

Ridge Creek 14 Lot Sub-Division (TM 5469)
San Diego County (Fallbrook)
October 3, 2007

ER 05-02-043

Traffic Impact Analysis

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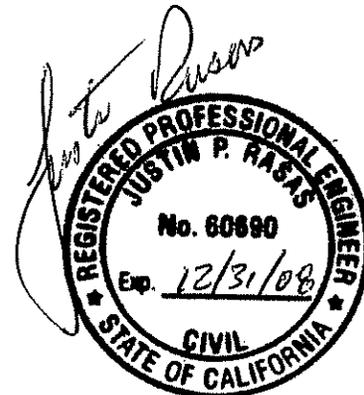
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1.0 Introduction

The purpose of this study is to determine and analyze traffic impacts for the proposed Ridge Creek 14 lot Residential Project. The project of approximately 30 acres is located at the terminus of Ridge Creek Drive (formerly called Dir Drive), which is generally located southeast of the intersection of Live Oak Park Road and Ridge Drive in Fallbrook, California. The regional location of the project is shown in **Figure 1** with a vicinity map shown in **Figure 2**. An aerial is shown in **Figure 3** with a preliminary site plan included in **Figure 4**.

This report describes the existing roadway network in the vicinity of the project site and includes a review of the existing and proposed activities for weekday peak AM and PM periods, and daily traffic conditions when the project is completed. The format of this study includes the following chapters:

1.0	Introduction
2.0	Study Methodology
3.0	Existing (2006) Conditions
4.0	Project Description
5.0	Existing (2006) + Project Conditions
6.0	Cumulative Projects
7.0	Existing (2006) + Cumulative Conditions
8.0	Existing (2006) + Cumulative + Project Conditions
9.0	Mitigation Measures
10.0	Conclusion and Recommendations



Figure 1: Project Location

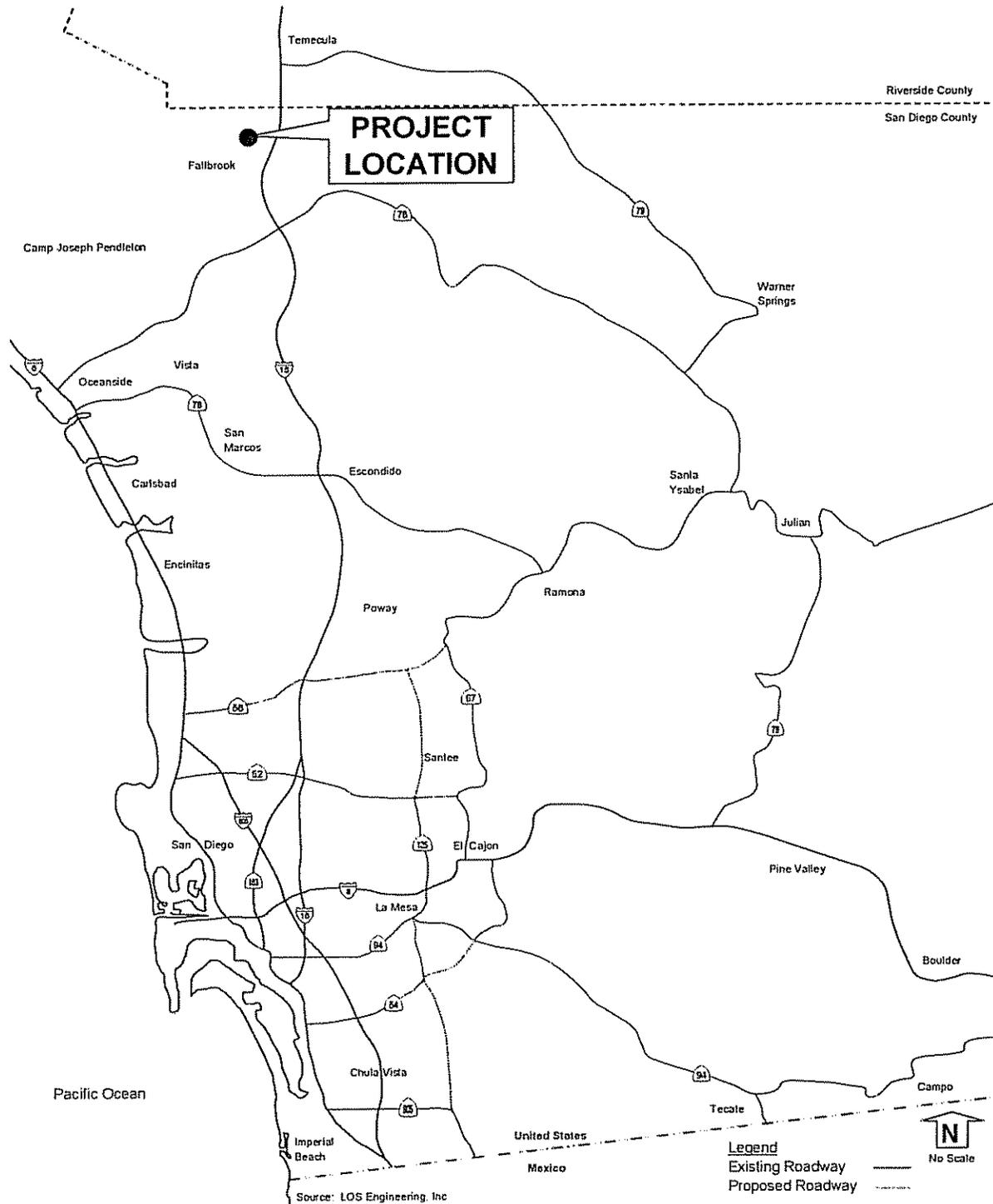


Figure 2: Vicinity Map

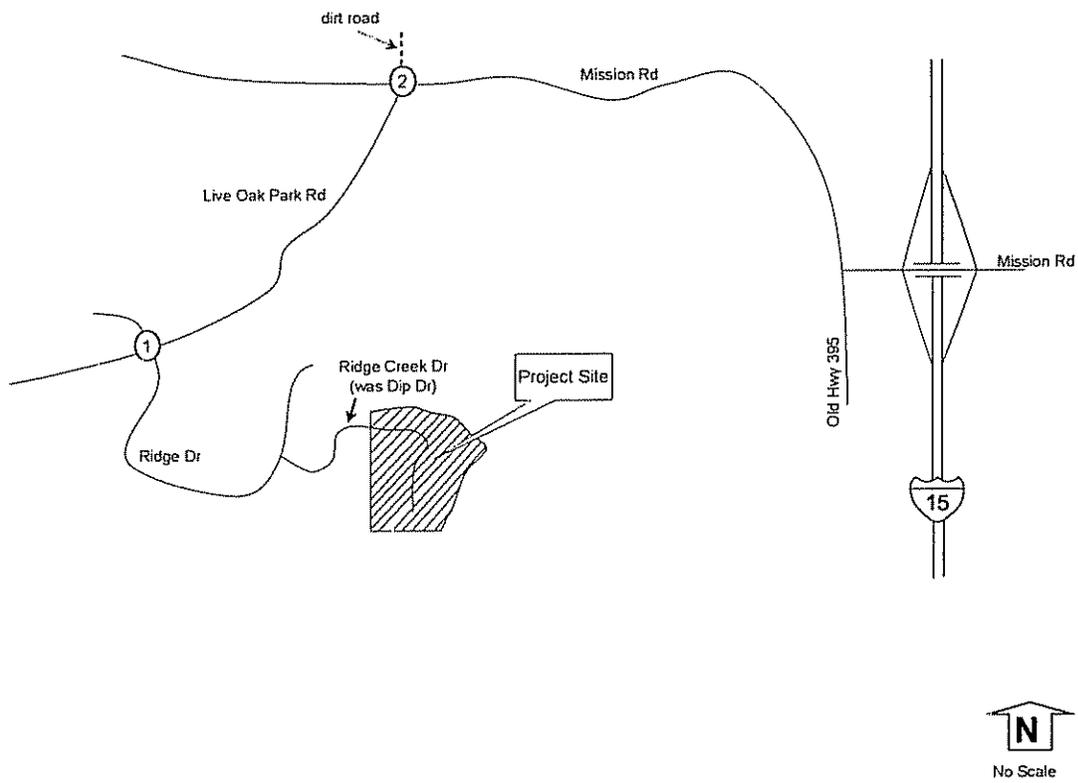
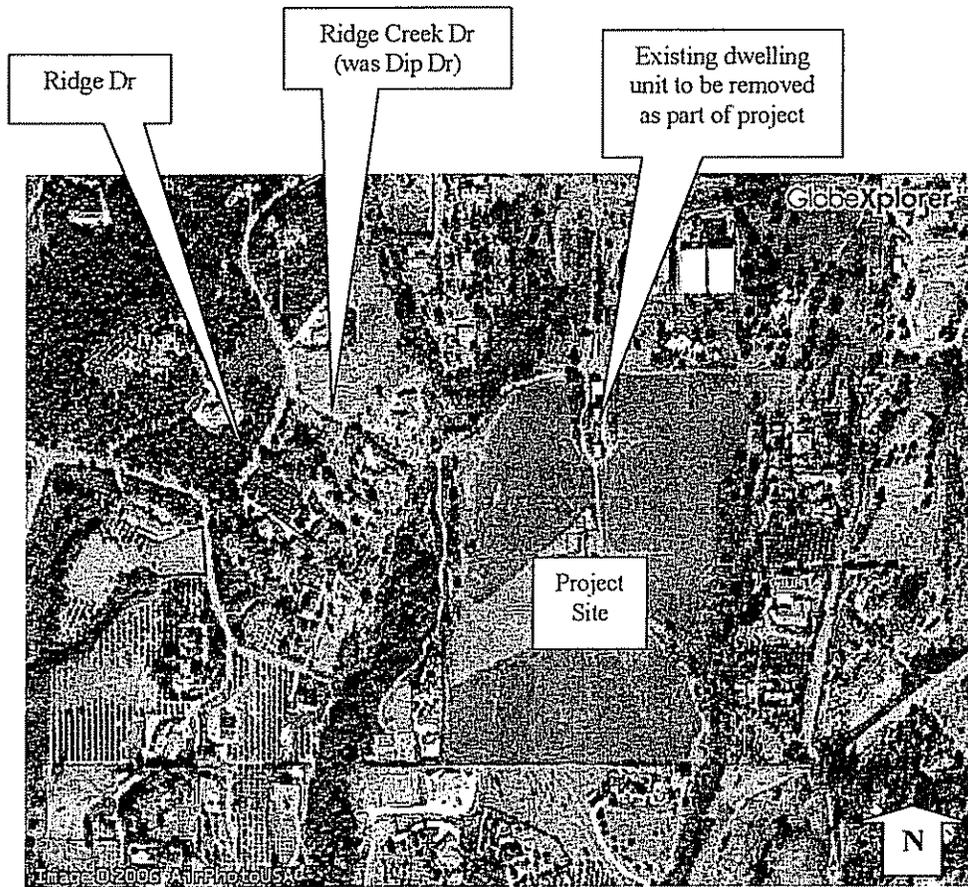


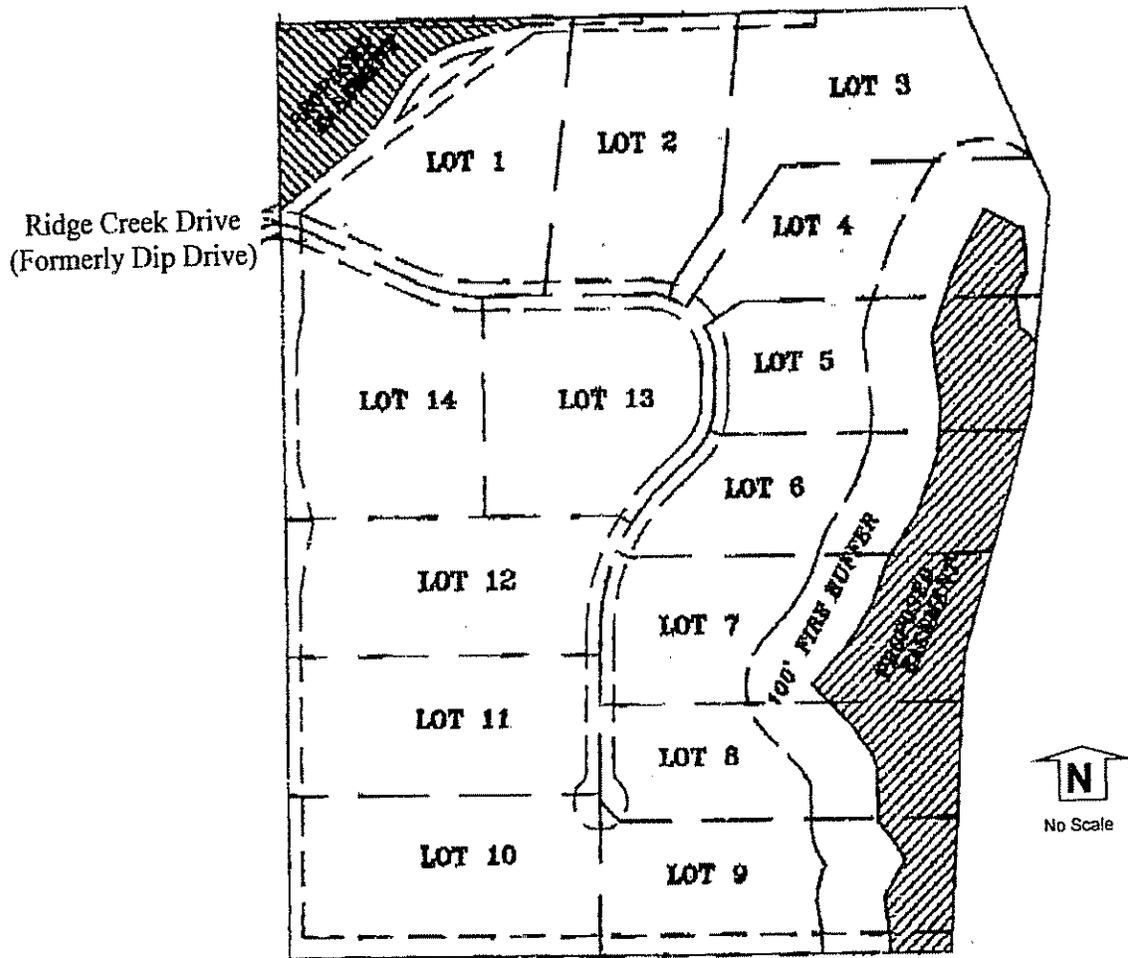
Figure 3: Aerial Map



Source: Aerial Imagery Courtesy of GlobeXplorer.com

No Scale

Figure 4: Preliminary Site Plan



RIDGE CREEK TM

2.0 Study Methodology

The parameters by which this traffic study was prepared included the determination of what intersections and roadways are to be analyzed, the scenarios to be analyzed and the methods required for analysis. The criteria for each of these parameters are included herein.

2.1 Study Area Criteria

The project study area is generally determined by the limits or extent of where 50 peak hour project trips would travel to or from the site, which is based on the *Guidelines for Determining Significance*, San Diego County 2004, and the Congestion Management Program (CMP) guidelines. The following intersections were analyzed as part of this study:

- 1) Mission Road and Live Oak Park Road (unsignalized)
- 2) Live Oak Park Road and Ridge Drive (unsignalized)

Additionally, the following street segments were analyzed as part of this study:

- 1) Mission Road from Live Oak Park Road to Pamela Drive
- 2) Live Oak Park Road from Ridge Drive to Mission Road
- 3) Live Oak Park Road from Gumtree Lane to Ridge Drive
- 4) Ridge Drive south of Live Oak Park Road
- 5) Ridge Creek Drive (aka Dip Drive) east of Ridge Drive

2.2 Scenario Criteria

The number of scenarios to be analyzed is typically based on the size of the project, the number of cumulative projects and whether the project conforms to current zoning. For this project, the following scenarios were included:

- 1) Existing (2006) Conditions
- 2) Existing (2006) + Project Conditions
- 3) Existing (2006) + Cumulative Conditions
- 4) Existing (2006) + Cumulative + Project Conditions

2.3 Traffic Analysis Criteria

The traffic analyses prepared for this study were based on the *2000 Highway Capacity Manual* (HCM) operations analysis using Level of Service (LOS) evaluation criteria. The operating conditions of the study intersections, street segments, and highway segments are measured using the HCM LOS designations, which ranges from A through F. LOS A represents the best operating condition and LOS F denotes the worst operating condition. The individual LOS criteria for each roadway component are described below

2.3.1 Intersections

The study intersections were analyzed based on the **operational analysis** outlined in the 2000 HCM. This process defines LOS in terms of **average control delay** per vehicle, which is measured in seconds. LOS at the intersections were calculated using the computer software program Synchro 6.0 (Trafficware Corporation, 2003). The HCM LOS for the range of delay by seconds for un-signalized and signalized intersections is described in **Table 1**.

TABLE 1: UN-SIGNALIZED AND SIGNALIZED INTERSECTION LEVEL OF SERVICE (HCM 2000)

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

Source: Highway Capacity Manual 2000

2.3.2 Street Segments

The street segments were analyzed based on the functional classification of the roadway using the County of San Diego *Average Daily Vehicle Trips* capacity lookup table. The roadway segment capacity and LOS standards used to analyze street segments are summarized in **Table 2**.

TABLE 2: STREET SEGMENT DAILY CAPACITY AND LOS (COUNTY OF SAN DIEGO)

Circulation Element Road Classification	CROSS SECTION	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	126/146	<36,000	<54,000	<70,000	<86,000	<108,000
Prime Arterial	102/122	<22,200	<37,000	<44,600	<50,000	<57,000
Major Road	78/98	<14,800	<24,700	<29,600	<33,400	<37,000
Collector	64/84	<13,700	<22,800	<27,400	<30,800	<34,200
Town Collector	54/74	<3,000	<6,000	<9,500	<13,500	<19,000
Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Collector	40/84	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Recreational Parkway	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Mountain	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
Non-Circulation Roads						
Residential Collector	40/60	NA	NA	<4,500	NA	NA
Residential Road	36/56	NA	NA	<1,500	NA	NA

Source: County of San Diego Department of Public Works *Public Road Standards* July 14, 1999

2.4 Significance Criteria

Based on the County of San Diego *Guidelines for Determining Significance*, a project may have a direct and or cumulative impact if the significance criteria are exceeded as shown in **Table 3**.

TABLE 3: COUNTY OF SAN DIEGO SIGNIFICANT TRAFFIC IMPACT THRESHOLDS

Measures of Significant Project Impacts to Congestion Allowable Increases on Congested Roads and Intersections					
Operations	Road Segments			Intersections	
	2-Lane Road	4-Lane Road	6-Lane Road	Signalized	Un-signalized
LOS E	200 ADT	400 ADT	600 ADT	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	100 ADT	200 ADT	300 ADT	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Source: County of San Diego *Guidelines for Determining Significance* Table 1 from page 9 Note: A critical movement is one that is experiencing excessive queues. By adding proposed project trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

A direct impact would occur when the significance criteria is exceeded. If the proposed project exceeds the values provided in the above table, then the individually proposed project would result in a direct traffic impact. Specific improvements to mitigate direct impacts must be identified.

A cumulative impact would occur when two conditions are met: 1) will build-out of all near term projects result in a cumulative traffic impact and 2) does the amount of traffic generated by the individual proposed project contribute (even in a small part) to that cumulative impact. Both conditions must be met for an individual project to result in a cumulative traffic impact. If the traffic generated from all the near term projects (cumulative projects) would result in a cumulative traffic impact then condition one is met. If the total amount of traffic generated exceeds the values provided in the above table, then condition 2 is met and the individually proposed project would result in a cumulative traffic impact. Fairshare contributions toward cumulative impacts may only be provided when a specific project and schedule for completion of the project has been identified.

Potential mitigation measures can include traffic signal improvements, physical road improvements, street re-striping and parking prohibitions, fair share contributions, and transportation demand management programs.

The County of San Diego *Guidelines for Determining Significance and Report Format and Content Requirements Transportation and Traffic* includes a summary of how a project's potential traffic impact would be perceptible to the average driver on roadway segments:

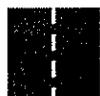
“Based on these criteria [Table 3 above], an impact from new development on an LOS E road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 200 ADT. Using SANDAG’s “Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region” for most discretionary projects this would generate less than 25 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 2.4 minutes. Therefore, the addition of 200 ADT, in most cases, would result in changes to traffic flow that would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. Significance criteria were also established for four-lane and six-lane roads operating at LOS E and are based upon the above 24 hour ADT significance criterion established for two-lane roads.

