TRAFFIC STUDY

For

The Daniels Tract (TM 5364)

in the County of San Diego

Submitted By:

Darnell & Associates, Inc.

Revised February 25, 2008
Revised April 25, 2005
Original January 7, 2005

Darnell & ASSOCIATES, INC.
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

MEMORANDUM

DATE: February 26, 2008

TO: Geoff Daniels

FROM: Bill Daniels

D&A Ref. No: 041002

RE: The Daniels Tract (TM-5364).Responses to the County of San Diego's Comments dated January 28, 2008.

We have revised our April 25, 2005 Traffic Study to respond to the County's Comments. The following are our responses.

Comment 1. Department of Public Works (DPW) staff reviewed and commented on the Traffic Study prepared by Darnell & Associates, Inc DPLU received 1-11-05, However subsequently, the Board of Supervisors adopted a Transportation Impact Fee (TIF) ordinance (on April 20, 2005, which became effective on June 19, 2005) which alleviates the need for a Traffic Study for Tm 5364 and DPW recommends that the Traffic Study DPLU received 1-11-05 be kept for general file purposes only and need not be updated nor included in the projects technical studies included for public review. The TIF program requires the payment of an impact fee, usually assessed at the time of issuance of building permits, which is used to fund many future circulation element roadway improvements and is an important component of an overall program that is relied on to mitigate cumulative traffic impacts, including most of TM 5364's cumulative impacts, However, TM5364 impacts the I-15/East Mission Road ramp interchange, which is not included in the current TIF program. Consequently, in addition to agreeing to pay the TIF. The developer before the final map is approved will be required to mitigate TM 5364's impacts to I-15/ East Mission Road ramp interchange by 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/ I-15 interchange to the satisfaction of the Director of Public Works. (The County TIF program does not currently included 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 currently unknown and could be very high); or 2) Conduct improvements to E. Mission Road/ I-15 interchange in proportion to TM 5364 impacts to these facilities tot eh satisfaction of the Director of Public Works and Caltrans.

Response to Comment 1. The traffic study was revised to add a discussion on the County Board of Supervisors adoption of changes to the County TIF program to include traffic signals and various freeway interchange improvements. The revised TIF adopted by the Board of Supervisors includes improvements to the I-15/ E. Mission Road interchange.

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Comment 2. This will be required to pay the County of San Diego Transportation Impact Fee (TIF) in accordance with County Ordinance #9712. Additionally, prior to approval of the tentative map, the developers shall agree to Condition C.7.a. related to the mitigation of project impact to E. Mission Road/I-15 interchange ramps. (The County's TIF program does not currently include E. Mission Road/ I-15 interchange ramps. 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 ramps are adopted into the TIF, the TIF costs for these freeway ramps is currently unknown and could be very high); or 2) construct improvements to E. Mission Road/ I-15 interchange ramps in proportion to Tm 5364 impacts to these facilities to the satisfaction of the Director of Public Works. (See requirements C.7.a).

Response to Comment 2. The applicant agrees to pay the Transportation Traffic Impact Fees (TIF) that was approved by the Board of Supervisors on January 28, 2008. Payment of these fees will mitigate the projects cumulative impacts.

Darnell & ASSOCIATES, INC.
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

February 26, 2008

Geoff Daniels
3135 Dusty Trail
Olivenhain, CA 92024

D&A Ref. No.: 041002

Subject: Cumulative Traffic Impact Analysis of the Proposed 10 Lot Subdivision (TM5394) Located off Green Canyon Road in the Fallbrook Community of the County of San Diego.

Dear Mr. Daniels:

In accordance with your authorization, Darnell & Associates, Inc. (D&A) has prepared this cumulative impact analysis of the proposed subdivision. Our April 25, 2005 report has been revised to respond to County of San Diego Comments dated January 25, 2008, and added discussion on the updated Traffic Impact FEE (TIF) Program adopted by the Board of Supervisors on January 28, 2008.

PROJECT DESCRIPTION

The developer proposes to construct a ten (10) lot single family residential subdivision (TM5364) located off of Green Canyon Road in the Fallbrook Community of the County of San Diego. A vicinity map is provided in Figure 1. A site plan is provided in Figure 2.

Per the County Public Road Standards requirements the intersection spacing for the proposed project's access on Green Canyon Road driveway meets the minimum standard of 300 feet (300') centerline to centerline for a non circulation element entering into a circulation element road.

PROJECT TRIP GENERATION

The trip generation potential for the proposed project is based on daily and peak hour trip generation rates obtained from the *(Not So) Brief Guide of Traffic Generators for the San Diego Region* published by SANDAG in April 2002. Utilizing the SANDAG rates and the characteristics of the proposed project, estimates of daily and peak hour traffic volumes generated by the project can be calculated. Table 1 summarizes the trip generation rates and volumes for the proposed project. As shown in Table 1, the proposed project is estimated to generate 120 average daily trips, 10 AM peak hour trips, and 12 PM peak hour trips

Table 1 - Trip Generation Rates and Calculations Summary

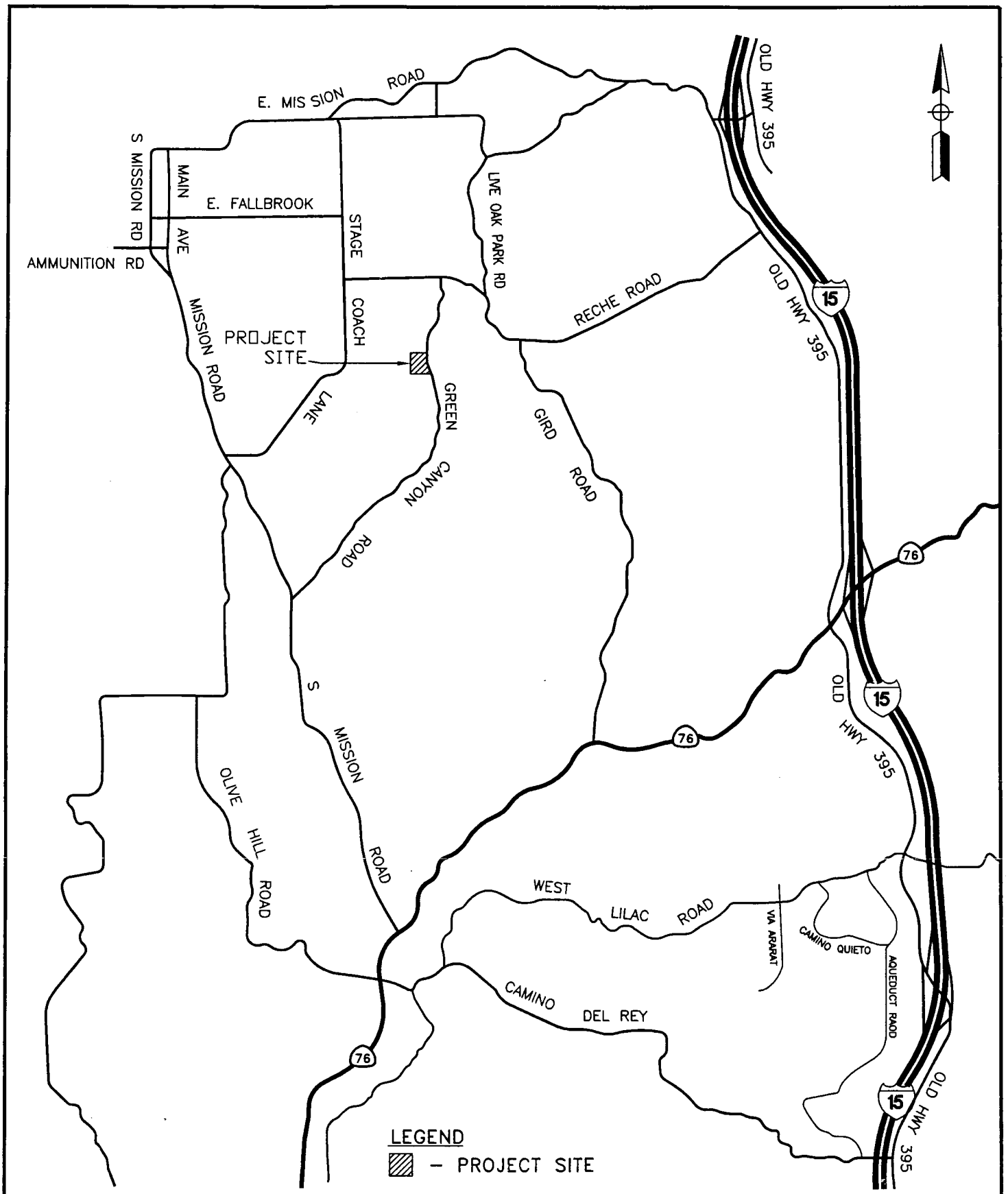
Trip Generation Rates

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		Total - % of Daily	% In	% Out	Total - % of Daily	% In	% Out
Single Family Estate Residential	12 Trips/DU	8%	30%	70%	10%	70%	30%

Trip Generation

Land Use	Total No. of Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Single Family Estate Residential	10	120	10	3	7	12	8	4

DU=Dwelling Unit
Trip Generation Rates are based on rates published by SANDAG, April 2002



Darnell & ASSOCIATES, INC.

