTHER	0	2	1	*3*	*1%*	*0%*	*67%*	*33%*

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COMPUTATION

Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	*9/29/2006*
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS*	Page:	4	of:	*19*
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
1	2/28/03	12:02 PM			X	REAREND COLLISION -SB	CLEAR/DAY	AT A FRIA
2	5/24/03	9:10 AM		X		NB LT/SB TH; ROW VIOLATION	CLEAR/DAY	AT A FRIA
3	5/27/03	2:32 PM			X	REAREND COLLISION - SB	CLEAR/DAY	AT A FRIA
4	2/5/03	7:16 PM			X	REAREND COLLISION - NB/ALCOHOL	CLEAR/DARK	AT A FRIA
5	2/19/03	1:13 PM			X	REAREND COLLISION - NB	CLEAR/DAY	AT A FRIA
6	5/31/03	8:06 AM		X		REAREND COLLISION - SB	CLEAR/DAY	AT A FRIA
7	8/13/03	3:09 PM		X		SIDESWIPE - SB; EXCESSIVE SPEED WET ROADS	RAIN/DAY	165.733
8	8/29/03	9:00 PM		X		RT ANGLE; EB/SB; ROW; ALCOHOL	CLEAR/DARK	165.733
9	7/3/03	8:22 AM		X		RT. ANGLE; NB/EB; RAN RED LIGHT	CLEAR/DAY	AT A FRIA
10	7/9/03	7:59 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.733
11	2/24/03	2:58 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.733
12	10/11/03	4:00 AM			X	SOLO; OTHER THAN DRIVER	CLEAR/DRY	165.733
13	5/21/03	3:00 PM		X		REAREND COLLISION NB; 3 VEHICLES	CLEAR/DAY	165.733
14	5/16/03	3:31 PM			X	REAREND COLLISION - SB	CLEAR/DAY	165.733
15	12/4/03	1:56 PM		X		REAREND COLLISION - SB	CLEAR/DAY	165.733
16	9/10/03	9:42 PM		X		WB/NB ROW; RAN SIGNAL; BICYCLIST WET ROADS; ALCOHOL WB	CLEAR/DARK	165.733
17	4/4/03	3:44 PM		X		SIDESWIPE COLLISION, NB	CLEAR /DAY	165.733
18	10/13/03	2:46 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.733
19	3/21/03	8:53 AM		X		REAREND COLLSION, NB	CLEAR/DAY	166.040
20	8/16/03	8:46 PM			X	RT ANGLE; SB/EB/NB ROW; RAN SIGNAL	CLEAR/DARK	166.040
21	8/16/03	10:14 AM			X	RT ANGLE; EB/SB ROW	CLEAR/DAY	166.040
22	7/27/03	11:46 AM		X		EB LT ROW; STRUCK PEDESTRIAN	CLEAR/DAY	166.040
23	3/13/03	11:37 AM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	166.040
	SUBTOTAL		**0**	**12**	**11**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
24	1/31/03	6:51 PM			X	REAREND COLLISION, SB; ALCOHOL	CLEAR/DARK	166.040
25	2/7/03	7:14 AM		X		IMPROPER LT TURN; INATTENTION	CLEAR/DAY	166.040
26	11/10/03	6:02 PM		X		EB VEH REAR END SB BICYCLIST	CLEAR/DARK	166.040
27	10/4/03	12:46 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DAY	166.040
28	10/23/03	12:38 PM		X		EB LT/WB ROW VIOLATION	CLEAR/DARK	166.040
29	9/11/03	3:42 PM		X		SB LT/WB ROW VIOLATION; RAN SIGNAL	CLEAR/DAY	166.040
30	10/3/03	8:12 AM		X		REAREND COLLISION, NB; RAIN	RAIN/DAY	166.040
31	10/21/03	4:35 PM			X	REAREND COLLISION, NB	CLEAR/DAY	166.040
32	8/14/03	7:28 PM			X	SB LT/NB ROW VIOLATION	CLEAR/DAY	166.040
33	9/30/03	2:16 PM			X	SOLO ACCIDENT; TRUCK JACK-KNIFED	CLEAR/DAY	166.040
34	4/6/03	11:19 AM		X		SOLO ACCIDENT; FIXED OBJECT; RAN SIGNAL	CLEAR/DARK	166.040
35	2/6/03	12:45 PM		X		REAREND ACCIDENT, SB; 3 VEHICLES	CLEAR/DAY	166.576
36	11/29/03	3:54 PM		X		SOLO ACCIDENT, SB; OVERTURN EXCESSIVE SPEED	CLEAR/DAY	166.576
37	6/5/03	6:04 PM			X	EB RT/SB ROW VIOLATION	CLEAR/DAY	166.576
38	1/3/03	2:36 PM		X		NB/WB ROW VIOLATION NB VEHICLE MECHANICAL DEFECT	CLEAR/DAY	166.576
39	9/6/03	11:35 AM		X		REAREND COLLISION, NB	CLEAR/DAY	166.576
40	4/20/03	8:00 PM			X	SIDESWIPE COLLISION, SB ALCOHOL INVOLVED	CLEAR/DARK	166.576
41	9/12/03	3:00 PM		X		RT ANGLE; SB/WB ROW VIOLATION; RAN SIGNAL	CLEAR/DAY	166.576
42	12/12/03	8:39 PM		X		RT ANGLE; SB/WB ROW VIOLATION; ALCOHOL INVOLVED	FOG/DARK	166.576
43	10/24/03	9:40 AM		X		REAREND COLLISION, NB	CLEAR/DAY	166.576
44	8/29/03	3:10 PM			X	REAREND COLLISION, SB; 3 VEHICLES	RAIN/DAY	166.576
45	3/18/03	12:52 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	166.576
46	1/30/03	7:50 AM		X		REAREND COLLISION, NB; 4 VEHICLES	CLEAR/DAY	1000' N/O ALAMO
	SUBTOTAL		**0**	**15**	**8**			

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	9/29/2006
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS	Page:	6	of:	19
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
47	11/1/03	2:45 PM			X	SIDESWIPE COLLISION, SB	CLEAR/ DAY	166.576
48	11/30/03	12:24 AM		X		SOLO ACCIDENT; FIXED OBJECT	CLEAR/DARK	164.797
49	4/30/03	5:20 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	164.797
50	5/28/03	9:52 PM		X		RT ANGLE; NB/EB ROW VIOLATION; WET ROADS	CLEAR/DARK	164.797
51	6/1/03	4:11 PM			X	RT ANGLE; NB/EB ROW VIOLATION; WET ROADS	CLEAR/DAY	164.797
52	5/27/03	11:41 AM			X	REAREND COLLISION, NB	CLEAR/DAY	164.797
53	7/11/03	6:06 PM		X		REAREND COLLISION, SB; 4 VEHICLES	CLEAR/DAY	164.797
54	6/16/03	4:13 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.797
55	4/7/03	5:04 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.797
56	1/17/03	1:37 PM		X		REAREND COLLISION, NB	CLEAR/DAY	164.797
57	2/25/03	5:29 PM		X		OVERTURN - 1 VEHICLE, WB	SNOW/DARK	164.797
58	10/28/03	4:35 PM		X		HEAD-ON COLLISION, 2 VEH., WB & EB	SNOW/DARK	164.797
59	1/29/03	1:17 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CALLE S'GOSA
60	12/5/03	1:57 PM			X	SOLO ACCIDENT; FIXE OBJECT, ALCOHOL	CLEAR/DARK	AT CALLE S'GOSA
61	6/4/03	7:39 AM			X	REAREND COLLISION, SB	CLEAR/DAY	AT CALLE S'GOSA
62	12/8/03	3;03 PM		X		REAREND COLLISION, SB	RAIN/DAY	AT CALLE S'GOSA
63	4/10/03	2:54 PM		X		RT ANGLE; SB LT/NB ROW VIOLATION 3 VEHICLES	CLEAR/DAY	AT CALLE S'GOSA
64	8/25/03	7:39 AM		X		REAREND COLLISION, SB	CLEAR/DAY	300' S/O PdP (N)
65	8/29/03	10:46 AM			X	EB/SB ROW VIOLATION	CLEAR/DAY	AT PdP (N)
66	11/12/03	5:32 PM			X	SOLO ACCIDENT; OVERTURN; EXCESSIVE SPEED	RAIN/DARK	230' S/O PdP (N)
67	11/24/03	3:22 PM			X	REAREND COLLISION, SB	CLEAR/DAY	200' S/O CDMR
68	7/29/03	5:15 PM			X	WB/SB ROW VIOLATION	CLEAR/DAY	AT CDMR
69	8/7/03	5:16 PM			X	RT ANGLE; EB/SB ROW VIOLATION	CLEAR/DAY	AT CDMR
	SUBTOTAL		**0**	**10**	**13**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
70	9/2/03	4:25 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CDMR
71	10/1/03	5:49 PM		X		EB/SB ROW VIOLATION RAN SIGNAL, ALCOHOL	CLEAR/DAY	500' S/O CDMR
72	12/19/03	8:42 AM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CSV
73	11/18/03	7:56 PM		X		EB LT/NB ROW VIOLATION	CLEAR/DARK	AT CSV
74	5/6/03	2:21 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CSV
75	3/26/03	10:07 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
76	4/9/03	11:56 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
77	7/10/03	12:52 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
78	1/15/03	4:51 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
79	1/30/03	11:34 AM			X	REAREND COLLSION, NB	CLEAR/DAY	165.273
80	2/5/03	6:42 AM		X		EB RT/SB ROW VIOLATION	CLEAR/DAWN	165.273
81	10/20/03	12:00 AM		X		REAREND COLLISION, SB	CLEAR/DAY	165.273
82	8/4/2003	12:05 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
83	7/23/03	11:02 AM			X	REAREND COLLSION, NB	CLEAR/DAY	165.273
84	1/7/03	12:15 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
85	2/3/03	4:39 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
86	7/14/03	9:30 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.273
87	3/20/03	9:14 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
88	5/12/03	1:00 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.273
89	3/12/03	10:39 AM			X	REAREND COLLSION, NB	CLEAR/DAY	165.273
90	3/17/03	12:10 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
91	7/6/03	10:37 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.273
92	5/22/03	4:05 PM			X	REAREND COLLSION, SB	CLEAR/DAY	165.273
	SUBTOTAL		**0**	**11**	**12**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
93	4/1/03	4:05 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
94	7/2/03	8:37 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
95	6/7/03	10:49 AM			X	REAREND COLLISION, EB	CLEAR/DAY	165.273
96	7/9/03	4:00 PM		X		REAREND COLLSION, EB	CLEAR/DAY	165.273
97	8/22/03	9:54 PM		X		SOLO ACCIDENT: FIXED OBJECT EXCESSIVE SPEED; ALCOHOL	CLEAR/DARK	165.273
98	12/24/03	3:55 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
99	1/15/03	9:43 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
100	10/28/03	8:45 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
101	2/9/03	3:30 AM		X		NB/SB HEAD-ON; WET ROADS; 3 VEH'S	CLEAR/DARK	165.273
102	2/5/03	2:20 AM		X		SOLO ACCIDENT; RAN SIGNAL; ALCOHOL EXCESSIVE SPEED	CLEAR/DARK	165.273
103	7/18/03	3:30 PM			X	REAREND COLLISION; NB	CLEAR/DAY	165.273
104	8/22/03	7:16 AM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	AT COLUMBIA
105	8/6/03	1:11 PM			X	WB/NB ROW VIOLATION; FIXED OBJECT	CLEAR/DAY	AT COLUMBIA
106	9/5/03	1:38 PM		X		NB VEH STRUCK WB PEDESTRIAN	CLEAR/DAY	AT COLUMBIA
107	5/2/03	11:30 PM		X		SOLO ACCIDENT; FIXED OBJECT; ALCOHOL	CLEAR/DARK	AT COLUMBIA
108	9/25/03	9:43 AM			X	WB VEHICLE PULLED OUT OF D/WAY IN PATH OF NB VEHICLE	CLEAR/DAY	300' S/O CORDOVA
109	5/9/03	4:40 PM			X	REAREND COLLISION, NB; ALCOHOL	CLEAR/DAY	165.022
110	6/6/03	1:05 PM			X	WB VEHICLE PULLED OUT OF D/WAY IN PATH OF NB VEHICLE	CLEAR/DARK	165.022
111	11/30/03	1:30 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.022
112	9/30/03	12:06 PM		X		WB PEDESTRIAN HIT BY NB VEHICLE PED-ALCOHOL, ROW VIOLATION	CLEAR/DAY	165.022
113	7/29/03	1:35 PM			X	EB LT/WB ROW VIOLATION	CLEAR/DAY	165.022
114	1/8/03	1:39 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.022
115	5/13/03	7:53 AM		X		EB LT/NB ROW VIOLATION	CLEAR/DAY	165.022
	SUBTOTAL		0	10	13			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
116	9/22/03	10:10 AM		X		REAREND COLLISION, SB	CLEAR/DAY	165.022
117	2/13/03	6:36 PM			X	EB VEHICLE PULLED OUT OF D/WAY INTO PATH OF NB VEHICLE	RAIN/DARK	165.022
118	5/6/03	8:57 PM			X	REAREND COLLISION, NB	CLEAR/DARK	165.022
119	3/13/03	8:14 AM			X	EB RT/SB ROW VIOLATION	CLEAR/DAY	165.022
120	3/25/03	1:07 PM			X	WB VEHICLE PULLED OUT OF D/WAY INTO PATH OF NB VEHICLE	CLEAR/DAY	165.022
121	12/19/03	4:03 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.022
122	9/16/03	12:28 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.022
123	10/17/03	1:37 PM		X		WB PEDESTRIAN ROW VIOLATION STRUCK BY SB VEHICLE	CLEAR/DAY	165.022
124	1/22/03	8:43 AM		X		REAREND COLLISION, SB	CLEAR/DAY	165.022
125	5/24/03	12:18 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.022
126	5/3/03	1:40 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.022
127	1/1/03	2:18 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.022
128	4/7/03	8:10 PM			X	NB LT/SB ROW VIOLATION	CLEAR/DARK	165.022
129	7/17/03	6:38 PM			X	WB RT/NB ROW VIOLATION	CLEAR/DUSK	165.022
130	10/26/03	5:54 PM		X		REAREND COLLISION, SB	CLEAR/DUSK	165.022
131	10/28/03	8:00 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.022
132	3/12/03	1:03 PM			X	EB VEHICLE BACKED INTO OTHER EB VEHICLE	CLEAR/DAY	100' N/O DUNLAP
133	11/14/03	9:57 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.543
134	3/6/03	4:27 PM			X	WB LT/SB ROW VIOLATION	CLEAR/DAY	165.542
135	1/18/03	8:00 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DARK	165.543
136	10/1/03	6:56 PM		X		REAREND COLLISION, SB; 3 VEHICLES	CLEAR/DARK	165.543
137	12/29/03	12:26 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.543
138	3/10/03	10:38 AM		X		REAREND COLLISION, SB	CLEAR/DAY	165.543
	SUBTOTAL		0	8	15			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
139	10/28/03	4:52 PM			X	REAREND COLLISION, NB; EXCESS SPEED	CLEAR/DAY	165.543
140	11/10/03	5:34 PM			X	SIDESWIPE COLLISION, SB; IMPROPER LANE CHANGE	CLEAR/DARK	165.543
141	4/2/03	2:34 AM		X		SOLO ACCIDENT; OVERTURN	CLEAR/DARK	AT I-25 OVERPASS
142	10/27/03	4:08 PM			X	REAREND COLLISION, SB; DEFECTIVE BRAKES	CLEAR/DAY	AT LAS MASCARAS
143	10/24/03	11:40 AM			X	SB LT/NB ROW VIOLATION	CLEAR/DAY	AT WEST M'HATTAN
144	9/8/03	8:46 AM			X	NB LT/SB ROW VIOLATION	CLEAR/DAY	165.381
145	7/8/03	10:57 AM		X		EB/SB ROW VIOLATION; ALCOHOL	CLEAR/DAY	165.381
146	6/18/03	4:42 PM		X		NB LT/SB ROW VIOLATION; WET ROADWAY	CLEAR/DAY	165.381
147	2/13/03	1:35 PM			X	WB LT/SB ROW VIOLATION	CLEAR/DAY	165.381
148	9/4/03	8:17 AM			X	RT ANGLE; WB/SB ROW VIOLATION	CLEAR/DARK	165.381
149	9/10/03	10:26 AM			X	RT. ANGLE; SB/WB ROW VIOLATION	CLEAR/DAY	165.381
150	12/10/03	8:32 AM			X	SB LT/NB ROW VIOLATION	CLEAR/DAY	165.381
151	10/16/03	3:50 PM			X	NB LT/SB ROW VIOLATION	CLEAR/DAY	165.381
152	4/3/03	3:40 PM		X		RT ANGLE WB/SB ROW VIOLATION	CLEAR/DAY	165.381
153	1/14/03	5:53 PM		X		REAREND COLLISION, SB, 3 VEHICLES	CLEAR/DAY	165.381
154	10/30/03	5:30 PM		X		REAREND COLLISION, SB	CLEAR/DUSK	165.381
155	3/25/03	2:00 PM			X	SOLO ACCIDENT; FIXED OBJECT	CLEAR/DAY	167.804
156	7/16/03	12:00 PM			X	SOLO ACCIDENT; STRUCK ANIMAL	CLEAR/DAY	167.464
157	3/6/03	8:04 AM		X		REAREND COLLISION, SB	CLEAR/DAY	AT NINITA
158	6/14/03	10:05 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.543
159	7/31/03	3:56 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.543
160	2/4/03	7:52 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.543
161	7/18/03	6:05 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.543
	SUBTOTAL		**0**	**7**	**16**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
162	4/15/03	1:09 PM			X	NB LT/WB ROW VIOLATION; WET ROADS RAN SIGNAL	RAIN/DAY	165.543
163	6/18/03	1:33 PM			X	REAREND COLLISION, SB	RAIN/DAY	165.543
164	5/20/03	10:28 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.543
165	12/29/03	9:04 PM			X	WB LT/SB ROW VIOLATION	CLEAR/DARK	165.543
166	12/24/03	9:52 AM			X	SIDESWIPE COLLISION; SB	CLEAR/DAY	165.543
167	12/11/03	5:41 PM			X	NB LT/SB ROW VIOLATION	CLEAR/DARK	165.543
168	1/10/03	8:48 PM		X		EB PEDESTRIAN/NB VEHICLE ROW VIOL. PED - ALCOHOL	CLEAR/DARK	AT PEN RD
169	2/12/03	9:07 AM			X	WB/NB ROW VIOLATION	CLEAR/DAY	AT PEN RD
170	6/23/03	5:36 PM		X		EB/NB ROW VIOLATION	CLEAR/DAY	AT PEN RD
171	11/20/03	7:01 PM			X	SB LT/SB ROW VIOLATION; IMPROPER TURN	CLEAR/DAY	AT PEN RD
172	7/23/03	8:25 PM			X	SOLO ACCIDENT; ROADWAY OBSTRUCTIOI	CLEAR/DARK	AT PEN RD
173	7/18/03	8:50 PM			X	REAREND COLLISION, SB	CLEAR/DARK	AT PEN RD
174	1/20/03	12:33 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DAY	AT ROYBAL
175	9/29/03	3:01 PM		X		REAREND COLLISION, NB	CLEAR/DAY	AT ROYBAL
176	11/6/03	7:13 AM		X		WB LT/NB ROW VIOLATION	CLEAR/DAY	AT SABINO
177	10/27/03	11:48 AM			X	SIDESWIPE COLLSION, WB	CLEAR/DAY	AT SABINO
178	7/28/03	3:16 AM		X		SOLO ACCIDENT; ROADWAY OBSTRUCTIOI	CLEAR/DARK	S/O SABINO
179	3/29/03	9:47 AM			X	WB LT/NB ROW VIOLATION; RAN STOP SIGI	CLEAR/DAY	AT SABINO
180	2/20/03	5;06 PM		X		WB LT/NB ROW VIOLATION; RAN STOP SIGI SNOWING; WET ROADS	SNOW/DAY	AT SABINO
181	7/14/03	4:21 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT WEST SAN MATEO
182	6/12/03	5:17 PM		X		REAREND COLLISION, SB; 4 VEHICLES	CLEAR/DAY	AT WEST SAN MATEO
183	7/2/03	4:15 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT WEST SAN MATEO
184	7/14/03	10:46 PM			X	WB/NB ROW VIOLATION;	CLEAR/DAY	AT WEST SAN MATEO
	SUBTOTAL		**0**	**11**	**12**	DEFECTIVE BRAKES		