The two-lane road criterion was doubled to determine impacts to four-lane roads and tripled to determine impacts to six-lane roads. This was considered to be conservative since the 24 hour per lane road capacity for a 4-lane road is more than double that of a two-lane road and the per lane capacity of a six-lane road is more than triple that of the two-lane road. For LOS E roads, the additional significance criteria are 400 ADT for a four-lane road and 600 ADT for a six-lane road. Similar to criterion for two-lane road, the 400 ADT for a 4-lane road and 600 ADT for a 6-lane road criteria would generate less than 25 per lane peak hour trips for most discretionary projects. On average, during peak hour conditions, this would be only one additional car per lane every 2.4 minutes. The addition of 200 ADT per lane (400 ADT for a 4 lane road or 600 for a 6-lane road), in most cases, would result in changes to traffic flow that would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. .”

“The second significance criteria listed in [Table 3 above] addresses roadways presently operating at LOS F. Under LOS F congested conditions, small changes and disruptions to the traffic flow on County Circulation Element Road can have a greater effect on traffic operations when compared to other LOS conditions. In order to better account for potential effects of increased traffic on LOS F road more stringent significance criteria was established when compared to that for LOS E. Based on this guidance, an impact from new development on an LOS F road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 100. Again, using SANDAG’s “Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region” for most discretionary projects this would generate less than 12.5 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 4.8 minutes. The addition of 100 ADT, in most cases, would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. The same approach used to determine significance criteria for four-lane and six-lane roads operating at LOS E was used to determine appropriate significance criteria for four-lane and six-lane road operating at LOS F. Based on this approach, the significance criteria for a four-lane road (200 ADT) and for a six-lane road (300 ADT) would generate less than 12.5 per lane peak hour trips for most discretionary projects. On average, during peak hour conditions, this would be only one additional car per lane every 4.8 minutes. The addition of 100 per lane ADT (200 ADT for a 4-lane and 300 ADT for a 6-lane road) would, in most cases, not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. In summary, under extremely congested LOS F conditions, small changes and disruptions to the traffic flow can significantly affect traffic operations and additional project traffic can increase the likelihood or frequency of these events. Therefore, the LOS F ADT significance criteria was set at 100 ADT (50% of the LOS E threshold) to provide a higher level of assurance that the traffic allowed under the threshold would not significantly impact traffic operation on the road segment.”

And, a summary of how a project’s potential traffic impact would be perceptible to the average driver at intersections:

“The significance criterion for signalized intersections listed in [Table 3 above] allows an increase in the overall delay at an intersection operating at LOS E of two seconds. This is



consistent with the capacity threshold contained in the SANDAG' CMP and guidelines established by the City of San Diego. A delay of two seconds is a small fraction of the typical cycle length for a signalized intersection that ranges between 60 and 120 seconds. The likelihood of increased queues forming does due to the additional two seconds of delay is low. Therefore, an increased wait time of two seconds, on average, would result in changes to traffic flow that would not be noticeable to the average driver. Therefore the significance guideline for intersections operating at LOS E is two seconds."

"The primary significance criterion for signalized intersections operating at LOS F conditions was based upon increased delay at the intersection. Under LOS F congested conditions, small changes and disruptions to the traffic flow to signalized intersection can have a greater effect on overall intersection operations when compared to other LOS conditions. In order to better account for potential effects of increased traffic at signalized intersections operating at LOS F, a more stringent guideline was established when compared to signalized intersection operating at LOS E. A significance guideline of an increased delay of 1 second was established for signalized intersections operating at LOS F. An increase in the overall delay at an intersection of one second, on average, would result in changes to traffic flow that would not be noticeable to the average driver. Therefore the significance guideline for intersections operating at LOS F is 1 second."

"Signalized intersections operating at LOS F also have the potential for substantial queuing at specific turning movements that may detrimentally effect overall intersection and/or road segment operations. Thus, an increase of peak hour trips to a critical move was also established as a secondary significance criterion for signalized intersections. A critical movement would be a movement or a lane at an intersection that is experiencing queuing or substantial delay and is affecting the overall operation of the intersection. The increase in peak hour trips to a critical move is a measurement of how many cars can be added to an existing queue. The addition of five trips (peak hour) per critical movement will normally be considered a significant impact. This significance criterion was selected because the five additional trips spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver (one trip every 12 minutes or 720 seconds). For LOS E intersections, the 5 peak hour trips to a critical movement would not be noticeable to the average driver since the one additional trip during the 12 minute interval on average would clear the traffic signal cycles well within the 12 minute period. It should also be noted that if the 5 additional peak hour trips arrived at the same time these trips would also clear the traffic cycle and existing queue lengths would be re-established."

"The significance guidelines for unsignalized intersections identify a minimum number of trips added to a critical movement at an unsignalized intersection. Since the operations of unsignalized intersections under congested conditions are heavily influenced by traffic volume increases on critical moves, the significance guidelines for unsignalized intersections were based upon the number of trips added to a critical movement. This guideline directly relates to the number of vehicles that can be added to an existing queue that forms at the intersection. A significance criteria of twenty trips (peak hour) per critical movement was used for LOS E conditions. Although delays drivers experience under LOS E conditions may be noticeable, they are not yet considered unacceptable.

The twenty trips spread out over the peak hour would not likely cause the intersection delay or existing queue lengths to become unacceptable. The twenty trips (peak hour) would not be noticeable to the average driver. A significance guideline of five trips (peak hour) per critical movement was used for LOS F conditions. The five trips spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver.”

“The operations of unsignalized intersections under congested conditions are heavily influenced by traffic volumes increases on critical moves. Therefore, the significance guidelines for unsignalized intersections are based upon the number of peak hour trips added to a critical movement at that intersection. This guideline examines the number of vehicles that may be added to an existing queue that forms at the intersection by the additional traffic generated by a project. In LOS E situations, the delays that drivers experience are noticeable, but are not considered excessive. A peak hour increase of twenty trips to the critical movement of an unsignalized intersection would be, on average, one additional car every 30 minutes or 180 seconds. Assuming the average wait time for a vehicle in the critical movement queue is less than 30 minutes, which is typical for LOS E conditions, this would not be noticeable to the average driver and would not be considered a significant impact.”

“For LOS F conditions, a significance threshold of five trips (peak hour) per critical movement was used. The five trips spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver. Five trips spread out over an hour would be one car every 12 minutes. This typically exceeds the average wait time in the queue and would not be noticeable to the average driver.”

The County of San Diego *Guidelines for Determining Significance and Report Format and Content Requirements Transportation and Traffic* includes a summary of the Public Facilities Element of the San Diego County General Plan as follows:

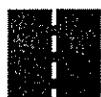
“The County of San Diego General Plan Public Facilities Element establishes policies and implementation measures regarding the assessment and mitigation of traffic impacts of new development. One of the goals of the Public Facilities Element (PFE) is to provide “A safe, convenient, and economical integrated transportation system including a wide range of transportation modes (PFE, page XII-4-18).” The PFE also identifies an objective in the Transportation Section to provide a “Level of Service C or better on County Circulation Element roads (PFE, page XII-4-18).” The PFE, however, establishes LOS D as an off-site mitigation threshold for discretionary projects. When an existing Level of Service is already D, “a LOS of D may be allowed (PFE, page XII-4-18).” According to the PFE, projects that significantly increase congestion on roads operating at LOS E or LOS F must provide mitigation. According to the PFE, this mitigation can consist of a fair share contribution to an established program or project to mitigate the project’s impacts. If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to Sections 15091 and 15093 of the State CEQA Guidelines to approve the project as proposed.”

The County of San Diego significance criteria is consistent with the aforementioned summary of PFE Policy 1.1, which requires mitigation for projects that significantly increase congestion on roads operating at LOS E or LOS F.

PFE Policy 1.2 states “General Plan Amendments and Rezones shall be reviewed to ensure that any proposed increases in density or intensity of use will not prevent the planned Circulation Element road system from operating at its planned Level of Service at buildout.”

2.5 Study Limitations

The findings and recommendations of this report were prepared in accordance with generally accepted professional traffic and transportation engineering principles and practice for the County of San Diego at this time. No other warranty, express or implied is made.



3.0 Existing (2006) Conditions

This section describes the study area street system, peak hour intersection volumes, daily roadway volumes, and existing (year 2006) LOS.

3.1 Existing (2006) Street System

In the vicinity of the project, only the roadways where project traffic is anticipated to travel were analyzed as part of this study, which included:

Mission Road from Live Oak Park Road to Pamela Drive is classified as a *Major Road* on the San Diego County Circulation Element Map. (A copy of the County Circulation Element Classification Map dated September 2005 is included in **Appendix A**). This two-lane undivided roadway is approximately 34 feet wide with one 12-foot travel lane in each direction and a five-foot shoulder on each side. The posted speed limit is 45 Mile Per Hour (MPH). For this same segment, the eastbound 85th percentile speed is 43 MPH and westbound 85th percentile speed is 43 MPH.

Live Oak Park Road between Ridge Drive and Mission Road is a non-circulation roadway element per the San Diego County Circulation Element Map. This two-lane undivided roadway is generally constructed within approximately 24 feet of pavement with one 12-foot travel lane in each direction. The posted speed limit is 40 MPH. For this same segment, the eastbound 85th percentile speed is 44 MPH and westbound 85th percentile speed is 48 MPH.

Live Oak Park Road between Gumtree Lane and Ridge Drive is a non-circulation roadway element per the San Diego County Circulation Element Map. This two-lane undivided roadway is generally constructed within approximately 24 feet of pavement with one 12-foot travel lane in each direction. The posted speed limit is 40 MPH. For this same segment, the eastbound 85th percentile speed is 50 MPH and westbound 85th percentile speed is 51 MPH.

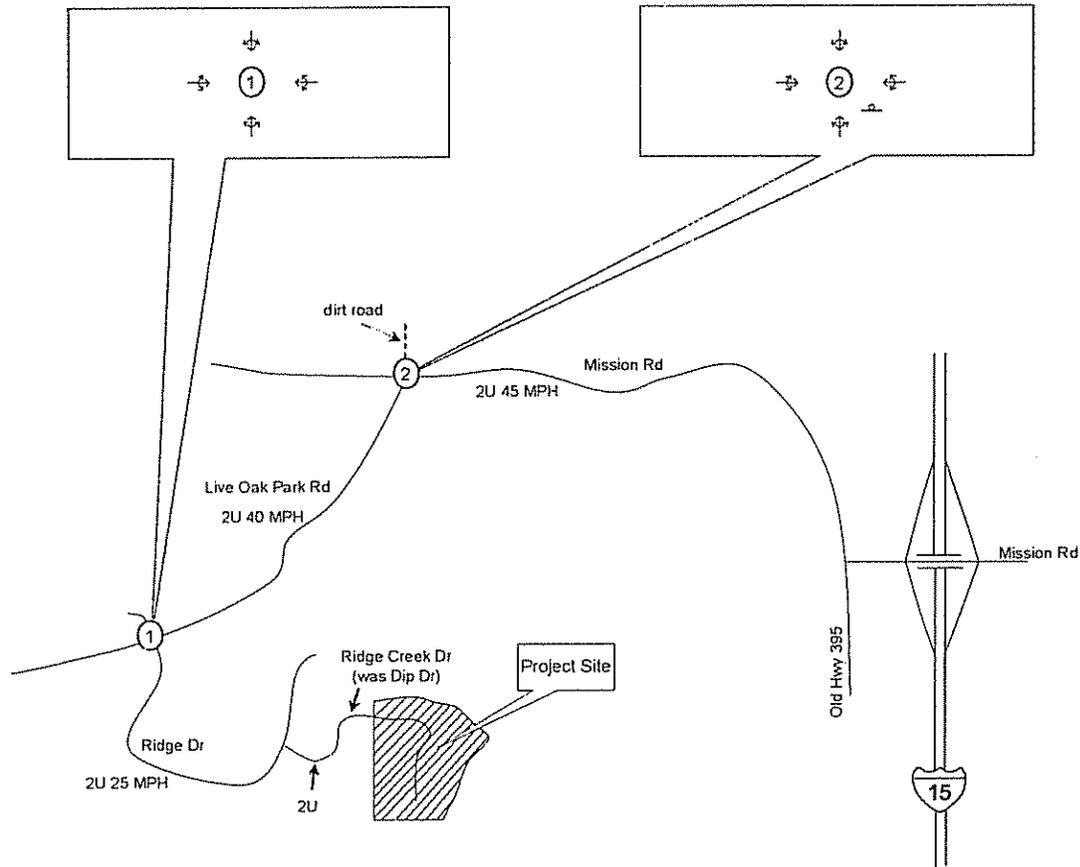
Ridge Drive south of Live Oak Park Road is a non-circulation roadway element per the San Diego County Circulation Element Map. This two-lane undivided roadway is generally constructed within approximately 24 feet of pavement with one 12-foot travel lane in each direction. The posted speed limit is 25 MPH. For this same segment, the southbound 85th percentile speed is 35 MPH and northbound 85th percentile speed is 34 MPH.

Ridge Creek Drive (was Dip Drive) south of Ridge Drive is a non-circulation roadway element per the San Diego County Circulation Element Map. This two-lane undivided roadway is generally constructed within approximately 20 feet of pavement with one 10-foot travel lane in each direction. A posted speed limit was not observed. For this same segment, the eastbound 85th percentile speed is 20 MPH and westbound 85th percentile speed is 24 MPH.

The existing roadway conditions are shown in **Figure 5**.



Figure 5: Existing (2006) Roadway Conditions



LEGEND

- ⊥ Stop Sign
- Through Lane
- ↶ Left Turn Lane
- ↷ Right Turn Lane
- ↶→ Combination Left-Through Lane
- ↶↷ Combination Left-Through-Right Lane
- ↷→ Combination Right-Through Lane
- ↶↷→ Combination Left-Right Lane
- 2U Two Lane Undivided Roadway
- 4D Four Lane Divided Roadway
- RTOL Right Turn Over Lap
- TWLTL Two Way Left Turn Lane
- BL Bike Lane
- NP No Parking



3.2 Existing (2006) Traffic Volumes and LOS Analyses

Existing AM and PM peak hour intersection volumes (with count dates) for the following intersections were collected for this study:

- 1) Mission Road and Live Oak Park Road (4/12/2006)
- 2) Live Oak Park Road and Ridge Drive (4/12/2006)

The following street segment volumes (with count dates) were obtained for this study:

- 1) Mission Road from Live Oak Park Road to Pamela Drive (4/13/2006)
- 2) Live Oak Park Road from Ridge Drive to Mission Road (4/11/2006)
- 3) Live Oak Park Road from Gumtree Lane to Ridge Drive (4/11/2006)
- 4) Ridge Drive south of Live Oak Park Road (4/11/2006)
- 5) Ridge Creek Drive (was Dip Drive) east of Ridge Drive (4/13/2006)

The existing AM, PM, and ADT volumes are shown on **Figure 6**, with volume and speed data included in **Appendix B**. The LOS calculated for the intersection movements and street segments under existing conditions are shown in **Tables 4 and 5**, respectively.

TABLE 4: EXISTING (2006) INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis) ¹	Movement	Peak Hour	Existing	
			Delay ²	LOS ³
1) Live Oak Park Road at Ridge Drive (U)	NB LTR	AM	9.4	A
	NB LTR	PM	9.7	A
2) Live Oak Park Road at Mission Road (U)	NB LTR	AM	15.1	C
	NB LTR	PM	33.4	D

Notes: 1) Intersection Analysis - (U) unsignalized control (S) signalized control 2) HCM - Highway Capacity Manual control delay in seconds
3) LOS Level of Service

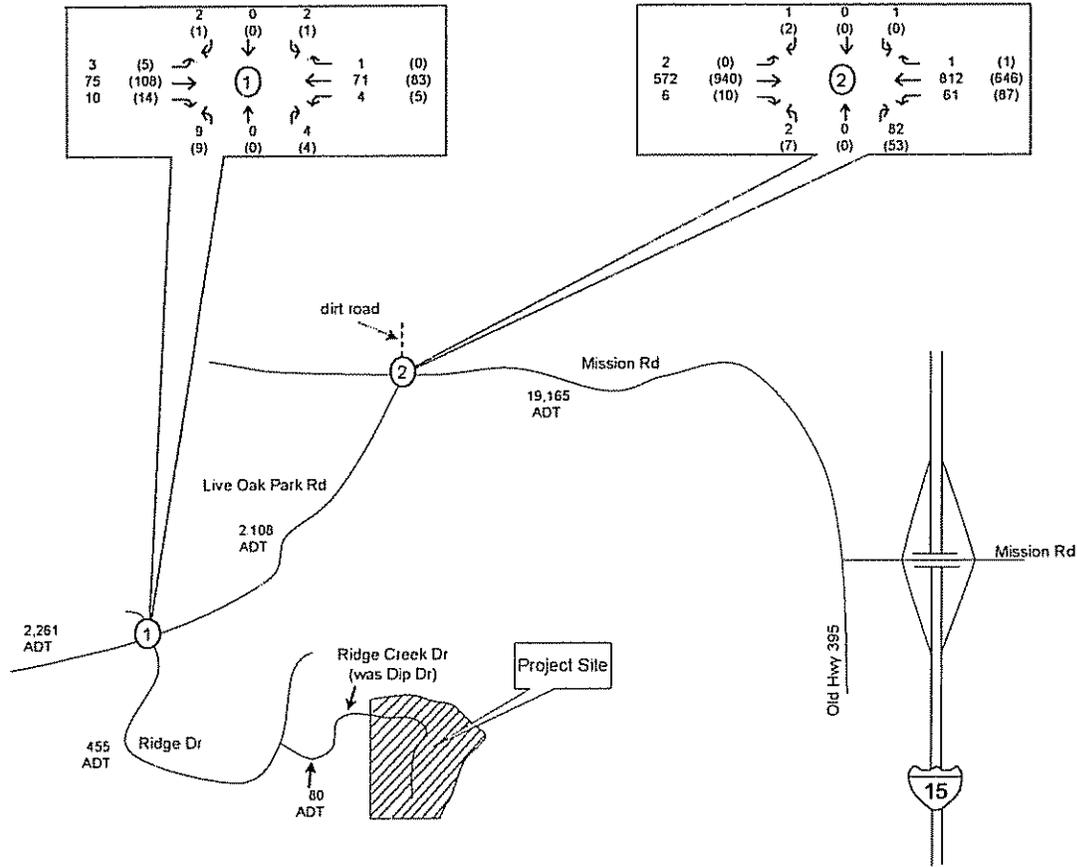
TABLE 5: EXISTING (2006) SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Classification (# of lanes) pavement width	LOS E Capacity	Existing		
			Daily Volume	V/C	LOS
<u>Mission Road</u>					
Live Oak Park Rd to Pamela Dr	Major (2U) 34'	16,200	19,165	1.18	F
<u>Live Oak Park Road</u>					
Ridge Dr to Mission Rd	Non-Circ (2U) 24'	4,500	2,108	0.47	C
Gumtree Ln to Ridge Dr	Non-Circ (2U) 24'	4,500	2,261	0.50	C
<u>Ridge Drive</u>					
South of Live Oak Park Road	Non-Circ (2U) 24'	1,500	455	0.30	C
<u>Ridge Creek Drive (was Dip Dr)</u>					
East of Ridge Drive	Non-Circ (2U) 20'	1,500	80	0.05	C

Notes: Classification as noted on circulation map. Daily volume is a 24 hour volume
LOS: Level of Service V/C: Volume to Capacity ratio

Under existing (year 2006) conditions, all study intersection movements and roadways were calculated to operate at LOS D or better with the exception of Mission Road between Live Oak Park Road and Pamela Drive (LOS F daily basis). Intersection calculations are included in **Appendix C**.

Figure 6: Existing (2006) Volumes



LEGEND

- XX AM peak hour volumes at intersections
- (YY) PM peak hour volumes at intersections
- Z,ZZZ ADT volumes shown along segments
- ① Intersection Reference Number to LOS Tables



4.0 Project Description

The project is a proposed sub-division of 14 residential lots. The site is approximately 30 acres in size and appears to have been previously used for agricultural uses. There is one existing dwelling unit on the site that will be removed as part of the project. A trip credit was taken for the existing dwelling unit.

4.1 Project Traffic Generation

The project traffic generation was calculated using SANDAG trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. With credit taken for the existing dwelling unit, the project (with a net increase of 13 lots) was calculated to generate 156 ADT, 13 AM peak hour trips (4 inbound and 9 outbound), and 16 PM peak hour trips (11 inbound and 5 outbound) as shown in **Table 6**.