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FIGURE 1

VICINITY MAP

COUNTY OF SAN DIEGO TRACT No. 5364-1

PRELIMINARY TITLE REPORT FOR THIS LAND DIVISION FURNISHED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, ORDER NO. 1080615-7.

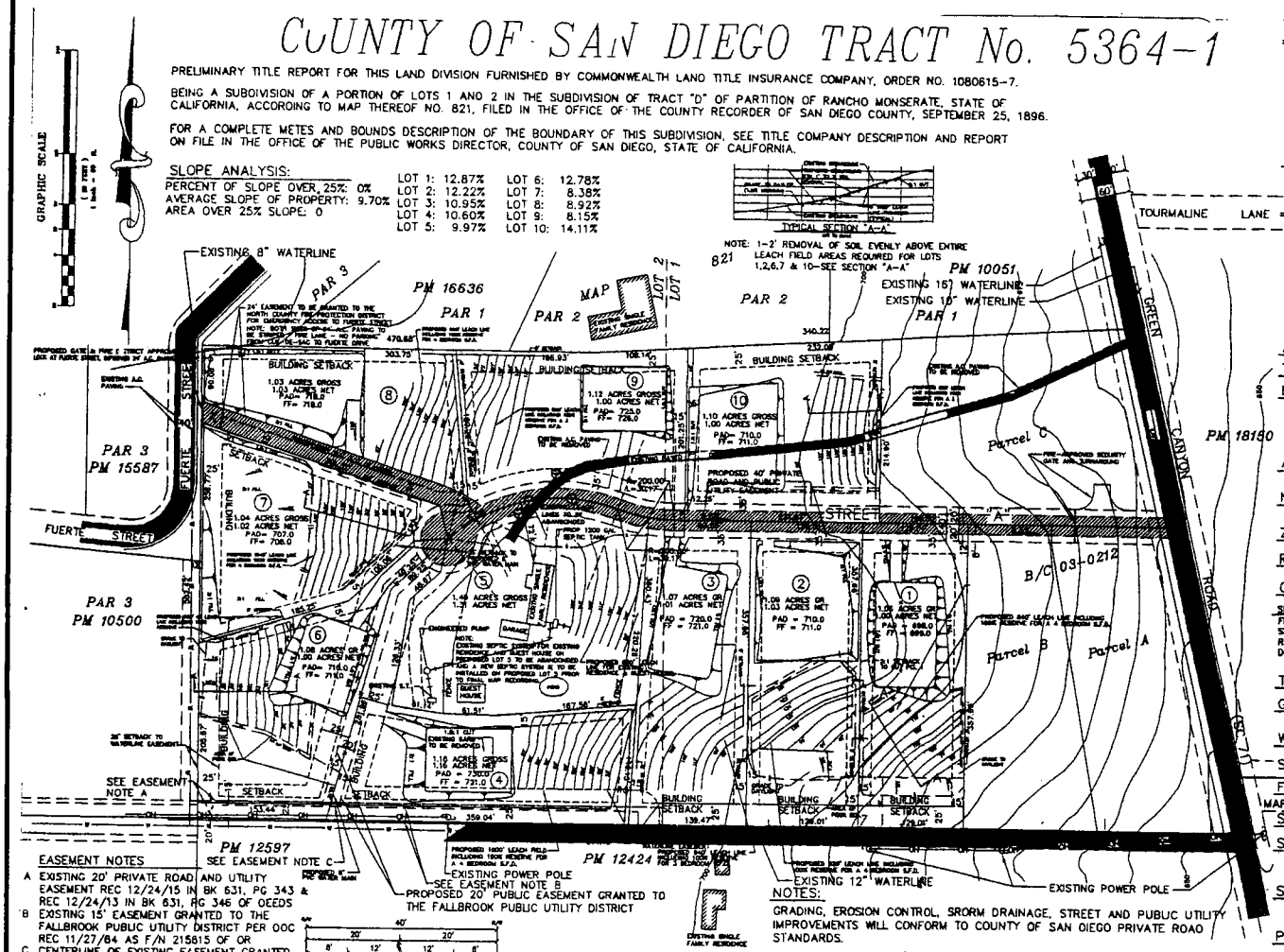
BEING A SUBDIVISION OF A PORTION OF LOTS 1 AND 2 IN THE SUBDIVISION OF TRACT "D" OF PARTITION OF RANCHO MONSERATE, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 821, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, SEPTEMBER 25, 1896.

FOR A COMPLETE METES AND BOUNDS DESCRIPTION OF THE BOUNDARY OF THIS SUBDIVISION, SEE TITLE COMPANY DESCRIPTION AND REPORT ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

SLOPE ANALYSIS:

PERCENT OF SLOPE OVER, 25%: 0%
AVERAGE SLOPE OF PROPERTY: 9.70%
AREA OVER 25% SLOPE: 0

LOT 1: 12.87%	LOT 6: 12.78%
LOT 2: 12.22%	LOT 7: 8.38%
LOT 3: 10.95%	LOT 8: 8.92%
LOT 4: 10.60%	LOT 9: 8.15%
LOT 5: 9.97%	LOT 10: 14.11%

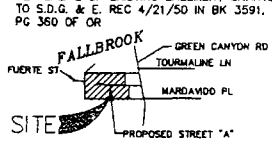


NOTE: 1-2' REMOVAL OF SOIL EVENLY ABOVE ENTIRE LEACH FIELD AREAS REQUIRED FOR LOTS 1,2,6,7 & 10-SEE SECTION "A-A"

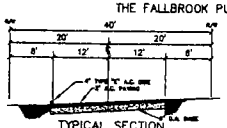
TYPICAL SECTION "A-A"

EASEMENT NOTES

A EXISTING 20' PRIVATE ROAD AND UTILITY EASEMENT REC 12/24/15 IN BK 631, PG 343 & REC 12/24/13 IN BK 631, PG 346 OF DEEDS
B EXISTING 15' EASEMENT GRANTED TO THE FALLBROOK PUBLIC UTILITY DISTRICT PER DOC REC 11/27/64 AS F/N 215815 OF OR
C CENTERLINE OF EXISTING EASEMENT GRANTED TO S.D.G. & E. REC 4/21/50 IN BK 3591, PG 360 OF OR

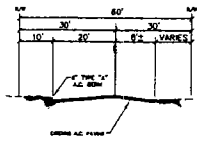


VICINITY MAP
NO SCALE



TYPICAL SECTION
STREET "A" (PRIVATE)

COUNTY OF SAN DIEGO STANDARDS FOR PRIVATE STREETS - NON DEDICATED.
STRUCTURAL SECTION PER HVEEM METHOD USING TI = 4.5 MIN.
DEVELOPER SPECIFICALLY RETAINS THE OPTION TO UTILIZE 6" DG ROAD SURFACE IN SELECTED AREAS.



TYPICAL SECTION
GREEN CANYON ROAD(PUBLIC)

NOTES:

GRADING, EROSION CONTROL, SRORM DRAINAGE, STREET AND PUBUC UTILITY IMPROVEMENTS WILL CONFORM TO COUNTY OF SAN DIEGO PRIVATE ROAD STANDARDS.

CUT SLOPES ARE 1 1/2:1, FILL SLOPES ARE 2:1. ALL SLOPES SHOWN ARE SUBJECT TO THE APPROVAL OF THE PROJECTS SOILS CONSULTANT AND THE COUNTY ENGINEER.