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
185	11/18/03	1:04 PM			X	REAREND COLLISION, SB	CLEAR/DAY	AT WEST SAN MATEO
186	10/13/03	7:50 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DARK	AT WEST SAN MATEO
187	10/10/03	8:20 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
188	10/7/03	6:40 PM			X	REAREND COLLISION, NB; WET ROADS EXCESSIVE SPEED	RAIN/DARK	164.177
189	7/1/03	3:49 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
190	10/5/03	12:44 PM			X	NB RT/EB ROW VIOLATION	CLEAR/DAY	164.177
191	7/24/03	5:28 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
192	8/27/03	8:53 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
193	1/8/03	11:42 AM		X		EB RT/SB ROW VIOLATION	CLEAR/DAY	164.177
194	12/15/03	8:37 AM		X		REAREND COLLISION, NB	CLEAR/DAY	164.177
195	6/19/03	1:02 PM		X		REAREND COLLISION, SB; WET ROADS	CLEAR/DAY	164.177
196	6/19/03	11:38 AM		X		WB LT/WB ROW VIOLATION IMPROPER TURN	CLEAR/DAY	164.177
197	9/5/03	12:16 AM		X		REAREND COLLSION, SB ALCOHOL	CLEAR/DARK	164.177
198	1/14/03	1:27 PM		X		REAREND COLLSION, EB	CLEAR/DAY	164.177
199	5/21/03	5:16 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
200	11/6/03	5:20 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DUSK	164.177
201	1/8/03	5:41 PM		X		REAREND COLLISION, NB; 3 VEHICLES	CLEAR/DUSK	164.177
202	1/31/03	11:24 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
203	1/14/03	3:02 PM			X	WB LT/SB ROW VIOLATION	CLEAR/DAY	164.177
204	9/6/03	4:25 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.177
205	4/4/03	10:32 PM			X	REAREND COLLISION, SB	CLEAR/DARK	162.798
206	10/9/03	8:08 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DARK	162.798
207	9/22/03	9:40 AM			X	NB LT/SB ROW VIOLATION	CLEAR/DAY	162.798
	SUBTOTAL		0	11	12			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
208	12/10/03	4:00 PM		X		WB LT/SB ROW VIOLATION	CLEAR/DAY	162.798
209	3/12/03	7:07 PM			X	REAREND COLLISION, SB	CLEAR/DARK	162.798
210	2/9/03	11:30 AM			X	SB LT/SB ROW VIOLATION	CLEAR/DAY	162.798
211	2/8/03	12:13 PM			X	IMPROPER TURN SIDESWIPE COLLISION, EB; MECHANICAL DEFECT	CLEAR/DAY	162.798
212	1/30/03	2:50 PM			X	NB LT/SB ROW VIOLATION	CLEAR/DAY	162.798
213	8/9/03	8:30 AM			X	NB LT/SB ROW VIOLATION	CLEAR/DAY	162.798
214	7/3/03	8:10 AM		X		REAREND COLLISION, NB	CLEAR/DAY	162.798
215	8/7/03	3:19 PM			X	REAREND COLLISION, SB	CLEAR/DAY	162.798
216	9/13/03	12:00 PM			X	REAREND COLLISION, SB	CLEAR DAY	162.798
217	9/1/03	2:11 PM		X		REAREND COLLISION, SB; 5 VEHICLES	CLEAR/DAY	162.798
218	10/14/03	1:56 PM			X	REAREND COLLISION, SB	CLEAR/DAY	162.798
219	11/14/03	8:09 AM			X	REAREND COLLISION, NB	CLEAR/DAY	162.798
220	12/15/03	7:30 AM		X		SB/WB ROW VIOLATION; SNOW RAN SIGNAL	SNOW/DAY	162.798
221	12/25/03	10:27 AM		X		SIDESWIPE COLLISION, SB IMPROPER TURN	CLEAR/DAY	162.798
222	12/5/03	2:14 PM		X		REAREND COLLSION, SB	CLEAR/DAY	162.798
223	9/27/03	1:25 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
224	2/5/03	11:08 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.482
225	8/21/03	7:48 AM		X		REAREND COLLISION, NB	CLEAR/DAY	163.482
226	10/2/03	8:41 PM			X	REAREND COLLISION, NB	CLEAR/DARK	163.482
227	7/18/03	11:44 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
228	1/3/03	7:16 PM			X	EB RT/SB ROW VIOLATION	CLEAR/DARK	163.482
229	4/30/03	6:58 PM			X	REAREND COLLISION, SB; 3 VEHICLES	CLEAR/DAY	163.482
230	6/24/03	8:55 AM		X		REAREND COLLISION, NB; 3 VEHICLES	CLEAR/DAY	163.482
	SUBTOTAL		0	8	15			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
231	3/24/03	5:32 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.482
232	11/3/03	4:00 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
233	10/10/03	9:33 AM			X	REAR END COLLISION, SB	CLEAR/DAY	163.482
234	12/10/03	10:09 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
235	12/11/03	8:05 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.482
236	10/22/03	3:30 PM		X		REAREND COLLISION, NB	CLEAR/DAY	163.482
237	12/23/03	12:05 PM		X		REAREND COLLISION, NB	CLEAR/DAY	163.482
238	10/3/03	8:00 AM			X	WB LT/SB ROW VIOLATION; WET ROADS RAN SIGNAL	RAIN/DAY	163.482
239	10/7/03	8:15 AM			X	REAR END COLLISION, SB	CLEAR/DAY	163.482
240	9/30/03	2:55 PM			X	REAR END COLLISION, NB; 3 VEHICLES	CLEAR/DAY	163.482
241	10/15/03	11:18 AM		X		NB LT/WB ROW VIOLATION; RAN SIGNAL	CLEAR/DAY	163.482
242	10/15/03	12:02 PM		X		REAREND COLLISION, NB; 4 VEHICLES	CLEAR/DAY	163.482
243	12/9/03	11:30 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.482
244	9/30/03	2:30 AM			X	REAREND COLLISION, NB; 3 VEHICLES	CLEAR/DAY	163.482
245	12/9/03	9:45 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.482
246	6/13/03	1:21 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
247	7/1/03	6:04 PM			X	REAREND COLLISION, SB; 3 VEHICLES	CLEAR/DAY	163.482
248	7/2/03	9:50 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
249	2/19/03	9:45 PM		X		SOLO ACCIDENT; FIXED OBJECT; ALCOHOI	CLEAR/DARK	163.482
250	3/17/03	8:11 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.482
251	12/23/03	5:30 PM			X	SB VEHICLE STRUCK PARKED VEHICLE	CLEAR/DARK	163.964
252	6/10/03	5:28 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.964
253	1/27/03	8:12 AM		X		REAREND COLLISION, NB	CLEAR/DAY	163.964
	SUBTOTAL		0	9	14			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
254	12/24/03	8:56 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.964
255	12/12/03	5:43 PM		X		REAREND COLLISION, SB; WET ROADS	CLEAR/DARK	163.964
256	2/24/03	12:46 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.964
257	1/2/03	7:46 PM		X		REAREND COLLISION, SB	CLEAR/DARK	163.964
258	3/28/03	7:28 AM		X		SOLO ACCIDENT; FIXED OBJECT; WET ROADS	SNOW/DAY	AT VIENTO DR
259	3/7/03	6:32 PM		X		REAREND COLLISION, SB	CLEAR/DARK	163.132
260	6/10/03	4:24 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.132
261	8/21/03	6:33 PM			X	SB LT/EB LT ROW VIOLATION WET ROADS; RAN SIGNAL	RAIN/DAY	163.132
262	5/27/03	2:16 PM			X	REAREND COLLISION, EB	CLEAR/DAY	163.132
263	8/23/03	3:57 PM			X	REAREND COLLISION, NB; WET ROADS	CLEAR/DAY	163.132
264	8/22/03	12:47 PM		X		REAREND COLLISION, NB	CLEAR/DAY	163.132
265	6/24/03	6:32 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.132
266	11/19/03	4:02 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.132
267	4/23/03	9:04 AM		X		REAREND COLLISION, EB; WINDY	CLEAR/DAY	163.132
268	5/17/03	10:06 AM		X		REAREND COLLISION, EB; EXCESSIVE SPEED	CLEAR/DAY	163.132
269	4/16/03	12:10 PM			X	EB LT/WB ROW VIOLATION	CLEAR/DAY	163.132
270	5/6/03	6:39 AM			X	NB LT/EB LT ROW VIOLATION RAN SIGNAL	CLEAR/DAY	163.132
271	6/7/03	5:45 PM			X	SB LT/SB ROW VIOLATION IMPROPER TURN	CLEAR/DAY	163.132
272	7/5/03	10:31 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.132
273	5/6/03	8:27 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.132
274	2/18/03	8:17 AM		X		REAREND COLLISION, NB; WET ROADS	RAIN/DAY	163.132
275	10/20/03	5:30 PM		X		REAREND COLLSION, NB	CLEAR/DAY	163.132
276	11/20/03	9:50 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.132
	SUBTOTAL		0	13	10			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
277	10/9/03	7:58 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.132
278	10/9/03	7:40 AM			X	REAREND COLLISION, NB IMPROPER TURN	CLEAR/DAY	163.132
279	9/25/03	6:59 AM			X	SB/EB ROW VIOLATION; RAN SIGNAL	CLEAR/DAY	163.132
280	12/5/03	9:00 PM		X		REAREND COLLISION, SB	CLEAR/DARK	163.132
281	12/1/03	9:00 AM			X	EB RT/NB ROW VIOLATION	CLEAR/DAY	163.132
282	8/4/03	3:10 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.132
283	1/10/03	11:03 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.132
284	1/19/03	2:09 PM			X	SOLO ACCIDENT; ROADWAY DEBRIS	CLEAR/DAY	163.132
285	3/20/03	4:33 PM			X	SIDESWIPE COLLISION, SB; IMPROPER TURN; WET ROADS	RAIN/DAY	163.132

SUBTOTAL	0	2	7

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			

2004 TOTALS SUMMARY	0 FATAL	123 INJURY	153 P.D.O.	276 TOTAL	% TOTAL	% FATAL	% INJURY	% P.D.O.
CLEAR	0	115	146	261	95%	0%	44%	56%
INCLIMATE	0	8	7	15	5%	0%	53%	47%
DAY	0	98	128	226	82%	0%	43%	57%
NIGHT	0	25	25	50	18%	0%	50%	50%
DRY PAVEMENT	0	112	142	254	92%	0%	44%	56%
WET PAVEMENT	0	11	11	22	8%	0%	50%	50%
HEADON	0	2	1	3	1%	0%	67%	33%
OVERTURN	0	2	0	2	1%	0%	100%	0%
FIXED OBJECT	0	3	3	6	2%	0%	50%	50%
SIDESWIPE	0	5	17	22	8%	0%	23%	77%
REAR END	0	75	102	177	64%	0%	42%	58%
RIGHT ANGLE	0	36	30	66	24%	0%	55%	45%
OTHER	0	0	0	0	0%	0%	0%	0%

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	10/2/2006
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS - 2005	Page:	4	of:	19
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
1	1/2/05	1:53 PM		X		NB LT/EB ROW VIOLATION WET ROADS	SNOW/DAY	AT A FRIA
2	3/18/05	7:23 PM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DUSK	AT A FRIA
3	8/20/05	9:19 AM		X		SB LT/NB ROW VIOLATION ALCOHOL	CLEAR/DAY	165.733
4	11/26/05	12:38 AM			X	WB/SB ROW VIOLATION	CLEAR/DARK	165.733
5	8/26/05	9:12 PM		X		REAREND COLLISION, NB ALCOHOL	CLEAR/DARK	165.733
6	2/27/05	5:19 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.733
7	9/2/05	2:34 PM		X		EB LT/NB ROW VIOLATION	CLEAR/DAY	165.733
8	7/21/05	4:29 AM		X		EB/SB ROW VIOLATION ALCOHOL	CLEAR/DARK	165.733
9	3/23/05	4:25 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	165.733
10	3/11/05	5:46 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.733
11	6/25/05	7:36 PM		X		EB/NB ROW VIOLATION ALCOHOL	CLEAR/DAY	165.733
12	6/30/05	8:24 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.733
13	4/30/05	3:20 PM			X	REAREND COLLISION, SB ALCOHOL	CLEAR/DAY	165.733
14	6/16/05	7:36 AM		X		EB/NB ROW VIOLATION	CLEAR/DAY	165.733
15	1/26/05	4:30 PM			X	SIDESWIPE COLLISION, NB WET ROADS	RAIN/DUSK	165.733
16	8/16/05	10:18 AM			X	REAREND COLLISION, NB	CLEAR/DAY	166.040
17	11/27/05	11:23 AM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DAY	166.040
18	7/24/05	8:55 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DARK	166.040
19	8/11/05	3:27 PM			X	REAREND COLLSION, SB 3 VEHICLES	CLEAR/DAY	166.040
20	9/12/05	7:51 PM		X		REAREND COLLISION, NB	CLEAR/DARK	166.040
21	9/5/05	3:48 PM		X		REAREND COLLISION, SB IMPROPER TURN	CLEAR/DAY	166.040
22	9/21/05	3:17 PM			X	NB LT/SB ROW VIOLATION	CLEAR/DAY	166.040
23	1/30/05	9:03 PM			X	NB/WB ROW VIOLATION	SNOW/DARK	166.040
	SUBTOTAL		**0**	**10**	**13**	RAN SIGNAL; ICY ROADS		