TABLE 6: PROJECT TRAFFIC GENERATION

Proposed Land Use	Rate	Size & Units	ADT	%	Split	AM			PM		
						IN	OUT	%	Split	IN	OUT
Residential - Estate	12 /DU	13 DU	156	8%	0.3 0.7	4	9	10%	0.7 0.3	11	5

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002.

SF - Square Feet; ADT-Average Daily Traffic; Split-percent inbound and outbound

4.2 Project Distribution and Assignment

Access to the project is only possible by using the intersection of Live Oak Park Road at Ridge Drive. The project distribution or directional split from Ridge Drive onto Live Oak Park Road was based on the actual distribution of existing northbound left and right turns at this intersection. The AM peak hour split was 69% lefts and 31% rights. Because the PM peak hour split had an identical percentage, the 69% westerly and 31% easterly distribution was used as the overall project distribution. The same methodology was used to determine the distribution split at the intersection of Mission Road and Live Oak Park Road. The project distribution is shown in **Figure 7**. The project assignment is shown in **Figure 8**.

4.3 Project Access and Corner Sight Distance

One project driveway is proposed, which will be an extension of Ridge Creek Drive (formerly Dip Drive). A corner sight distance analysis for the intersection of Live Oak Park Road/Ridge Drive will be provided under separate cover by the applicant's acting Civil Engineering.

Per the request of County staff in the scoping letter dated 2/1/2006, a copy of the title-company access easements has been included in **Appendix D**.

Figure 7: Project Distribution

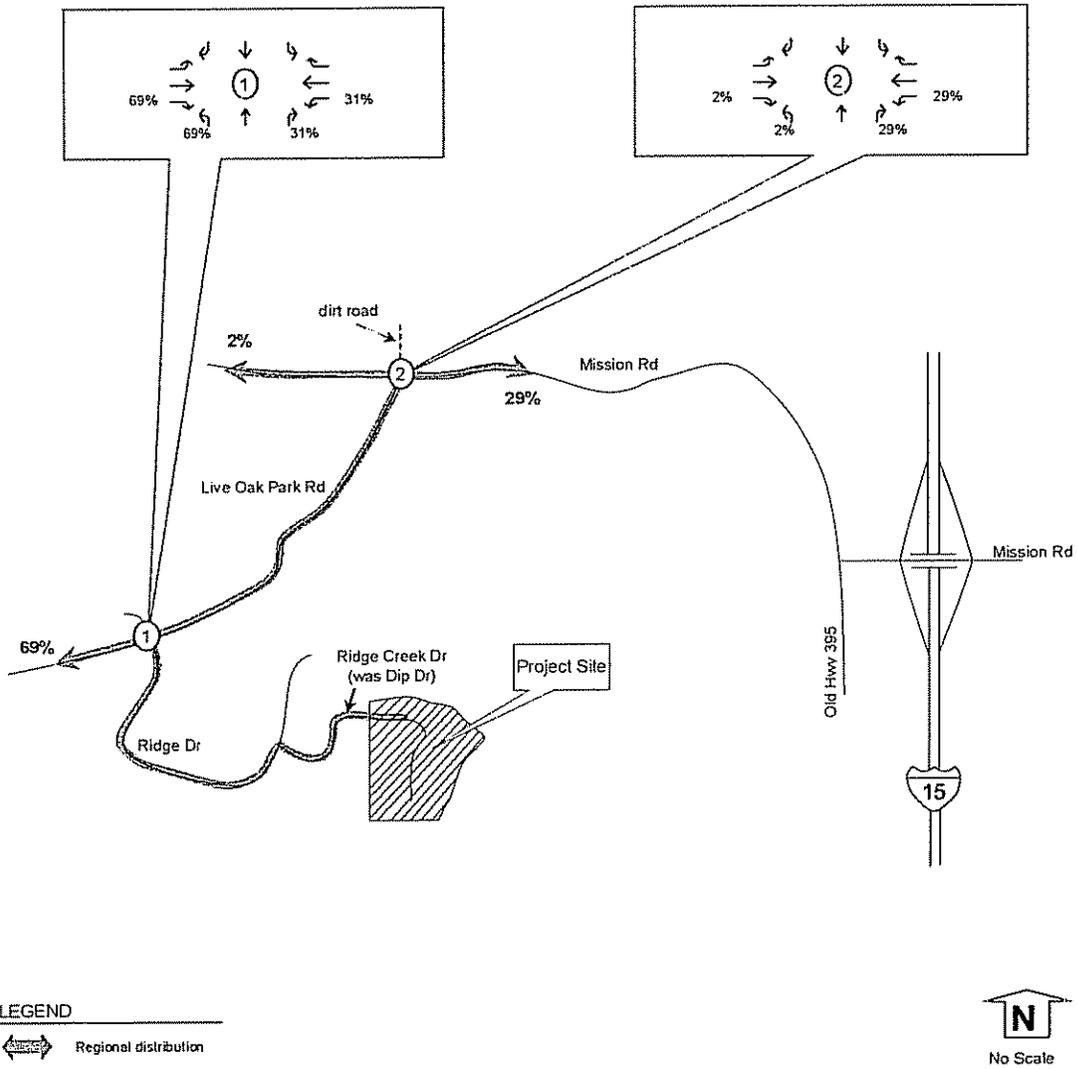
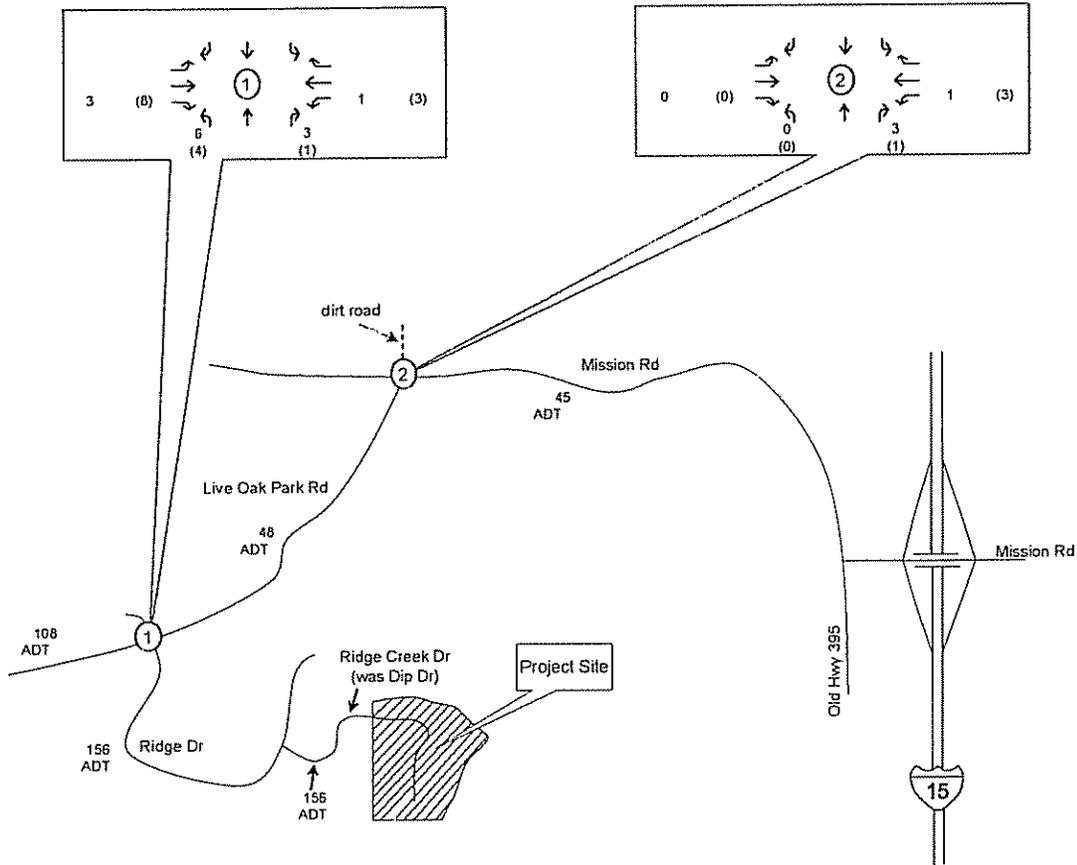


Figure 8: Project Assignment



LEGEND

XX AM peak hour volumes at intersections
 (YY) PM peak hour volumes at intersections
 Z,ZZZ ADT volumes shown along segments
 ① Intersection Reference Number to LOS Tables



5.0 Existing (2006) + Project Conditions

This scenario accounts for the addition of project traffic onto the existing background traffic for AM, PM and ADT conditions. The peak hour intersection volumes and daily traffic volumes for this scenario of existing + project are shown in **Figure 9**.

The LOS calculated for the intersections and street segments under existing plus project conditions are shown in **Tables 7 and 8**, respectively

TABLE 7: EXISTING (2006) + PROJECT INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis) ¹	Movement	Peak Hour	Existing		Existing + Project			
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Sig ⁵
1) Like Oak Park Road at Ridge Drive (U)	NB LTR	AM	9.4	A	9.5	A	0.1	No
	NB LTR	PM	9.7	A	9.9	A	0.2	No
2) Live Oak Park Road at Mission Road (U)	NB LTR	AM	15.1	C	15.2	C	0.1	No
	NB LTR	PM	33.4	D	33.6	D	0.2	No

Notes: 1) Intersection Analysis - (U) unsignalized control. (S) signalized control. 2) HCM - Highway Capacity Manual control delay in seconds. 3) LOS Level of Service. 4) Delta is the increase in delay from project. 5) Significant Impact? (yes or no).

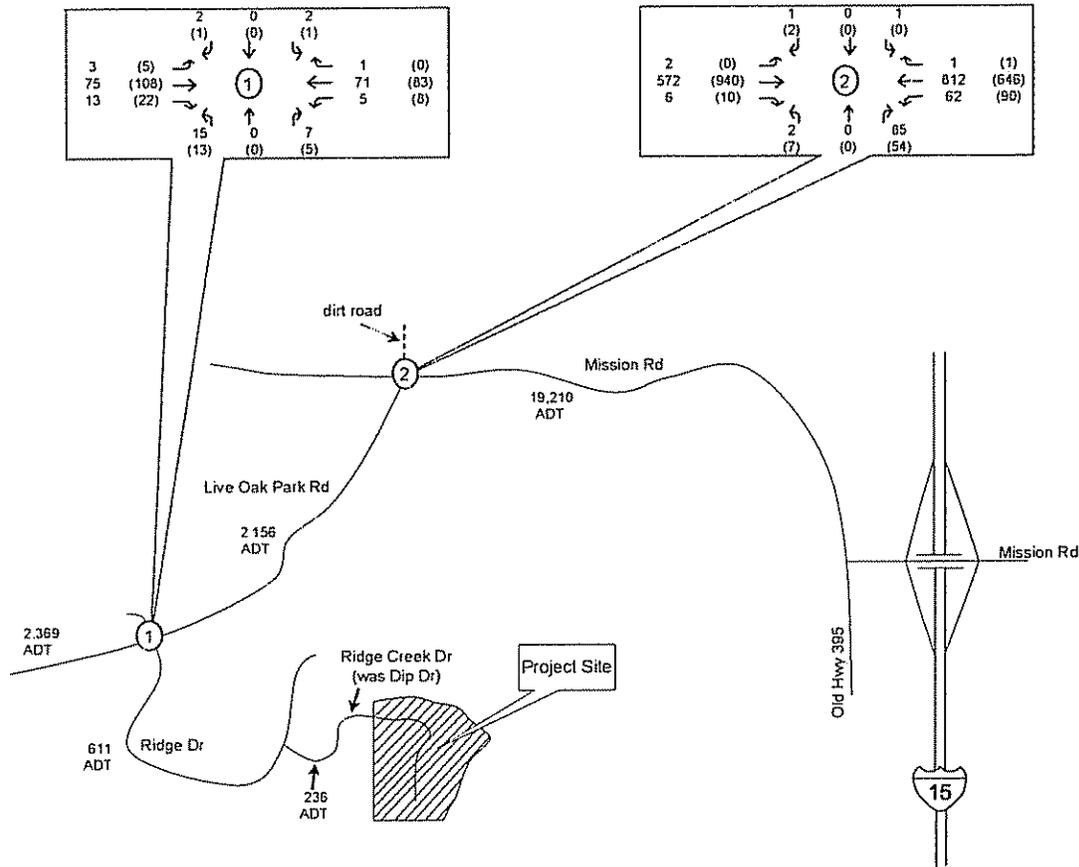
TABLE 8: EXISTING (2006) + PROJECT SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Classification (# of lanes) pavement width	LOS E Capacity	Existing			Project Daily Volume	Existing + Project					
			Daily Volume	V/C	LOS		Daily Volume	Daily Volume	V/C	LOS	Change in V/C	Project Impact?
Mission Road												
Live Oak Park Rd to Pamela Dr	Major (2U) 34'	16,200	19,165	1.183	F	45	19,210	1.186	F	0.003	No	
Live Oak Park Road												
Ridge Dr to Mission Rd	Non-Circ (2U) 24'	4,500	2,108	0.468	C	48	2,156	0.479	C	0.011	No	
Gumtree Ln to Ridge Dr	Non-Circ (2U) 24'	4,500	2,261	0.502	C	108	2,369	0.526	C	0.024	No	
Ridge Drive												
South of Live Oak Park Road	Non-Circ (2U) 24'	1,500	455	0.303	C	156	611	0.407	C	0.104	No	
Ridge Creek Drive (was Dip Dr)												
East of Ridge Drive	Non-Circ (2U) 20'	1,500	80	0.053	C	156	236	0.157	C	0.104	No	

Notes: Classification as noted on circulation map. Daily volume is a 24 hour volume
LOS: Level of Service. V/C: Volume to Capacity ratio

Under existing (year 2006) plus project conditions, all study intersection movements and roadways were calculated to operate at LOS D or better with the exception of the segment of Mission Road between Live Oak Park Road and Pamela Drive (LOS F daily basis). No project impacts were calculated because the project adds less traffic than allowed per the significance criteria. Further documentation of no direct project impacts include: 1) Figure 8 shows 45 project ADT would be added to Mission Road (operating at LOS F), which is significantly below the threshold of 100 project ADT for a direct impact on a two lane roadway operating at LOS F, and 2) Figure 8 also shows that Live Oak Park Road between Ridge Drive and Gumtree Lane would receive 108 project ADT, which is acceptable for LOS C and at Gumtree Lane, project traffic has two choices to reach downtown Fallbrook; therefore, project traffic would split to less than 100 trips for either route choice – the minimum impact threshold for 2 lane roadways at LOS F. Intersection LOS calculations are included in **Appendix E**.

Figure 9: Existing (2006) + Project Volumes



LEGEND

- XX AM peak hour volumes at intersections
- (YY) PM peak hour volumes at intersections
- Z,ZZZ ADT volumes shown along segments
- ① Intersection Reference Number to LOS Tables



6.0 Cumulative Projects

Based on a review of San Diego County records, nine (9) nearby cumulative projects were identified, which are anticipated to generate traffic and use identical roadways as the project. A summary of the cumulative projects is included below with their respective and cumulative traffic generation shown in **Table 9**.

- 1) *TM 4713 (Peppertree Park)* – A project with 73 dwelling units and 14 acres of general commercial/office space. The traffic generation for this cumulative project is calculated at 4,930 ADT with 647 AM and 619 PM peak hour trips.
- 2) *TM 5293 (Barr Ranch)* - A residential project of 23 dwelling units. The traffic generation for this cumulative project is calculated at 230 ADT with 19 AM and 23 PM peak hour trips.
- 3) *TPM 20446(McConnel)* – A residential project of 4 dwelling units. The traffic generation for this cumulative project is calculated at 48 ADT with 4 AM and 4 PM peak hour trips.
- 4) *TPM 20584(462 Golden Rd)* – A residential project of 3 dwelling units. The traffic generation for this cumulative project is calculated at 36 ADT with 3 AM and 4 PM peak hour trips.
- 5) *TPM 20667(Robbins)* – A residential project of 3 dwelling units. The traffic generation for this cumulative project is calculated at 36 ADT with 3 AM and 4 PM peak hour trips.
- 6) *TM 5243(Vande Vegte)* – A residential project of 8 dwelling units. The traffic generation for this cumulative project is calculated at 96 ADT with 7 AM and 10 PM peak hour trips.
- 7) *TM 5364(Daniels)* – A residential project of 10 dwelling units. The traffic generation for this cumulative project is calculated at 120 ADT with 10 AM and 12 PM peak hour trips.
- 8) *TPM 20359(Beavercreek Lane)* – A residential project of 4 dwelling units. The traffic generation for this cumulative project is calculated at 48 ADT with 4 AM and 4 PM peak hour trips.
- 9) *TPM 20397(Fuerte St)* – A residential project of 2 dwelling units. The traffic generation for this cumulative project is calculated at 24 ADT with 2 AM and 3 PM peak hour trips.

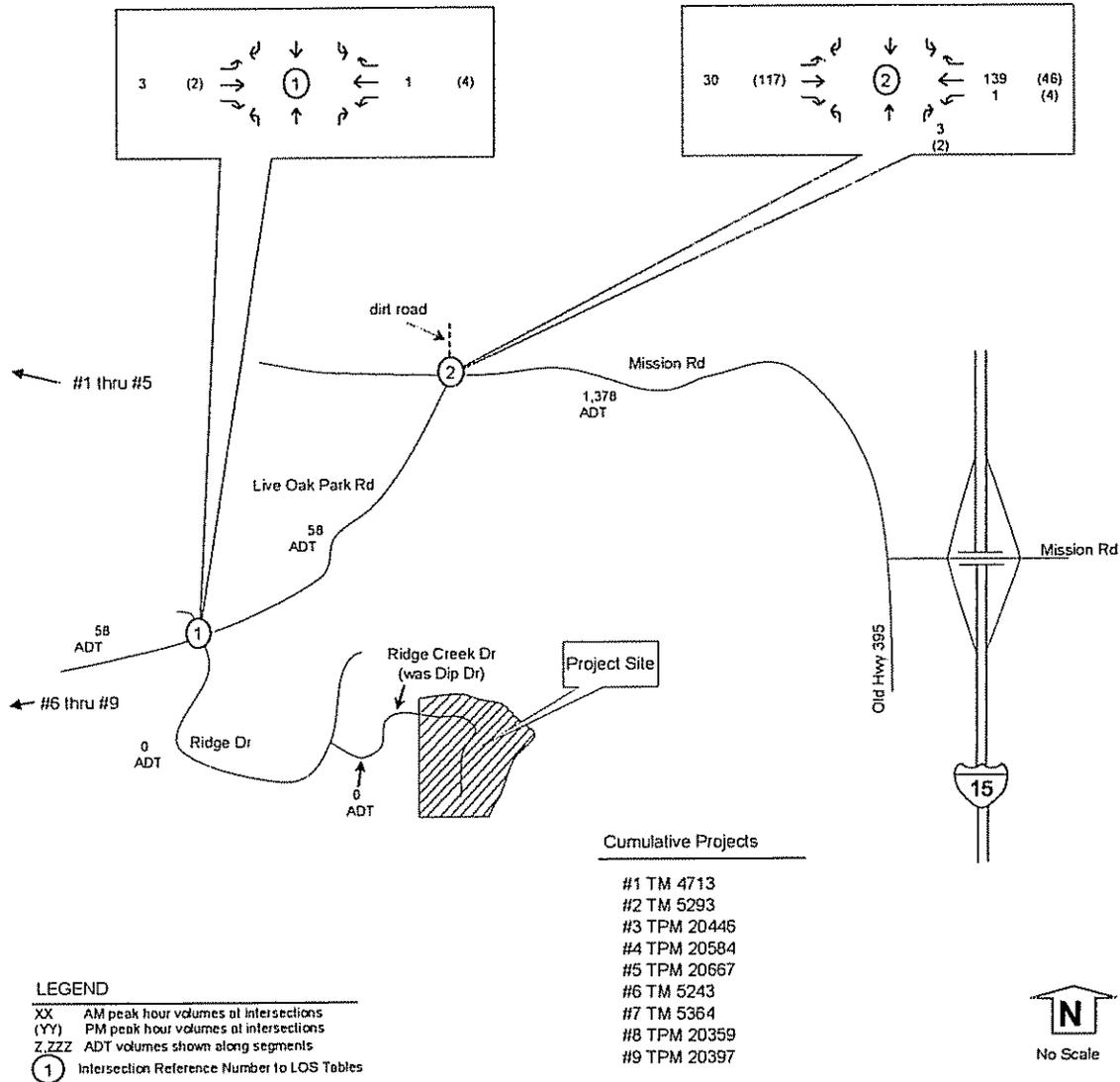
TABLE 9: CUMULATIVE PROJECT TRAFFIC GENERATION

Cumulative Projects	Rate	Size & Units	ADT	%	Split	AM				PM			
						IN	OUT	%	Split	IN	OUT		
1) TM 4713 - Peppertree Park - Residential	10 /DU	73 DU	730	8%	0.3 0.7	18	41	10%	0.7 0.3	51	22		
1) TM 4713 - Peppertree Park - Commercial/Office	300 /acre	14 acres	4,200	14%	0.9 0.1	529	59	13%	0.2 0.8	109	437		
Total TM 4713 - Peppertree Park			4,930			547	100			160	459		
2) TM 5293 - Barr Ranch	10 /DU	23 DU	230	8%	0.3 0.7	6	13	10%	0.7 0.3	16	7		
3) TPM 20446 - McConnell	12 /DU	4 DU	48	8%	0.3 0.7	1	3	10%	0.7 0.3	3	1		
4) TPM 20584 - 462 Golden Rd	12 /DU	3 DU	36	8%	0.3 0.7	1	2	10%	0.7 0.3	3	1		
5) TPM 20667 - Robbins	12 /DU	3 DU	36	8%	0.3 0.7	1	2	10%	0.7 0.3	3	1		
6) TM 5243 - Vande Vegte	12 /DU	8 DU	96	8%	0.3 0.7	2	5	10%	0.7 0.3	7	3		
7) TM 5364 - Daniels Subdivision	12 /DU	10 DU	120	8%	0.3 0.7	3	7	10%	0.7 0.3	8	4		
8) TPM 20359 - Beavercreek Lane	12 /DU	4 DU	48	8%	0.3 0.7	1	3	10%	0.7 0.3	3	1		
9) TPM 20397 - Fuerte St	12 /DU	2 DU	24	8%	0.3 0.7	1	1	10%	0.7 0.3	2	1		
TOTAL CUMULATIVE PROJECTS			5,568			562	135			205	478		

Source: SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

The individual and group cumulative project locations and volumes are shown on **Figure 10** with support data included in **Appendix F**.

