

Intersection	Without Project		With Project		Comparison	
	Delay	LOS	Delay	LOS	Δ Delay	Sig?
Qualcomm Wy/ I-8 wb ramp	14.0	B	16.3	B	2.3	No
Camino del Rio North/ I-8 wb ramp*	7.1	A	7.1	A	0.0	No
Qualcomm Wy/ I-8 eb ramp	9.2	A	10.8	B	1.6	No
Texas St/ Camino del Rio South	142.6	F	147.1	F	4.5	Yes
Texas St/ Madison Ave	63.7	E	81.3	F	17.6	Yes
Texas St/ Monroe Ave*	31.2	D	35.0	E	3.8	Yes
Texas St/ Meade Ave	13.0	B	14.4	B	1.4	No
Texas St/ El Cajon Blvd	73.2	E	80.9	F	7.7	Yes
Rio San Diego Dr/ Fenton Pky	68.6	E	81.8	F	13.2	Yes
Phyllis Pl/ Franklin Ridge Rd	NA	NA	8.1	A	NA	No
Phyllis Pl/ I-805 sb ramp*	999.9	F	9999.0	F	8999.1	Yes
Phyllis Pl I-805 nb ramp*	999.9	F	9999.0	F	8999.1	Yes
Murray Ridge Rd/ Mission Center Rd*	77.9	F	77.8	F	-0.1	No
Murray Ridge Rd/ Pinecrest Ave*	33.8	D	55.9	F	22.1	Yes
Quarry Falls Blvd/ R Street 1*	NA	NA	13.6	B	NA	No
Quarry Falls Blvd/ Via Alta	NA	NA	42.6	D	NA	No
Quarry Falls Blvd/ C Street 1*	NA	NA	12.2	B	NA	No
Quarry Falls Blvd/ Russell Park Wy	NA	NA	30.8	C	NA	No
Russell Park Wy/ M Street 1*	NA	NA	21.6	C	NA	No
Quarry Falls Blvd/ Community Ln	NA	NA	36.5	D	NA	No
Quarry Falls Blvd/ Franklin Ridge Rd	NA	NA	40.3	D	NA	No
Via Alta/ Franklin Ridge Rd	NA	NA	35.1	D	NA	No
SR-163 sb ramp/ Ulric St*	22.2	C	24.8	C	2.6	No
Camino de la Reina/ I-8 wb ramp	18.9	B	23.2	C	4.3	No

*Unsignalized intersection.

Note: In a coordinated system, the coordinated movement (usually the through movement of the main street) benefits from more green time than other movements and more efficiently serves traffic for this movement because of increased platooning enabled by the coordination. When vehicles are added to this movement, the total delay of the intersection may decrease as a result, while other conflicting movement delays may increase.

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Table 15-5a
Horizon Year Ramp Meter Conditions
Calculated Delay & Queue – With Road Connection

Location	Meter Rate (veh/hr)	Without Project				With Project				Comparison	
		Demand (veh/hr)	Excess Demand (veh/hr)	Delay (min)	Queue (feet)	Demand (veh/hr)	Excess Demand (veh/hr)	Delay (min)	Queue (feet)	Δ Delay	Sig?
AM Peak Hour											
I-805 NB at Murray Ridge	394	391	0	0.0	0	654	260	39.6	6,500	39.6	Yes
I-15 NB at Friars Road	516	1,336	304	35.3	7,600	1,354	838	97.4	20,950	62.1	Yes
I-15 NB at Friars Road (HOV)	516	144	0	0.0	0	144	0	0.0	0	0.0	No
PM Peak Hour											
I-805 SB at Murray Ridge	287	517	230	48.1	5,750	1,179	892	186.5	22,300	138.4	Yes
I-805 SB at Murray Ridge (HOV)	287	40	0	0.0	0	40	0	0.0	0	0.0	No
I-8 EB at SB Texas St	318	787	469	88.5	11,725	850	532	100.4	13,300	11.9	Yes
I-8 EB at SB Texas St (HOV)	318	57	0	0.0	0	57	0	0.0	0	0.0	No
I-8 EB at NB Texas St	626	644	18	1.7	450	658	32	3.1	800	.	No
I-15 NB at Friars Rd	386	1,357	585	90.9	14,625	1,377	991	154.0	24,775	63.1	Yes
I-15 NB at Friars Rd (HOV)	386	132	0	0.0	0	132	0	0.0	0	0.0	No
I-15 SB at Friars Rd	660	1,027	367	33.4	9,175	983	323	29.4	8,075	-4.0	No
I-15 SB at Friars Rd(I-8 Bypass)	492	935	443	54.0	11,075	951	459	56.0	11,475	2.0	No

Note: Excess demand = Demand – Meter Rate
 Delay = (Excess Demand/Meter Rate)*60 minutes
 Queue = Excess Demand*25 feet/vehicle

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