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
1	5/21/04	6:21 PM		X		EB PEDESTRIAN ROW VIOLATION W/WB VEHICLE; ALCOHOL (PED)	CLEAR/DAY	AT A FRIA
2	9/13/04	8:37 PM			X	REAREND COLLISION, NB	CLEAR/DARK	AT A FRIA
3	8/2/04	4:30 PM			X	SB LT/NB ROW VIOLATION	CLEAR/DAY	AT A FRIA
4	5/26/04	8:17 PM		X		SB LT/WB ROW VIOLATION; RAN SIGNAL DEFECTIVE BRAKES	CLEAR/DARK	AT A FRIA
5	11/30/04	2:00 PM			X	SIDESWIPE COLLISION, SB IMPROPER TURN	CLEAR/DAY	AT A FRIA
6	4/19/04	11:01 PM		X		SOLO ACCIDENT; FIXED OBJECT ALCOHOL	CLEAR/DARK	165.733
7	3/17/04	7:33 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.733
8	5/6/04	10:50 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.733
9	9/2/04	3:58 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.733
10	10/16/04	3:03 PM		X		SB LT/NB ROW VIOLATION	CLEAR/DAY	165.733
11	3/29/04	3:30 PM			X	REAREND COLLISION, NB	CLEAR/DAY	166.040
12	12/13/04	9:38 AM		X		REAREND COLLISION, SB	CLEAR/DRY	166.040
13	1/25/04	3:39 PM			X	REAREND COLLISION, SB	SNOW/DAY	166.04
14	2/13/04	7:57 AM		X		NB LT/SB ROW VIOLATION	CLEAR/DAY	166.04
15	4/13/04	12:06 PM			X	REAREND COLLISION - NB; 4 VEHICLES	CLEAR/DAY	166.040
16	6/7/04	3:28 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	166.040
17	6/28/04	1:14 PM			X	REAREND COLLISION, SB	CLEAR /DAY	166.040
18	5/28/04	9:45 AM		X		REAREND COLLISION, SB INADEQUATE BRAKES	CLEAR/DAY	166.040
19	12/10/04	9:58 PM			X	REAREND COLLSION, NB	CLEAR/DAY	166.040
20	12/20/04	5:41 PM			X	REAREND COLLISION, NB	CLEAR/DARK	166.040
21	10/1/04	3:09 PM			X	SIDSWIPE COLLISION, NB IMPROPER TURN	CLEAR/DAY	166.040
22	12/21/04	10:19 AM		X		SB LT/NB ROW VIOLATION; RAN SIGNAL EXCESSIVE SPEED	CLEAR/DAY	166.040
23	7/16/04	12:25 PM			X	REAREND COLLISION, SB	CLEAR/DAY	166.040
	SUBTOTAL		**0**	**9**	**14**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
24	5/22/04	1:38 PM			X	REAREND COLLISION, SB	CLEAR/DARK	166.040
25	6/2/04	5:18 PM			X	NB LT/SB ROW VIOLATION	CLEAR/DAY	166.040
26	7/4/04	5:32 PM		X		REAREND COLLISION, SB	CLEAR/DAY	166.040
27	12/5/04	1:44 PM			X	SOLO ACCIDENT; FIXED OBJECT	CLEAR/DAY	166.576
28	2/17/04	4:05 PM			X	DEFECTIVE VEHICLE REAREND COLLISION, NB	CLEAR/DAY	166.576
29	3/16/04	1:36 PM			X	NB/WB ROW VIOLATION	CLEAR/DAY	166.576
30	7/1/04	11:04 AM		X		RAN SIGNAL REAREND COLLISION, SB	CLEAR/DAY	166.576
31	9/17/04	8:55 PM			X	NB/WB ROW VIOLATION	CLEAR/DARK	166.576
32	2/6/04	4:44 PM			X	RAN SIGNAL; ALCOHOL REAREND COLLISION, NB	CLEAR/DAY	166.576
33	9/3/04	5:20 PM			X	NB LT/WB ROW VIOLATION	CLEAR/DAY	166.576
34	9/28/04	12:01 PM		X		RAN SIGNAL REAREND ACCIDENT, NB	CLEAR/DAY	166.576
35	7/12/04	2:50 PM		X		REAREND ACCIDENT, SB	CLEAR/DAY	166.576
36	9/10/04	4:48 PM			X	REAREND COLLISION, NB	CLEAR/DAY	166.576
37	11/20/04	2:42 PM			X	REAREND COLLISION, SB	RAIN/DAY	166.576
38	2/6/04	8:34 AM			X	WET ROADS REAREND COLLISION, SB	CLEAR/DAY	AT ALAMO
39	9/2/04	12:50 PM		X		NB LT/NB ROW VIOLATION	CLEAR/DAY	164.797
40	1/27/04	4:24 PM			X	IMPROPER TURN EB RT/SB ROW VIOLATION	CLEAR/DAY	164.797
41	3/28/04	11:00 AM		X		NB LT/NB ROW VIOLATION	CLEAR/DAY	164.797
42	3/23/04	12:25 PM		X		IMPROPER TURN REAREND COLLISION, SB	CLEAR/DAY	164.797
43	2/17/04	5:15 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.797
44	1/15/04	3:35 PM		X		REAREND COLLISION, SB	RAIN/DAY	164.797
45	10/30/04	10:11 AM		X		WET ROADS REAREND COLLISION, NB	CLEAR/DAY	164.797
46	9/1/04	12:27 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.797
	SUBTOTAL		0	11	12			

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COMPUTATION

Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	*10/2/2006*
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS*	Page:	6	of:	*19*
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
47	6/9/04	11:15 AM		X		SB/WB ROW VIOLATION BICYCLE; IMPROPER LANE CHANGE	CLEAR/ DAY	164.797
48	8/13/04	1:56 PM		X		NB/SB ROW VIOLATION 4 VEHICLES	CLEAR/DAY	164.797
49	3/31/04	4:40 PM		X		REAREND COLLISION, NB	CLEAR/DAY	164.797
50	8/27/04	3:11 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.797
51	2/13/04	10:23 AM		X		REAREND COLLISION, SB	CLEAR/DAY	AT PdP (N)
52	12/20/04	5:04 PM		X		SB LT/NB ROW VIOLATION RAN SIGNAL	CLEAR/DUSK	AT PdP (N)
53	4/7/04	12:55 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT PdP (N)
54	6/28/04	1:08 PM			X	WB LT/NB VIOLATION ENTERING DRIVEWAY	CLEAR/DAY	AT CAMINO DEL REY
55	7/17/04	6:20 PM			X	WB PED/SB VEH ROW VIOLATION	CLEAR/DAY	S/O CAM DEL REY
56	10/4/04	2:06 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CAMINO DEL REY
57	10/6/04	5:30 PM			X	REAREND COLLISION, SB	CLEAR/DAY	N/O CAM S VISTA
58	1/7/04	10:56 AM		X		REAREND COLLISION, NB	CLEAR/DAY	N/O CAM S VISTA
59	4/27/04	7:54 AM		X		WB/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	AT CAMINO S VISTA
60	7/13/04	11:27 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
61	1/2/04	11:58 AM		X		SIDESWIPE COLLISION, NB RT'S	CLEAR/DAY	165.273
62	8/23/04	10:43 AM		X		REAREND COLLISION, SB 4 VEHICLES; IMPROPER PASSING	CLEAR/DAY	165.273
63	2/7/04	6:44 PM			X	SIDESWIPE COLLISION, NB IMPROPER LANE CHANGE	CLEAR/DARK	165.273
64	4/19/04	7:08 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
65	5/18/04	3:15 PM		X		REAREND COLLISION, SB MECHANICAL DEFECTS	CLEAR/DAY	165.273
66	3/11/04	6:50 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
67	5/1/04	12:34 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
68	2/3/04	11:33 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
69	7/29/04	1:11 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
	SUBTOTAL		**0**	**13**	**10**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
70	1/8/04	1:05 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
71	5/29/04	4:04 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
72	4/13/04	11:52 AM			X	REAREND COLLISION, NB ALCOHOL	CLEAR/DAY	165.273
73	5/18/04	4:03 PM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	165.273
74	12/1/04	4:34 PM		X		REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	165.273
75	11/24/04	6:53 AM		X		SB LT/NB ROW VIOLATION RAN SIGNAL; WET ROADS	CLEAR/DAY	165.273
76	12/8/04	9:18 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.273
77	12/15/04	6:51 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
78	12/15/04	4:18 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.273
79	8/23/04	7:14 PM		X		REAREND COLLSION, SB	CLEAR/DAY	165.273
80	9/15/04	3:51 PM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	165.273
81	8/27/04	1:00 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
82	12/3/04	1:40 PM		X		SIDESWIPE COLLISION, NB	CLEAR/DAY	165.273
83	6/25/04	1:08 PM			X	REAREND COLLSION, NB	CLEAR/DAY	165.273
84	7/9/04	7:22 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
85	6/4/04	1:42 PM		X		WB LT/NB ROW VIOLATION	CLEAR/DAY	AT COLUMBIA
86	11/14/04	12:26 PM		X		EB RT/SB ROW VIOLATION WET ROADS	SNOW/DAY	AT COLUMBIA
87	11/26/04	4:13 PM			X	EB/SB ROW VIOLATION ALCOHOL	CLEAR/DAY	AT COLUMBIA
88	6/30/04	8:05 AM			X	SIDESWIPE COLLISION, NB IMPROPER LANE CHANGE	CLEAR/DAY	AT COLUMBIA
89	3/28/04	12:59 PM			X	REAREND COLLSION, NB	CLEAR/DAY	N/O COLUMBIA
90	5/24/04	11:05 AM			X	SIDESWIPE COLLISION NB IMPROPER LANE CHANGE	CLEAR/DAY	AT WEST CORDOVA
91	3/20/04	6:56 AM			X	WB/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	165.022
92	6/16/04	4:30 PM			X	NB RT/NB ROW VIOLATION IMPROPER TURN	CLEAR/DAY	165.022
	SUBTOTAL		0	9	14			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
93	1/30/04	4:41 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.022
94	3/14/04	1:41 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.022
95	2/1/04	1:02 PM			X	REAREND COLLISION, NB WET ROADS	CLEAR/DAY	165.022
96	1/1/04	6:25 PM		X		REAREND COLLSION, SB	CLEAR/DAY	165.022
97	10/26/04	9:26 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.022
98	11/23/04	10:42 AM			X	SB LT/NB ROW VIOLATION RAN SIGNAL; WET ROADS	CLEAR/DAY	165.022
99	10/16/04	7:34 AM		X		HEAD-ON NB/SB COLLISION	CLEAR/DAY	165.022
100	8/25/04	7:14 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.022
101	9/9/04	3:26 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	165.022
102	11/4/04	8:48 AM			X	REAREND COLLISION; SB	CLEAR/DAY	165.022
103	8/31/04	2:38 PM		X		REAREND COLLISION; NB	CLEAR/DAY	165.022
104	8/23/04	8:46 PM			X	SB LT/NB ROW VIOLATION	CLEAR/DARK	165.022
105	12/22/04	3:32 PM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DAY	165.022
106	6/15/04	5:01 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.022
107	4/9/04	10:53 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.022
108	6/9/04	12:02 PM			X	SIDESWIPE COLLISION, NB IMPROPER LANE CHANGE	CLEAR/DAY	165.022
109	6/25/04	9:46 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.022
110	3/31/04	8:10 AM			X	REAREND COLLISION, EB	CLEAR/DARK	AT DUNLAP
111	8/11/04	5:30 PM		X		EB/NB ROW VIOLATION EB BICYCLISY; 3 VEHICLES	CLEAR/DAY	AT DUNLAP
112	2/20/04	7:53 PM			X	NB RT/NB ROW VIOLATION IMPROPER TURN	CLEAR/DARK	AT DUNLAP
113	9/13/04	6:30 PM			X	NB/SB SIDESWIPE COLLISION	CLEAR/DAY	AT DUNLAP
114	11/19/04	10:38 AM		X		REAREND COLLISION, SB	CLEAR/DAY	AT DUNLAP
115	11/22/04	9:25 AM		X		REAREND COLLISION, SB	CLEAR/DAY	165.543
	SUBTOTAL		**0**	**8**	**15**	3 VEHICLES		

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	10/2/2006
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS	Page:	9	of:	19
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
116	2/5/04	10:10 PM		X		SB LT/NB ROW VIOLATION ALCOHOL; TRAFFIC SIGNAL OUT	CLEAR/DARK	165.543
117	4/22/04	5:37 PM		X		WB LT/SB ROW VIOLATION RAN SIGNAL	CLEAR/DARK	165.543
118	12/20/04	3:30 PM		X		REAREND COLLISION, EB ALCOHOL	CLEAR/DAY	165.543
119	9/3/04	1:01 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.543
120	7/30/04	9:10 PM		X		WB LT/NB ROW VIOLATION	CLEAR/DARK	AT LAS MASCARAS
121	4/11/04	7:27 PM		X		REAREND COLLISION, SB	CLEAR/DUSK	AT LAS MASCARAS
122	4/2/04	3:39 PM			X	REAREND COLLISION, NB WET ROADS	CLEAR/DAY	AT WEST M'HATTAN
123	2/25/04	5:41 PM		X		SB LT/NB ROW VIOLATION	CLEAR/DAY	AT WEST M'HATTAN
124	10/1/04	4:41 PM			X	REAREND COLLISION, NB	CLEAR/DAY	AT WEST M'HATTAN
125	9/7/04	5:40 AM		X		REAREND COLLISION, NB	CLEAR/DARK	AT WEST M'HATTAN
126	10/1/04	10:21 AM			X	REAREND COLLISION, NB DEFECTIVE TIRES	CLEAR/DAY	165.381
127	3/18/04	8:30 AM			X	HEAD-ON NB/SB COLLISION	CLEAR/DAY	165.381
128	9/7/04	4:18 PM			X	SIDESWIPE COLLISION NB/SB	CLEAR/DAY	165.381
129	9/22/04	3:27 PM		X		HEAD-ON SB/NB COLLISION	CLEAR/DAY	165.381
130	10/8/04	2:49 PM		X		WB RT/SB ROW VIOLATION FROM DRIVEWAY	CLEAR/DAY	165.381
131	7/1/04	3:45 PM		X		SIDESWIPE COLLISION NB/SB	CLEAR/DAY	165.381
132	8/13/04	1:50 PM			X	NB LT/SB ROW VIOLATION INTO DRIVEWAY	CLEAR/DAY	165.381
133	11/9/04	10:54 AM			X	HEAD-ON NB/SB COLLISION	CLEAR/DAY	165.381
134	6/14/04	2:00 PM			X	SIDESWIPE COLLISION, NB IMPROPER LANE CHG/PASSING	CLEAR/DAY	AT NINITA ST
135	1/2/04	7:41 PM		X		SOLO COLLISION; FIXED OBJECT	CLEAR/DARK	AT NM 599
136	8/21/04	10:01 PM			X	REAREND COLLISION, NB WET ROADS; ALCOHOL	RAIN/DARK	AT NM 599
137	10/30/04	7:58 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DUSK	165.543
138	8/19/04	3:40 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DAY	165.543
	SUBTOTAL		0	12	11			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
139	2/13/04	4:01 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.543
140	10/3/04	11:22 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.543
141	7/19/04	11:48 PM			X	SOLO ACCIDENT; FIXED OBJECT WET ROADS	CLEAR/DARK	165.543
142	3/8/04	8:56 AM			X	SOLO ACCIDENT; FIXED OBJECT	CLEAR/DAY	165.543
143	4/12/04	5:20 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.543
144	1/5/04	10:45 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.543
145	1/20/04	3:51 PM		X		WB/NB ROW VIOLATION RAN SIGNAL; WET ROADS	CLEAR/DAY	165.543
146	12/20/04	5:51 PM			X	SIDESWIPE COLLISION, SB IMPROPER LANE CHANGE	CLEAR/DARK	165.543
147	11/24/04	8:37 AM		X		REAREND COLLISION, NB WET ROADS	RAIN/DAY	165.543
148	8/25/04	3:14 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.543
149	9/15/04	3:28 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.543
150	6/25/04	4:36 PM			X	SB RT/NB ROW VIOLATION	CLEAR/DAY	165.543
151	7/4/04	10:33 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.543
152	6/23/04	12:00 PM			X	EB/SB ROW VIOLATION	CLEAR/DAY	AT PEN RD
153	5/28/04	4:39 PM			X	EB/SB ROW VIOLATION	CLEAR/DAY	AT PEN RD
154	8/7/04	11:35 PM		X		REAREND COLLISION, SB	CLEAR/DARK	AT PEN RD
155	10/29/04	9:52 PM		X		SOLO ACCIDENT; FIXED OBJECT	CLEAR/DARK	AT RABBIT RD
156	4/12/04	6:32 AM			X	REAREND COLLISION, SB	CLEAR/DAWN	AT ROYBAL ST
157	3/27/04	9:58 PM		X		REAREND COLLISION, NB LT'S	CLEAR/DARK	AT ROYBAL ST
158	1/22/04	8:25 AM		X		WB LT/NB ROW VIOLATION	CLEAR/DAY	AT ROYBAL ST
159	12/10/04	2:00 PM		X		REAREND COLLISION, NB	CLEAR/DAY	AT ROYBAL ST
160	5/24/04	3:26 PM			X	SIDESWIPE COLLISION, EB LT/WB LT	CLEAR/DAY	AT ROYBAL ST
161	6/19/04	1:08 PM		X		WB LT/NB ROW VIOLATION	CLEAR/DAY	AT SABINO ST
	SUBTOTAL		**0**	**10**	**13**			