Figure 10: Cumulative Project Locations and Volumes



7.0 Existing (2006) + Cumulative Conditions

This scenario accounts for the addition of cumulative project traffic onto the existing (2005) traffic for AM, PM and ADT conditions. The peak hour intersection volumes and daily traffic volumes for this scenario of existing (2006) + cumulative projects are shown in **Figure 11**.

The LOS calculated for the intersections and street segments are shown in **Tables 10 and 11**, respectively.

TABLE 10: EXISTING (2006) + CUMULATIVE INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis) ¹	Movement	Peak Hour	Existing		Existing + Cumulative		
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴
1) Like Oak Park Road at Ridge Drive (U)	NB LTR	AM	9.4	A	9.4	A	0.0
	NB LTR	PM	9.7	A	9.8	A	0.1
2) Live Oak Park Road at Mission Road (U)	NB LTR	AM	15.1	C	16.2	C	1.1
	NB LTR	PM	33.4	D	45.7	E	12.3

Notes: 1) Intersection Analysis - (U) unsignalized control, (S) signalized control. 2) HCM - Highway Capacity Manual control delay in seconds. 3) LOS Level of Service. 4) Delta is delay increase from cumulative projects.

TABLE 11: EXISTING (2006) + CUMULATIVE SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Classification (# of lanes) pavement width	LOS E Capacity	Existing				Cumulative Daily Volume	Existing + Cumulative		
			Daily Volume	V/C	LOS	Daily Volume		Daily Volume	V/C	LOS
Mission Road										
Live Oak Park Rd to Pamela Dr	Major (2U) 34'	16,200	19,165	1.183	F	1,378	20,543	1.268	F	
Live Oak Park Road										
Ridge Dr to Mission Rd	Non-Circ (2U) 24'	4,500	2,108	0.468	C	58	2,166	0.481	C	
Gumtree Ln to Ridge Dr	Non-Circ (2U) 24'	4,500	2,261	0.502	C	58	2,319	0.515	C	
Ridge Drive										
South of Live Oak Park Road	Non-Circ (2U) 24'	1,500	455	0.303	C	0	455	0.303	C	
Ridge Creek Drive (was Dip Dr)										
East of Ridge Drive	Non-Circ (2U) 20'	1,500	80	0.053	C	0	80	0.053	C	

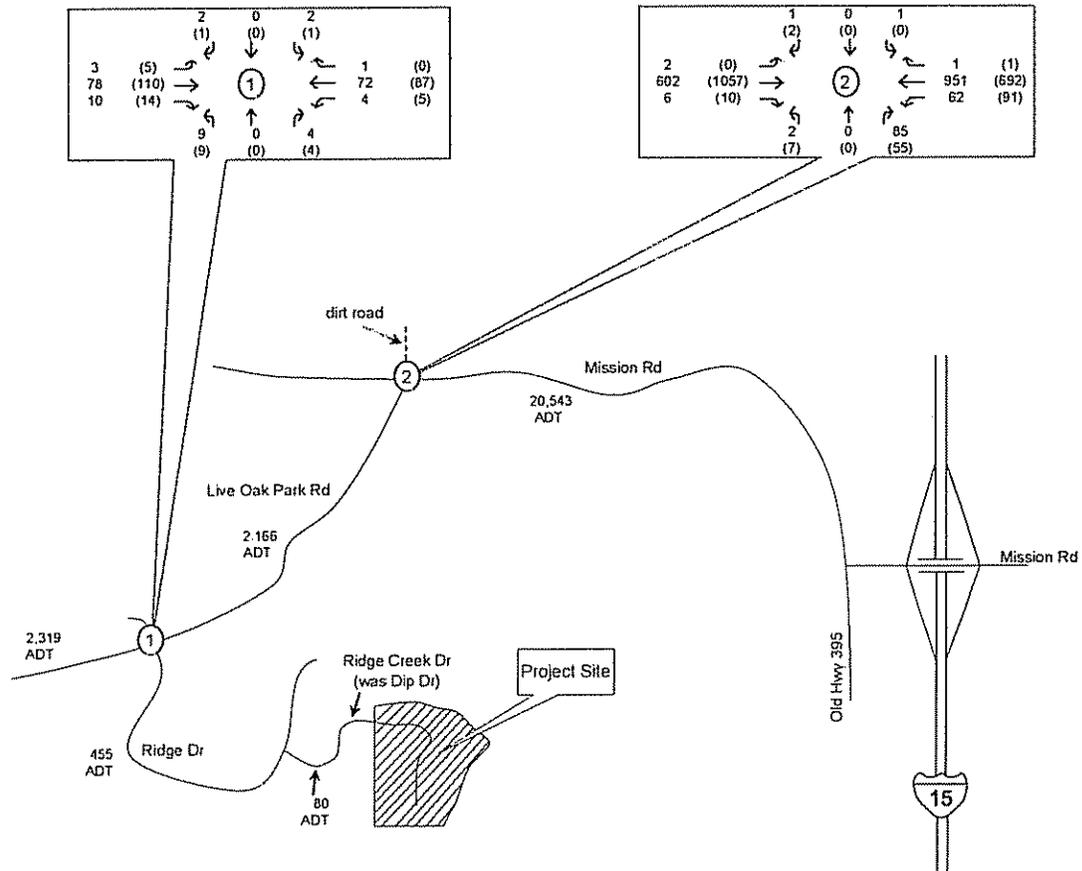
Notes: Classification as noted on circulation map. Daily volume is a 24 hour volume. LOS: Level of Service V/C: Volume to Capacity ratio

Under existing (2006) plus cumulative conditions, all study intersection movements and roadways were calculated to operate at LOS D or better with the exception of:

- 1) The intersection of Live Oak Park Road and Mission Road (LOS E PM northbound left through right movement), and
- 2) The segment of Mission Road between Live Oak Park Road and Pamela Drive (LOS F – daily basis)

Intersections LOS calculations are included in **Appendix G**.

Figure 11: Existing (2006) + Cumulative Volumes



LEGEND

XX AM peak hour volumes at intersections
 (YY) PM peak hour volumes at intersections
 Z,ZZZ ADT volumes shown along segments
 ① Intersection Reference Number to LOS Tables



8.0 Existing (2006) + Cumulative + Project Conditions

This scenario accounts for the addition of project traffic onto the existing (2006) plus cumulative traffic for AM, PM and ADT conditions. The peak hour intersection volumes and daily traffic volumes for this scenario of existing (2006) plus cumulative plus project conditions are shown in Figure 12.

The LOS calculated for the intersections and street segments are shown in Tables 12 and 13, respectively.

TABLE 12: EXISTING (2006) + CUMULATIVE + PROJECT INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis) ¹	Movement	Peak Hour	Existing		Existing + Project + Cumulative			
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Sig ⁵
1) Like Oak Park Road at Ridge Drive (U)	NB LTR	AM	9.4	A	9.5	A	0.1	No
	NB LTR	PM	9.7	A	9.9	A	0.2	No
2) Live Oak Park Road at Mission Road (U)	NB LTR	AM	15.1	C	16.3	C	1.2	No
	NB LTR	PM	33.4	D	46.1	E	12.7	Yes

Notes: 1) Intersection Analysis - (U) unsignalized control. (S) signalized control. 2) HCM - Highway Capacity Manual control delay in seconds. 3) LOS Level of Service. 4) Delta is delay increase from cumulative and project. 5) Cumulative Impact? (yes or no)

TABLE 13: EXISTING (2006) + CUMULATIVE + PROJECT SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Classification (# of lanes) pavement width	LOS E Capacity	Existing			Project and Cumulative	Existing + Cumulative + Project					
			Daily Volume	V/C	LOS		Daily Volume	V/C	LOS	Change in V/C	Cumulative Impact?	
<u>Mission Road</u>												
Live Oak Park Rd to Pamela Dr	Major (2U) 34'	16,200	19,165	1.183	F	1,423	20,588	1.271	F	0.088	Yes	
<u>Live Oak Park Road</u>												
Ridge Dr to Mission Rd	Non-Circ (2U) 24'	4,500	2,108	0.468	C	106	2,214	0.492	C	0.024	No	
Gumtree Ln to Ridge Dr	Non-Circ (2U) 24'	4,500	2,261	0.502	C	166	2,427	0.539	C	0.037	No	
<u>Ridge Drive</u>												
South of Live Oak Park Road	Non-Circ (2U) 24'	1,500	455	0.303	C	156	611	0.407	C	0.104	No	
<u>Ridge Creek Drive (was Dip Dr)</u>												
East of Ridge Drive	Non-Circ (2U) 20'	1,500	80	0.053	C	156	236	0.157	C	0.104	No	

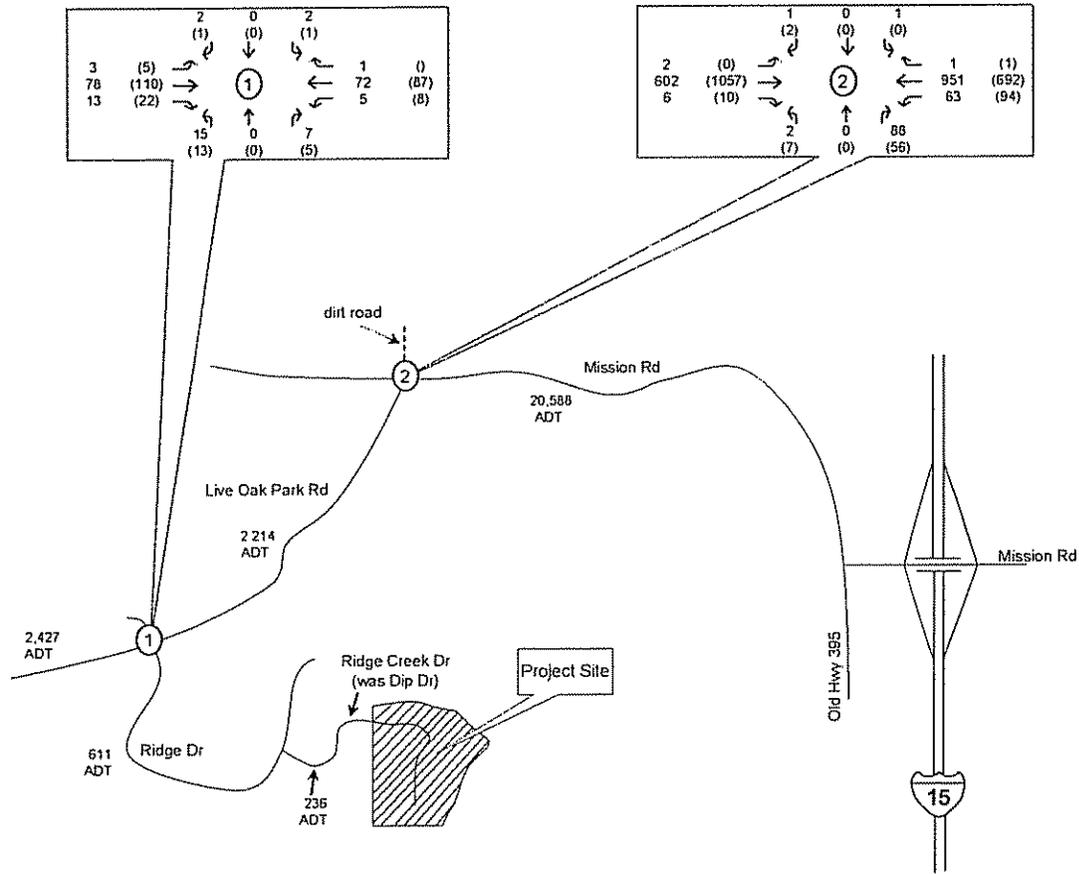
Notes: Classification as noted on circulation map. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio.

Under existing (2006) plus cumulative plus project conditions, all study intersection movements and roadways were calculated to operate at LOS D or better. The project is interpreted to have three (3) cumulative project impacts at:

- 1) The intersection of Live Oak Park Road and Mission Road (LOS E PM northbound left through right movement),
- 2) The segment of Mission Road between Live Oak Park Road and Pamela Drive (LOS F – daily basis), and
- 3) The Mission Avenue/I-15 interchange (LOS E and F per County staff). County staff has indicated that the project will add cumulatively to this location.

The recommended mitigation measures for the aforementioned project impacts are described later within this report. Intersections LOS calculations are included in Appendix H.

Figure 12: Existing (2006) + Cumulative + Project Volumes



LEGEND
 XX AM peak hour volumes at intersections
 (YY) PM peak hour volumes at intersections
 Z.ZZZ ADT volumes shown along segments
 ① Intersection Reference Number to LOS Tables



9.0 Mitigation Measures

The project is calculated to have three (3) cumulative impacts under existing (2006) + cumulative + project conditions. This section describes the recommended mitigation measures.

9.1 Existing (2006) Cumulative Project Impacts and TIF Mitigation

Under existing (2006) + cumulative + project conditions, two (2) cumulative impacts were calculated on:

- 1) The intersection of Live Oak Park Road and Mission Road (LOS E PM northbound left through right movement), and
- 2) The segment of Mission Road between Live Oak Park Road and Pamela Drive (LOS F – daily basis).

To mitigate the cumulative project impacts to below a level of significance, the project applicant agrees to pay into the Transportation Impact Fee (TIF) program at time of pulling building permits. A copy of a letter by the applicant with respect to payment into the TIF program is included in **Appendix I**.

9.2 Existing (2006) Cumulative Project Impacts and Additional TIF Mitigation

Under existing (2006) + cumulative + project conditions, one (1) cumulative impact was identified by County staff at the E. Mission Road/I-15 interchange. This interchange is not funded by the County's current TIF program, consequently, to mitigate this cumulative impact to below a level of significance, the project applicant will either:

- 1) Pay the additional Transportation Impact Fee (TIF) associated with freeway ramps as adopted by the Board of Supervisors to include improvements to E. Mission Road/I-15 interchange to the satisfaction of the Director of Public Works. (The County's TIF program does not currently include E. Mission Road/I-15 interchange. There is no guarantee when or if the Board of Supervisors will adopt these ramps into the TIF, so there is no guarantee paying into the TIF will be an option for these freeway ramps. Also, if the E. Mission Road/ I-15 interchange improvements are adopted into the TIF, the TIF cost for these improvements are currently unknown and could be very high); or
- 2) Construct improvements to E. Mission Road/I-15 interchange in proportion to TM 5469 impacts to these facilities to the satisfaction of the Director of Public Works and Caltrans.

10.0 Conclusion and Recommendations

The project is a sub-division of 14 residential lots on a site approximately 30 acres in size. The site appears to have been previously used for agricultural uses. There is one existing dwelling unit on the site that will be removed as part of the project. A trip credit was taken for the existing dwelling unit. The project traffic generation was calculated using SANDAG trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. With credit taken for the existing dwelling unit, the project (with a net increase of 13 lots) was calculated to generate 156 ADT with 13 AM peak hour trips and 16 PM peak hour trips.

Based on a review of San Diego County records, nine (9) nearby cumulative projects were identified and included in this analysis.

Four (4) scenarios were analyzed, which included existing (2006), existing (2006) plus project, existing (2006) plus cumulative, and existing (2006) plus cumulative plus project conditions. Operational findings by scenario are summarized below.

Under existing (year 2006) conditions, all study intersection movements and roadways were calculated to operate at LOS D or better with the exception of Mission Road between Live Oak Park Road and Pamela Drive (LOS F daily basis).

Under existing (year 2006) plus project conditions, all study intersection movements and roadways were calculated to operate at LOS D or better with the exception of the segment of Mission Road between Live Oak Park Road and Pamela Drive (LOS F daily basis). No project impacts were calculated because the project adds less traffic than allowed per the significance criteria. Further documentation of no direct project impacts include: 1) Figure 8 shows 45 project ADT would be added to Mission Road (operating at LOS F), which is significantly below the threshold of 100 project ADT for a direct impact on a two lane roadway operating at LOS F, and 2) Figure 8 also shows that Live Oak Park Road between Ridge Drive and Gumtree Lane would receive 108 project ADT, which is acceptable for LOS C and at Gumtree Lane, project traffic has two choices to reach downtown Fallbrook; therefore, project traffic would split to less than 100 trips for either route choice – the minimum impact threshold for 2 lane roadways.

Under existing (2006) plus cumulative conditions, all study intersection movements and roadways were calculated to operate at LOS D or better with the exception of:

- 1) The intersection of Live Oak Park Road and Mission Road (LOS E PM northbound left through right movement), and
- 2) The segment of Mission Road between Live Oak Park Road and Pamela Drive (LOS F – daily basis)

Under existing (2006) plus cumulative plus project conditions, all study intersection movements and roadways were calculated to operate at LOS D or better with the exception of:

- 1) The intersection of Live Oak Park Road and Mission Road (LOS E PM northbound left through right movement), and
- 2) The segment of Mission Road between Live Oak Park Road and Pamela Drive (LOS F – daily basis).

The project is calculated to have two (2) cumulative project impacts to the aforementioned locations. One (1) additional cumulative impact was identified by County staff at the E Mission Road/I-15 interchange.

10.1 Recommended Mitigation Measures

To mitigate two (2) of the cumulative project impacts to below a level of significance, the project applicant agrees to pay into the TIF program (a copy of a letter by the applicant agreeing to pay into the TIF program is included in Appendix I). The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program includes the adoption of a TIF program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected build-out (year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement project funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNET, state, and federal funding to improve freeways to projected level of service objectives in the RTP.

The proposed project generates 156 ADT. These trips will be distributed on circulation element roadways in the County that were analyzed by the TIF program, some of which currently or are projected to operate at inadequate levels of service. These project trips therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project was included in the growth projections upon which the TIF project is based. Therefore, payment of the TIF, which will be required at issuance of building permits, in combination with other components of the program describe above, will mitigate potential cumulative impacts to less than significant.