THIS MAP IS A TENTATIVE MAP AS DEFINED IN ARTICLE 2, SECTION 66424.5 OF THE SUBDIVISION MAP ACT. ALL DISTANCE AND AREAS SHOWN ARE APPROXIMATE. THE OWNER RESERVES THE RIGHT TO ALTER THE FINAL DESIGN SUBJECT TO ARTICLE 2, SECTION 66442(2) OF THE SUBDIVISION MAP ACT.

OWNER RESERVES THE RIGHT TO FULLY DEVELOPE LOTS OR SELL INDIVIDUAL LOTS ON AN "AS GRADED" BASIS.

OWNER SHALL NOT MAKE A REQUEST TO THE BOARD OF SUPERVISORS FOR A SPECIAL ASSESMENT DISTRICT FOR CONSTRUCTION OF ANY OF THE SUBDIVISION IMPROVEMENTS.

OWNER-SUBDIVIDER:

GEOFFREY & PATRICIA DANIELS
3135 DUSTY TRAIL
OLIVENHAIN, CALIF. 92024
(760) 735-7684

BY: GEOFFREY DANIELS, OWNER
BY: PATRICIA DANIELS, OWNER

CONTIGUOUS OWNERSHIP DECLARATION: SEE BOUNDARY ADJUSTMENT PLAT No. B/C 03-0212

ENGINEER:

ACAL ENGINEERING & SURVEYING
990 VALE TERRACE DRIVE
VISTA, CA 92084
(760) 724-7674

BY: DAVID H. LOWEN, RCE 37915

Prepared By:
ACAL Engineering & Surveying
Professional Engineers and Land Surveyors
990 Vale Terrace Drive
Vista, Ca. 92084-5212
Phone: (760) 724-7674
FAX: (760) 724-8424

DATE: 03/16/04

ASSESSOR'S PARCEL NO.: 106-200-15,16

TAX RATE AREA: 75006

LEGAL DESCRIPTION:

THAT PORTION OF LOTS 1 & 2 IN THE SUBDIVISION OF TRACT "D" OF A PORTION OF RANCHO MONSERATE PER MAP NO. 821. SEE ALSO PARCEL D OF BOUNDARY ADJUSTMENT No. B/C03-0212.

ACREAGE: 11.22 ACRES GROSS
11.22 ACRES NET

NUMBER OF LOTS: 10 TOTAL MINIMUM LOT SIZE: 1 ACRE NET

ZONING: A 70

REGIONAL CATAGORY: EDA

GENERAL PLAN: 2

SETBACKS:
FRONT: 60' TO C/L
SIDE: 15' TO P/L
REAR: 25' TO P/L
DUAL FRONTAGE: 35' TO C/L

SPECIAL AREA REG USE REGULATIONS		A 70
NEIGHBORHOOD REGULATIONS		L
	DENSITY	1
	LOT SIZE	1 AC
	BUILDING TYPE	C
	MAXIMUM FLOOR AREA	----
	FLOOR AREA RATIO	----
	HEIGHT	G
	COVERAGE	----
	SETBACK	C
	OPEN SPACES	----
SPECIAL AREA REGULATIONS		----

TOPOGRAPHY: 1986 COUNTY ORTHOPHOTO, COORD. INDEX 430-1701

GRADING STATEMENT: GRADING AS SHOWN

WATER: FALLBROOK PUBLIC UTILITY DISTRICT

SEWER: SEPTIC

FIRE: NORTH COUNTY FIRE PROTECTION DISTRICT

SCHOOL: FALLBROOK UNION ELEMENTARY & HIGH SCHOOL DISTRICTS

STREET LIGHTING: S.D.G.&E.
DEVELOPER TO COMPLY WITH THE REQUIREMENTS SPECIFIED IN COUNTY STANDARDS.

SOLAR ACCESS: THIS IS A SOLAR SUBDIVISION AS REQUIRED BY SECTION 81.40(n), SUBDIVISION ORDINANCE. ALL LOTS HAVE AT LEAST 100 SQ FT. OF UNOBSTRUCTED ACCESS TO SUNLIGHT ON THE BUILDABLE PORTION OF THE LOT

PARK FEES: OWNER SHALL PROVIDE PARK FEES IN LIEU OF IMPROVEMENTS AS PROVIDED IN THE PARK LAND DEDICATION ORDINANCE.

DEPARTMENT OF HEALTH SERVICES CERTIFICATION:

Darnell & ASSOCIATES, INC.

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FIGURE 2

SITE PLAN

TRIP DISTRIBUTION/TRIP ASSIGNMENT

The trip distribution percentages for the project were based on the SANDAG 2005 Select Zone Plot. The project traffic was assigned to the roadway network using the SANDAG trip distribution. Figure 3 illustrates the project trip distribution percentages and the project related daily and peak hour traffic volumes.

CONGESTION MANAGEMENT PROGRAM

Based on the approval of Proposition 111 in 1990, regulations require the preparation, implementation and annual updating of a Congestion Management Program (CMP) in each of California's urbanized counties. In 1991, San Diego County adopted their initial CMP statutes. One required element of the CMP is a process to evaluate the transportation and traffic impacts of large projects on the regional transportation system. That process is undertaken by local agencies, project applicants and traffic consultants through a transportation impact report usually conducted as part of the CEQA project review process. Authority for local land use decisions including project approvals and any required mitigation remains the responsibility of local jurisdictions.

The criteria for which a project is subject to the regulations as set forth in the CMP are determined by the trip generation potential for the project. Currently, the threshold is 2,400 average daily trips (ADT) or 200 peak hour trips. The proposed project will generate 120 average daily trips, 10 AM peak hour trips, and 12 PM peak hour trips and is therefore, not subject to CMP guidelines for traffic impact studies.

PUBLIC FACILITIES ELEMENT IN COUNTY

According to page XII-4-18 of the *Public Facility Element* for San Diego County, a discretionary project which has a significant impact on roadways will be required, as a condition of approval, to make "improvements or other measures necessary to mitigate traffic impacts to avoid reduction in the existing Level of Service below 'D' on off-site and on-site abutting Circulation Element roads. New development that would significantly impact congestion on roads at LOS 'E' or 'F', either currently or as a result of the project, will be denied unless improvements are scheduled to increase the LOS to 'D' or better or appropriate mitigation is provided. Appropriate mitigation would include a fair share contribution in the form of road improvements or a fair share contribution to an established program or project. If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to Section 15091(b) and 15093 of the State CEQA Guidelines."

The *Public Facility Element* for the County of San Diego also requires that all on-site Circulation Element roads operate at Level of Service C or better. If the Level of Service at an on-site Circulation Element road is reduced below LOS C, the proposed project must provide appropriate mitigation measures. A copy of excerpts from the County's *Public Facility Element* can be found in Appendix A.

LEVELS OF SIGNIFICANCE STANDARDS

The County has not officially adopted any methodology for determining the threshold of significance on roadway segments and intersections. However, the County has recently released their *Guidelines for Determining Significance*. A summary of the County's Guidelines is provided in Table 2. Copy of excerpts from the County's Guidelines are provided in Attachment B.