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	10/2/2006
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS	Page:	11	of:	19
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
162	3/18/04	9:06 AM			X	REAREND COLLISION, NB	CLEAR/DAY	AT WEST SAN MATEO
163	4/26/04	7:36 AM			X	REAREND COLLISION, NB	CLEAR/DAY	AT WEST SAN MATEO
164	10/15/04	5:27 PM			X	REAREND COLLISION, SB	CLEAR/DAY	AT WEST SAN MATEO
165	8/23/04	2:55 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT WEST SAN MATEO
166	9/10/04	5:07 PM			X	REAREND COLLISION, SB	CLEAR/DAY	AT WEST SAN MATEO
167	1/12/04	4:33 PM			X	EB RT/SB ROW VIOLATION	CLEAR/DAY	164.177
168	10/9/04	10:35 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
169	9/16/04	9:16 PM		X		REAREND COLLISION, SB	CLEAR/DARK	164.177
170	2/6/04	4:26 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
171	4/11/04	2:13 PM			X	SIDESWIPE COLLISION NB/SB ICY ROADS	SNOW/DAY	164.177
172	2/17/04	11:29 AM		X		REAREND COLLISION, SB	CLEAR/DARK	164.177
173	3/8/04	12:08 PM		X		EB/NB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	164.177
174	8/11/04	5:13 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
175	7/28/04	1:00 AM			X	EB LT/WB ROW VIOLATION RAN SIGNAL; WET ROADS	CLEAR/DARK	164.177
176	2/17/04	7:37 PM			X	SB/EB ROW VIOLATION RAN SIGNAL	CLEAR/DARK	164.177
177	3/19/04	9:34 AM			X	SIDESWIPE COLLSION, NB IMPROPER LANE CHANGE	CLEAR/DAY	164.177
178	3/21/04	8:50 PM			X	REAREND COLLISION, SB ALCOHOL; DEFECTIVE BRAKES	CLEAR/DARK	164.177
179	6/21/04	4:08 PM		X		SIDESWIPE COLLSION, SB IMPROPER LANE CHANGE	CLEAR/DAY	164.177
180	2/2/04	7:47 AM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	164.177
181	3/25/04	5:22 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
182	7/30/04	5:16 PM			X	EB RT/SB ROW VIOLATION FROM DRIVEWAY	CLEAR/DAY	164.177
183	9/3/04	4:55 PM		X		REAREND COLLISION, SB WET ROADS; 5 VEHICLES	CLEAR/DAY	164.177
184	4/13/04	5:25 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
	SUBTOTAL		0	9	14			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
185	11/24/04	5:26 PM		X		REAREND COLLISION, NB	CLEAR/DARK	164.177
186	7/20/04	5:21 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
187	8/19/04	4:40 PM		X		REAREND COLLISION, SB WET ROADS	RAIN/DAY	164.177
188	12/14/04	6:51 PM		X		REAREND COLLISION, SB	CLEAR/DARK	164.177
189	4/27/04	11:00 AM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
190	10/3/04	5:00 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
191	6/25/04	1:09 PM			X	REAREND COLLISION, SB EXCESSIVE SPEED	CLEAR/DAY	164.177
192	1/3/04	6:35 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DARK	162.798
193	1/7/04	7:45 AM			X	REAREND COLLISION, NB	CLEAR/DAY	162.798
194	10/18/04	8:45 AM		X		NB/EB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	162.798
195	6/10/04	10:50 PM			X	WB LT/SB ROW VIOLATION ALCOHOL	CLEAR/DARK	162.798
196	8/10/04	2:17 AM			X	REAREND COLLISION, NB WET ROADS	RAIN/DARK	162.798
197	5/19/04	10:15 AM			X	REAREND COLLSION, NB	CLEAR/DAY	162.798
198	1/12/04	7:53 AM			X	SB LT/EB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	162.798
199	10/26/04	11:50 AM			X	NB LT/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	162.798
200	10/12/04	8:14 AM		X		REAREND COLLISION, NB	CLEAR/DAY	162.798
201	3/22/04	12:51 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DAY	162.798
202	10/4/04	8:29 AM			X	REAREND COLLISION, NB	CLEAR/DAY	162.798
203	6/16/04	4:43 PM		X		REAREND COLLISION, SB	CLEAR/DAY	162.798
204	6/17/04	4:47 PM			X	EB/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	162.798
205	11/12/04	7:39 PM			X	EB/NB ROW VIOLATION RAN SIGNAL	CLEAR/DARK	162.798
206	5/10/04	5:13 PM		X		SB LT/NB/WB ROW VIOLATION IMPROPER TURN	CLEAR/DAY	162.798
207	9/25/04	1:23 PM		X		REAREND COLLISION, SB	CLEAR/DAY	162.798
	SUBTOTAL		**0**	**10**	**13**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
208	12/3/04	4:00 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DARK	162.798
209	8/18/04	7:07 PM			X	REAREND COLLISION, SB EXCESSIVE SPEED	CLEAR/DAY	162.798
210	12/10/04	11:30 AM		X		WB LT/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	162.798
211	9/10/04	8:06 AM			X	REAREND COLLISION, NB	CLEAR/DAY	162.798
212	9/17/04	3:42 PM			X	REAREND COLLISION, SB	CLEAR/DAY	162.798
213	5/27/04	3:53 PM			X	REAREND COLLISION, NB	CLEAR/DAY	162.798
214	6/26/04	10:50 PM			X	SB LT/NB ROW VIOLATION RAN SIGNAL	CLEAR/DARK	162.798
215	2/27/04	8:20 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.482
216	2/13/04	4:52 PM		X		REAREND COLLISION, SB 3 VEHICLES	CLEAR/DUSK	163.482
217	6/4/04	5:38 PM		X		REAREND COLLISION, SB 4 VEHICLES; 7 INJURED	CLEAR/DAY	163.482
218	5/17/04	7:25 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.482
219	1/9/04	12:18 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
220	4/7/04	8:23 AM		X		REAREND COLLSION, SB RAN SIGNAL	CLEAR/DAY	163.482
221	4/19/04	8:28 PM		X		REAREND COLLSION, NB	CLEAR/DARK	163.482
222	1/15/04	1:56 PM		X		REAREND COLLSION, SBB WET ROADS	RAIN/DAY	163.482
223	1/19/04	12:29 PM		X		REAREND COLLISION, NB	CLEAR/DAY	163.482
224	1/24/04	12:34 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
225	4/14/04	7:45 AM			X	REAREND COLLISION, SB 4 VEHICLES	CLEAR/DAY	163.482
226	6/23/04	3:39 PM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	163.482
227	12/12/04	4:51 PM			X	WB/SB ROW VIOLATION RAN SIGNAL	CLEAR/DUSK	163.482
228	6/23/04	3:36 PM		X		SIDESWIPE COLLISION, SB IMPROPER LANE CHANGE	CLEAR/DAY	163.482
229	4/4/04	2:32 PM		X		SB LT/NB ROW VIOLATION RAN SIGNAL; EXCESSIVE SPEED	CLEAR/DAY	163.482
230	12/27/04	12:22 PM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DUSK	163.482
	SUBTOTAL		0	11	12			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
231	8/26/04	12:58 PM		X		SB LT/NB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	163.482
232	11/5/04	5:06 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
233	10/30/04	2:35 PM		X		SB LT/WB ROW VIOLATION EXCESSIVE SPEED; DEFECTIVE BRAKES	CLEAR/DAY	163.482
234	9/23/04	2:50 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
235	10/11/04	3:50 PM			X	REAREND COLLISION, NB WET ROADS	RAIN/DAY	163.482
236	9/19/04	10:30 PM		X		REAREND COLLISION, SB WET ROADS; ALCOHOL; 3 VEHICLES	CLEAR/DARK	163.482
237	2/1/04	8:40 AM		X		EB/SB ROW VIOLATION EXCESSIVE SPEED/SNOWY ROAD	SNOW/DAY	163.482
238	7/1/04	1:00 PM		X		NB/EB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	163.482
239	2/1/04	7:10 AM		X		SOLO ACCIDENT; OVERTURN. SNOWY ROAD	CLEAR/DAY	163.964
240	10/24/04	12:29 AM		X		SOLO ACCIDENT; OVERTURN	CLEAR/DARK	163.964
241	4/7/04	5:44 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.964
242	1/12/04	12:04 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.964
243	12/26/04	12:53 PM			X	SB RT/SB ROW VIOLATION IMPROPER TURN	CLEAR/DAY	163.964
244	10/18/04	4:51 PM			X	REAREND COLLISION, EB RT/SB	CLEAR/DAY	163.964
245	11/3/04	10:27 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.964
246	6/4/04	6:09 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.964
247	5/11/04	4:40 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.964
248	11/18/04	3:00 PM		X		REAREND COLLISION, NB	CLEAR/DAY	163.964
249	10/16/04	8:52 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.964
250	12/8/04	4:26 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.964
251	9/17/04	4:55 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.964
252	9/29/04	5:47 PM		X		REAREND COLLISION, SB WET ROADS	RAIN/DAY	163.964
253	7/27/04	5:42 PM			X	REAREND COLLISION, SB WET ROADS	RAIN/DAY	163.964
	SUBTOTAL		**0**	**10**	**13**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
254	7/28/04	1:11 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.964
255	9/28/04	1:45 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.964
256	5/27/04	3:22 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.964
257	12/20/04	7:51 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.132
258	6/26/04	8:30 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.132
259	7/14/04	10:20 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.132
260	2/22/04	4:23 PM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	163.132
261	2/28/04	4:00 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.132
262	5/6/04	10:24 PM		X		EB/SB ROW VIOLATION RAN SIGNAL; ALCOHOL	CLEAR/DARK	163.132
263	11/10/04	7:49 AM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	163.132
264	5/27/04	4:25 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.132
265	9/19/04	2:54 AM		X		REAREND COLLISION, SB WET ROADS	RAIN/DARK	163.132
266	1/20/04	6:43 PM		X		REAREND COLLISION, SB WET ROADS	CLEAR/DARK	163.132
267	5/11/04	8:38 AM		X		REAREND COLLISION, NB	CLEAR/DAY	163.132
268	8/16/04	6:25 PM		X		REAREND COLLISION, NB	CLEAR/DAY	163.132
269	7/3/04	10:52 AM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	163.132
270	5/27/04	2:00 PM		X		REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	163.132
271	10/29/04	5:24 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.132
272	11/9/04	10:23 PM		X		REAREND COLLISION, SB	CLEAR/DARK	163.132
273	8/27/04	5:29 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.132
274	9/21/04	7:53 AM		X		REAREND COLLISION, NB	CLEAR/DAY	163.132
275	9/27/04	3:43 PM		X		REAREND COLLSION, SB 3 VEHICLES	CLEAR/DAY	163.132
276	6/21/04	6:54 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.132
	SUBTOTAL		0	11	12			

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Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	*10/2/2006*
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS - 2005*	Page:	19	of:	*19*
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

COMPUTATION

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			

2005 TOTALS SUMMARY	*1 FATAL*	*124 INJURY*	*167 P.D.O.*	*292 TOTAL*	*% TOTAL*	*% FATAL*	*% INJURY*	*% P.D.O.*
CLEAR	1	119	148	*268*	*92%*	*0%*	*44%*	*56%*
INCLIMATE	0	5	19	*24*	*8%*	*0%*	*21%*	*79%*
DAY	0	99	128	*227*	*78%*	*0%*	*44%*	*56%*
NIGHT	1	25	39	*65*	*22%*	*2%*	*38%*	*60%*
DRY PAVEMENT	1	112	139	*252*	*86%*	*0%*	*44%*	*56%*
WET PAVEMENT	0	12	28	*40*	*14%*	*0%*	*30%*	*70%*
HEADON	0	3	0	*3*	*1%*	*0%*	*100%*	*0%*
OVERTURN	0	0	1	*1*	*0%*	*0%*	*0%*	*100%*
FIXED OBJECT	0	4	13	*17*	*6%*	*0%*	*24%*	*76%*
SIDESWIPE	0	5	14	*19*	*7%*	*0%*	*26%*	*74%*
REAR END	0	78	115	*193*	*66%*	*0%*	*40%*	*60%*
RIGHT ANGLE	1	31	24	*56*	*19%*	*2%*	*55%*	*43%*
OTHER	0	3	0	*3*	*1%*	*0%*	*100%*	*0%*

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	10/2/2006
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS - 2005	Page:	5	of:	19
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
24	2/25/05	12:42 PM			X	EB RT/SB ROW VIOLATION WET ROADS	SNOW/DAY	166.040
25	1/15/05	5:08 PM			X	REAREND COLLISION, SB	CLEAR/DARK	166.040
26	5/25/05	7:47 AM		X		REAREND COLLISION, SB	CLEAR/DAY	166.040
27	4/9/05	11:15 PM			X	NB LT/WB ROW VIOLATION RAN SIGNAL	CLEAR/DARK	166.040
28	2/2/05	3:33 PM		X		WB LT/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	166.040
29	5/14/05	11:24 AM		X		SB/EB LT/WB LT ROW VIOLATION RAN SIGNAL	CLEAR/DAY	166.040
30	10/29/05	7:40 AM		X		REAREND COLLISION, SB WET ROADS	CLEAR/DAY	166.576
31	12/20/05	3:27 AM			X	SOLO ACCIDENT; FIXED OBJECT	CLEAR/DAY	166.576
32	8/17/05	3:17 PM		X		REAREND COLLISION, NB WET ROADS	RAIN/DAY	166.576
33	1/1/05	10:25 AM		X		SOLO ACCIDENT; FIXED OBJECT ALCOHOL	CLEAR/DAY	166.576
34	5/14/05	9:00 PM		X		REAREND ACCIDENT, SB	CLEAR/DARK	166.576
35	11/7/05	6:19 PM			X	REAREND ACCIDENT, NB	CLEAR/DARK	164.797
36	1/3/05	10:15 AM			X	REAREND COLLISION, NB	CLEAR/DAY	164.797
37	5/31/05	3:25 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.797
38	5/4/05	11:22 AM		X		WB LT/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	164.797
39	3/17/05	1:19 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.797
40	7/12/05	5:10 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.797
41	8/18/05	12:30 PM		X		WB/LT/PEDESTRIAN ROW VIOLATION	CLEAR/DAY	164.797
42	8/9/05	4:42 PM		X		REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	164.797
43	10/6/05	5:27 PM			X	SIDESWIPE COLLISION, SB ALCOHOL	CLEAR/DAY	164.797
44	10/25/05	11:52 AM		X		EB LT/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	164.797
45	5/19/05	5:14 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.797
46	4/7/05	8:52 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.797
	SUBTOTAL		0	11	12			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
47	3/25/05	11:43 AM			X	REAREND COLLISION, NB WET ROADS	RAIN/DAY	164.797
48	5/24/05	12:57 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.797
49	2/11/05	6:32 PM		X		EB PEDESTRIAN/WB ROW VIOLATION ALCOHOL; WET ROADS	RAIN/DARK	164.797
50	7/29/05	8:19 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.797
51	7/1/05	12:32 PM		X		REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	164.797
52	4/16/05	2:10 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.797
53	1/31/05	7:57 AM			X	SIDESWIPE COLLISION, NB ICY ROADS	CLEAR/DAY	164.797
54	3/9/05	1:25 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.797
55	6/24/05	10:13 AM			X	SB RT/WB ROW VIOLATION	CLEAR/DAY	164.797
56	7/19/05	7:30 AM			X	REAREND COLLISION, SB	CLEAR/DAY	AT CALLE SARAGOSA
57	11/6/05	5:55 PM		X		REAREND COLLISION, SB	CLEAR/DARK	AT CALLE SARAGOSA
58	12/9/05	12:04 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CALLE SARAGOSA
59	9/27/05	7:55 AM			X	REAREND COLLISION, SB	CLEAR/DAY	AT PdP (N)
60	8/4/05	10:58 AM		X		WB/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	AT PdP (N)
61	1/18/05	7:43 AM			X	REAREND COLLISION, SB	CLEAR/DAY	AT PdP (N)
62	10/3/05	2:28 PM			X	REAREND COLLISION, SB	CLEAR/DAY	AT CAM DMR
63	10/3/05	2:45 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CAM DMR
64	11/3/05	2:28 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CAM DMR
65	6/9/05	10:44 AM		X		EB/SB ROW VIOLATION RAN STOP SIGN	CLEAR/DAY	AT CAM DMR
66	9/12/05	12:49 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CAM DMR
67	5/6/05	4:24 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT CAM DMR
68	9/3/05	7:40 AM			X	REAREND COLLISION, SB	CLEAR/DAY	AT CAM S VISTA
69	10/20/05	7:58 AM			X	EB LT/SB ROW VIOLATION	CLEAR/DAY	AT CAM S VISTA
	SUBTOTAL		**0**	**12**	**11**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
70	9/16/05	12:19 PM		X		REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	AT CAM S VISTA
71	5/20/05	3:53 PM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	AT CAM S VISTA
72	9/8/05	4:10 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
73	8/29/05	5:00 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
74	12/5/05	1:14 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
75	11/4/05	9:21 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
76	12/12/05	5:19 PM		X		REAREND COLLISION, SB	CLEAR/DARK	165.273
77	9/24/05	6:05 PM			X	REAREND COLLISION, SB WET ROADS	RAIN/DAWN	165.273
78	11/26/05	10:50 PM			X	REAREND COLLISION, SB SNOWY ROADS	SNOW/DARK	165.273
79	5/19/05	7:22 PM			X	REAREND COLLISION, SB ALCOHOL	CLEAR/DAY	165.273
80	3/16/05	10:11 AM			X	REAREND COLLISION, NB WET ROADS	CLEAR/DAY	165.273
81	9/29/05	5:42 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.273
82	7/22/05	12:11 PM			X	NB/EB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	165.273
83	2/24/05	1:42 PM			X	REAREND COLLSION, NB WET ROADS	RAIN/DAY	165.273
84	4/1/05	6:23 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.273
85	4/11/05	1:05 PM		X		REAREND COLLISION, EB	CLEAR/DAY	165.273
86	5/25/05	10:47 AM		X		SIDESWIPE COLLISION, SB/NB	CLEAR/DAY	165.273
87	2/9/05	1:11 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.273
88	4/17/05	7:22 AM			X	SB LT/NB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	165.273
89	3/17/05	11:20 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.273
90	5/24/05	7:29 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
91	6/19/05	10:57 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.273
92	7/20/05	9:28 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.273
	SUBTOTAL		0	6	17			