To mitigate the one (1) cumulative impact as identified by County staff at the E. Mission Road/I-15 interchange (this interchange is not funded by the County's current TIF program), the project applicant will either:

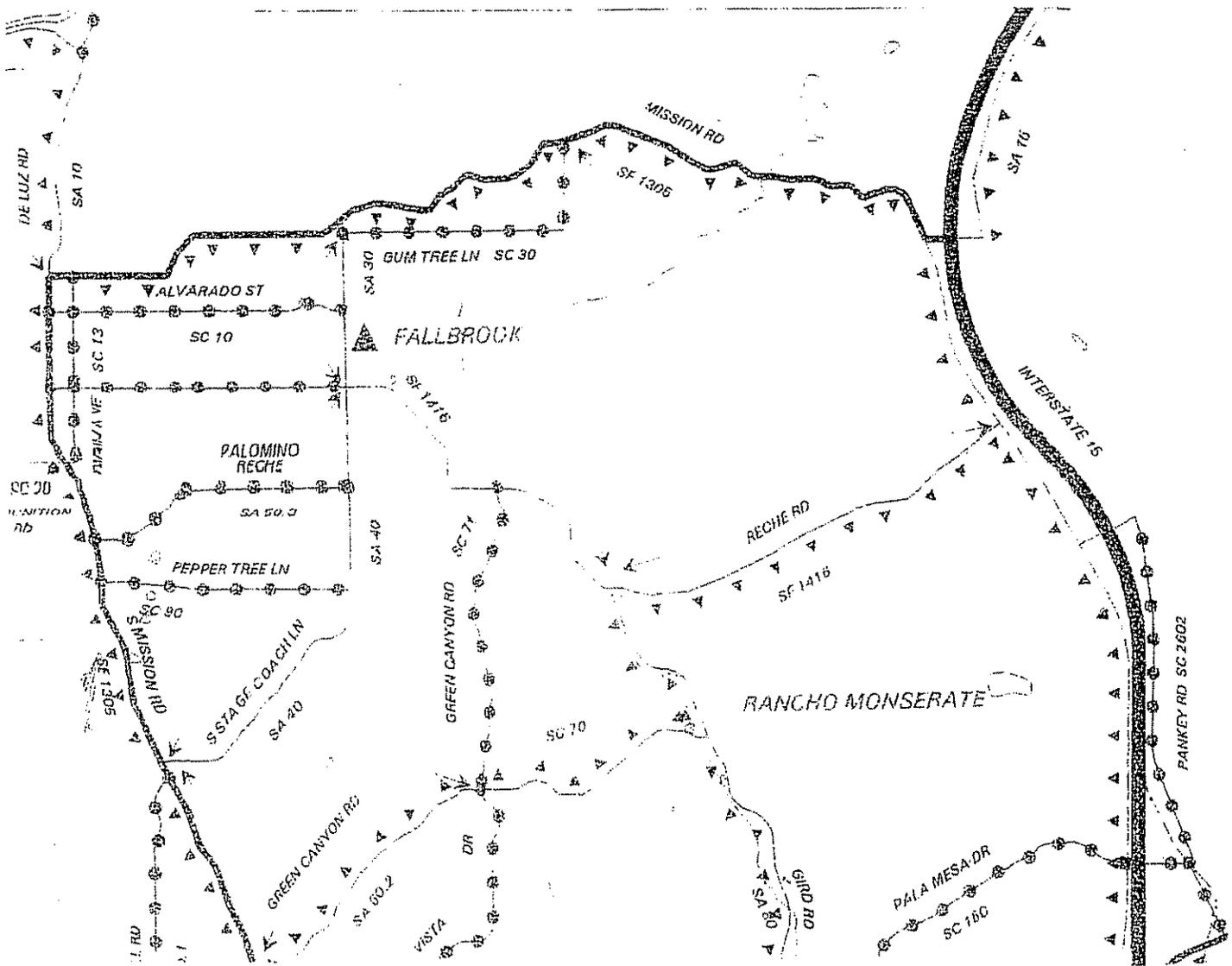
- 1) Pay the additional Transportation Impact Fee (TIF) associated with freeway ramps as adopted by the Board of Supervisors to include improvements to E. Mission Road/I-15 interchange to the satisfaction of the Director of Public Works. (The County's TIF program does not currently include E. Mission Road/I-15 interchange. There is no guarantee when or if the Board of Supervisors will adopt these ramps into the TIF, so there is no guarantee paying into the TIF will be an option for these freeway ramps. Also, if the E. Mission Road/ I-15 interchange improvements are adopted into the TIF, the TIF cost for these improvements are currently unknown and could be very high); or
- 2) Construct improvements to E. Mission Road/I-15 interchange in proportion to TM 5469 impacts to these facilities to the satisfaction of the Director of Public Works and Caltrans

It is also recommended that the applicant obtain any required construction and encroachment permits for any work within the County's right-of-way.

Appendix A

County of San Diego Circulation Element Classification

San Diego County Circulation Element Map – September 2005



LEGEND

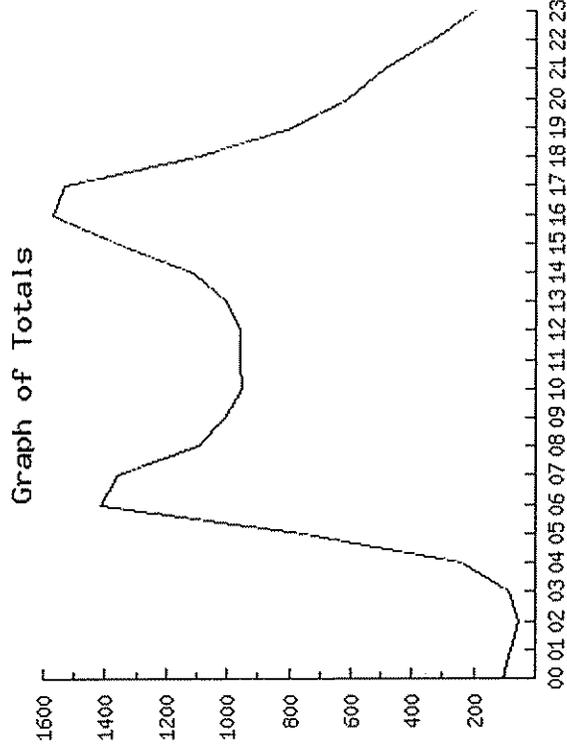
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	FREEWAYS (Proposed)		RURAL COLLECTORS
	EXPRESSWAYS		RURAL LIGHT COLLECTORS
	PRIME ARTERIALS		LIGHT COLLECTORS
	MAJOR ROADS		RURAL MOUNTAIN ROADS
	RECREATIONAL PARKWAYS		BICYCLE NETWORK SYSTEM
	INCORPORATED CITIES		

Appendix B

Count Data and 85th Percentile Speed Data

Daily Vehicle Volume Report

Location: Mission Rd btwn Live Oak Park Rd and Pamela Dr
File Number: 57703
Counter ID: 9319
Report Duration: Thursday Apr 13, 2006 - 00:00 to Thursday Apr 13, 2006 - 23:59
Other Notes: None at this time.



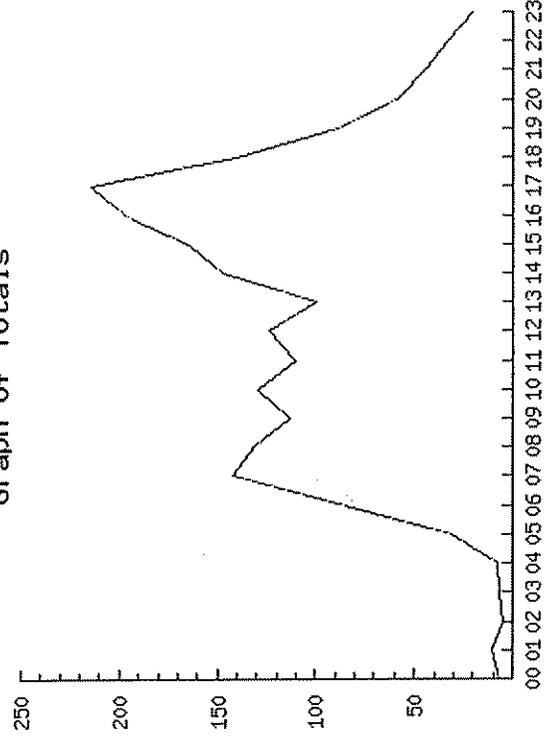
Report Generated by "Turning Point Traffic Service" all rights reserved

Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	63	41	104
01:00 - 01:59	54	27	81
02:00 - 02:59	34	23	57
03:00 - 03:59	42	44	86
04:00 - 04:59	120	120	240
05:00 - 05:59	439	315	754
06:00 - 06:59	920	497	1417
07:00 - 07:59	822	539	1361
08:00 - 08:59	536	560	1096
09:00 - 09:59	492	513	1005
10:00 - 10:59	448	506	954
11:00 - 11:59	429	527	956
12:00 - 12:59	431	526	957
13:00 - 13:59	468	530	998
14:00 - 14:59	461	654	1115
15:00 - 15:59	607	752	1359
16:00 - 16:59	632	940	1572
17:00 - 17:59	566	969	1535
18:00 - 18:59	477	616	1093
19:00 - 19:59	393	400	793
20:00 - 20:59	324	290	614
21:00 - 21:59	269	220	489
22:00 - 22:59	215	118	333
23:00 - 23:59	125	71	196
Total	9367	9798	19165
AM Peak Hour Volume	6:15	7:30	6:15
	7:14	8:29	7:14
	951	597	1488
PM Peak Hour Volume	15:45	16:45	16:15
	16:44	17:44	17:14
	666	1057	1623

Daily Vehicle Volume Report

Location:
 Live Oak Park Rd btwn Ridge Drive and Mission Rd
File Number: 57704
Counter ID: N036
Report Duration:
 Tuesday Apr 11, 2006 - 00:00 to
 Tuesday Apr 11, 2006 - 23:59
Other Notes:
 None at this time.

Graph of Totals



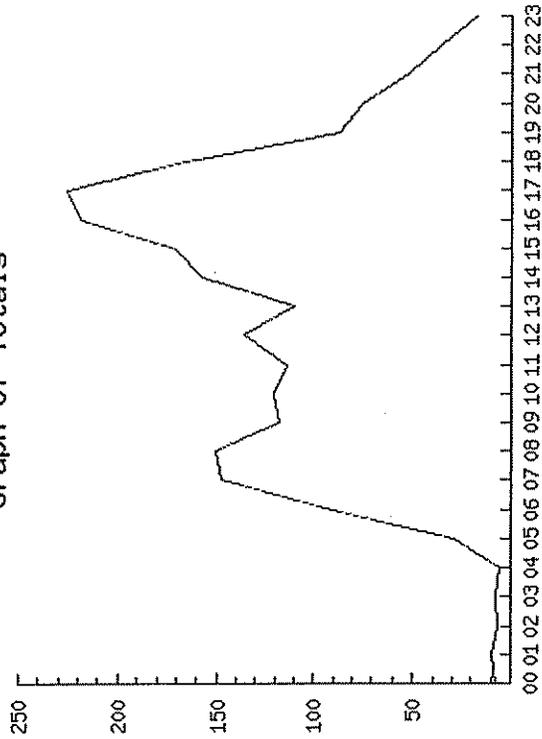
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Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	3	4	7
01:00 - 01:59	8	3	11
02:00 - 02:59	2	3	5
03:00 - 03:59	3	4	7
04:00 - 04:59	2	6	8
05:00 - 05:59	6	25	31
06:00 - 06:59	35	50	85
07:00 - 07:59	71	71	142
08:00 - 08:59	59	72	131
09:00 - 09:59	45	68	113
10:00 - 10:59	50	79	129
11:00 - 11:59	47	63	110
12:00 - 12:59	67	57	124
13:00 - 13:59	47	52	99
14:00 - 14:59	63	84	147
15:00 - 15:59	79	85	164
16:00 - 16:59	102	94	196
17:00 - 17:59	108	106	214
18:00 - 18:59	89	51	140
19:00 - 19:59	53	36	89
20:00 - 20:59	33	26	59
21:00 - 21:59	31	13	44
22:00 - 22:59	22	11	33
23:00 - 23:59	12	8	20
Total	1037	1071	2108
AM Peak Hour Volume	7:00 - 7:59 71	9:30 - 10:29 86	7:00 - 7:59 142
PM Peak Hour Volume	16:30 - 17:29 119	16:45 - 17:44 120	16:30 - 17:29 233

Daily Vehicle Volume Report

Location:
 Live Oak Park Rd btwn Ridge Dr and Gumtree Ln
 File Number: 57705
 Counter ID: 9319
 Report Duration:
 Tuesday Apr 11, 2006 - 00:00 to
 Tuesday Apr 11, 2006 - 23:59
 Other Notes:
 None at this time.

Graph of Totals

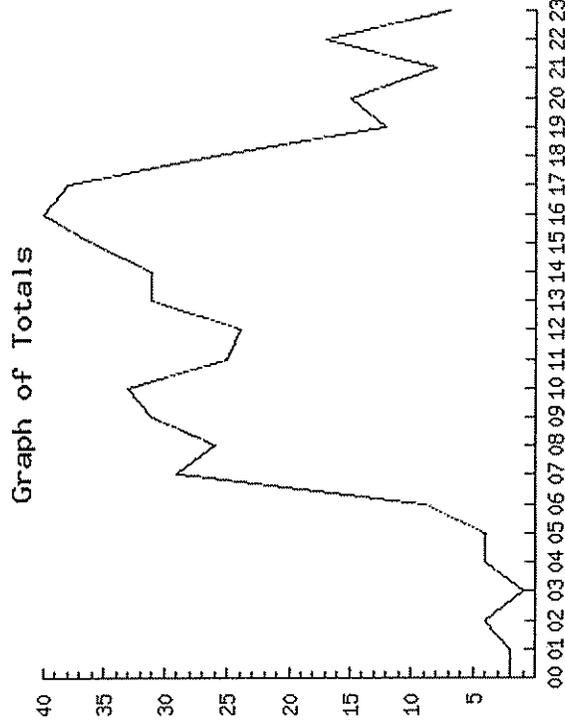


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Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	3	5	8
01:00 - 01:59	8	2	10
02:00 - 02:59	4	3	7
03:00 - 03:59	5	3	8
04:00 - 04:59	3	3	6
05:00 - 05:59	8	21	29
06:00 - 06:59	42	49	91
07:00 - 07:59	76	72	148
08:00 - 08:59	74	77	151
09:00 - 09:59	53	65	118
10:00 - 10:59	47	74	121
11:00 - 11:59	48	66	114
12:00 - 12:59	74	62	136
13:00 - 13:59	56	54	110
14:00 - 14:59	67	90	157
15:00 - 15:59	85	86	171
16:00 - 16:59	105	113	218
17:00 - 17:59	104	122	226
18:00 - 18:59	94	71	165
19:00 - 19:59	53	34	87
20:00 - 20:59	37	38	75
21:00 - 21:59	34	18	52
22:00 - 22:59	22	14	36
23:00 - 23:59	11	6	17
Total	1113	1148	2261
AM Peak Hour Volume	7:00 7:59 76	8:15 9:14 79	7:45 8:44 154
PM Peak Hour Volume	16:15 17:14 116	16:45 17:44 137	16:45 17:44 244

Daily Vehicle Volume Report

Location:
 Ridge Dr 300' s/o Live Oak Park Rd
 File Number: 57706
 Counter ID: 8216
 Report Duration:
 Tuesday Apr 11, 2006 - 00:00 to
 Tuesday Apr 11, 2006 - 23:59
 Other Notes:
 None at this time.

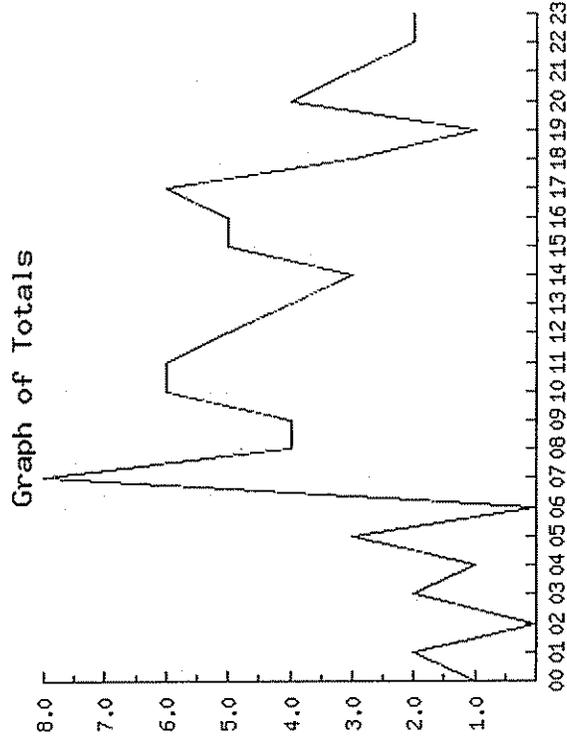


Time	North Bound Volume	South Bound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	1	1	2
02:00 - 02:59	1	3	4
03:00 - 03:59	0	1	1
04:00 - 04:59	0	4	4
05:00 - 05:59	0	4	4
06:00 - 06:59	3	6	9
07:00 - 07:59	14	15	29
08:00 - 08:59	8	18	26
09:00 - 09:59	12	19	31
10:00 - 10:59	12	21	33
11:00 - 11:59	14	11	25
12:00 - 12:59	14	10	24
13:00 - 13:59	13	18	31
14:00 - 14:59	12	19	31
15:00 - 15:59	16	20	36
16:00 - 16:59	27	13	40
17:00 - 17:59	23	15	38
18:00 - 18:59	17	9	26
19:00 - 19:59	8	4	12
20:00 - 20:59	9	6	15
21:00 - 21:59	5	3	8
22:00 - 22:59	7	10	17
23:00 - 23:59	3	4	7
Total	220	235	455
AM Peak Hour Volume	8:45	9:30	8:45
	9:44	10:29	9:44
	15	22	36
PM Peak Hour Volume	15:45	14:45	15:45
	16:44	15:44	16:44
	29	24	44

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Daily Vehicle Volume Report

Location:
 Dip Drive e/o Ridge Dr
 File Number: 57707
 Counter ID: 8216
 Report Duration:
 Thursday Apr 13, 2006 - 00:00 to
 Thursday Apr 13, 2006 - 23:59
 Other Notes:
 None at this time.



Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	1	1	2
02:00 - 02:59	0	0	0
03:00 - 03:59	1	1	2
04:00 - 04:59	1	0	1
05:00 - 05:59	2	1	3
06:00 - 06:59	0	0	0
07:00 - 07:59	5	3	8
08:00 - 08:59	3	1	4
09:00 - 09:59	3	1	4
10:00 - 10:59	3	3	6
11:00 - 11:59	2	4	6
12:00 - 12:59	3	2	5
13:00 - 13:59	3	1	4
14:00 - 14:59	2	1	3
15:00 - 15:59	1	4	5
16:00 - 16:59	3	2	5
17:00 - 17:59	2	4	6
18:00 - 18:59	1	2	3
19:00 - 19:59	0	1	1
20:00 - 20:59	1	3	4
21:00 - 21:59	1	2	3
22:00 - 22:59	2	0	2
23:00 - 23:59	0	2	2
Total	40	40	80
AM Peak Hour Volume	7:00	10:15	7:30
	7:59	11:14	8:29
	5	5	9
PM Peak Hour Volume	12:00	16:30	16:45
	12:59	17:29	17:44
	3	5	8

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LOS Engineering, Inc.

6342 Ferris Square, San Diego, CA 92121

Counted By: Emp. #01

Location: East Mission Road & East Live Oak Park Road

Start Date: 04/12/2006
File Name: 577-01-1

Start Time	East Live Oak Park Road Northbound			Private Driveway Southbound			East Mission Road Eastbound			East Mission Road Westbound			Vehicle Interval Total	
	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped		
7:00	1	0	20	0	0	0	0	0	0	15	213	0	0	377
7:15	0	0	18	0	0	0	0	0	0	7	194	0	0	353
7:30	1	0	18	0	1	1	0	0	0	19	186	1	0	406
7:45	0	0	26	0	0	0	0	0	1	20	219	0	0	404
Total	2	0	82	0	1	0	1	0	2	61	812	1	0	1540
8:00	0	0	21	0	0	0	0	0	0	16	175	0	0	351
8:15	1	0	19	0	0	1	0	0	0	7	161	0	0	303
8:30	1	0	28	0	0	0	0	0	0	9	144	0	0	348
8:45	1	0	21	0	0	0	0	0	10	105	0	0	0	259
Total	3	0	89	0	0	1	0	0	42	585	0	0	0	1261
Grand Total	5	0	171	0	1	0	2	0	103	1397	1	0	0	2801
Approach%	2.8	-	97.2	-	33.3	-	66.7	-	6.9	93.1	0.1	-	-	-
Total%	0.2	-	6.1	-	0.0	-	0.1	-	3.7	49.9	0.0	-	-	-

Peak hour analysis for the period 07:00 to 07:45

Volume	2	-	82	-	1	-	1	-	2	572	6	-	61	812	1	-	1,540
Approach%	2.4	-	97.6	-	50.0	-	50.0	-	0.3	98.6	1.0	-	7.0	92.9	0.1	-	-
Total%	0.1	-	5.3	-	0.1	-	0.1	-	0.1	37.1	0.4	-	4.0	52.7	0.1	-	-
PHF																	0.91

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LOS Engineering, Inc.