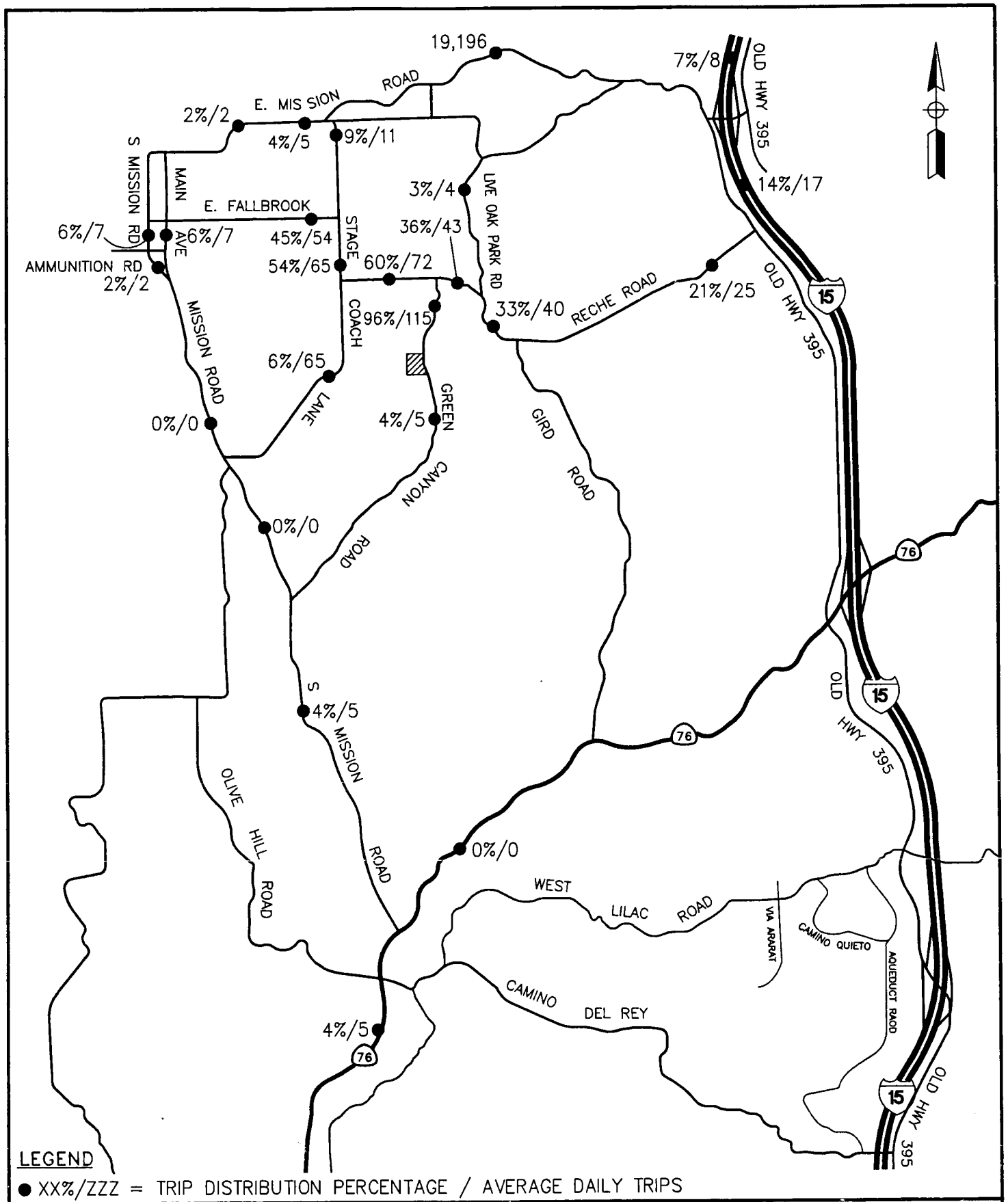

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FIGURE 3
TRIP DISTRIBUTION + PROJECT RELATED TRAFFIC

Table 2 - Measures of Significant Project Impacts					
LOS	Allowable Increase on Congested Roads and Intersections				
	Intersections		Road Segments		
	Signalized	Unsignalized	2-Lane Road	4-Lane Road	6-Lane Road
LOS E	Delay of 2 Seconds	20 Peak hour trips on a critical movement	200 ADT	400 ADT	600 ADT
LOS F	Delay of 1 second or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement	100 ADT	200 ADT	300 ADT

Notes:
– A critical movement is one that is experiencing excessive queues.
– By adding proposed project trips to all other 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.

ADT = Average Daily Traffic; LOS = Level of Service, sec = Seconds of Delay per Vehicle

Roadway Segments

As shown in Table 2, per the County's Guidelines, a project would be considered to have a significant direct traffic volume and/or level of service traffic impact on a road segment if:

- "The additional or redistributed ADT generated by the proposed project will cause an adjacent or nearby County Circulation Element Road to operate below LOS D and will significantly increase congestion as identified in Table [2], and/or
- The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity, and/or
- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Circulation Element Road, State Highway or intersection currently operating at LOS E or LOS F as identified in Table [2]."

Signalized Intersections

At signalized intersections, the project would be considered to have a significant direct volume and/or level of service traffic impact if:

- "The additional or redistributed ADT generated by the proposed project will cause a signalized intersection to operate below LOS D and will significantly increase congestion as identified in Table [2], and/or
- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F as identified in Table [2]."

Unsignalized Intersections

At unsignalized intersections, the project would be considered to have a significant direct volume and/or level of service traffic impact if:

- "The proposed project will generate 20 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate below LOS D, or
- The proposed project will generate 20 or more peak hour trips to a critical movement of an unsignalized intersection and the unsignalized intersection currently operates at LOS E, or
- The proposed project will generate 5 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate below LOS E, or
- The proposed project will generate 5 or more peak hour trips to a critical movement of an unsignalized intersection and the unsignalized intersection currently operates at LOS F, or
- Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance and/or other factors, it is found that the generation rate less than those specified above would significantly impact the operations of the intersection."

It should be noted that the significance thresholds summarized in Table 2 are currently only utilized by the County of San Diego to determine if a project has a significant direct and/or future impact. A project is considered to have a significant near term cumulative impact if it adds any traffic to a roadway segment and/or intersection that operates at LOS E or F under near term cumulative conditions.

The County guidelines also states that "For large projects, controversial projects and/or projects which are preparing Environmental Impact Reports, more detailed evaluations to verify the applicability of the significance thresholds for the individual project conditions may be necessary. Additional evaluations may include analysis of vehicle headways, speeds, average gaps, queues, delay, and/or other factors."

Consistent with the *Public Facility Element* the criteria described above was only applied to segments and intersections that operate at LOS E or LOS F. The criteria described above are conservative criteria and it is unlikely motorists would perceive changes of this magnitude. Until such time local agencies (e.g. SANDAG, SANTEC, ITE, and County of San Diego) adopt new or different criteria, these thresholds are considered to be conservative.

The guidelines for the roadway segments, signalized intersections, and stop-controlled intersections discussed above were used to determine direct (project only) impacts.

DIRECT IMPACTS

The project generates 120 average daily two way trips and assigns 5 or fewer peak hour trips to a critical movement at any intersection. Since the project generates less traffic than the County's thresholds, the project will not have any direct impacts.

CUMULATIVE IMPACTS

The County has determined that a project is part of a cumulative impact if it adds 1 trip to either a roadway segment or a critical movement at an intersection that is operating at LOS E or F. Attachment A identifies the roadway segments and intersections that operate at LOS E or F under near term cumulative conditions (existing plus all projects in the area). Figure 4 illustrates the segments and intersections for which the project is part of the cumulative impact.

Transportation Impact Fee in County

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 Transportation Impact Fee (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 this analysis, the impact from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas taxes, 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 102 ADT. These trips will be distributed on the 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. The 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 program is based. Therefore, payment of the TIF, which will be required at issuance of building permits, in combination with other components of the program described above, will mitigate potential cumulative traffic impacts to the key roadway segments and the East Mission Road/Highway 395 intersection to less than significant. Based on the proposed TIF program, the fee for single family residences in the Fallbrook area is $ 12,067 per dwelling unit. This results in a total fee of $205,139.00($12,067 x 17 DUs).

Roadway Segments

The roadway segments for which the project is part of a cumulative impact and the projects percentage of the cumulative impact are summarized in Table 3.

Table 3 Summary of Segment Cumulative Impacts

Roadway Segment	Near Term Cumulative ADT	Project ADT	Project Percentage
East Mission Road			
Main to Stage Coach	18,221	5	0.027%
Old Hwy 395 to I-15	40,378	25	0.062%
Main Avenue			
Fallbrook to Ammunition	18,701	7	0.037%
South Mission Road			
Green Canyon to SR76	26,440	5	0.019%
Stage Coach Lane			
Reche Rd to S Mission	8,868	7	0.079%
Reche Road			
Stage Coach Lane to Green Canyon	14,097	72	0.511%

Intersections

The intersections for which the project is part of the cumulative impact and the projects percentage of that impact are identified in Table 4.