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	10/2/2006
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS - 2005	Page:	8	of:	19
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
93	3/10/05	10:15 AM			X	REAREND COLLISION, NB WET ROADS	RAIN/DAY	165.273
94	1/13/05	9:18 PM		X		SB RT/NB ROW VIOLATION	CLEAR/DARK	165.273
95	3/24/05	9:25 PM			X	REAREND COLLISION, WB	CLEAR/DARK	165.273
96	7/27/05	1:15 PM		X		REAREND COLLSION, NB	CLEAR/DAY	165.273
97	10/11/05	9:01 AM		X		REAREND COLLISION, NB	CLEAR/DAY	AT COLUMBIA
98	8/25/05	2:43 PM		X		REAREND COLLISION, NB	CLEAR/DAY	AT COLUMBIA
99	8/5/05	10:29 AM			X	SIDESWIPE COLLISION, SB/NB	CLEAR/DAY	AT COLUMBIA
100	4/21/05	4:13 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	AT COLUMBIA
101	4/20/05	3:32 PM			X	REAREND COLLISION, SB	CLEAR/DAY	AT COLUMBIA
102	7/20/05	10:17 AM		X		REAREND COLLISION, SB	CLEAR/DAY	AT COLUMBIA
103	3/23/05	5:10 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT COLUMBIA
104	6/14/05	1:15 PM			X	WB/SB ROW VIOLATION	CLEAR/DAY	AT COLUMBIA
105	7/26/05	9:50 AM			X	WB RT/NB ROW VIOLATION	CLEAR/DAY	AT COLUMBIA
106	10/27/05	10:09 AM		X		SIDESWIPE COLLISION, SB	CLEAR/DAY	165.022
107	11/18/05	12:10 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.022
108	10/7/05	4:26 PM			X	WB/SB ROW VIOLATION FROM DRIVEWAY ACCESS	CLEAR/DAY	165.022
109	12/1/05	2:07 PM			X	EB/SB ROW VIOLATION FROM DRIVEWAY ACCESS	CLEAR/DAY	165.022
110	11/18/05	3:15 PM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	165.022
111	10/28/05	4:49 PM		X		SB LT/NB ROW VIOLATION INTO DRIVEWAY	CLEAR/DAY	165.022
112	9/1/05	12:58 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.022
113	11/12/05	3:12 PM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	165.022
114	8/9/05	11:53 AM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	165.022
115	7/11/05	5:07 PM		X		REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	165.022
	SUBTOTAL		0	9	14			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
116	1/7/05	7:21 PM		X		SB LT/NB ROW VIOLATION	CLEAR/DARK	165.022
117	6/23/05	9:30 PM			X	REAREND COLLISION, NB	CLEAR/DARK	165.022
118	3/25/05	12:53 PM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DAY	165.022
119	4/11/05	8:30 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.022
120	6/1/05	8:09 AM		X		SIDESWIPE COLLISION, NB	CLEAR/DAY	165.022
121	6/8/05	9:06 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.022
122	1/19/05	4:27 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.022
123	2/7/05	11:46 AM			X	WB LT/SB ROW VIOLATION	CLEAR/DAY	165.022
124	12/19/05	10:32 AM		X		REAREND COLLISION, SB	CLEAR/DAY	165.0SS
125	12/9/05	2:44 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.022
126	8/26/05	8:01 AM			X	REAREND COLLISION, SB	CLEAR/DAY	AT DUNLAP
127	12/26/05	6:27 PM			X	SOLO ACCIDENT; FIXED OBJECT	CLEAR/DARK	AT DUNLAP
128	8/26/05	7:49 AM		X		WB/SB ROW VIOLATION	CLEAR/DAY	AT DUNLAP
129	7/22/05	8:54 PM		X		EB/SB ROW VIOLATION ALCOHOL	CLEAR/DARK	AT DUNLAP
130	5/11/05	6:46 AM			X	SOLO ACCIDENT; FIXED OBJECT	CLEAR/DAY	AT DUNLAP
131	7/21/05	4:53 PM		X		SIDESWIPE COLLISION NB/SB	CLEAR/DAY	AT DUNLAP
132	3/15/05	10:43 PM			X	SOLO ACCIDENT; FIXED OBJECT ICY ROADS	CLEAR/DARK	166.901
133	3/15/05	7:46 PM			X	SOLO ACCIDENT; FIXED OBJECT WET ROADS	SNOW/DARK	166.901
134	1/20/05	5:39 PM			X	REAREND COLLISION, SB	CLEAR/DARK	166.901
135	8/26/05	7:49 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.543
136	11/4/05	4:42 PM			X	REAREND COLLISION, NB	CLEAR/DUSK	165.543
137	5/16/05	9:19 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.543
138	2/8/05	8:13 AM			X	REAREND COLLISION, NB WET ROADS	SNOW/DAY	AT I-25
	SUBTOTAL		0	9	14			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
139	7/14/05	9:45 AM			X	REAREND COLLISION, NB	CLEAR/DAY	AT I-25
140	9/14/05	4:32 PM		X		WB/SB ROW VIOLATION BICYCLIST	CLEAR/DAY	AT LAS MASCARAS
141	9/2/05	8:03 PM			X	WB/NB ROW VIOLATION WET ROADS	RAIN/DARK	AT WEST M'HATTAN
142	4/14/05	6:38 PM		X		WB/NB ROW VIOLATION	CLEAR/DAY	AT WEST M'HATTAN
143	1/29/05	2:02 PM			X	WB/NB ROW VIOLATION	CLEAR/DAY	AT WEST M'HATTAN
144	2/10/05	7:08 PM		X		REAREND COLLISION, NB	CLEAR/DARK	AT WEST M'HATTAN
145	12/7/05	7:50 AM			X	EB LT/SB ROW VIOLATION	CLEAR/DAY	165.381
146	8/22/05	5:55 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.381
147	5/20/05	12:10 PM			X	WB LT/SB ROW VIOLATION	CLEAR/DAY	165.381
148	9/30/05	8:08 AM		X		EB LT/SB ROW VIOLATION	CLEAR/DAY	165.381
149	8/10/05	11:44 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.381
150	8/2/05	1:15 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.381
151	4/21/05	4:43 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.381
152	3/31/05	12:52 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.381
153	5/5/05	10:33 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.381
154	1/30/05	2:51 AM		X		REAREND COLLISION, NB ICY ROADS; ALCOHOL	SNOW/DARK	165.381
155	3/15/05	12:15 PM			X	REAREND COLLISION, NB ICY ROADS	CLEAR/DARK	165.381
156	1/2/05	2:52 PM			X	SOLO ACCIDENT; OVERTURN WET ROADS	SNOW/DAY	AT NINITA ST
157	6/21/05	8:02 AM			X	REAREND COLLISION, SB 5 VEHICLES	CLEAR/DAY	AT NINITA ST
158	1/2/05	8:15 PM		X		SOLO ACCIDENT; FIXED OBJECT MECHANICAL DEFECT	CLEAR/DARK	AT NM 599
159	11/26/05	9:08 PM			X	SOLO ACCIDENT; FIXED OBJECT WET ROADS	SNOW/DARK	AT NM 599
160	5/13/05	8:06 AM			X	REAREND COLLISION, SB	CLEAR/DAY	AT NM 599
161	3/15/05	12:02 PM			X	SOLO ACCIDENT; FIXED OBJECT	SNOW/DAY	AT NM 599
	SUBTOTAL		**0**	**8**	**15**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
162	7/20/05	8:00 AM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	AT NM 599
163	12/14/05	1:23 AM	X			WB PEDESTRIAN/NB ROW VIOLATION	CLEAR/DARK	AT NM 599
164	10/1/05	7:04 AM		X		NB/EB ROW VIOLATION	CLEAR/DAY	165.543
165	11/13/05	6:51 AM			X	RAN SIGNAL REAREND COLLISION, NB	CLEAR/DAY	165.543
166	9/10/05	8:13 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.543
167	12/2/05	4:10 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.543
168	11/19/05	9:00 PM			X	REAREND COLLISION, NB	CLEAR/DARK	165.543
169	8/11/05	10:00 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.543
170	9/11/05	1:15 PM			X	WET ROADS REAREND COLLISION, SB	CLEAR/DAY	165.543
171	5/25/05	3:35 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.543
172	2/9/05	4:24 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.543
173	7/17/05	5:59 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.543
174	12/27/05	1:42 PM			X	EB LT/SB ROW VIOLATION	CLEAR/DAY	AT PEN RD
175	10/27/05	12:15 PM		X		SIDESWIPE COLLISION, SB	CLEAR/DAY	AT PEN RD
176	11/10/05	3:37 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT PEN RD
177	9/22/05	8:13 AM			X	REAREND COLLISION, SB	CLEAR/DAY	AT PEN RD
178	8/5/05	9:04 AM			X	EB LT/NB ROW VIOLATION	CLEAR/DAY	AT PEN RD
179	4/30/05	3:18 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	AT ROYBAL ST
180	2/12/05	5:27 PM			X	ALCOHOL SOLO ACCIDENT	RAIN/DUSK	AT ROYBAL ST
181	4/28/05	12:55 PM			X	WET ROADS; ROADWAY OBSTRUCTION REAREND COLLISION, NB	CLEAR/DAY	AT ROYBAL ST
182	9/27/05	9:01 AM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	AT SABINO ST
183	2/6/05	6:30 PM		X		WB LT/NB ROW VIOLATION	CLEAR/DARK	AT SABINO ST
184	6/16/05	6:29 AM			X	WB/NB ROW VIOLATION	CLEAR/DAY	AT SABINO ST
	SUBTOTAL		1	4	18	ALCOHOL		

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
185	2/1/05	9:34 PM			X	SOLO ACCIDENT; FIXED OBJECT SNOWY ROADS	SNOW/DARK	AT SABINO ST
186	10/11/05	6:50 AM			X	REAREND COLLISION, SB WET ROADS	RAIN/DAWN	AT SAN MATEO
187	7/5/05	10:46 PM		X		SB/WB ROW VIOLATION ALCOHOL	CLEAR/DARK	AT SAN MATEO
188	6/17/05	4:26 PM		X		NB/EB ROW VIOLATION	CLEAR/DAY	AT SAN MATEO
189	2/14/05	3:17 PM			X	REAREND COLLISION, SB	CLEAR/DAY	AT SAN MATEO
190	8/31/05	8:12 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
191	12/2/05	8:22 AM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
192	8/27/05	10:52 AM			X	REAREND COLLISION, NB	CLEAR/DAY	164.177
193	10/5/05	9:00 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
194	12/2/05	8:27 AM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
195	10/24/05	9:24 AM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
196	10/5/05	9:45 AM		X		REAREND COLLSION, SB	CLEAR/DAY	164.177
197	10/12/05	11:29 AM			X	REAREND COLLSION, NB	CLEAR/DAY	164.177
198	11/23/05	4:41 PM		X		REAREND COLLISION, NB 3 VEHICLES	CLEAR/DUSK	164.177
199	11/29/05	5:16 PM		X		REAREND COLLISION, SB	CLEAR/DARK	164.177
200	11/27/05	1:48 PM		X		REAREND COLLISION, SB 3 VEHICLES; ALCOHOL; WET ROADS	CLEAR/DAY	164.177
201	10/24/05	3:26 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
202	11/25/05	2:46 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
203	11/30/05	3:17 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	164.177
204	12/30/05	11;39		X		WB/SB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	164.177
205	8/14/05	9:46 PM		X		REAREND COLLISION, SB ALCOHOL	CLEAR/DARK	164.177
206	11/8/05	2:56 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
207	9/20/05	4:56 PM			X	NB LT/SB ROW VIOLATION	CLEAR/DAY	164.177
	SUBTOTAL		0	14	9			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
208	8/29/05	8:06 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
209	8/23/05	5:28 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
210	3/8/05	7:00 PM			X	REAREND COLLISION, SB	CLEAR/DARK	164.177
211	6/29/05	2:59 PM		X		HEAD-ON COLLISION, SB/NB	CLEAR/DAY	164.177
212	4/30/05	6:03 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.177
213	1/10/05	5:24 PM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DUSK	164.177
214	3/16/05	5:25 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
215	2/11/05	11:37 AM		X		REAREND COLLISION, SB WET ROADS	RAIN/DAY	164.177
216	5/29/05	11:27 AM			X	SIDESWIPE COLLISION, NBV	CLEAR/DAY	164.177
217	2/22/05	10:07 AM		X		REAREND COLLISION, SB	CLEAR/DAY	164.177
218	6/9/05	1:33 PM		X		REAREND COLLISION, NB 5 VEHICLES; 5 INJURED	CLEAR/DAY	164.177
219	7/12/05	10:15 AM		X		REAREND COLLISION, NB	CLEAR/DAY	162.798
220	12/12/05	5:08 PM		X		REAREND COLLSION, SB	CLEAR/DARK	162.798
221	12/16/05	5:18 PM			X	REAREND COLLSION, SB 5 VEHICLES	CLEAR/DARK	162.798
222	12/2/05	6:39 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DARK	162.798
223	8/15/05	10:04 AM		X		REAREND COLLISION, NB	CLEAR/DAY	162.798
224	11/21/05	4:17 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DUSK	162.798
225	1/17/05	5:13 PM			X	REAREND COLLISION, SB	CLEAR/DARK	162.798
226	5/23/05	3:45 PM			X	REAREND COLLISION, SB	CLEAR/DAY	162.798
227	6/21/05	3:06 PM		X		REAREND COLLISION, SB WET ROADS	CLEAR/DAY	162.798
228	1/19/05	6:44 AM		X		HEAD-ON COLLISION, NB/SB	CLEAR/DAY	162.798
229	6/21/05	3:06 PM		X		REAREND COLLISION, SB WET ROADS	CLEAR/DAY	162.798
230	7/31/05	6:26 PM			X	EB/NB ROW VIOLATION	CLEAR/DAY	162.798
	SUBTOTAL		0	12	11			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
231	2/5/05	6:26 PM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	162.798
232	6/2/05	5:27 PM		X		REAREND COLLISION, SB	CLEAR/DARK	162.798
233	9/12/05	7:47 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.482
234	10/25/05	10:54 AM		X		HEAD-ON COLLISION, SB/NB	CLEAR/DAY	163.482
235	8/7/05	4:58 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.482
236	10/24/05	5:23 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.482
237	9/27/05	8:30 PM			X	SIDESWIPE COLLISION, NB WET ROADS	RAIN/DAY	163.482
238	8/17/05	1:00 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
239	10/28/05	8:55 AM		X		REAREND COLLISION, NB	CLEAR/DAY	163.482
240	8/16/05	4:10 PM			X	REAREND COLLISION, SB	RAIN/DAY	163.482
241	9/3/05	6:41 PM		X		SB/WB ROW VIOLATION RAN SIGNAL	CLEAR/DAY	163.482
242	12/22/05	7:40 AM		X		EB LT/NB ROW VIOLATION	CLEAR/DAY	163.482
243	10/12/05	11:30 AM			X	NB VEHICLE COLLIDED WITH PARKED VEHICLE	CLEAR/DAY	163.482
244	11/18/05	11:21 PM		X		SOLO ACCIDENT; FIXED OBJECT	CLEAR/DARK	163.482
245	10/15/05	9:27 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
246	9/14/05	12:42 PM			X	SB/NB ROW VIOLATION	CLEAR/DAY	163.482
247	9/15/05	11:27 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
248	7/7/05	6:05 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.482
249	5/9/05	5:28 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.482
250	3/26/05	2:53 PM		X		REAREND COLLISION, SB WET ROADS	CLEAR/DAY	163.482
251	1/26/05	6:37 AM			X	SOLO ACCIDENT; FIXED OBJECT	CLEAR/DAY	163.482
252	2/18/05	2:43 PM		X		REAREND COLLISION, SB WET ROADS	CLEAR/DAY	163.482
253	4/27/05	7:36 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.482
	SUBTOTAL		0	11	12			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
254	5/12/05	7:39 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.482
255	6/8/05	9:07 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.482
256	3/28/05	12:55 PM		X		REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	163.482
257	7/27/05	12:30 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.482
258	6/19/05	4:32 PM		X		REAREND COLLISION, NB	CLEAR/DAY	163.482
259	7/20/05	5:59 PM		X		REAREND COLLISION, SB LOOSE GRAVEL; ALCOHOL	CLEAR/DAY	163.482
260	7/27/05	8:21 PM		X		REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	163.482
261	10/6/05	7:48 AM		X		REAREND COLLISION, SB	CLEAR/DAY	165.273
262	8/19/05	1:10 PM		X		REAREND COLLISION, NB	CLEAR/DAY	163.964
263	2/4/05	7:51 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.964
264	4/4/05	5:14 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.964
265	5/11/05	4:38 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.964
266	3/17/05	6:52 AM			X	SOLO ACCIDENT; FIXED OBJECT ICY ROADS	CLEAR/DAY	163.132
267	10/6/05	2:20 AM			X	SOLO ACCIDENT; FIXED OBJECT WET ROADS; WINDY	CLEAR/DARK	AT VIENTO DR
268	4/10/05	5:48 PM		X		SOLO ACCIDENT; FIXED OBJECT WET ROADS	CLEAR/DAY	AT VIENTO DR
269	7/13/05	6:50 AM			X	SOLO ACCIDENT; FIXED OBJECT	CLEAR/DAY	AT VIENTO DR
270	11/14/05	9:43 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.132
271	11/18/05	5:25 PM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DARK	163.132
272	9/2/05	7:59 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.132
273	9/3/05	10:43 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.132
274	11/9/05	7:46 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DARK	163.132
275	11/18/05	5:25 PM			X	REAREND COLLSION, SB	CLEAR/DARK	163.132
276	11/24/05	11:27 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.132
	SUBTOTAL		0	11	12			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
277	10/10/05	5:24 PM			X	REAREND COLLISION, SB WET ROADS	RAIN/DAY	163.132
278	11/10/05	5:23 PM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DUSK	163.132
279	9/27/05	7:30 PM		X		REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	163.132
280	9/28/05	6:00 PM		X		REAREND COLLSION, SB WET ROADS	CLEAR/DAY	163.132
281	9/23/05	11:18 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.132
282	8/26/05	7:50 PM		X		REAREND COLLISION, SB	CLEAR/DARK	163.132
283	8/4/05	12:38 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.132
284	11/16/05	8:03 PM			X	REAREND COLLISION, SB	CLEAR/DARK	163.132
285	11/16/05	7:21 AM		X		REAREND COLLISION, NB	CLEAR/DAY	163.132
286	2/1/05	10:59 PM			X	SOLO ACCIDENT; FIXED OBJECT	CLEAR/DARK	163.132
287	9/20/05	10:29 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.132
288	7/15/05	11:30 PM			X	REAREND COLLISION, SB	CLEAR/DARK	163.132
289	6/6/05	3:24 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.132
290	2/2/05	12:20 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.132
291	7/13/05	9:50 AM		X		EB/SB ROW VIOLATION	CLEAR/DAY	163.132
292	4/2/05	6:16 PM		X		REAREND COLLISION, SB	CLEAR/DUSK	163.132
SUBTOTAL			0	6	10			