6342 Ferris Square, San Diego, CA 92121

Counted By: Emp. #03

Location: East Mission Road & East Live Oak Park Road

Start Date: 04/12/2006
File Name: 577-01-2

Start Time	East Live Oak Park Road Northbound			Private Driveway Southbound			East Mission Road Eastbound			East Mission Road Westbound			Vehicle Interval Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Ped			
16:00	2	0	15	0	0	0	0	0	225	5	0	0	23	190	0	0	460
16:15	1	0	7	0	0	0	0	0	216	5	0	0	21	144	0	0	394
16:30	2	0	14	0	0	2	0	0	253	0	0	0	20	144	1	0	436
16:45	2	0	17	0	0	0	0	0	246	0	0	0	23	168	0	0	456
Total	7	0	53	0	0	2	0	0	940	10	0	0	87	646	1	0	1746
17:00	1	0	22	0	0	0	0	0	238	4	0	0	19	125	0	0	409
17:15	0	0	13	0	0	0	0	0	215	2	0	0	10	126	0	0	366
17:30	1	0	15	0	0	0	0	0	169	1	0	0	22	126	0	0	334
17:45	1	0	5	0	0	0	0	0	152	3	0	0	12	140	0	0	313
Total	3	0	55	0	0	0	0	0	774	10	0	0	63	517	0	0	1422
Grand Total	10	0	108	0	0	2	0	0	1714	20	0	0	150	1163	1	0	3168
Approach%	8.5	-	91.5	-	-	100.0	-	-	98.8	1.2	-	-	11.4	88.5	0.1	-	-
Total%	0.3	-	3.4	-	-	0.1	-	-	54.1	0.6	-	-	4.7	36.7	0.0	-	-
PHF																	0.86

Peak hour analysis for the period 16:00 to 16:45

Volume	7	-	53	-	-	2	-	-	940	10	-	-	87	646	1	-	1,746
Approach%	11.7	-	88.3	-	-	100.0	-	-	98.9	1.1	-	-	11.9	88.0	0.1	-	-
Total%	0.4	-	3.0	-	-	0.1	-	-	53.8	0.6	-	-	5.0	37.0	0.1	-	-
PHF																	0.86

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LOS Engineering, Inc.

6342 Ferris Square, San Diego, CA 92121

Counted By: Emp. #06

Location: Ridge Drive & East Live Oak Park Road

Start Date: 04/12/2006
File Name: 577-02-1

Start Time	South Ridge Drive Northbound			North Ridge Drive Southbound			East Live Oak Park Road Eastbound			East Live Oak Park Road Westbound			Vehicle Interval Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Ped	
7:00	1	0	2	1	0	0	0	16	0	0	0	20	0	0	40
7:15	2	0	0	0	0	0	0	18	1	0	0	8	0	0	31
7:30	2	0	1	0	0	0	0	12	2	0	0	17	0	0	36
7:45	2	0	0	0	0	0	0	21	3	0	0	27	0	0	56
Total	7	0	3	1	0	0	0	67	6	0	0	72	0	0	163
8:00	3	0	4	0	0	0	0	14	4	0	0	20	0	0	48
8:15	2	0	0	1	0	2	0	16	2	0	0	15	0	0	38
8:30	2	0	0	1	0	0	0	24	1	0	0	9	1	0	39
8:45	3	0	2	0	0	0	0	19	1	0	0	17	1	0	44
Total	10	0	6	2	0	2	0	73	8	0	0	61	2	0	169
Grand Total	17	0	9	3	0	2	0	140	14	0	0	133	2	0	332
Approach%	65.4	-	34.6	60.0	-	40.0	-	1.9	89.2	8.9	-	6.3	92.4	1.4	-
Total%	5.1	-	2.7	0.9	-	0.6	-	0.9	42.2	4.2	-	2.7	40.1	0.6	-
PHF															0.68

Peak hour analysis for the period 07:45 to 08:30

Volume	9	-	4	-	2	-	2	3	75	10	-	4	71	1	181
Approach%	69.2	-	30.8	-	50.0	-	50.0	3.4	85.2	11.4	-	5.3	93.4	1.3	-
Total%	5.0	-	2.2	-	1.1	-	1.1	1.7	41.4	5.5	-	2.2	39.2	0.6	-
PHF															0.85

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LOS Engineering, Inc.

6342 Ferris Square, San Diego, CA 92121

Counted By: Emp. #05

Location: Ridge Drive & East Live Oak Park Road

Start Date: 04/12/2006
File Name: 577-02-2

Start Time	South Ridge Drive Northbound			North Ridge Drive Southbound			East Live Oak Park Road Eastbound			East Live Oak Park Road Westbound			Vehicle Interval Total				
	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped					
16:00	3	0	1	0	0	1	1	0	3	16	6	0	2	16	1	0	50
16:15	4	0	2	0	0	0	0	0	0	11	1	0	3	13	0	0	34
16:30	3	0	0	0	0	0	1	0	1	20	4	2	1	22	0	0	52
16:45	2	0	3	0	0	0	0	0	0	25	2	0	2	19	0	0	53
Total	12	0	6	0	0	1	2	0	4	72	13	2	8	70	1	0	189
17:00	3	0	1	0	1	0	0	0	2	29	5	0	2	25	0	0	68
17:15	1	0	0	0	0	0	0	0	2	34	3	0	0	17	0	0	57
17:30	1	0	0	0	0	0	1	0	1	14	2	0	2	25	0	0	46
17:45	2	0	0	0	0	0	0	0	0	10	3	0	1	16	0	0	32
Total	7	0	1	0	1	0	1	0	5	87	13	0	5	83	0	0	203
Grand Total	19	0	7	0	1	1	3	0	9	159	26	2	13	153	1	0	392
Approach%	73.1	-	26.9	-	20.0	20.0	60.0	-	4.6	81.1	13.3	1.0	7.8	91.6	0.6	-	-
Total%	4.8	-	1.8	-	0.3	0.3	0.8	-	2.3	40.6	6.6	0.5	3.3	39.0	0.3	-	-

Peak hour analysis for the period 16:30 to 17:15																	
Volume	9	-	4	-	1	-	1	-	5	108	14	2	5	83	-	-	230
Approach%	69.2	-	30.8	-	50.0	-	50.0	-	3.9	83.7	10.9	1.6	5.7	94.3	-	-	-
Total%	3.9	-	1.7	-	0.4	-	0.4	-	2.2	47.0	6.1	0.9	2.2	36.1	-	-	-
PHF												0.50					0.81

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Speed Report

Date: 4/13/06 Site: [577.03] Mission Rd btwn Live Oak Park Rd and Pamela Dr
WESTBOUND

Time	5	15	20	25	30	36	40	45	50	55	60	65	70	Total
00:00 AM	0	1	0	3	6	22	20	7	4	0	0	0	0	63
01:00	0	0	0	0	6	17	7	2	1	0	0	0	0	54
02:00	0	0	0	0	7	13	7	6	1	0	0	0	0	34
03:00	0	0	0	6	8	11	13	3	0	1	0	0	0	42
04:00	2	0	1	0	5	30	50	28	2	2	0	0	0	120
05:00	11	4	2	17	27	146	187	42	3	0	0	0	0	439
06:00	42	21	48	50	85	319	311	41	1	0	1	0	1	920
07:00	34	15	59	149	156	219	177	12	1	0	0	0	0	822
08:00	16	2	10	19	103	233	141	10	1	1	0	0	0	536
09:00	14	10	28	81	109	163	78	8	1	0	0	0	0	492
10:00	9	3	20	68	110	145	77	15	1	0	0	0	0	448
11:00	15	2	5	38	74	178	102	13	1	1	1	0	0	429
12:00 PM	17	7	33	57	75	138	89	14	1	0	0	0	0	431
13:00	6	9	28	53	111	162	83	14	0	0	0	0	0	468
14:00	21	9	18	28	85	163	116	20	1	0	0	0	0	461
15:00	33	15	12	31	96	268	140	11	1	0	0	0	0	607
16:00	30	22	18	46	124	266	115	11	0	0	0	0	0	632
17:00	33	28	22	16	76	217	156	17	1	0	0	0	0	566
18:00	14	9	10	24	83	191	126	19	1	0	0	0	0	477
19:00	12	3	4	19	64	184	97	8	2	0	0	0	0	393
20:00	5	5	5	22	61	133	81	12	0	0	0	0	0	324
21:00	2	1	0	6	54	125	65	12	4	0	0	0	0	269
22:00	2	1	0	4	30	101	57	17	1	1	1	0	0	215
23:00	0	0	0	9	13	57	35	10	1	0	0	0	0	125
Totals	320	167	323	746	1568	3505	2340	357	31	7	2	0	1	9367
% of Totals	3%	2%	3%	8%	17%	37%	25%	4%	0%	0%	0%	0%	0%	100%
% AM	2%	1%	2%	5%	7%	16%	13%	2%	0%	0%	0%	0%	0%	47%
AM Peak Hour	06:00	06:00	07:00	07:00	07:00	06:00	06:00	05:00	04:00	06:00	06:00	06:00	06:00	06:00
Volume	42	21	59	149	156	319	311	42	4	2	1	1	1	920
% PM	2%	1%	2%	3%	9%	21%	12%	2%	0%	0%	0%	0%	0%	53%
PM Peak Hour	15:00	17:00	12:00	12:00	16:00	15:00	17:00	14:00	21:00	22:00	22:00	22:00	16:00	16:00
Volume	33	28	33	57	124	268	156	20	4	1	1	1	632	

Average Speed	35.8
50th Percentile	37
85th Percentile	43

Speed Report LOS Engineering, Inc.

Date: 4/11/04 Site: [577.04] Live Oak Park Rd btwn Ridge Drive and Mission Rd

EASTBOUND

Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	Total
00:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
01:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	1	2	1	2	0	0	0	0	6
05:00	0	0	0	0	0	4	7	3	7	4	0	0	0	0	25
06:00	0	0	0	0	2	9	11	24	4	0	0	0	0	0	50
07:00	0	0	0	1	1	10	32	21	6	0	0	0	0	0	71
08:00	0	0	0	0	1	15	27	26	2	1	0	0	0	0	72
09:00	0	0	0	0	3	11	35	13	5	0	1	0	0	0	68
10:00	0	0	0	3	7	24	28	11	6	0	0	0	0	0	79
11:00 PM	0	1	1	2	1	24	26	4	1	2	1	0	0	0	63
12:00 PM	0	0	0	1	3	13	23	13	3	0	1	0	0	0	57
13:00	0	1	1	1	2	12	24	11	1	0	0	0	0	0	52
14:00	0	0	1	1	3	14	35	28	1	1	0	0	0	0	84
15:00	0	0	0	0	4	30	28	15	8	0	0	0	0	0	85
16:00	0	0	1	0	4	18	37	25	7	2	0	0	0	0	94
17:00	0	0	0	0	11	24	34	27	7	2	1	0	0	0	106
18:00	0	0	0	0	3	11	18	17	2	0	0	0	0	0	51
19:00	0	0	2	1	6	7	11	7	2	0	0	0	0	0	36
20:00	0	0	1	1	0	6	8	5	2	1	2	0	0	0	26
21:00	0	0	0	0	1	1	4	2	4	1	0	0	0	0	13
22:00	0	0	0	0	0	3	3	4	1	0	0	0	0	0	11
23:00	0	0	0	0	0	1	5	1	0	0	0	0	0	0	8
Totals	0	1	8	12	54	241	401	261	70	16	7	0	0	0	1071
% of Totals	0%	1%	1%	1%	5%	23%	37%	24%	7%	1%	1%	0%	0%	0%	100%

% AM	0%	1%	2%	9%	16%	10%	3%	1%	0%	42%
AM Peak Hour	11:00	01:00	10:00	10:00	09:00	08:00	05:00	09:00	09:00	10:00
Volume	1	1	3	7	24	35	26	7	4	79
% PM	1%	0%	3%	13%	21%	14%	4%	1%	0%	58%
PM Peak Hour	19:00	12:00	17:00	15:00	16:00	14:00	15:00	16:00	20:00	17:00
Volume	2	1	11	30	37	28	8	2	2	106

Average Speed	37.8
50th Percentile	38
85th Percentile	44

Speed Report

Date: 4/11/06 Site: [577.05] Live Oak Park Rd btwn Ridge Dr and Gumtree Ln
EASTBOUND

Time	5	15	20	25	30	35	40	45	50	55	60	66	70	Total
00:00 AM	0	0	0	0	0	1	2	0	1	0	0	1	0	5
01:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	1	0	1	0	0	0	3
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	2	0	1	0	0	0	3
05:00	0	0	0	0	0	2	6	5	5	3	0	0	0	21
06:00	0	0	0	0	1	10	14	13	10	1	0	0	0	49
07:00	0	0	1	1	2	11	37	15	5	0	0	0	0	72
08:00	1	1	0	0	2	18	24	23	5	3	0	0	0	77
09:00	0	0	0	0	4	12	22	19	6	1	1	0	0	65
10:00	0	1	2	1	7	21	22	8	9	3	0	0	0	74
11:00	0	1	1	2	1	16	28	12	5	0	0	0	0	65
12:00 PM	0	0	1	1	5	10	23	12	7	2	0	1	0	62
13:00	0	1	2	1	0	9	22	16	2	1	0	0	0	54
14:00	1	0	0	0	1	14	36	26	10	2	0	0	0	90
15:00	0	0	0	2	3	23	28	20	7	1	2	0	0	95
16:00	0	0	3	2	3	18	31	32	17	6	1	0	0	113
17:00	2	0	2	2	7	20	31	31	19	6	2	0	0	122
18:00	0	0	1	1	1	12	28	19	5	3	1	0	0	71
19:00	0	0	0	2	3	8	12	6	3	0	0	0	0	34
20:00	0	1	3	1	5	10	7	5	3	1	1	0	0	37
21:00	0	0	0	0	0	4	7	2	5	0	0	0	0	19
22:00	0	0	0	1	3	1	5	3	1	0	0	0	0	14
23:00	0	0	0	0	0	3	1	1	0	0	0	1	0	6
Totals	4	5	16	18	48	227	387	271	125	35	8	3	0	1147
% of Totals	0%	0%	1%	2%	4%	20%	34%	24%	11%	3%	1%	0%	0%	100%

% AM	0%	0%	0%	0%	1%	8%	14%	9%	4%	1%	0%	0%	38%
AM Peak Hour	08:00	10:00	11:00	10:00	10:00	10:00	07:00	08:00	06:00	05:00	09:00		08:00
Volume	1	1	2	2	7	21	37	23	10	3	1	1	77

% PM	0%	1%	1%	3%	12%	15%	20%	15%	7%	2%	1%	0%	62%
PM Peak Hour	17:00	13:00	16:00	15:00	17:00	14:00	16:00	17:00	17:00	16:00	15:00	12:00	17:00
Volume	2	1	3	2	7	23	36	32	19	6	2	1	122

Average Speed	50th Percentile	85th Percentile
43.3	43	50

Speed Report

Date: 4/11/06 Site: [577.05] Live Oak Park Rd btwn Ridge Dr and Gumtree Ln

WESTBOUND

Time	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
00:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	0	3
01:00	0	0	0	0	1	3	1	1	1	0	0	1	0	8
02:00	0	0	0	0	1	0	1	2	0	0	0	0	0	4
03:00	0	0	0	0	0	0	2	1	1	0	0	0	0	5
04:00	0	0	0	0	1	0	0	0	1	1	0	0	0	3
05:00	0	0	0	0	0	0	3	5	0	0	0	0	0	8
06:00	0	0	1	0	1	5	8	10	7	6	4	0	0	42
07:00	0	2	0	1	1	7	19	19	19	4	4	0	0	76
08:00	1	2	0	0	2	6	28	24	8	3	0	0	0	74
09:00	0	1	0	2	3	7	19	13	3	3	2	0	0	53
10:00	0	1	3	2	3	6	16	11	5	0	0	0	0	47
11:00	0	0	0	0	2	6	16	19	4	2	0	0	0	48
12:00 PM	0	2	0	0	1	11	28	23	6	2	1	0	0	74
13:00	0	0	4	0	5	6	17	13	8	3	0	0	0	56
14:00	2	0	1	0	2	9	23	14	12	1	2	1	0	67
15:00	0	1	1	1	5	12	27	23	11	4	0	0	0	85
16:00	1	0	1	0	3	15	38	32	12	2	0	0	0	104
17:00	1	0	1	0	2	8	37	33	15	4	2	1	0	104
18:00	0	3	1	0	2	16	25	29	14	4	0	0	0	94
19:00	0	2	0	0	0	9	8	16	12	2	3	0	1	53
20:00	0	0	1	0	1	7	13	9	4	2	0	0	0	37
21:00	0	1	1	0	2	2	12	12	2	0	2	0	0	34
22:00	0	1	0	0	1	3	6	8	2	0	1	0	0	22
23:00	0	0	0	0	0	2	5	2	1	1	0	0	0	11
Totals	5	16	15	6	48	139	360	316	139	46	18	4	0	1112
% of Totals	0%	1%	1%	1%	4%	13%	32%	28%	13%	4%	2%	0%	0%	100%

% AM	0%	1%	0%	0%	1%	4%	10%	10%	4%	2%	1%	0%	33%
AM Peak Hour	08:00	07:00	10:00	09:00	09:00	07:00	08:00	08:00	07:00	06:00	06:00	01:00	07:00
Volume	1	2	3	2	3	7	28	24	19	6	4	1	76

% PM	0%	1%	1%	0%	3%	9%	22%	19%	8%	2%	1%	0%	67%
PM Peak Hour	14:00	18:00	13:00	15:00	19:00	18:00	16:00	17:00	17:00	15:00	14:00	14:00	16:00
Volume	2	3	4	1	9	16	38	33	15	4	2	1	104

Average Speed	50th Percentile	85th Percentile
44.3	45	51

Speed Report

Date: 4/11/06 Site: [577.06] Ridge Dr 300' s/o Live Oak Park Rd

NORTHBOUND

Time	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
07:00	0	0	3	6	4	1	0	0	0	0	0	0	0	14
08:00	0	1	1	4	0	2	0	0	0	0	0	0	0	8
09:00	0	0	2	3	5	1	0	0	0	0	0	0	0	12
10:00	0	2	2	4	3	1	0	0	0	0	0	0	0	12
11:00	0	0	4	3	6	1	0	0	0	0	0	0	0	14
12:00 PM	0	1	4	4	4	1	0	0	0	0	0	0	0	14
13:00	0	0	1	4	5	3	0	0	0	0	0	0	0	13
14:00	1	0	0	3	6	2	0	0	0	0	0	0	0	12
15:00	0	2	2	7	5	0	0	0	0	0	0	0	0	16
16:00	0	1	3	9	13	1	0	0	0	0	0	0	0	27
17:00	0	1	0	9	9	4	0	0	0	0	0	0	0	23
18:00	0	1	1	1	8	5	1	0	0	0	0	0	0	17
19:00	0	1	0	1	4	1	1	0	0	0	0	0	0	8
20:00	0	0	0	4	3	1	1	0	0	0	0	0	0	9
21:00	0	0	0	4	1	0	0	0	0	0	0	0	0	5
22:00	0	0	1	3	1	1	1	0	0	0	0	0	0	7
23:00	1	0	0	1	1	0	0	0	0	0	0	0	0	3
Totals	3	11	26	72	79	25	4	0	0	0	0	0	0	220
% of Totals	1%	5%	12%	33%	36%	11%	2%	0%	0%	0%	0%	0%	0%	100%

AM Peak Hour	10:00	11:00	07:00	09:00	08:00
Volume	1	2	4	6	2
% AM	0%	2%	6%	10%	9%
					3%
PM Peak Hour	14:00	15:00	12:00	16:00	18:00
Volume	1	2	4	9	5
% PM	1%	3%	5%	23%	9%
					2%
					70%
					16:00
					27