Table 4 Summary of Intersection Cumulative Impacts

Intersection	Total Cumulative Critical Peak Hour Traffic Volume Entering the Intersection	Project Traffic Entering Intersection	Project Percentage
E Mission /Old Hwy 395	2,652	3	0.113%
E Mission/I-15 SB Ramps	2,654	3	0.113%
E Mission/I-15 NB Ramps	1,960	1	0.051%
S Mission/Ammunition	3,686	1*	0.027%
Stage Coach /Reche	1,696	6	0.354%
S Mission /Green Canyon	2,018	1*	0.050%
S Mission/SR 76	5,773	1*	0.017%
Olive Hill/SR76	5,919	1*	0.017%

1*=Calculations indicate that less than 1 vehicle enters the intersection during either peak hour. For the purpose of the cumulative analysis and the projects cumulative impact, it was assumed that 1 vehicle would be present during at least one of the peak hours.

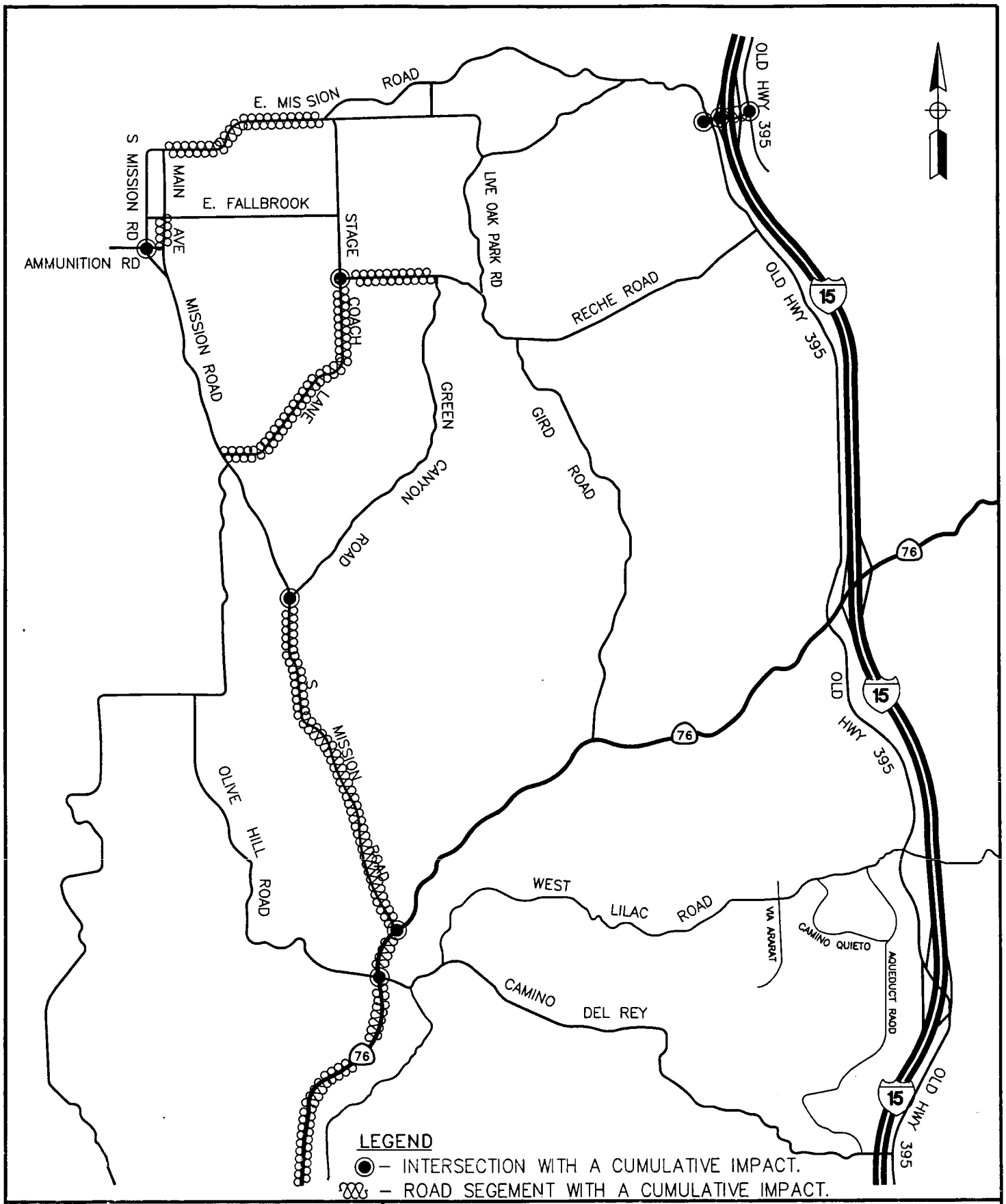

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FIGURE 4

CUMULATIVE IMPACT

MITIGATION

The County Board of Supervisors adopted the County of San Diego Traffic Impact Fee (TIF) program on April 13, 2005. The TIF program provides a mechanism for developers to mitigate their cumulative impacts by paying a specified fee. . On January 28, 2008 the Board of Supervisors approved first reading of an ordinance to update the TIF. Excerpts from the TIF update are included in Appendix E.

The January 28, 2008 update of the TIF includes the costs of signalized intersections and various Freeway ramp improvement costs. Final approval of the revisions to the TIF and associated fees adopted on January 28, 2008 and payment of the fees will mitigate the projects cumulative impacts.

Per the County's centerline ordinance frontage improvements on Green Canyon Road may be required.

SUMMARY & CONCLUSIONS

- The developer proposes to develop a 10 lot subdivision located off of Green Canyon Road in the Fallbrook Community of the County of San Diego.
- The project will generate 120 average daily trips, 10 AM peak hour trips, and 12 PM peak hour trips.
- The project does not have any direct impacts.
- The roadway segments and intersections at which the project has a cumulative impact are summarized in Tables 3 and 4.

  As mitigation for its cumulative impacts, the project proposes to pay the TIF fee as discussed in the mitigation above.

If you have any questions, please feel free to contact the office.

Sincerely,

DARNELL & ASSOCIATES, INC.

Bill E. Darnell

Bill E. Darnell, P.E.
RCE: 22338

REGISTERED PROFESSIONAL ENGINEER
BILL E. DARNELL
No. 22338
Expires 9/30/08
CIVIL
STATE OF CALIFORNIA

BED/rlp/jlb/vsh/jam
041002 - Daniels Tract TM5364/02/08

Date Signed: 2/26/08

APPENDIX A

- 24-Hour Segment Counts
- AM/PM Peak Hour Turn Counts
- Intersection Lane Configurations
- County Roadway Classification
- Excerpts from the Public Facilities Element

24-Hour Segment Counts

Volumes for: Tuesday, October 05, 2004 City: La Jolla Project #: 04-4338-001

Location: S. Mission Rd Btwn Alvarado St & Fallbrook St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	8		7					12:00	120		136				
00:15	8		10					12:15	108		130				
00:30	8		11					12:30	110		126				
00:45	9	33	4	32			65	12:45	105	443	131	523			966
01:00	3		7					13:00	99		140				
01:15	7		11					13:15	129		131				
01:30	7		7					13:30	120		116				
01:45	6	23	7	32			55	13:45	129	477	152	539			1016
02:00	8		7					14:00	140		130				
02:15	7		10					14:15	145		141				
02:30	5		8					14:30	135		127				
02:45	2	22	6	31			53	14:45	195	615	138	536			1151
03:00	6		4					15:00	167		146				
03:15	1		5					15:15	203		160				
03:30	2		9					15:30	204		157				
03:45	5	14	10	28			42	15:45	204	778	157	620			1398
04:00	8		16					16:00	229		180				
04:15	3		23					16:15	229		184				
04:30	2		28					16:30	269		158				
04:45	16	29	46	113			142	16:45	257	984	206	728			1712
05:00	15		47					17:00	290		206				
05:15	22		85					17:15	271		178				
05:30	21		137					17:30	273		179				
05:45	31	89	162	431			520	17:45	211	1045	167	730			1775
06:00	34		191					18:00	185		153				
06:15	41		250					18:15	160		129				
06:30	60		250					18:30	139		123				
06:45	51	186	260	951			1137	18:45	120	604	102	507			1111
07:00	102		244					19:00	99		103				
07:15	114		263					19:15	99		99				
07:30	120		265					19:30	91		94				
07:45	142	478	200	972			1450	19:45	83	372	55	351			723
08:00	177		162					20:00	58		65				
08:15	134		147					20:15	66		68				
08:30	120		145					20:30	51		60				
08:45	111	542	139	593			1135	20:45	37	212	52	245			457
09:00	82		103					21:00	43		50				
09:15	73		114					21:15	46		51				
09:30	83		119					21:30	47		43				
09:45	74	312	101	437			749	21:45	37	173	40	184			357
10:00	100		99					22:00	46		26				
10:15	95		128					22:15	36		34				
10:30	97		101					22:30	21		27				
10:45	99	391	110	438			829	22:45	15	118	27	114			232
11:00	101		88					23:00	11		25				
11:15	92		70					23:15	12		18				
11:30	87		90					23:30	9		10				
11:45	89	369	91	339			708	23:45	11	43	14	67			110
Total Vol.		2488		4397			**6885**		5864		5144				**11008**