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COMPUTATION

Project:	0	Computed:	0	Date:	0.000
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS - 2006	Page:	11	of:	11
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE		SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			

2006 TOTALS SUMMARY	0 FATAL	87 INJURY	140 P.D.O.	TOTAL	% TOTAL	% FATAL	% INJURY	% P.D.O.
CLEAR	0	81	131	212	93%	0%	38%	62%
INCLIMATE	0	6	9	15	7%	0%	40%	60%
DAY	0	73	116	189	83%	0%	39%	61%
NIGHT	0	14	24	38	17%	0%	37%	63%
DRY PAVEMENT	0	81	124	205	90%	0%	40%	60%
WET PAVEMENT	0	6	16	22	10%	0%	27%	73%
HEADON	0	0	0	0	0%	0%	0%	0%
OVERTURN	0	0	0	0	0%	0%	0%	0%
FIXED OBJECT	0	2	4	6	3%	0%	33%	67%
SIDESWIPE	0	5	23	28	12%	0%	18%	82%
REAR END	0	44	90	134	59%	0%	33%	67%
RIGHT ANGLE	0	36	23	59	26%	0%	39%	61%
OTHER	0	0	0	0	0%	0%	0%	0%

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COMPUTATION

Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	*39924.000*
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS - 2006*	Page:	1	of:	11
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

NO.	DATE	APPROX T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
1	6/19/06	7:54 AM		X		REAREND COLLISION, NB	CLEAR/DAY	162.800
2	4/11/06	1:43 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	162.800
3	1/27/06	6:10 PM			X	REAREND COLLISION, SB	CLEAR/DARK	AT SAWMILL
4	10/3/06	11:22 AM			X	REAREND COLLISION, SB	CLEAR/DAY	162.800
5	9/13/06	5:57 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	162.800
6	3/26/06	1:25 PM			X	SB LT/EB THRU ROW VIOLATION 3 VEHICLES	CLEAR/DAY	AT SAWMILL
7	2/27/06	9:00 AM		X		NB LT SIDESWIPE	CLEAR/DAY	AT SAWMILL
8	10/24/06	10:17 AM		X		REAREND COLLISION, NB	CLEAR/DAY	162.800
9	8/28/06	9:44 PM			X	SB LT/WB THRU ROW VIOLATION	CLEAR/DARK	AT SAWMILL
10	2/19/06	6:17 PM		X		SB LT/NB THRU ROW VIOLATION	CLEAR/DARK	AT SAWMILL
11	6/10/06	5:01 PM		X		REAREND COLLISION, SB	CLEAR/DAY	AT SAWMILL
12	12/11/06	10:33 AM			X	SB LT/NB THRU ROW VIOLATION	CLEAR/DAY	AT SAWMILL
13	9/9/06	2:06 PM		X		NB LT/SB THRU ROW VIOLATION WET ROADS	CLEAR/DAY	AT SAWMILL
14	6/1/06	5:40 AM			X	NB LT/SB THRU ROW VIOLATION	CLEAR/DAWN	AT SAWMILL
15	6/23/06	4:25 PM		X		REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	AT SAWMILL
16	12/25/06	5:59 PM			X	NB LT/WB THRU ROW VIOLATION	CLEAR/DARK	AT SAWMILL
17	6/23/06	2:21 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	162.800
18	8/17/06	1:30 PM			X	REAREND COLLISION, SB	CLEAR/DAY	162.800
19	2/15/06	3:15 AM			X	SOLO ACCIDENT NB; FIXED OBJECT	CLEAR/DARK	163.130
20	5/2/06	3:16 PM			X	REAREND ACCIDENT, SB	CLEAR/DAY	163.130
21	5/5/06	1:43PM			X	REAREND ACCIDENT, NB	CLEAR/DAY	163.130
22	5/15/06	7:55 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DARK	163.130
23	2/1/06	1:54 PM			X	SIDESWIPE COLLISION, SB (RT TURNS)	CLEAR/DAY	163.130
	SUBTOTAL		**0**	**7**	**16**			

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COMPUTATION

Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	*39924.000*
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS - 2006*	Page:	2	of:	11
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

NO.	DATE	APPROX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
24	9/7/06	2:23 PM			X	SIDESWIPE COLLISION, SB WET ROADS, 3 VEHICLES	RAIN/DAY	163.130
25	11/21/06	4:08 PM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	163.130
26	12/15/06	5:36 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DARK	AT ZIA
27	3/3/06	12:40 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.130
28	7/26/06	6:08 PM			X	REAREND COLLISION, SB WET ROADS, 3 VEHICLES	CLEAR/DAY	163.130
29	6/21/06	1:45 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.130
30	3/15/06	11:45 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.130
31	3/27/06	2:40 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.130
32	1/30/06	3:18 PM		X		EB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT ZIA
33	9/9/06	2:45 PM			X	REAREND COLLISION, NB, ALCOHOL WET ROADS	RAIN/DAY	163.130
34	1/30/06	7:52 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.130
35	10/10/06	9:57 PM			X	SIDESWIPE COLLISION, NB (LT TURNS)	CLEAR/DARK	AT ZIA
36	4/18/06	5:23 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.130
37	7/17/06	10:27 AM		X		REAREND COLLISION, NB	CLEAR/DAY	163.130
38	6/11/06	10:21 AM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	163.130
39	9/21/06	7:33 AM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	AT ZIA
40	6/30/06	11:50 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.130
41	7/18/06	1:54 PM			X	REAREND COLLISION, NB	CLEAR/DAY	AT ZIA
42	10/8/06	1:23 PM			X	SOLO ACCIDENT; FIXED OBJECT WET ROADS	RAIN/DAY	163.130
43	11/17/06	5:28 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.130
44	8/19/06	8:37 PM			X	REAREND COLLISION, NB	RAIN/DARK	163.130
45	8/31/06	12:36 PM		X		RT ANGLE; EB/SB, RAN RED LIGHT	CLEAR/DAY	AT ZIA
46	4/20/06	10:16 PM		X		SB LT/NB THRU ROW VIOLATION	CLEAR/DARK	AT SIRINGO
	SUBTOTAL		**0**	**6**	**17**			

NO.	DATE	APPROX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
47	5/17/06	11:48 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.480
48	4/12/06	3:59 PM		X		EB/NB THRU COLLISION; BICYCLE RAN RED LIGHT	CLEAR/DAY	AT SIRINGO
49	5/2/06	11:20 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.480
50	5/12/06	2:03 PM		X		EB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT SIRINGO
51	3/31/06	1:07 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.480
52	7/20/06	8:50 PM			X	RT. ANGLE, NB/WB, RAN RED LIGHT	CLEAR/DARK	163.480
53	12/15/06	8:18 AM			X	REAREND COLLSION, NB	CLEAR/DAY	163.480
54	11/21/06	1:00 PM			X	REAREND COLLSION, SB	CLEAR/DAY	163.480
55	1/9/06	4:01 PM			X	REAREND COLLSION, SB	CLEAR/DAY	163.480
56	9/29/06	12:45 PM		X		REAREND COLLSION, SB	CLEAR/DAY	163.480
57	3/29/06	4:36 PM		X		SBLT/NB THRU ROW VIOLATION	CLEAR/DAY	AT SIRINGO
58	2/7/06	10:26 AM		X		WB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT SIRINGO
59	2/9/06	10:01 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.480
60	2/18/06	4:25 PM		X		NB LT/WB THRU ROW VIOLATION, ALCOHO	CLEAR/DAY	AT SIRINGO
61	4/6/06	6:44 PM		X		RT. ANGLE, EB/SB, RAN RED LIGHT	CLEAR/DUSK	AT SIRINGO
62	11/26/06	1:34 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT SIRINGO
63	4/24/06	5:17 PM		X		REAREND COLLSION, SB	CLEAR/DAY	163.480
64	9/25/06	2:57 PM			X	REAREND COLLSION, NB	CLEAR/DAY	163.480
65	2/25/06	8:02 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DARK	AT SIRINGO
66	4/11/06	5:56 PM		X		RT. ANGLE, EB/NB, BICYCLIST RAN SIGNAL	CLEAR/DAY	AT SIRINGO
67	1/25/06	7:41 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.480
68	6/28/06	11:03 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.480
69	9/8/06	12:29 PM		X		SB UTURN/NB THRU ROW VIOLATION	RAIN/DAY	AT SIRINGO
	SUBTOTAL		**0**	**13**	**10**			

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	39924.000
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS - 2006	Page:	4	of:	11
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPROX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
70	5/15/06	5:37 PM		X		REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	163.480
71	5/7/06	3:49 PM		X		EB PED/SB THRU ROW VIOLATION PED UNDER INFLUENCE	CLEAR/DAY	AT SIRINGO
72	8/15/06	6:09 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.480
73	9/14/06	4:49 PM			X	REAREND COLLISION, NB WET ROADS	CLEAR/DAY	163.480
74	7/20/06	5:24 PM			X	REAREND COLLISION, SB 4 VEHICLES	CLEAR/DAY	163.480
75	8/29/06	8:12 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.480
76	8/16/06	10:12 AM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	163.480
77	9/6/06	6:00 PM			X	REAREND COLLSION, SB WET ROADS	RAIN/DAY	163.480
78	12/18/06	1:49 PM		X		REAREND COLLSION, SB WET ROADS	SNOW/DAY	163.480
79	8/26/06	6:17 PM		X		RT. ANGLE, EB/SB, RAN RED LIGHT	CLEAR/DAY	AT SIRINGO
80	10/17/06	4:09 PM			X	REAREND COLLSION, NB	CLEAR/DAY	163.480
81	7/6/06	1:12 PM			X	REAREND COLLSION, SB	CLEAR/DAY	163.960
82	4/28/06	2:14 PM			X	REAREND COLLSION, SB	CLEAR/DAY	163.960
83	12/13/06	7:48 AM		X		REAREND COLLISION, NB	CLEAR/DAY	163.960
84	1/13/06	4:30 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.960
85	12/13/06	2:56 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.960
86	10/10/06	4:19 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.960
87	1/26/06	5:17 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.960
88	4/24/06	2:36 PM		X		SIDESWIPE COLLISION, NB	CLEAR/DAY	163.960
89	7/21/06	1:58 PM		X		REAREND COLLSION, NB	CLEAR/DAY	163.960
90	7/29/06	1:02 AM		X		WB LT/SB THRU ROW VIOLATION, ALCOHO	CLEAR/DARK	163.960
91	5/10/06	5:24 PM		X		REAREND COLLSION, SB	CLEAR/DAY	164.180
92	5/4/06	10:08 PM			X	REAREND COLLSION, SB	CLEAR/DARK	164.180
	SUBTOTAL		0	9	14			

NO.	DATE	APPROX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
93	8/1/06	4:46 PM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DAY	164.180
94	8/10/06	4:45 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	164.180
95	3/20/06	9:18 AM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DAY	164.180
96	1/10/06	8:50 AM		X		REAREND COLLISION, NB	CLEAR/DAY	164.180
97	3/20/06	11:50 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.180
98	3/21/06	1:36 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	164.180
99	6/5/06	8:49 AM			X	REAREND COLLISION, NB	CLEAR/DAY	164.180
100	6/26/06	1:55 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.180
101	4/20/06	9:59 AM		X		REAREND COLLISION, SB	CLEAR/DAY	164.180
102	1/13/06	1:12 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.180
103	7/27/06	1:09 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.180
104	11/19/06	5:50 PM			X	RT. ANGLE, EB/NB ROW VIOLATION ALCOHOL	CLEAR/DARK	164.180
105	3/29/06	9:52 PM		X		EB LT/NB THRU ROW VIOLATION ALCOHOL	CLEAR/DARK	AT SAN MATEO
106	9/20/06	7:39 PM			X	REAREND COLLISION, SB WET ROADS	RAIN/DARK	164.180
107	12/15/06	3:42 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.180
108	7/7/06	1:20 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.180
109	1/19/06	12:59 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.180
110	4/13/06	9:10 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.180
111	9/8/06	9:25 AM			X	SIDESWIPE COLLISION, SB WET ROADS	CLEAR/DAY	164.180
112	11/8/06	1:05 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.180
113	6/12/06	10:21 AM		X		SOLO ACCIDENT; FIXED OBJECT	CLEAR/DAY	164.180
114	3/29/06	7:03 AM			X	RT. ANGLE, EB RT/SB THRU RAN RED LIGHT	CLEAR/DARK	AT SAN MATEO
115	6/13/06	7:42 PM		X		EB LT/SB THRU ROW VIOLATION	CLEAR/DUSK	AT SAN MATEO
	SUBTOTAL		**0**	**8**	**15**			

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	39924.000
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS - 2006	Page:	6	of:	11
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPROX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
116	8/15/06	5:15 PM			X	REAREND COLLISION, NB WET ROADS	RAIN/DAY	164.180
117	6/15/06	6:44 AM		X		SB LT/EB THRU ROW VIOLATION	CLEAR/DAY	AT SAN MATEO
118	7/31/06	6:07 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.180
119	9/27/06	12:14 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.180
120	7/3/06	5:35 AM		X		SIDESWIPE COLLISION, SB PARKED VEHICLE	CLEAR/DARK	164.180
121	11/9/06	8:31 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.180
122	8/3/06	1:35 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.180
123	4/11/06	5:15 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.800
124	9/9/06	8:48 PM			X	REAREND COLLISION, NB	CLEAR/DARK	164.800
125	4/13/06	10:29 AM			X	SIDESWIPE COLLISION, SB PARKED VEHICLE	CLEAR/DAY	164.800
126	3/15/06	11:16 AM			X	WB RT/NB THRU ROW VIOLATION	CLEAR/DAY	AT ALTA VISTA
127	3/15/06	2:23 PM		X		REAREND COLLISION, NB	CLEAR/DAY	164.800
128	4/5/06	12:25 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.800
129	1/9/06	11:14 AM		X		REAREND COLLISION, NB	CLEAR/DAY	164.800
130	12/2/06	9:00 AM			X	RT. ANGLE, EB/NB, RAN RED LIGHT	CLEAR/DAY	AT ALTA VISTA
131	11/2/06	9:20 AM		X		SB LT/NB THRU ROW VIOLATION	CLEAR/DAY	AT ALTA VISTA
132	1/9/06	8:22 AM			X	RT ANGLE, WB THRU/NB THRU	CLEAR/DAY	AT ALTA VISTA
133	8/10/06	12:21 PM		X		REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	164.800
134	12/22/06	12:50 PM			X	SOLO ACCIDENT, FIXED OBJECT WET ROAD	CLEAR/DAY	164.800
135	10/19/06	4:45 PM			X	EB RT/ SB THRU	CLEAR/DAY	AT ALTA VISTA
136	9/1/06	12:34 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.800
137	7/13/06	8:13 AM			X	REAREND COLLISION, NB	CLEAR/DAY	164.800
138	7/24/06	11:19 PM			X	REAREND COLLISION, SB	CLEAR/DARK	164.800
	SUBTOTAL		0	6	17			

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COMPUTATION

Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	*39924.000*
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS - 2006*	Page:	7	of:	11
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