Average Speed	50th Percentile	85th Percentile
28.4	30	35

Speed Report

Date: 4/11/06 Site: [577.06] Ridge Dr 300' s/o Live Oak Park Rd

SOUTHBOUND

Time	14	16	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	Total
00:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	0	0	0	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
08:00	2	0	0	2	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
09:00	0	0	0	1	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
10:00	0	1	4	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
11:00	0	0	0	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
12:00 PM	1	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
13:00	0	1	3	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
14:00	1	0	2	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
15:00	1	0	4	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
16:00	1	0	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
17:00	0	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
18:00	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
19:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Totals	7	2	29	88	90	19	0	235																	
% of Totals	3%	1%	12%	37%	38%	8%																			100%

AM Peak Hour	08:00	10:00	12:00	15:00	17:00	19:00	21:00
Volume	2	1	4	11	8	3	21
% AM	1%	0%	4%	18%	14%	6%	44%
PM Peak Hour	12:00	13:00	15:00	17:00	19:00	21:00	
Volume	1	1	5	8	10	20	
% PM	2%	0%	8%	19%	24%	56%	

Average Speed	50th Percentile	85th Percentile
28.0	30	34

Speed Report

Date: 4/13/06 Site: [577.07] Dip Drive e/o Ridge Dr
EASTBOUND

Time	5	14	19	24	29	34	39	44	49	54	59	64	69	74+	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
18:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Totals	9	26	5	0	40										
% of Totals	23%	65%	13%												100%

AM Peak Hour	07:00	10:00	03:00
Volume	2	3	1
% AM	10%	25%	5%
PM Peak Hour	17:00	15:00	12:00
Volume	2	3	1
% PM	13%	40%	8%
Average Speed	16.4	17	20
50th Percentile			
85th Percentile			

Average Speed	16.4
50th Percentile	17
85th Percentile	20

Speed Report

Date: 4/13/06 Site: [577.07] Dip Drive e/o Ridge Dr

WESTBOUND

Time	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	1	2	2	0	0	0	0	0	0	0	0	0	0	5	
08:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
09:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
10:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
11:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
12:00 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	3	
13:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
14:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2	
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
16:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	6	16	16	2	0	40									
% of Totals	15%	40%	40%	5%											100%

% AM	8%	23%	20%	3%	53%
AM Peak Hour	07:00	05:00	07:00	03:00	07:00
Volume	1	2	2	1	5
% PM	8%	18%	20%	3% <td>48%</td>	48%
PM Peak Hour	12:00	17:00	16:00	14:00	12:00
Volume	1	2	3	1	3

Average Speed	18.9
50th Percentile	18
85th Percentile	24

Appendix C

Existing Intersection Level of Service Calculations



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	75	10	4	71	1	9	0	4	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	79	11	4	75	1	9	0	4	2	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	76			89			176	175	84	178	179	75
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76			89			176	175	84	178	179	75
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1523			1506			781	715	975	777	711	986

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	93	80	14	4
Volume Left	3	4	9	2
Volume Right	11	1	4	2
cSH	1523	1506	832	869
Volume to Capacity	0.00	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.3	0.4	9.4	9.2
Lane LOS	A	A	A	A
Approach Delay (s)	0.3	0.4	9.4	9.2
Approach LOS			A	A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization	15.5%		ICU Level of Service
Analysis Period (min)		15	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	2	572	6	61	812	1	2	0	82	1	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	602	6	64	855	1	2	0	86	1	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	856			608			1594	1594	605	1679	1596	855
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	856			608			1594	1594	605	1679	1596	855
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			93			97	100	83	98	100	100
cM capacity (veh/h)	784			970			82	100	497	59	99	358

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	611	920	88	2
Volume Left	2	64	2	1
Volume Right	6	1	86	1
cSH	784	970	444	101
Volume to Capacity	0.00	0.07	0.20	0.02
Queue Length 95th (ft)	0	5	18	2
Control Delay (s)	0.1	1.7	15.1	41.4
Lane LOS	A	A	C	E
Approach Delay (s)	0.1	1.7	15.1	41.4
Approach LOS			C	E

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	5	108	14	5	83	0	9	0	4	1	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	114	15	5	87	0	9	0	4	1	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	87			128			231	229	121	234	237	87
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	87			128			231	229	121	234	237	87
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1509			1457			720	665	930	714	659	971

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	134	93	14	2
Volume Left	5	5	9	1
Volume Right	15	0	4	1
cSH	1509	1457	774	823
Volume to Capacity	0.00	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.3	0.5	9.7	9.4
Lane LOS	A	A	A	A
Approach Delay (s)	0.3	0.5	9.7	9.4
Approach LOS			A	A

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	940	10	87	646	1	7	0	53	0	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	989	11	92	680	1	7	0	56	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	681			1000			1861	1859	995	1914	1864	681
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	681			1000			1861	1859	995	1914	1864	681
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			87			85	100	81	100	100	100
cM capacity (veh/h)	912			692			50	64	297	37	63	451

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1000	773	63	2
Volume Left	0	92	7	0
Volume Right	11	1	56	2
cSH	912	692	189	451
Volume to Capacity	0.00	0.13	0.33	0.00
Queue Length 95th (ft)	0	11	35	0
Control Delay (s)	0.0	3.4	33.4	13.0
Lane LOS		A	D	B
Approach Delay (s)	0.0	3.4	33.4	13.0
Approach LOS			D	B

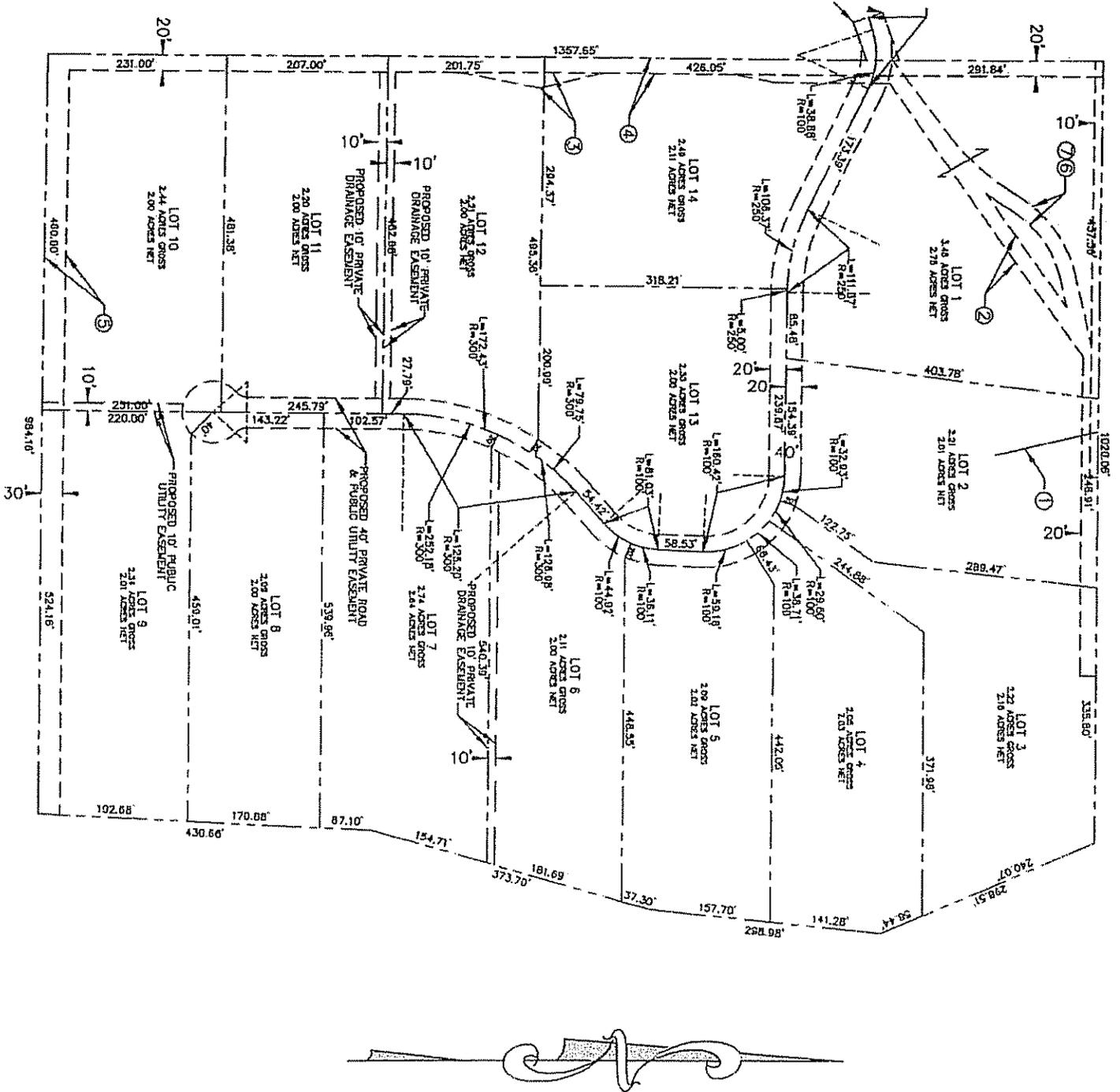
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	108.9%	ICU Level of Service	G
Analysis Period (min)	15		

Appendix D

Tide Company Access Easement Information

EASEMENT NOTES

- ① EXISTING PUBLIC UTILITY EASEMENT TO THE SAN DIEGO GAS & ELECTRIC COMPANY REC. 06/20/52 AS DOC. NO. 74894 IN BK 4501, PG. 569 OF OFFICIAL RECORDS (NO WIDTH SPECIFIED).
- ② EXISTING 20' ROAD & RIGHT-OF-WAY EASEMENT GRANTED TO KENNETH & ETHEL BAKER REC. 05/17/38 AS DOC. NO. 68277 IN BK. 6104, PG. 404 OF OFFICIAL RECORDS.
- ③ EXISTING ROAD EASEMENT TO BALIE SAVAGE REC. 06/14/56 AS DOC. NO. 82452 IN BK. 6140, PG. 468 OF OFFICIAL RECORDS.
- ④ EXISTING 20' ROAD & RIGHT-OF-WAY EASEMENT GRANTED TO H.B. MONTREUIL IN DEED REC. 05/16/74 AS F/P NO. 74-127792 OF OFFICIAL RECORDS.
- ⑤ EXISTING 30' ROAD & RIGHT-OF-WAY EASEMENT GRANTED TO H.B. MONTREUIL IN DEED REC. 05/16/74 AS F/P NO. 74-127792 OF OFFICIAL RECORDS.
- ⑥ EXISTING 20' ROAD & RIGHT-OF-WAY EASEMENT GRANTED TO RICHARDS & BAHR REC. 07/08/76 AS F/P NO. 76-213134 OF OFFICIAL RECORDS.
- ⑦ EXISTING ROAD & RIGHT-OF-WAY EASEMENT GRANTED TO MULHOLLAND REC. 07/08/76 AS F/P NO. 76-213135 OF OFFICIAL RECORDS.
- ⑧ EXISTING 40' EASEMENT FOR ROAD PURPOSER GRANTED TO D.K.S.T., LLC. REC. 09/28/00 AS DOC. NO. 2000-0521573 OF OFFICIAL RECORDS.
- ⑨ EXISTING PUBLIC UTILITY EASEMENT GRANTED TO THE FALLBROOK PUBLIC UTILITY DISTRICT REC. 08/01/50 AS BK. 3719, PG. 497 OF OFFICIAL RECORDS CONTAINS NO SET LOCATION AND CANNOT BE PLOTTED PER RECORD.



Appendix E

Existing + Project Intersection Level of Service Calculations



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	75	13	5	71	1	15	0	7	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	79	14	5	75	1	16	0	7	2	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	76			93			180	178	86	185	185	75
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76			93			180	178	86	185	185	75
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	99	100	100	100
cM capacity (veh/h)	1523			1502			777	711	973	766	706	986

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	96	81	23	4
Volume Left	3	5	16	2
Volume Right	14	1	7	2
cSH	1523	1502	830	862
Volume to Capacity	0.00	0.00	0.03	0.00
Queue Length 95th (ft)	0	0	2	0
Control Delay (s)	0.3	0.5	9.5	9.2
Lane LOS	A	A	A	A
Approach Delay (s)	0.3	0.5	9.5	9.2
Approach LOS			A	A

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization		15.9%	ICU Level of Service
Analysis Period (min)		15	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	↕			↕			↕			↕				
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Volume (veh/h)	2	572	6	62	812	1	2	0	85	1	0	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly flow rate (vph)	2	602	6	65	855	1	2	0	89	1	0	1		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type							None							
Median storage veh														
Upstream signal (ft)														
pX, platoon unblocked														
vC, conflicting volume	856				608				1596	1596	605	1685	1598	855
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	856				608				1596	1596	605	1685	1598	855
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)														
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				93				97	100	82	98	100	100
cM capacity (veh/h)	784				970				81	99	497	58	99	358

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	611	921	92	2
Volume Left	2	65	2	1
Volume Right	6	1	89	1
cSH	784	970	445	100
Volume to Capacity	0.00	0.07	0.21	0.02
Queue Length 95th (ft)	0	5	19	2
Control Delay (s)	0.1	1.8	15.2	41.9
Lane LOS	A	A	C	E
Approach Delay (s)	0.1	1.8	15.2	41.9
Approach LOS			C	E

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	5	108	22	8	83	0	13	0	5	1	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	114	23	8	87	0	14	0	5	1	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	87			137			241	240	125	245	252	87
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	87			137			241	240	125	245	252	87
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	100	99	100	100	100
cM capacity (veh/h)	1509			1447			707	655	925	699	646	971

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	142	96	19	2
Volume Left	5	8	14	1
Volume Right	23	0	5	1
cSH	1509	1447	757	813
Volume to Capacity	0.00	0.01	0.03	0.00
Queue Length 95th (ft)	0	0	2	0
Control Delay (s)	0.3	0.7	9.9	9.4
Lane LOS	A	A	A	A
Approach Delay (s)	0.3	0.7	9.9	9.4
Approach LOS			A	A

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	⇄			⇄			⇄			⇄		
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	940	10	90	646	1	7	0	54	0	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	989	11	95	680	1	7	0	57	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	681			1000			1867	1865	995	1922	1870	681
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	681			1000			1867	1865	995	1922	1870	681
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			86			85	100	81	100	100	100
cM capacity (veh/h)	912			692			49	63	297	37	62	451

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1000	776	64	2
Volume Left	0	95	7	0
Volume Right	11	1	57	2
cSH	912	692	189	451
Volume to Capacity	0.00	0.14	0.34	0.00
Queue Length 95th (ft)	0	12	35	0
Control Delay (s)	0.0	3.6	33.6	13.0
Lane LOS		A	D	B
Approach Delay (s)	0.0	3.6	33.6	13.0
Approach LOS			D	B

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	109.2%	ICU Level of Service	H
Analysis Period (min)	15		

Appendix F

Cumulative Project Information

Planning Area: Fallbrook

Case Number: TM4713 rd 6TE
87-02-106E

CUMULATIVE TRAFFIC DATA SHEET

The following table has been compiled by County DPLU staff to assist in the preparation of cumulative traffic analysis for discretionary projects within the County of San Diego. The following information is requested by the County of San Diego for an interim use by traffic consultants while a public-interface of County of San Diego permit tracking and GIS applications is being programmed.

Please fill out all of the information below based on the case file pulled for cumulative analysis preparation. Once the form has been completed, County staff will provide you a photocopy of the form for your records and place the original in the "Cumulative Traffic Data Reference Binder" for inclusion into a binder for future reference

Date Prepared: <u>11/12/04</u>		Prepared by: <u>Robert Hingteen</u>	
Today's date		Print your name (and firm name, if applicable)	
Project Name or Address: <u>Pepperdree Park</u>			
Community Planning Area: <u>Fallbrook</u>			
Thomas Brother's page and location: <u>1027 65</u>			
Case Numbers (e.g., TM, TPM, MUP, STP, ER, etc.): <u>TM4713 rd 6TE; 87-02-106E</u>			
Assessor Parcel Number(s): <u>104-350-15; 104-351-17; 106-041-52;</u> <u>108-101-44</u>			
Residential Lots: <u>73</u> Lots	Commercial Square Footage: <u>see below</u> sf	Other?(explain below)	
Project Description - Please summarize type of project - residential, commercial, school, church, industrial, etc. (If residential - number of lots and type of residential - apartment, condo, townhome, single-family; if commercial - number of square feet of building space and on-site parking. If school, church or other non-traditional traffic generator, please describe the project's enrollment/capacity/attendance or any other characteristic in which traffic generation can be derived) <u>Time extension for approved uses including</u> <u>73 single family residential detached +</u> <u>14+ acres of General Commercial/office</u>			
Public Roadway(s) Providing direct access to the project site (This includes all roadways that the future occupants would use to directly enter the site.) <u>Pepperdree Lane</u>			
Project Traffic Consultant: <u>TBD</u>		Final Traffic Report Avail (if yes, please check) <input type="checkbox"/>	

As noted above, this information, as well as that information received from other consultants completing cumulative traffic analysis, will be available for future reference at the Project Processing Counter in the *Cumulative Traffic Data Reference Binder*.

Please return the master to Project Processing Staff for insertion into the Cumulative Traffic Ridge Creek (TM 5469) Traffic Study Appendix *Data Reference Binder*.

CUMULATIVE TRAFFIC DATA SHEET

The following table has been compiled by County DPLU staff to assist in the preparation of cumulative traffic analysis for discretionary projects within the County of San Diego. The following information is requested by the County of San Diego for an interim use by traffic consultants while a public-interface of County of San Diego permit tracking and GIS applications is being programmed.

Please fill out all of the information below based on the case file pulled for cumulative analysis preparation. Once the form has been completed, County staff will provide you a photocopy of the form for your records and place the original in the "Cumulative Traffic Data Reference Binder" for inclusion into a binder for future reference.

Date Prepared: <u>11-15-04</u>	Prepared by: <u>Sami Kaya</u>	Phone #: <u>8-694-3733</u>
Today's date	Print your name (and firm name, if applicable)	Phone #
Project Name or Address: <u>Barr Ranch Tentative Map</u>		
Community Planning Area: <u>Fallbrook</u>		
Thomas Brother's page and location: <u>1027 G3; between Morro Road and Golden Road</u>		
Case Numbers (e.g., TM, TPM, MUP, STP, ER, etc.): <u>TM 5293, FR02-02-024</u>		

Assessor Parcel Number(s): <u>105-841-02 and 03</u>		
Residential Lots: <u>23</u> Lots	Commercial Square Footage: <u>N/A</u> s.f.	Other?(explain below)

Project Description - Please summarize type of project - residential, commercial, school, church, industrial, etc. (If residential, number of lots and type of residential - apartment, condo, townhome, single family; if commercial, number of square feet of building, price and on site parking. If school, church or other non traditional traffic generator, please describe the project's enrollment capacity, structure or any other characteristic in which traffic generation can be derived.)
 Major subdivision creating 23 lots; project site is currently developed with 1 single-family residence, and all lots will be developed with single-family residences.

Public Roadway(s) Providing direct access to the project site (This includes all roadways that the future occupants would use to directly enter the site.) <u>Morro Road and Golden Road</u>
--

Project Traffic Consultant: <u>Federhart & Associates</u> Final Traffic Report Avail (if yes, please check) <input checked="" type="checkbox"/>

As noted above, this information, as well as that information received from other consultants completing cumulative traffic analysis, will be available for future reference at the Project Processing Counter in the *Cumulative Traffic Data Reference Binder*.

Please return the master to Project Processing Staff for insertion into the Cumulative Traffic Data Reference Binder.

Planning Area: FALLBROOK

Case Number: TPM 20446

CUMULATIVE TRAFFIC DATA SHEET

The following table has been compiled by County DPI.U. staff to assist in the preparation of cumulative traffic analysis for discretionary projects within the County of San Diego. The following information is requested by the County of San Diego for an interim use by traffic consultants while a public-interface of County of San Diego permit tracking and GIS applications is being programmed.

Please fill out all of the information below based on the case file pulled for cumulative analysis preparation. Once the form has been completed, County staff will provide you a photocopy of the form for your records and place the original in the "Cumulative Traffic Data Reference Binder" for inclusion into a binder for future reference.