Daily Totals

NB	SB	EB	WB	Combined
8352	9541			**17893**

	AM			PM		
Split %	36.1%	63.9%	**38.5%**	53.3%	46.7%	**61.5%**
Peak Hour	07:30	06:45	**07:00**	16:45	16:45	**16:45**
Volume	573	1032	**1450**	1091	769	**1860**
P.H.F.	0.81	0.97	**0.94**	0.94	0.93	**0.94**

A-1

Volumes for: Tuesday, October 05, 2004 City: La Jolla Project #: 04-4338-002

Location: S. Mission Rd Btwn Fallbrook St & Ammunition Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	7		12					12:00	161		165				
00:15	8		8					12:15	157		171				
00:30	11		8					12:30	160		170				
00:45	11	37	8	36			73	12:45	149	627	178	684			1311
01:00	9		5					13:00	166		169				
01:15	6		9					13:15	195		164				
01:30	8		6					13:30	170		150				
01:45	11	34	5	25			59	13:45	203	734	162	645			1379
02:00	4		5					14:00	182		185				
02:15	12		6					14:15	174		199				
02:30	6		4					14:30	187		166				
02:45	2	24	7	22			46	14:45	197	740	201	751			1491
03:00	2		2					15:00	233		201				
03:15	2		6					15:15	222		189				
03:30	0		7					15:30	208		196				
03:45	3	7	10	25			32	15:45	244	907	184	770			1677
04:00	7		9					16:00	281		181				
04:15	2		25					16:15	232		187				
04:30	3		23					16:30	273		170				
04:45	6	18	38	95			113	16:45	286	1072	188	726			1798
05:00	8		56					17:00	266		210				
05:15	13		75					17:15	243		201				
05:30	15		103					17:30	282		181				
05:45	20	56	176	410			466	17:45	225	1016	164	756			1772
06:00	33		179					18:00	230		188				
06:15	36		220					18:15	176		142				
06:30	52		277					18:30	165		143				
06:45	55	176	212	888			1064	18:45	154	725	124	597			1322
07:00	53		257					19:00	129		119				
07:15	83		276					19:15	127		114				
07:30	101		274					19:30	121		115				
07:45	155	392	215	1022			1414	19:45	102	479	79	427			906
08:00	169		202					20:00	98		83				
08:15	100		199					20:15	66		75				
08:30	78		186					20:30	66		79				
08:45	98	445	177	764			1209	20:45	63	293	70	307			600
09:00	83		168					21:00	41		50				
09:15	120		172					21:15	56		68				
09:30	109		131					21:30	55		51				
09:45	107	419	153	624			1043	21:45	45	197	47	216			413
10:00	110		140					22:00	56		28				
10:15	125		173					22:15	39		30				
10:30	125		144					22:30	22		29				
10:45	120	480	150	607			1087	22:45	22	139	28	115			254
11:00	121		147					23:00	13		36				
11:15	118		155					23:15	11		12				
11:30	126		142					23:30	12		12				
11:45	141	506	141	585			1091	23:45	16	52	11	71			123
Total Vol.		2594		5103			**7697**		6981		6065				**13046**

Daily Totals

NB	SB	EB	WB	Combined
9575	11168			**20743**

	AM			PM		
Split %	33.7%	66.3%	**37.1%**	53.5%	46.5%	**62.9%**
Peak Hour	11:45	06:30	**07:15**	16:45	14:45	**16:45**
Volume	619	1022	**1475**	1077	787	**1857**
P.H.F.	0.96	0.92	**0.98**	0.91	0.98	**0.98**

A-2

Volumes for: Tuesday, October 05, 2004 City: La Jolla Project #: 04-4338-003

Location: S. Mission Rd Btwn Ammunition Rd & Clemmens Ln

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	7		13					12:00	118		230				
00:15	12		5					12:15	116		228				
00:30	8		8					12:30	122		213				
00:45	6	33	6	32			65	12:45	93	449	223	894			1343
01:00	5		5					13:00	136		217				
01:15	4		6					13:15	124		218				
01:30	9		8					13:30	144		190				
01:45	2	20	4	23			43	13:45	138	542	211	836			1378
02:00	4		11					14:00	107		240				
02:15	1		3					14:15	125		212				
02:30	3		5					14:30	142		256				
02:45	4	12	5	24			36	14:45	131	505	252	960			1465
03:00	4		6					15:00	162		262				
03:15	4		7					15:15	129		284				
03:30	6		6					15:30	134		277				
03:45	5	19	4	23			42	15:45	140	565	259	1082			1647
04:00	9		11					16:00	155		302				
04:15	6		16					16:15	151		301				
04:30	14		22					16:30	170		312				
04:45	9	38	25	74			112	16:45	158	634	272	1187			1821
05:00	17		37					17:00	143		318				
05:15	18		45					17:15	150		273				
05:30	27		88					17:30	161		267				
05:45	44	106	88	258			364	17:45	143	597	261	1119			1716
06:00	38		83					18:00	116		236				
06:15	51		126					18:15	114		180				
06:30	53		174					18:30	98		213				
06:45	62	204	187	570			774	18:45	96	424	218	847			1271
07:00	114		204					19:00	84		143				
07:15	117		268					19:15	88		144				
07:30	190		207					19:30	70		149				
07:45	198	619	180	859			1478	19:45	65	307	121	557			864
08:00	96		198					20:00	65		112				
08:15	94		186					20:15	41		90				
08:30	102		192					20:30	64		106				
08:45	110	402	168	744			1146	20:45	46	216	93	401			617
09:00	109		169					21:00	56		82				
09:15	71		171					21:15	53		74				
09:30	86		148					21:30	41		64				
09:45	87	353	155	643			996	21:45	34	184	38	258			442
10:00	88		176					22:00	35		43				
10:15	90		172					22:15	31		27				
10:30	65		124					22:30	24		37				
10:45	70	313	115	587			900	22:45	21	111	25	132			243
11:00	90		150					23:00	8		14				
11:15	97		157					23:15	16		11				
11:30	105		172					23:30	13		11				
11:45	121	413	232	711			1124	23:45	11	48	10	46			94
Total Vol.		2532		4548			**7080**		4582		8319				**12901**

Daily Totals

NB	SB	EB	WB	Combined
7114	12867			**19981**

	AM			PM		
Split %	35.8%	64.2%	**35.4%**	35.5%	64.5%	**64.6%**
Peak Hour	07:00	11:45	**07:00**	16:00	16:15	**16:15**
Volume	619	903	**1478**	634	1203	**1825**
P.H.F.	0.78	0.97	**0.93**	0.95	0.95	**0.95**