NO.	DATE	APPROX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
139	6/5/06	2:39 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.800
140	4/12/06	5:19 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.800
141	8/23/06	3:31 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	164.800
142	10/9/06	1:16 PM		X		REAREND COLLISION, SB	CLEAR/DAY	164.800
143	6/27/06	7:49 AM		X		REAREND COLLISION, NB	CLEAR/DAY	164.800
144	9/15/06	3:56 PM		X		REAREND COLLISION, NB	CLEAR/DAY	164.800
145	9/15/06	3:36 PM			X	REAREND COLLISION, NB A	CLEAR/DAY	164.800
146	8/14/06	5:10 PM			X	REAREND COLLISION, NB WET ROADS	CLEAR/DAY	164.800
147	8/4/06	10:07 AM			X	SIDESWIPE COLLISION, NB A	CLEAR/DAY	164.800
148	6/16/06	10:37 AM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	164.800
149	8/9/06	5:19 PM			X	RT. ANGLE, EB RT/SB TH, ROW VIOLATION	CLEAR/DAY	AT ALTA VISTA
150	10/30/06	3:51 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.800
151	10/23/06	7:03 PM			X	REAREND COLLISION, SB	CLEAR/DARK	164.800
152	8/30/06	5:40 PM			X	NB/SB ROW VIOLATION NB VEH MADE U-TURN	CLEAR/DAY	165.020
153	1/24/06	12:40 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.020
154	5/27/06	9:58 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.020
155	8/7/06	11:01 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.020
156	5/19/06	2:30 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT CORDOVA
157	6/4/06	6:57 PM			X	SIDESWIPE COLLISION, SB (LT TURNS)	CLEAR/DAY	AT CORDOVA
158	6/27/06	1:34 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT CORDOVA
159	12/14/06	7:43 AM		X		SB LT/NB THRU ROW VIOLATION	CLEAR/DAY	AT CORDOVA
160	6/13/06	3:18 PM		X		RT. ANGLE, WB/NB, ROW VIOLATION	CLEAR/DAY	165.020
161	1/24/06	12:36 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	165.020
	SUBTOTAL		**0**	**9**	**14**			

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	39924.000
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS - 2006	Page:	8	of:	11
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPROX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
162	12/18/06	5:05 PM		X		REAREND COLLISION, SB 3 VEHICLES	CLEAR/DARK	165.020
163	2/13/06	4:54 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.020
164	3/12/06	7:46 PM			X	REAREND COLLISION, NB A	CLEAR/DARK	165.020
165	1/9/06	9:19 AM		X		WB LT/SB THRU ROW VIOLATION SNOWY ROAD	SNOW/DAY	AT CORDOVA
166	1/30/06	10:15 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.020
167	3/22/06	11:43 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.020
168	12/8/06	4:17 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.020
169	3/14/06	11:31 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.020
170	5/27/06	11:11 AM		X		SB LT/NB THRU ROW VIOLATION	CLEAR/DAY	AT CORDOVA
171	4/17/06	2:18 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.020
172	4/17/06	2:35 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.020
173	1/23/06	1:06 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.020
174	10/29/06	10:30 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.020
175	8/15/06	12:04 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT CORDOVA
176	5/23/06	7:36 AM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT CORDOVA
177	10/28/06	6:41 PM			X	RT ANGLE WB/SB ROW VIOLATION WB VEH FROM DRIVEWAY	CLEAR/DARK	165.020
178	8/16/06	7:00 PM			X	RT ANGLE WB/NB ROW VIOLATION WB VEH FROM DRIVEWAY	CLEAR/DAY	165.020
179	8/4/06	9:39 AM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	165.020
180	7/6/06	3:20 PM		X		RT ANGLE WB/NB ROW VIOLATION WB VEH FROM DRIVEWAY	CLEAR/DAY	165.020
181	12/11/06	6:47 PM			X	RT ANGLE EB/SB ROW VIOLATION EB VEH FROM DRIVEWAY	CLEAR/DAY	165.020
182	11/28/06	11:14 AM		X		REAREND COLLISION, SB	CLEAR/DARK	165.020
183	1/17/06	5:30 PM			X	REAREND COLLISION, NB	CLEAR/DUSK	165.270
184	2/4/06	1:28 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.270
	SUBTOTAL		0	12	11			

NO.	DATE	APPROX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
185	12/24/06	5:31 PM		X		REAREND COLLISION, NB	CLEAR/DUSK	165.270
186	4/18/06	12:47 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.270
187	10/27/06	10:05 PM		X		REAREND COLLISION, NB ALCOHOL	CLEAR/DARK	165.270
188	10/27/06	4:08 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.270
189	11/22/06	11:08 AM		X		REAREND COLLISION, SB	CLEAR/DAY	165.020
190	3/24/06	2:20 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.020
191	10/17/06	6:46 PM			X	REAREND COLLISION, NB	CLEAR/DARK	165.020
192	2/3/06	12:52 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.270
193	6/22/06	9:08 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.270
194	4/26/06	7:40 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.270
195	3/24/06	12:54 PM		X		SIDESWIPE COLLISION, NB (RT TURNS)	CLEAR/DAY	AT CERRILLOS
196	4/20/06	6:23 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.270
197	10/30/06	7:10 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.270
198	11/6/06	5:28 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.270
199	9/8/06	7:52 AM		X		NB LT/SB THRU ROW VIOLATION WET ROADS	RAIN/DAY	AT MERCER
200	5/31/06	5:20 PM		X		SIDESWIPE COLLISION, NB	CLEAR/DAY	165.380
201	10/31/06	10:12 AM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	165.380
202	10/27/06	12:30 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT MERCER
203	9/19/06	4:47 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.380
204	2/3/06	11:52 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.380
205	2/9/06	3:22 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.380
206	12/5/06	9:32 AM			X	RT ANGLE, EB LT/NB ROW VIOLATION	CLEAR/DAY	AT MERCER
207	3/12/06	3:19 PM			X	EB RT/SB THRU ROW VIOLATION WET ROADS	CLEAR/DAY	165.540
	SUBTOTAL		**0**	**10**	**13**			

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	39924.000
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS - 2006	Page:	10	of:	11
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPROX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
208	5/12/06	12:50 PM			X	REAREND COLLISION, SB A	CLEAR/DAY	165.540
209	8/4/06	5:50 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.540
210	10/19/06	7:17 PM			X	RT ANGLE, WB/SB ROW VIOLATION	CLEAR/DARK	AT ALAMEDA
211	1/30/06	12:04 PM			X	REAREND COLLISION, NB	CLEAR/DAY	166.180
212	3/6/06	8:17 AM			X	REAREND COLLISION, SB	CLEAR/DAY	166.180
213	5/1/06	9:21 AM		X		EB LT/NB THRU ROW VIOLATION	CLEAR/DAY	AT PdP
214	5/8/06	9:08 AM			X	RT ANGLE, WB/NB ROW VIOLATION	CLEAR/DAY	AT PdP
215	5/15/06	4:37 PM			X	SB LT/NB THRU ROW VIOLATION	CLEAR/DAY	AT PdP
216	7/24/06	4:59 PM		X		REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	166.180
217	9/20/06	9:19 PM		X		WB LT/SB THRU ROW VIOLATION WET ROADS	RAIN/DARK	AT PdP
218	2/11/06	4:56 PM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	166.180
219	11/17/06	9:25 AM		X		EB LT/WB THRU ROW VIOLATION 4 VEHICLES	CLEAR/DAY	AT PdP
220	7/14/06	3:03 PM		X		REAREND COLLISION, NB WET ROADS	RAIN/DAY	166.180
221	6/22/06	4:17 PM			X	SOLO ACCIDENT, NB FIXED OBJECT WET ROADS	RAIN/DAY	166.180
222	11/21/06	2:29 PM			X	REAREND COLLISION, SB	CLEAR/DAY	166.180
223	11/23/06	2:56 PM		X		SOLO ACCIDENT, SB FIXED OBJECT ALCOHOL	CLEAR/DUSK	166.580
224	1/10/06	12:21 PM			X	RT ANGLE NB/WB ROW VIOLATION	CLEAR/DAY	AT ALAMO
225	6/4/06	4:32 PM		X		RT ANGLE SB/WB ROW VIOLATION	CLEAR/DAY	AT ALAMO
226	7/12/06	4:37 PM			X	REAREND COLLISION, NB	CLEAR/DAY	166.580
227	8/25/06	8:21 AM			X	RT ANGLE SB/EB ROW VIOLATION	CLEAR/DAY	AT ALAMO
228								
229								
230								
	SUBTOTAL		**0**	**7**	**13**			

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COMPUTATION

Project:	ST. FRANCIS DRIVE CORRIDOR STUDY	Computed:	RC	Date:	4/22/09
Subject:	PHASE I-A	Checked:		Date:	
Task:	CRASH ANALYSIS for 2007	Page:	12	of:	12
Job #	NH-084-2(12)161; CN D5SF3	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			

2007 TOTALS SUMMARY	*1 FATAL*	*76 INJURY*	*156 P.D.O.*	*233 TOTAL*	*% TOTAL*	*% FATAL*	*% INJURY*	*% P.D.O.*
CLEAR	1	73	144	*218*	*94%*	*1%*	*33%*	*66%*
INCLIMATE	0	3	12	*15*	*6%*	*0%*	*0%*	*0%*
DAY	0	58	128	*186*	*80%*	*0%*	*31%*	*69%*
NIGHT	1	18	28	*47*	*20%*	*2%*	*38%*	*60%*
DRY PAVEMENT	1	70	135	*206*	*88%*	*1%*	*34%*	*65%*
WET PAVEMENT	0	6	21	*27*	*12%*	*0%*	*22%*	*78%*
HEADON	0	2	1	*3*	*1%*	*0%*	*67%*	*33%*
OVERTURN	0	1	1	*2*	*1%*	*0%*	*50%*	*50%*
FIXED OBJECT	0	1	8	*9*	*4%*	*0%*	*11%*	*89%*
SIDESWIPE	0	3	20	*23*	*10%*	*0%*	*13%*	*87%*
REAR END	0	45	89	*134*	*58%*	*0%*	*34%*	*66%*
RIGHT ANGLE	1	24	37	*62*	*27%*	*2%*	*39%*	*59%*
OTHER	0	0	0	*0*	*0%*	*0%*	*0%*	*0%*

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COMPUTATION

Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	4/22/09
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS for 2007*	Page:	1	of:	12
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
1	10/24/07	4:46 PM			X	REAREND COLLISION -SB	CLEAR/DAY	162.800
2	11/11/07	5:23 PM			X	REAREND COLLISION - SB	CLEAR/DARK	162.800
3	9/21/07	5:45 PM			X	RT ANGLE, WB RT/NB TH ROW VIOLATION	CLEAR/DAY	AT SAWMILL
4	8/3/07	6:30 PM		X		SB LT/NB THRU ROW VIOLATION	CLEAR/DAY	AT SAWMILL
5	8/30/07	5:20 PM			X	REAREND COLLISION - SB	CLEAR/DAY	162.800
6	10/19/07	11:08 AM			X	NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	162.800
7	6/5/07	1:28 PM			X	REAREND COLLISION - NB	CLEAR/DAY	162.800
8	9/26/07	7:58 AM			X	NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT SAWMILL
9	9/13/07	8:02 AM			X	REAREND COLLISION - NB	CLEAR/DAY	162.800
10	11/2/07	12:55 PM		X		SIDESWIPE COLLISION, SB (RT TURNS)	CLEAR/DAY	AT SAWMILL
11	11/20/07	5:33 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	162.800
12	8/11/07	7:48 PM			X	REAREND COLLISION - SB ALCOHOL	CLEAR/DRY	162.800
13	9/28/07	5:58 AM			X	NB LT/SB THRU ROW VIOLATION	CLEAR/DARK	AT SAWMILL
14	2/20/07	4:20 PM		X		REAREND COLLISION - SB	CLEAR/DAY	162.800
15	8/19/07	3:18 PM			X	REAREND COLLISION - SB 3 VEHICLES	CLEAR/DAY	162.800
16	12/28/07	5:00 PM		X		REAREND COLLISION - SB	CLEAR/DARK	126.800
17	4/4/07	7:58 AM			X	NB LT/SB THRU ROW VIOLATION	CLEAR /DAY	AT SAWMILL
18	11/14/07	7:59 AM			X	NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT SAWMILL
19	12/1/07	3:50 PM			X	RT ANGLE, SB/WB ROW VIOLATION	CLEAR/DAY	AT SAWMILL
20	10/5/07	9:03 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DARK	AT SAWMILL
21	6/8/07	1:45 PM			X	NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT SAWMILL
22	10/1/07	4:34 AM		X		REAREND COLLISION - SB WET ROADS	RAIN/DAY	162.800
23	7/20/07	3:00 PM			X	RT ANGLE, EB/WB ROW VIOLATION	CLEAR/DAY	AT ZIA
	SUBTOTAL		**0**	**6**	**17**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
24	10/5/07	5:06 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.130
25	9/17/07	5:38 PM			X	REAREND COLLISION, SB WET ROADS	RAIN/DAY	163.130
26	11/25/07	8:13 AM		X		RT ANGLE, EB LT/NB THRU ROW VIOLATIOI	CLEAR/DAY	AT ZIA
27	3/15/07	6:43 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.130
28	9/12/07	8:20 AM		X		REAREND COLLISION, NB	CLEAR/DARK	163.130
29	10/28/07	2:29 PM			X	RT ANGLE, EB PED/SB THRU PED - ROW VIOLATION	CLEAR/DAY	AT ZIA
30	2/5/07	8:01 AM		X		REAREND COLLISION, NB (LT TURNS)	CLEAR/DAY	163.130
31	9/7/07	3:48 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.130
32	7/13/07	5:46 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.130
33	5/22/07	12:46 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.130
34	5/6/07	12:07 PM		X		RT ANGLE, WB/SB ROW VIOLATION WET ROAD	CLEAR/DAY	AT ZIA
35	5/1/07	11:15 AM			X	RT ANGLE, WB/SB ROW VIOLATION	CLEAR/DAY	AT ZIA
36	1/3/07	2:50 PM		X		REAREND COLLISION, NB WET ROADS	CLEAR/DAY	163.130
37	9/13/07	8:18 AM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	163.130
38	1/14/07	8:09 AM			X	RT ANGLE, NB/EB ROW VIOLATION	SNOW/DAY	AT ZIA
39	11/2/07	7:49 PM			X	NB LT/SB THRU ROW VIOLATION	CLEAR/DARK	AT ZIA
40	7/9/07	4:02 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.130
41	10/1/07	7:47 AM		X		REAREND COLLISION, NB SNOWY/WET ROADS	CLEAR/DAY	163.130
42	5/22/07	9:12 PM			X	WB PED/SB THRU ROW VIOLATION	CLEAR/DARK	AT ZIA
43	8/21/07	5:41 PM			X	NB LT/EB THRU ROW VIOLATION	CLEAR/DAY	AT ZIA
44	2/11/07	3:41 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.130
45	8/25/07	5:30 PM			X	READEND COLLISION, NB	CLEAR/DAY	163.130
46	9/14/07	4:00 PM			X	WB RT/SB THRU ROW VIOLATION	CLEAR/DAY	AT ZIA
	SUBTOTAL		**0**	**7**	**16**			