Date Prepared: <u>10/29/04</u> Prepared by: <u>LUNDETRON & ASSOCIATES</u>		
Today's date	Print your name (and firm name, if applicable) Phone #	
Project Name or Address: <u>MCCONNELL 2368 E. MISSION RD.</u>		
Community Planning Area: <u>FALLBROOK</u>		
Thomas Brother's page and location: <u>1028 A1</u>		
Case Numbers (e.g., TM, TPM, MUP, STP, ER, etc.): <u>TPM 20446</u>		
Assessor Parcel Number(s): <u>105-742-07</u>		
Residential Lots: <u>4</u> Lots	Commercial Square Footage: <u>N/A</u> s.f.	Other?(explain below) <u>N/A</u>
Project Description - Please summarize type of project - residential, commercial, school, church, industrial, etc. (If residential, number of lots and type of residential - apartment, condo, townhome, single family; if commercial, number of square feet of building space and on site parking. If school, church or other non-traditional traffic generator, please describe the project's enrollment capacity, attendance or any other characteristic in which traffic generation can be derived) <u>TENTATIVE PARCEL MAP TO SUBDIVIDE 5.09 AC PARCEL INTO 4 SINGLE FAMILY LOTS. MINIMUM 1 AC LOTS. EXISTING EF HOUSE TO REMAIN.</u>		
Public Roadway(s) Providing direct access to the project site (This includes all roadways that the future occupants would use to directly enter the site) <u>MISSION RD.</u> <u>HAMILTON LN. (PRIVATE)</u>		
Project Traffic Consultant:		Final Traffic Report Avail. (if yes, please check) <input type="checkbox"/>

As noted above, this information, as well as that information received from other consultants completing cumulative traffic analysis, will be available for future reference at the Project Processing Counter in the *Cumulative Traffic Data Reference Binder*

Please return the master to Project Processing Staff for insertion into the Cumulative Traffic Data Reference Binder.

Planning Area: FALLBROOK

Case Number: 74111
20584

CUMULATIVE TRAFFIC DATA SHEET

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Please fill out all of the information below based on the case file pulled for cumulative analysis preparation. Once the form has been completed, County staff will provide you a photocopy of the form for your records and place the original in the "Cumulative Traffic Data Reference Binder" for inclusion into a binder for future reference.

Date Prepared: <u>11/2/04</u> <small>Today's date</small>		Prepared by: <u>Darnell (ISSCO)</u> <small>Print your name (and firm name, if applicable)</small>		Phone #
Project Name or Address: <u>4162 Golden Rd</u>				
Community Planning Area: <u>FALLBROOK</u>				
Thomas Brother's page and location:				
Case Numbers (e.g., TM, TPM, MUP, STP, ER, etc.): <u>TPM 20584</u>				
Assessor Parcel Number(s):				
Residential Lots: <u>5</u> Lots	Commercial Square Footage: <u> </u> s.f.	Other?(explain below)		
Project Description - Please summarize type of project - residential, commercial, school, church, industrial, etc. (If residential, number of lots and type of residential - apartment, condo, townhome, single-family; if commercial, number of square feet of building space and on-site parking; if school, church or other non-traditional traffic generator, please describe the project's enrollment capacity/attendance or any other characteristic in which traffic generation can be derived) <u>division of a 3.27 acre lot into 5 lots that includes a remainder parcel proposed lot sizes range from 0.29 acres to 1.59 gross acres 3 will be developed for single family residences</u>				
Public Roadway(s) Providing direct access to the project site (This includes all roadways that the future occupants would use to directly enter the site.)				
Project Traffic Consultant: <u>Kristin Blackson</u> Final Traffic Report Avail. (if yes, please check) <input type="checkbox"/>				

858-694-3212

As noted above, this information, as well as that information received from other consultants completing cumulative traffic analysis, will be available for future reference at the Project Processing Counter in the *Cumulative Traffic Data Reference Binder*.

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CUMULATIVE TRAFFIC DATA SHEET

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Date Prepared:	<u>11/8/04</u>	Prepared by:	<u>Mario Covie</u>	<u>858.694.3055</u>
	<small>Today's date</small>		<small>Print your name (and firm name, if applicable)</small>	<small>Phone #</small>
Project Name or Address: <u>1460 Hillcrest Lane, Robbins TPM</u>				
Community Planning Area: <u>Fallbrook</u>				
Thomas Brother's page and location: <u>Page 1027, Grid H/1</u>				
Case Numbers (e.g., 1M, TPM, MUP, STP, ER, etc.): <u>TPM 20667RPL²; Log No. 02-02-012</u>				
Assessor Parcel Number(s): <u>105-073-64</u>				

Residential Lots:	Commercial Square Footage:	Other?(explain below)
<u>3 Lots</u>	<u>N/A s.f</u>	

Project Description - Please summarize type of project - residential, commercial, school, church, industrial, etc. (Residential number of lots and type: residential - apartment - duplex - single family etc. Commercial number of square feet and building type and in-use parking. If site is located in the fire path and/or in a gas area, please describe the project and limit capacity and nature of any other facilities in which future generation can be derived)

The project proposes a 3-lot split, with one existing residence, on roughly 2.3 acres. The two new parcels will be for single-family residences; grading for pads, driveways as well as the widening of Street "A" to 28 feet

Public Roadway(s) Providing direct access to the project site
 (This includes all roadways that the future occupants would use to directly enter the site)

Hillcrest Lane and Stagecoach Lane

Project Traffic Consultant: Unknown at this time Final Traffic Report Avail. (if yes, please check)

As noted above, this information, as well as that information received from other consultants completing cumulative traffic analysis, will be available for future reference at the Project Processing Counter in the *Cumulative Traffic Data Reference Binder*.

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CUMULATIVE TRAFFIC DATA SHEET

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Date Prepared:	<u>11-15-04</u>	Prepared by:	<u>Sami Raya</u>	<u>8-694-3733</u>
	<small>Today's date</small>		<small>Print your name (and firm name, if applicable)</small>	<small>Phone #</small>
Project Name or Address: <u>Vande Vegte Tentative Map</u>				
Community Planning Area: <u>Fallbrook</u>				
Thomas Brother's page and location: <u>1028-A3; Beavercreek Lane</u>				
Case Numbers (e.g., TM, TPM, MUP, STP, ER, etc.): <u>JM 5243, ER02-01-003</u>				
Assessor Parcel Number(s): <u>105 640 71</u>				
Residential Lots:	Commercial Square Footage:	Other?(explain below)		
<u>8</u> Lots	<u>N/A</u> sq ft			
Project Description - Please summarize type of project (residential, commercial, school, church, industrial, etc. (If residential, number of lots and type of residential - apartment, condo, townhome, single family) or commercial, number of square feet of building space and on-site parking; If school, church or other non-traditional traffic generator, please describe the project's enrollment capacity, attendance, or any other characteristic in which traffic generation can be derived)				
<u>Major subdivision creating 8 lots; project site is currently developed with 1 single-family residence and all lots will be developed with single-family residences</u>				
Public Roadway(s) Providing direct access to the project site (This includes all roadways that the future occupants would use to directly enter the site)				
<u>East Alvarado Street and Fallbrook Street (new extension)</u>				
Project Traffic Consultant: <u>Not available at this time</u> Final Traffic Report Avail. (if yes, please check) <input type="checkbox"/>				

As noted above, this information, as well as that information received from other consultants completing cumulative traffic analysis, will be available for future reference at the Project Processing Counter in the *Cumulative Traffic Data Reference Binder*.

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CUMULATIVE TRAFFIC DATA SHEET

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Please fill out all of the information below based on the case file pulled for cumulative analysis preparation. Once the form has been completed, County staff will provide you a photocopy of the form for your records and place the original in the "Cumulative Traffic Data Reference Binder" for inclusion into a binder for future reference.

Date Prepared: <u>11/2/04</u>	Prepared by: <u>Alyssa Maxson, DPI U</u>	(858)694-3737
Today's date	Print your name (and firm name, if applicable)	Phone #
Project Name or Address: <u>Daniels Subdivision</u>		
Community Planning Area: <u>Fallbrook Community Planning Area</u>		
Thomas Brother's page and location: <u>1028 A/6</u>		
Case Numbers (e.g., TM, TPM, MUP, STP, ER, etc.): <u>TM 5364; IR 04-02-009</u>		
Assessor Parcel Number(s): <u>578 012-80-00</u>		
Residential Lots: <u>10</u> Lots	Commercial Square Footage: <u>sf</u>	Other?(explain below)
<p>Project Description - Please summarize type of project - residential, commercial, school, church, industrial, etc. (If residential, number of lots and type of residential - apartment, condo, townhome, single family; if commercial, number of square feet of building, space, and on-site parking; if school, church or other non-traditional traffic generator, please describe the project's enrollment, capacity, attendance or any other characteristic in which traffic generation can be derived.)</p> <p>The proposed project is a 10 lot subdivision of 11.22 acres in the community of Fallbrook. The parcels range in size from 1.0 to 1.3 acres. One single-family residence currently exists on the project site and will remain with an addition of nine single-family homesites. The remainder of the site consists of citrus groves.</p>		
<p>Public Roadway(s) Providing direct access to the project site (This includes all roadways that the future occupants would use to directly enter the site.)</p> <p><u>Green Canyon Road</u></p>		
Project Traffic Consultant: _____		Final Traffic Report Avail. (if yes, please check) <input type="checkbox"/>

As noted above, this information, as well as that information received from other consultants completing cumulative traffic analysis, will be available for future reference at the Project Processing Counter in the *Cumulative Traffic Data Reference Binder*.

Please return the master to Project Processing Staff for insertion into the Cumulative Traffic Data Reference Binder.

Planning Area: FALLBROOK

Case Number: TPM 70359

CUMULATIVE TRAFFIC DATA SHEET

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Please fill out all of the information below based on the case file pulled for cumulative analysis preparation. Once the form has been completed, County staff will provide you a photocopy of the form for your records and place the original in the "Cumulative Traffic Data Reference Binder" for inclusion into a binder for future reference.

Date Prepared: 11/2/04 Prepared by: Darnell Assco
Today's date Print your name (and firm name, if applicable) Phone #

Project Name or Address: end of BEAVERCREEK LANE 1213 02
Community Planning Area: FALLBROOK

Thomas Brother's page and location:
Case Numbers (e.g., TM, TPM, MUP, STP, FR, etc.):
TPM 20359

Assessor Parcel Number(s):
4 parcels & 1 remainder - 19.0 acres
Residential Lots: _____ Commercial Square Footage: _____ Other?(explain below): _____
Lots s.f.

Project Description - Please summarize type of project - residential, commercial, school, church, industrial, etc. (If residential, number of lots and type of residential - apartment, condo, townhome, single family; if commercial, number of square feet of building space and on-site parking; if school, church or other non-traditional traffic generator, please describe the project's enrollment capacity, attendance or any other characteristic in which traffic generation can be derived.)
Minor subdivision of 19.0 acres into 4 parcels & 1 remainder parcel. parcel sizes are parcel 1 = 1 acre, Parcel 2 = 9.35 acre, Parcel 3 = 1.06 acre, Parcel 4 = 1.19 acre & remaining parcel = 6.26 acre

Public Roadway(s) Providing direct access to the project site
(This includes all roadways that the future occupants would use to directly enter the site.)
access will be from BEAVERCREEK LANE

Project Traffic Consultant: David Strickland Final Traffic Report Avail. (if yes, please check)
619-694-3735

As noted above, this information, as well as that information received from other consultants completing cumulative traffic analysis, will be available for future reference at the Project Processing Counter in the Cumulative Traffic Data Reference Binder.

Please return the master to Project Processing Staff for insertion into the Cumulative Traffic Data Reference Binder.

Planning Area: Fallbrook

Case Number: TPM 20397

CUMULATIVE TRAFFIC DATA SHEET

The following table has been compiled by County DPLU staff to assist in the preparation of cumulative traffic analysis for discretionary projects within the County of San Diego. The following information is requested by the County of San Diego for an interim use by traffic consultants while a public-interface of County of San Diego permit tracking and GIS applications is being programmed.

Please fill out all of the information below based on the case file pulled for cumulative analysis preparation. Once the form has been completed, County staff will provide you a photocopy of the form for your records and place the original in the "Cumulative Traffic Data Reference Binder" for inclusion into a binder for future reference.

Date Prepared:	<u>10/29/04</u>	Prepared by:	<u>Dannette Asico</u>
	Today's date		Print your name (and firm name, if applicable)
Project Name or Address:	<u>2086 Fuerte Street</u>		
Community Planning Area:	<u>Fallbrook</u>		
Thomas Brother's page and location:			
Case Numbers (e.g., TM, TPM, MUP, STP, ER, etc.):	<u>TPM 20397</u>		
Assessor Parcel Number(s):			

Residential Lots:	Commercial Square Footage:	Other?(explain below)
Lots	s.f	
Project Description - Please summarize type of project - residential, commercial, school, church, industrial, etc. (If residential, number of lots and type of residential - apartment, condo, townhome, single family; if commercial, number of square feet of building space and on-site parking; if school, church or other non-traditional traffic generator, please describe the project's enrollment capacity, attendance, or any other characteristics in which traffic generation can be derived)		
<u>Minor subdivision of 2.33 acre into two 1 acre single family residents.</u>		

Public Roadway(s) Providing direct access to the project site
(This includes all roadways that the future occupants would use to directly enter the site)

Project Traffic Consultant: Leslie Richter Final Traffic Report Avail. (if yrs, please check)

619-664-3806

As noted above, this information, as well as that information received from other consultants completing cumulative traffic analysis, will be available for future reference at the Project Processing Counter in the *Cumulative Traffic Data Reference Binder*.

Appendix G

Existing + Cumulative Intersection Level of Service Calculations



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	3	78	10	4	72	1	9	0	4	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	82	11	4	76	1	9	0	4	2	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	77			93			181	179	87	183	184	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	77			93			181	179	87	183	184	76
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1522			1502			777	711	971	772	707	985

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	96	81	14	4
Volume Left	3	4	9	2
Volume Right	11	1	4	2
cSH	1522	1502	828	866
Volume to Capacity	0.00	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.3	0.4	9.4	9.2
Lane LOS	A	A	A	A
Approach Delay (s)	0.3	0.4	9.4	9.2
Approach LOS			A	A

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕			↕			↕			↕			
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	2	602	6	62	951	1	2	0	85	1	0	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	2	634	6	65	1001	1	2	0	89	1	0	1	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None						
Median storage veh													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1002			640			1774	1774	637	1863	1776	1002	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1002			640			1774	1774	637	1863	1776	1002	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100			93			97	100	81	98	100	100	
cM capacity (veh/h)	691			944			61	77	477	43	77	294	

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	642	1067	92	2
Volume Left	2	65	2	1
Volume Right	6	1	89	1
cSH	691	944	412	75
Volume to Capacity	0.00	0.07	0.22	0.03
Queue Length 95th (ft)	0	6	21	2
Control Delay (s)	0.1	2.0	16.2	54.5
Lane LOS	A	A	C	F
Approach Delay (s)	0.1	2.0	16.2	54.5
Approach LOS			C	F

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	101.1%	ICU Level of Service	G
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↔			↔			↔			↔			
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	5	110	14	5	87	0	9	0	4	1	0	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	5	116	15	5	92	0	9	0	4	1	0	1	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None						
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	92			131			237	236	123	240	243	92	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	92			131			237	236	123	240	243	92	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100			100			99	100	100	100	100	100	
cM capacity (veh/h)	1503			1455			713	660	928	707	654	966	

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	136	97	14	2
Volume Left	5	5	9	1
Volume Right	15	0	4	1
cSH	1503	1455	768	816
Volume to Capacity	0.00	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.3	0.4	9.8	9.4
Lane LOS	A	A	A	A
Approach Delay (s)	0.3	0.4	9.8	9.4
Approach LOS			A	A

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕			↕			↕			↕			
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	0	1057	10	91	692	1	7	0	55	0	0	2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	0	1113	11	96	728	1	7	0	58	0	0	2	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None						
Median storage veh													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	729			1123			2041	2039	1118	2096	2044	729	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	729			1123			2041	2039	1118	2096	2044	729	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100			85			80	100	77	100	100	100	
cM capacity (veh/h)	874			622			37	48	252	26	48	423	

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1123	825	65	2
Volume Left	0	96	7	0
Volume Right	11	1	58	2
cSH	874	622	151	423
Volume to Capacity	0.00	0.15	0.43	0.00
Queue Length 95th (ft)	0	14	48	0
Control Delay (s)	0.0	4.2	45.7	13.6
Lane LOS		A	E	B
Approach Delay (s)	0.0	4.2	45.7	13.6
Approach LOS			E	B

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	117.9%	ICU Level of Service	H
Analysis Period (min)	15		

Appendix H

Existing + Cumulative + Project Intersection Level of Service Calculations



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	3	78	13	5	72	1	15	0	7	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	82	14	5	76	1	16	0	7	2	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	77			96			184	183	89	189	189	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	77			96			184	183	89	189	189	76
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	99	100	100	100
cM capacity (veh/h)	1522			1498			772	707	969	762	702	985

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	99	82	23	4
Volume Left	3	5	16	2
Volume Right	14	1	7	2
cSH	1522	1498	825	859
Volume to Capacity	0.00	0.00	0.03	0.00
Queue Length 95th (ft)	0	0	2	0
Control Delay (s)	0.3	0.5	9.5	9.2
Lane LOS	A	A	A	A
Approach Delay (s)	0.3	0.5	9.5	9.2
Approach LOS			A	A

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	16.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↕			↕			↕			↕			
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	2	602	6	63	951	1	2	0	88	1	0	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	2	634	6	66	1001	1	2	0	93	1	0	1	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None	None					
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1002			640			1776	1776	637	1868	1778	1002	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1002			640			1776	1776	637	1868	1778	1002	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100			93			97	100	81	98	100	100	
cM capacity (veh/h)	691			944			60	77	477	42	76	294	

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	642	1068	95	2
Volume Left	2	66	2	1
Volume Right	6	1	93	1
cSH	691	944	414	74
Volume to Capacity	0.00	0.07	0.23	0.03
Queue Length 95th (ft)	0	6	22	2
Control Delay (s)	0.1	2.0	16.3	55.3
Lane LOS	A	A	C	F
Approach Delay (s)	0.1	2.0	16.3	55.3
Approach LOS			C	F

Intersection Summary			
Average Delay		2.1	
Intersection Capacity Utilization	101.3%		ICU Level of Service
Analysis Period (min)		15	G



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	5	110	22	8	87	0	13	0	5	1	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	116	23	8	92	0	14	0	5	1	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	92			139			247	246	127	252	258	92
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	92			139			247	246	127	252	258	92
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	100	99	100	100	100
cM capacity (veh/h)	1503			1445			700	650	923	693	640	966

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	144	100	19	2
Volume Left	5	8	14	1
Volume Right	23	0	5	1
cSH	1503	1445	751	807
Volume to Capacity	0.00	0.01	0.03	0.00
Queue Length 95th (ft)	0	0	2	0
Control Delay (s)	0.3	0.7	9.9	9.5
Lane LOS	A	A	A	A
Approach Delay (s)	0.3	0.7	9.9	9.5
Approach LOS			A	A

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1057	10	94	692	1	7	0	56	0	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1113	11	99	728	1	7	0	59	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	729			1123			2047	2045	1118	2104	2050	729
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	729			1123			2047	2045	1118	2104	2050	729
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			84			80	100	77	100	100	100
cM capacity (veh/h)	874			622			36	47	252	25	47	423

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1123	828	66	2
Volume Left	0	99	7	0
Volume Right	11	1	59	2
cSH	874	622	151	423
Volume to Capacity	0.00	0.16	0.44	0.00
Queue Length 95th (ft)	0	14	49	0
Control Delay (s)	0.0	4.3	46.1	13.6
Lane LOS		A	E	B
Approach Delay (s)	0.0	4.3	46.1	13.6
Approach LOS			E	B

Intersection Summary			
Average Delay		3.3	
Intersection Capacity Utilization	118.1%		ICU Level of Service H
Analysis Period (min)		15	

Appendix I

Letter from Applicant Regarding TIF Payment

To: County of San Diego

4/28/06

Reference:

TM 5469

A.P N 105-310-22

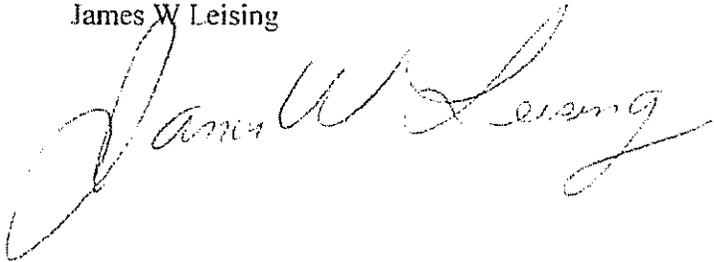
3061 Ridge Creek, Flbk.

To whom concerned,

I James W Leising agree to pay into the TIF program to mitigate cumulative traffic impacts that would be created by the above project.

Sincerely,

James W Leising

A handwritten signature in cursive script that reads "James W Leising". The signature is written in dark ink and is positioned below the typed name.