A-3

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-004

Location: S. Mission Rd Btwn Clemmens Ln & Laurine Ln

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	21		3					12:00	191		184				
00:15	19		6					12:15	203		209				
00:30	11		2					12:30	208		194				
00:45	15	66	2	13			79	12:45	204	806	186	773			1579
01:00	7		3					13:00	167		160				
01:15	12		1					13:15	187		170				
01:30	6		1					13:30	217		169				
01:45	6	31	2	7			38	13:45	235	806	144	643			1449
02:00	4		4					14:00	219		160				
02:15	8		2					14:15	208		166				
02:30	6		4					14:30	208		167				
02:45	9	27	2	12			39	14:45	237	872	184	677			1549
03:00	4		3					15:00	222		247				
03:15	8		2					15:15	243		226				
03:30	7		6					15:30	241		225				
03:45	7	26	4	15			41	15:45	215	921	255	953			1874
04:00	6		3					16:00	232		260				
04:15	7		2					16:15	234		319				
04:30	11		8					16:30	219		268				
04:45	13	37	13	26			63	16:45	257	942	284	1131			2073
05:00	22		20					17:00	242		267				
05:15	26		23					17:15	226		290				
05:30	28		43					17:30	212		279				
05:45	35	111	70	156			267	17:45	231	911	244	1080			1991
06:00	49		108					18:00	199		188				
06:15	58		91					18:15	196		203				
06:30	61		111					18:30	167		182				
06:45	88	256	137	447			703	18:45	168	730	127	700			1430
07:00	76		222					19:00	152		148				
07:15	110		197					19:15	134		115				
07:30	128		287					19:30	140		104				
07:45	150	464	295	1001			1465	19:45	118	544	99	466			1010
08:00	187		199					20:00	95		90				
08:15	128		191					20:15	89		78				
08:30	100		185					20:30	81		95				
08:45	127	542	190	765			1307	20:45	77	342	64	327			669
09:00	157		157					21:00	67		63				
09:15	175		138					21:15	72		58				
09:30	144		159					21:30	104		66				
09:45	148	624	138	592			1216	21:45	63	306	41	228			534
10:00	141		133					22:00	38		24				
10:15	162		150					22:15	43		26				
10:30	147		156					22:30	42		14				
10:45	160	610	166	605			1215	22:45	30	153	20	84			237
11:00	200		157					23:00	30		10				
11:15	211		170					23:15	17		6				
11:30	207		188					23:30	19		6				
11:45	209	827	192	707			1534	23:45	20	86	4	26			112
Total Vol.		3621		4346			**7967**			7419		7088			**14507**

Daily Totals

NB	SB	EB	WB	Combined
11040	11434			**22474**

	AM			PM		
Split %	45.4%	54.6%	**35.4%**	51.1%	48.9%	**64.6%**
Peak Hour	11:00	07:00	**11:45**	16:15	16:15	**16:15**
Volume	827	1001	**1590**	952	1138	**2090**
P.H.F.	0.98	0.85	**0.96**	0.94	0.89	**0.94**

A-4

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-005

Location: S. Mission Rd Btwn Laurine Ln & S. Stage Coach Ln

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	16		11					12:00	192		179				
00:15	19		7					12:15	175		177				
00:30	9		7					12:30	206		187				
00:45	12	56	9	34			90	12:45	174	747	192	735			1482
01:00	10		4					13:00	137		183				
01:15	3		4					13:15	143		180				
01:30	6		3					13:30	171		182				
01:45	3	22	3	14			36	13:45	161	612	166	711			1323
02:00	2		3					14:00	186		166				
02:15	6		7					14:15	188		184				
02:30	3		5					14:30	173		171				
02:45	5	16	2	17			33	14:45	184	731	200	721			1452
03:00	3		8					15:00	216		244				
03:15	3		2					15:15	326		252				
03:30	3		12					15:30	257		234				
03:45	4	13	9	31			44	15:45	222	1021	250	980			2001
04:00	3		6					16:00	316		242				
04:15	3		12					16:15	288		235				
04:30	5		13					16:30	290		249				
04:45	6	17	22	53			70	16:45	340	1234	249	975			2209
05:00	8		25					17:00	354		258				
05:15	7		51					17:15	279		238				
05:30	18		68					17:30	294		285				
05:45	18	51	94	238			289	17:45	260	1187	228	1009			2196
06:00	35		135					18:00	245		203				
06:15	55		124					18:15	196		225				
06:30	51		125					18:30	198		184				
06:45	81	222	157	541			763	18:45	175	814	187	799			1613
07:00	120		249					19:00	182		147				
07:15	165		213					19:15	150		163				
07:30	165		272					19:30	170		102				
07:45	237	687	331	1065			1752	19:45	117	619	110	522			1141
08:00	369		232					20:00	83		97				
08:15	261		195					20:15	87		100				
08:30	179		194					20:30	76		98				
08:45	208	1017	193	814			1831	20:45	76	322	69	364			686
09:00	151		168					21:00	57		77				
09:15	190		137					21:15	71		73				
09:30	176		161					21:30	94		69				
09:45	148	665	151	617			1282	21:45	97	319	62	281			600
10:00	140		147					22:00	38		52				
10:15	177		137					22:15	37		26				
10:30	125		156					22:30	36		29				
10:45	136	578	174	614			1192	22:45	28	139	23	130			269
11:00	160		139					23:00	27		25				
11:15	145		172					23:15	15		13				
11:30	169		152					23:30	16		8				
11:45	169	643	185	648			1291	23:45	18	76	7	53			129
Total Vol.		3987		4686			**8673**			7821		7280			**15101**

Daily Totals

NB	SB	EB	WB	Combined
11808	11966			**23774**

	AM			PM		
Split %	46.0%	54.0%	**36.5%**	51.8%	48.2%	**63.5%**
Peak Hour	07:45	07:00	**07:30**	16:15	16:45	**16:45**
Volume	1046	1065	**2062**	1272	1030	**2297**
P.H.F.	0.71	0.80	**0.86**	0.93	0.90	**0.94**

A-5

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-006

Location: S. Mission Rd Btwn S. Stage Coach Ln & Pala Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	22		10					12:00	125		137				
00:15	21		5					12:15	148		130				
00:30	13		7					12:30	118		138				
00:45	23	79	10	32			111	12:45	119	510	144	549			1059
01:00	5		2					13:00	105		134				
01:15	9		4					13:15	118		126				
01:30	4		4					13:30	128		131				
01:45	10	28	2	12			40	13:45	140	491	134	525			1016
02:00	9		6					14:00	136		117				
02:15	7		6					14:15	138		124				
02:30	5		4					14:30	162		148				
02:45	7	28	5	21			49	14:45	173	609	129	518			1127
03:00	3		5					15:00	158		171				
03:15	6		6					15:15	194		176				
03:30	7		13					15:30	176		170				
03:45	5	21	11	35			56	15:45	181	709	190	707			1416
04:00	2		13					16:00	285		249				
04:15	5		13					16:15	310		244				
04:30	5		20					16:30	358		240				
04:45	9	21	35	81			102	16:45	314	1267	224	957			2224
05:00	9		48					17:00	308		270				
05:15	14		66					17:15	302		219				
05:30	18		115					17:30	291		258				
05:45	26	67	143	372			439	17:45	300	1201	252	999			2200
06:00	45		169					18:00	207		134				
06:15	41		159					18:15	196		143				
06:30	52		179					18:30	183		105				
06:45	78	216	172	679			895	18:45	180	766	98	480			1246
07:00	163		243					19:00	154		96				
07:15	222		228					19:15	145		80				
07:30	277		260					19:30	134		75				
07:45	253	915	278	1009			1924	19:45	112	545	62	313			858
08:00	222		203					20:00	98		63				
08:15	212		223					20:15	102		54				
08:30	177		225					20:30	96		63				
08:45	175	786	218	869			1655	20:45	83	379	54	234			613
09:00	123		157					21:00	93		52				
09:15	118		128					21:15	90		60				
09:30	96		155					21:30	70		59				
09:45	113	450	137	577			1027	21:45	77	330	32	203			533
10:00	114		125					22:00	55		34				
10:15	89		127					22:15	51		37				
10:30	85		152					22:30	44		21				
10:45	104	392	149	553			945	22:45	39	189	20	112			301
11:00	126		129					23:00	22		14				
11:15	111		101					23:15	29		12				
11:30	127		134					23:30	21		9				
11:45	145	509	130	494			1003	23:45	21	93	7	42			135
Total Vol.		3512		4734			**8246**			7089		5639			**12728**

Daily Totals

NB	SB	EB	WB	Combined
10601	10373			**20974**

	AM			PM		
Split %	42.6%	57.4%	**39.3%**	55.7%	44.3%	**60.7%**
Peak Hour	07:15	07:00	**07:15**	16:15	17:00	**16:15**
Volume	974	1009	**1943**	1290	999	**2268**
P.H.F.	0.88	0.91	**0.90**	0.91	0.93	**0.95**