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COMPUTATION

Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	*4/22/09*
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS for 2007*	Page:	3	of:	12
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
47	11/9/07	5:14 PM		X		REAREND COLLISION, SB	CLEAR/DARK	163.480
48	7/26/07	3:05 PM		X		REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	163.480
49	11/26/07	6:28 PM			X	REAREND COLLISION, SB	CLEAR/DARK	163.480
50	4/19/07	5:45 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.480
51	3/4/07	3:47 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.480
52	11/5/07	5:39 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.480
53	6/22/07	3:00 PM			X	REAREND COLLISION, SB; 4 VEHICLES	CLEAR/DAY	163.480
54	8/21/07	8:57 PM			X	RT ANGLE, SB/WB ROW VIOLATION	CLEAR/DAY	AT SIRINGO
55	8/27/07	11:48 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.480
56	9/20/07	7:44 AM			X	SIDESWIPE COLLISION, SB WET ROADS	CLEAR/DAY	163.480
57	10/3/07	9:16 AM		X		REAREND COLLISION, SB	CLEAR/DAY	163.480
58	11/5/07	8:07 AM			X	REAREND COLLISION, SB	CLEAR/DAY	163.480
59	12/17/07	5:32 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DARK	163.480
60	10/12/07	4:25 PM		X		SOLO ACCIDENT; FIXED OBJECT	CLEAR/DAY	163.480
61	1/22/07	5:12 PM		X		REAREND COLLISION, SB WET ROADS	CLEAR/DUSK	163.480
62	2/5/07	4:34 PM		X		RT ANGLE NB/EB ROW VIOLATION	CLEAR/DUSK	AT SIRINGO
63	6/25/07	7:36 PM			X	REAREND COLLISION, NB	CLEAR/DAY	163.480
64	1/30/07	8:14 PM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DAY	163.480
65	8/27/07	7:11 PM			X	RT ANGLE, EB/NB ROW VIOLATION	CLEAR/DAY	AT SIRINGO
66	11/18/07	12:17 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.480
67	2/13/07	4:56 PM		X		REAREND COLLISION, SB	CLEAR/DUSK	163.480
68	1/12/07	4:23 PM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DAY	163.480
69	2/10/07	8:19 AM		X		REAREND COLLISION, NB	CLEAR/DAY	163.480
	SUBTOTAL		**0**	**11**	**12**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
70	8/13/07	4:36 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.960
71	1/12/07	11:32 AM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DAY	163.960
72	1/14/07	1:28 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.960
73	3/7/07	5:40 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.960
74	4/2/07	12:00 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.960
75	3/29/07	5:17 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.960
76	11/9/07	3:45 PM			X	REAREND COLLISION, SB	CLEAR/DAY	163.960
77	3/8/07	11:12 AM			X	REAREND COLLISION, NB	CLEAR/DAY	163.960
78	10/1/07	8:37 AM		X		NB U-TURN/SB THRU ROW VIOLATION	CLEAR/DAY	163.960
79	6/11/07	12:02 PM			X	SIDESWIPE COLLSION, NB	CLEAR/DAY	163.960
80	10/1/07	3:16 AM			X	SOLO ACCIDENT, NB, ALCOHOL OVERTURN	CLEAR/DARK	163.960
81	9/26/07	5:52 PM		X		REAREND COLLISION, SB	CLEAR/DAY	163.960
82	10/2/2007	4:41 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.180
83	11/27/07	6:20 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DUSK	164.180
84	2/22/07	7:13 PM			X	REAREND COLLISION, SB	CLEAR/DARK	164.180
85	4/5/07	9:57 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.180
86	10/28/07	5:51 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT SAN MATEO
87	6/13/07	10:41 AM		X		REAREND COLLISION, SB	CLEAR/DAY	164.180
88	7/5/07	9:54 AM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	164.180
89	7/31/07	12:48 PM			X	REAREND COLLSION, SB	CLEAR/DAY	165.273
90	12/21/07	2:57 PM			X	REAREND COLLISION, NB WET ROADS	SNOW/DAY	165.273
91	1/5/07	7:51 PM			X	RT ANGLE, SB/WB, OTHER THAN DRIVER ICY ROADS	CLEAR/DARK	165.273
92	7/23/07	6:11 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT SAN MATEO
	SUBTOTAL		**0**	**6**	**17**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
93	4/5/07	1:20 PM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	164.180
94	11/5/07	1:51 PM			X	REAREND COLLISION, SB 4 VEHICLES	CLEAR/DAY	164.180
95	5/16/07	3:46 PM			X	RT ANGLE SB U-TURN/NB THRU 5 VEHICLES	CLEAR/DAY	164.180
96	9/10/07	3:17 PM			X	REAREND COLLSION, NB	CLEAR/DAY	164.180
97	11/27/07	10:44 AM			X	REAREND COLLISION, NB	CLEAR/DAY	164.180
98	5/16/07	12:48 PM		X		REAREND COLLISION, NB	CLEAR/DAY	164.180
99	1/25/07	6:29 PM		X		REAREND COLLISION, SB 4 VEHICLES	CLEAR/DAY	164.180
100	5/18/07	11:55 PM			X	EB LT/NB THRU ROW VIOLATION	CLEAR/DARK	AT SAN MATEO
101	8/7/07	2:25 PM			X	SB LT/NB THRU ROW VIOLATION	CLEAR/DAY	AT SAN MATEO
102	5/14/07	7:51 AM			X	REAREND COLLISION, NB	CLEAR/DAY	164.800
103	9/10/07	12:57 PM			X	REAREND COLLISION; NB	CLEAR/DAY	164.800
104	9/18/07	4:05 PM			X	EB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT ALTA VISTA
105	12/25/07	11:37 AM			X	REAREND COLLISION, NB	CLEAR/DAY	164.800
106	11/8/07	12:18 PM		X		REAREND COLLISION, NB	CLEAR/DAY	164.800
107	2/15/07	2:11 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.800
108	1/12/07	3:01 PM			X	REAREND COLLISION, NB WET ROADS	RAIN/DAY	164.800
109	8/8/07	12:52 PM		X		REAREND COLLISION, NB	CLEAR/DAY	164.800
110	12/3/07	3:55 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	164.800
111	9/7/07	9:04 PM		X		RT ANGLE; EB PED/NB THRU VEHICLE PED-ALCOHOL, ROW VIOLATION	CLEAR/DARK	AT ALTA VISTA
112	3/21/07	7:43 AM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	164.800
113	8/27/07	4:51 PM			X	REAREND COLLISION, SB	CLEAR/DAY	164.800
114	2/8/07	12:03 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.800
115	10/5/07	8:08 AM			X	REAREND COLLISION, SB	CLEAR/DAY	164.800
	SUBTOTAL		**0**	**5**	**18**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
116	10/5/07	8:08 AM			X	REAREND COLLISION, SB 3 VEHICLES	CLEAR/DAY	164.800
117	12/18/07	10:00 AM			X	REAREND COLLISION, NB 3 VEHICLES	CLEAR/DAY	164.800
118	8/22/07	3:01 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	164.800
119	3/28/07	4:55 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.800
120	10/18/07	11:14 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.020
121	9/20/07	8:39 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.020
122	5/12/07	6:26 AM		X		WB LT/SB THRU ROW VIOLATION	CLEAR/DAY	165.020
123	8/23/07	9:32 PM		X		WB LT/SB THRU ROW VIOLATION	CLEAR/DARK	165.020
124	1/4/07	12:13 PM		X		EB LT/NB THRU ROW VIOLATION EB VEH FROM DRIVEWAY	CLEAR/DAY	165.020
125	7/3/07	2:17 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.020
126	3/25/07	6:13 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT CORDOVA
127	7/11/07	4:48 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.020
128	9/7/07	6:04 PM			X	WB LT/NB ROW VIOLATION WB ENTERING DRIVEWAY	CLEAR/DAY	165.020
129	8/27/07	12:13 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.020
130	8/4/07	4:22 PM			X	REAREND COLLISION, NB VEHICLE BACKING	CLEAR/DAY	165.020
131	8/21/07	2:11 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.020
132	4/14/07	3:01 PM			X	REAREND COLLISION, NB DRUGS/ALCOHOL	CLEAR/DAY	165.020
133	5/23/07	4:26 PM			X	SB LT/NB THRU ROW VIOLATION 3 VEHICLES	CLEAR/DAY	AT CORDOVA
134	6/29/07	2:41 PM			X	HEAD-ON COLLSION, SB/NB THRU	CLEAR/DAY	165.020
135	10/6/07	10:35 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.020
136	3/19/07	7:35 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.020
137	6/17/07	1:19 PM		X		NB U-TURN/SB THRU ROW VIOLATION	CLEAR/DAY	165.020
138	2/16/07	1:35 PM			X	EB LT/WB LT ROW VIOLATION	CLEAR/DAY	AT CORDOVA
	SUBTITAL		**0**	**8**	**15**			

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COMPUTATION

Project:	*ST. FRANCIS DRIVE CORRIDOR STUDY*	Computed:	RC	Date:	*4/22/09*
Subject:	*PHASE I-A*	Checked:		Date:	
Task:	*CRASH ANALYSIS for 2007*	Page:	7	of:	12
Job #	*NH-084-2(12)161; CN D5SF3*	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
139	11/13/07	8:35 AM			X	REAREND COLLISION, NB VEHICLE BACKING	CLEAR/DAY	165.020
140	5/23/07	3:51 PM			X	SB LT/NB ROW VIOLATION	CLEAR/DAY	AT CORDOVA
141	1/20/07	3:15 PM			X	REAREND COLLISION, SB WET ROADS	SNOW/DAY	165.020
142	12/14/07	11:08 PM			X	SOLO ACCIDENT; FIXED OBJECT WET ROADS	SNOW/DARK	165.270
143	11/8/07	11:33 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.270
144	10/17/07	8:39 PM			X	NB LT/SB THRU ROW VIOLATION	CLEAR/DARK	AT CERRILLOS
145	9/4/07	5:50 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.270
146	10/12/07	10:25 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.270
147	11/16/07	6:06 PM		X		SIDESWIPE COLLSION, SB	CLEAR/DARK	165.270
148	3/30/07	4:12 PM			X	SIDESWIPE COLLSION, NB	CLEAR/DAY	165.270
149	1/8/07	2:19 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.381
150	1/6/07	9:35 AM			X	RT ANGLE, EB/SB ROW VIOLATION SNOWY ROADS	CLEAR/DAY	AT CERRILLOS
151	1/27/07	11:19 PM		X		HEAD-ON, NB/SB THRU	CLEAR/DARK	165.270
152	8/27/07	9:35 AM			X	SIDESWIPE COLLSION, SB	CLEAR/DAY	165.270
153	10/29/07	8:55 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.270
154	5/30/07	7:14 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.270
155	5/2/07	11:01 PM			X	REAREND COLLISION, NB	CLEAR/DARK	165.270
156	9/6/07	3:51 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.270
157	7/24/07	6:08 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.270
158	7/13/07	4:01 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	165.270
159	8/1/07	2:56 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.270
160	2/16/07	11:16 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.270
161	5/21/07	12:14 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.270
	SUBTOTAL		**0**	**6**	**17**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
162	8/14/07	5:11 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.270
163	10/4/07	3:31 PM			X	SB LT/NB THRU ROW VIOLATION	CLEAR/DAY	165.270
164	5/11/07	3:27 PM			X	NB BICYCLE/EB VEHICLE EXITING DWAY	CLEAR/DAY	165.270
165	11/1/07	5:16 PM			X	WB LT/SB ROW VIOLATION	CLEAR/DAY	AT MERCER
166	9/13/07	4:30 PM		X		SIDESWIPE COLLISION; SB/NB	CLEAR/DAY	165.380
167	10/4/07	2:41 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.380
168	9/6/07	10:15 PM		X		NB LT/SB THRU ROW VIOLATION	CLEAR/DARK	AT MERCER
169	11/30/07	4:14 PM		X		HEAD-ON, NB/SB THRUS WET ROADS	RAIN/DAY	165.380
170	12/12/07	5:16 PM			X	SIDESWIPE COLLISION, NB/SB THRUS	CLEAR/DUSK	165.380
171	4/13/07	7:28 AM			X	EB PEDESTRIAN, SB THRU, ROW VIOLATIO WET ROADS	RAIN/DAY	165.380
172	5/4/07	3:16 PM		X		NB LT/SB ROW VIOLATION	CLEAR/DARK	AT MERCER
173	11/7/07	4:10 PM		X		SB LT/NB THRU ROW VIOLATION	CLEAR/DARK	AT PdP (N)
174	12/13/07	12:18 PM		X		OVERTURN; NB SIDESWIPE SB VEH	CLEAR/DAY	AT PdP (N)
175	8/12/07	5:57 PM			X	SIDESWIPE COLLISION, SB WET ROADS	RAIN/DAY	165.540
176	2/20/07	4:39 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.540
177	9/10/07	5:28 PM			X	SIDESWIPE COLLSION, SB	CLEAR/DAY	165.540
178	10/26/07	5:12 PM		X		REAREND COLLISION, SB	CLEAR/DAY	165.540
179	12/2/07	12:45 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.540
180	6/1/07			X		REAREND COLLISION, NB	CLEAR/DAY	165.540
181	3/31/07		X			WB PEDESTRIAN STRUCK NY NB VEH PED - ALCOHOL, ROW VIOLATION	CLEAR/DARK	165.540
182	7/24/07			X		REAREND COLLISION, NB	CLEAR/DAY	165.540
183	8/1/07			X		NB LT/EB THRU ROW VIOLATION	CLEAR/DAY	AT HICKOX
184	5/3/07			X		REAREND COLLISION, SB	CLEAR/DAY	165.540
	SUBTOTAL		**1**	**15**	**7**			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
185	5/3/07	8:18 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.540
186	8/21/07	4:19 PM			X	REAREND COLLISION, SB	CLEAR/DARK	165.540
187	7/21/07	5:10 PM			X	REAREND COLLISION, SB WET ROADS	CLEAR/DAY	165.540
188	10/26/07	2:26 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.540
189	6/2/07	10:12 AM		X		SB LT/NB THRU ROW VIOLATION	CLEAR/DAY	AT PdP (N)
190	11/16/07	8:18 PM			X	SIDESWIPE COLLISION, SB	CLEAR/DARK	165.540
191	11/16/07	5:45 PM			X	REAREND COLLISION, NB	CLEAR/DUSK	165.540
192	11/30/07	7:26 AM			X	REAREND COLLISION, SB	CLEAR/DAY	165.540
193	10/27/07	12:15 PM		X		REAREND COLLISION, NB	CLEAR/DAY	165.540
194	12/15/07	6:59 PM		X		REAREND COLLISION, NB	CLEAR/DARK	165.540
195	10/27/07	11:02 AM		X		REAREND COLLISION, NB	CLEAR/DAY	165.540
196	10/23/07	8:10 AM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	165.730
197	2/15/07	4:57 PM			X	REAREND COLLISION, NB	CLEAR/DAY	165.730
198	7/3/07	8:59 AM		X		SIDESWIPE COLLSION, NB BICYCLIST	CLEAR/DAY	165.730
199	9/23/07	3:30 AM			X	WB LT/SB ROW VIOLATION WET ROADS	RAIN/DARK	AT A FRIA
200	3/2/07	8:51 AM			X	REAREND COLLISION, NB	CLEAR/DAY	165.730
201	8/26/07	1:52 PM			X	REAREND COLLISION, SB	CLEAR/DAY	165.730
202	1/1/07	9:14 AM			X	SIDESWIPE COLLISION, SB	CLEAR/DAY	166.040
203	10/14/07	7:45 PM			X	NB LT/SB ROW VIOLATION	CLEAR/DARK	AT ALAMEDA
204	8/22/07	2:15 PM			X	REAREND COLLISION, NB	CLEAR/DAY	164.177
205	3/14/07	9:30 PM			X	REAREND COLLISION, SB	CLEAR/DARK	162.798
206	10/29/07	5:19 PM			X	REAREND COLLISION, SB	CLEAR/DAY	166.040
207	6/20/07	4:30 AM		X		WB PEDESTRIAN STRUCK BY NB VEH	CLEAR/DARK	166.040
	SUBTOTAL		0	7	16	PED - ALCOHOL, ROW VIOLATION		

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
208	7/16/07	3:59 PM			X	REAREND COLLISION, SB	CLEAR/DAY	166.040
209	3/26/07	8:02 AM			X	REAREND COLLISION, SB	CLEAR/DARK	166.040
210	7/29/07	9:50 AM			X	WB/NB THRU, ROW VIOLATION	CLEAR/DAY	AT ALAMEDA
211	10/10/07	6:08 PM			X	REAREND COLLISION, NB	CLEAR/DAY	166.040
212	12/11/07	8:09 AM			X	SB LT/NB ROW VIOLATION SNOWY ROADS	SNOW/DAY	AT ALAMEDA
213	12/31/07	4:02 PM			X	NB THRU/WB THRU ROW VIOLATION RAN SIGNAL	CLEAR/DAY	AT ALAMEDA
214	4/15/07	5:21 PM			X	REAREND COLLISION, NB	CLEAR/DAY	166.040
215	9/1/07	1:46 PM			X	SIDESWIPE COLLISION, NB	CLEAR/DAY	166.040
216	10/27/07	2:06 PM			X	REAREND COLLISION, SB	CLEAR DAY	166.040
217	6/30/07	4:04 PM		X		REAREND COLLISION, SB	CLEAR/DAY	166.580
218	2/6/07	10:08 AM			X	WB/NB THRUS, ROW VIOLATION	CLEAR/DAY	AT ALAMO
219	3/19/07	9:51 PM		X		SB/WB THRU, ROW VIOLATION	CLEAR/DARK	AT ALAMO
220	5/18/07	7:48 PM			X	REAREND COLLSION, SB	CLEAR/DARK	166.580
221	2/20/07	10:39 AM			X	WB LT/SB THRU ROW VIOLATION	CLEAR/DAY	AT ALAMO
222	8/2/07	2:26 PM		X		REAREND COLLSION, SB	CLEAR/DAY	166.580
223	3/7/07	9:48 AM			X	REAREND COLLISION, SB	CLEAR/DAY	166.580
224	10/19/07	7:21 PM			X	SOLO ACCIDENT, FIXED OBJECT	CLEAR/DARK	166.580
225	12/21/07	7:59 PM			X	SOLO ACCIDENT, FIXED OBJECT ICY ROAD, EXCESS SPEED	SNOW/DARK	166.580
226	4/2/07	9:53 AM			X	OTHER THAN DRIVER, 4 VEHICLES	CLEAR/DAY	166.580
227	4/2/07	8:35 AM			X	SOLO ACCIDENT, FIXED OBJECT	CLEAR/DAY	166.580
228	10/18/07	8:00 PM			X	SOLO ACCIDENT, STRUCK ANIMAL	CLEAR/DARK	166.760
229	12/11/07	1:17 PM		X		SOLO ACCIDENT, FIXED OBJECT ICY ROAD	SNOW/DARK	166.780
230	5/26/07	11:49 AM			X	REAREND COLLISION, NB	CLEAR/DAY	166.900
	SUBTOTAL		0	4	19			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
231	8/26/07	8:46 AM		X		SB VEHICLE STRUCK SB PEDESTRIAN PED - ROW VIOLATION	CLEAR/DAY	166.900
232	12/11/07	5:27 PM			X	SOLO ACCIDENT, FIXED OBJECT	SNOW/DARK	167.260
233	9/29/07	5:00 AM			X	SOLO ACCIDENT, STRUCK ANIMAL WET ROADS	CLEAR/DARK	167.460
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253		SUBTOTAL	0	1	2			