A-6

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-012

Location: E. Mission Rd Btwn Santa Margarita Dr & S. Main Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			9		8			12:00			162		142		
00:15			8		18			12:15			157		137		
00:30			16		9			12:30			150		170		
00:45			9	42	13	48	90	12:45			146	615	104	553	1168
01:00			5		6			13:00			138		118		
01:15			8		11			13:15			147		122		
01:30			6		6			13:30			151		140		
01:45			13	32	4	27	59	13:45			155	591	133	513	1104
02:00			8		3			14:00			142		132		
02:15			13		10			14:15			129		130		
02:30			12		6			14:30			150		128		
02:45			10	43	4	23	66	14:45			139	560	132	522	1082
03:00			7		4			15:00			214		122		
03:15			3		7			15:15			186		142		
03:30			6		5			15:30			198		114		
03:45			11	27	13	29	56	15:45			194	792	122	500	1292
04:00			14		5			16:00			215		158		
04:15			9		19			16:15			245		134		
04:30			10		18			16:30			225		120		
04:45			26	59	28	70	129	16:45			242	927	140	552	1479
05:00			31		35			17:00			242		136		
05:15			37		57			17:15			259		131		
05:30			45		72			17:30			253		122		
05:45			40	153	145	309	462	17:45			212	966	107	496	1462
06:00			59		100			18:00			183		145		
06:15			73		151			18:15			172		118		
06:30			71		181			18:30			159		136		
06:45			111	314	171	603	917	18:45			127	641	94	493	1134
07:00			106		170			19:00			97		98		
07:15			103		179			19:15			89		78		
07:30			105		199			19:30			90		80		
07:45			121	435	154	702	1137	19:45			70	346	71	327	673
08:00			172		143			20:00			64		57		
08:15			122		147			20:15			71		65		
08:30			124		134			20:30			64		64		
08:45			124	542	118	542	1084	20:45			43	242	45	231	473
09:00			94		140			21:00			25		36		
09:15			89		111			21:15			40		48		
09:30			89		118			21:30			42		48		
09:45			97	369	123	492	861	21:45			46	153	40	172	325
10:00			103		146			22:00			45		24		
10:15			110		120			22:15			30		38		
10:30			107		118			22:30			22		27		
10:45			109	429	107	491	920	22:45			23	120	27	116	236
11:00			90		109			23:00			15		34		
11:15			97		108			23:15			9		22		
11:30			106		107			23:30			10		13		
11:45			105	398	120	444	842	23:45			10	44	12	81	125
Total Vol.				2843		3780	**6623**					5997		4556	**10553**

Daily Totals

NB	SB	EB	WB	Combined
		8840	8336	**17176**

	AM			PM		
Split %	42.9%	57.1%	**38.6%**	56.8%	43.2%	**61.4%**
Peak Hour	11:45	06:45	**07:15**	16:45	12:00	**16:45**
Volume	574	719	**1176**	996	553	**1525**
P.H.F.	0.89	0.90	**0.93**	0.96	0.81	**0.98**

A-7

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-011

Location: E. Mission Rd Btwn N. Stage Coach Ln & Santa Margarita Dr

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			9		9			12:00			131		136		
00:15			13		22			12:15			127		130		
00:30			15		12			12:30			115		115		
00:45			6	43	10	53	96	12:45			122	495	128	509	1004
01:00			7		9			13:00			141		132		
01:15			11		7			13:15			137		130		
01:30			11		6			13:30			130		147		
01:45			8	37	5	27	64	13:45			126	534	140	549	1083
02:00			10		6			14:00			137		128		
02:15			11		3			14:15			125		147		
02:30			7		5			14:30			155		116		
02:45			10	38	8	22	60	14:45			140	557	107	498	1055
03:00			4		4			15:00			201		118		
03:15			5		9			15:15			196		151		
03:30			12		10			15:30			209		124		
03:45			8	29	7	30	59	15:45			195	801	152	545	1346
04:00			18		8			16:00			189		178		
04:15			13		24			16:15			223		132		
04:30			9		23			16:30			250		136		
04:45			23	63	26	81	144	16:45			275	937	150	596	1533
05:00			37		39			17:00			256		146		
05:15			47		60			17:15			294		120		
05:30			49		84			17:30			277		126		
05:45			61	194	129	312	506	17:45			257	1084	133	525	1609
06:00			58		102			18:00			194		128		
06:15			78		173			18:15			184		87		
06:30			83		196			18:30			171		125		
06:45			105	324	169	640	964	18:45			117	666	104	444	1110
07:00			112		195			19:00			102		82		
07:15			112		192			19:15			89		77		
07:30			119		196			19:30			80		62		
07:45			143	486	158	741	1227	19:45			60	331	56	277	608
08:00			167		164			20:00			67		69		
08:15			124		177			20:15			68		50		
08:30			127		129			20:30			59		66		
08:45			107	525	123	593	1118	20:45			39	233	32	217	450
09:00			88		129			21:00			26		40		
09:15			87		133			21:15			34		51		
09:30			76		135			21:30			54		46		
09:45			96	347	91	488	835	21:45			40	154	21	158	312
10:00			92		113			22:00			41		34		
10:15			90		107			22:15			32		37		
10:30			47		108			22:30			24		28		
10:45			50	279	99	427	706	22:45			23	120	30	129	249
11:00			89		100			23:00			15		31		
11:15			99		105			23:15			12		21		
11:30			49		107			23:30			12		15		
11:45			110	347	112	424	771	23:45			9	48	13	80	128
Total Vol.				2712		3838	**6550**					5960		4527	**10487**

Daily Totals

NB	SB	EB	WB	Combined
		8672	8365	**17037**

	AM			PM		
Split %	41.4%	58.6%	**38.4%**	56.8%	43.2%	**61.6%**
Peak Hour	07:45	06:30	**07:15**	16:45	15:15	**16:45**
Volume	561	752	**1251**	1102	605	**1644**
P.H.F.	0.84	0.96	**0.94**	0.94	0.85	**0.97**

A-8

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-010

Location: E. Mission Rd Btwn Live Oak Park Rd & N. Stage Coach Ln

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00			14	2		12:00			101	99	
00:15			14	0		12:15			115	100	
00:30			7	5		12:30			107	105	
00:45			8 43	3 10	53	12:45			114 437	111 415	852
01:00			5	7		13:00			109	112	
01:15			9	10		13:15			120	120	
01:30			14	9		13:30			126	121	
01:45			9 37	8 34	71	13:45			131 486	118 471	957
02:00			9	8		14:00			156	109	
02:15			10	10		14:15			131	108	
02:30			12	9		14:30			175	120	
02:45			3 34	7 34	68	14:45			182 644	171 508	1152
03:00			7	7		15:00			209	114	
03:15			8	8		15:15			234	108	
03:30			9	10		15:30			216	109	
03:45			19 43	10 35	78	15:45			197 856	126 457	1313
04:00			16	18		16:00			196	121	
04:15			15	20		16:15			227	135	
04:30			27	40		16:30			235	126	
04:45			42 100	50 128	228	16:45			234 892	130 512	1404
05:00			68	61		17:00			241	141	
05:15			69	97		17:15			256	140	
05:30			69	90		17:30			231	109	
05:45			98 304	100 348	652	17:45			163 891	115 505	1396
06:00			90	121		18:00			161	100	
06:15			129	140		18:15			161	90	
06:30			146	201		18:30			115	71	
06:45			144 509	220 682	1191	18:45			91 528	68 329	857
07:00			90	245		19:00			71	72	
07:15			116	230		19:15			74	50	
07:30			111	211		19:30			59	51	
07:45			116 433	209 895	1328	19:45			67 271	42 215	486
08:00			108	188		20:00			53	30	
08:15			91	150		20:15			45	20	
08:30			90	171		20:30			36	18	
08:45			85 374	160 669	1043	20:45			28 162	17 85	247
09:00			120	120		21:00			41	20	
09:15			85	121		21:15			42	21	
09:30			117	115		21:30			30	19	
09:45			109 431	107 463	894	21:45			37 150	26 86	236
10:00			110	126		22:00			31	10	
10:15			108	130		22:15			20	15	
10:30			87	107		22:30			26	18	
10:45			99 404	114 477	881	22:45			9 86	12 55	141
11:00			77	110		23:00			14	10	
11:15			90	107		23:15			8	8	
11:30			97	90		23:30			6	7	
11:45			97 361	97 404	765	23:45			8 36	7 32	68
Total Vol.			3073	4179	**7252**				5439	3670	**9109**

Daily Totals

NB	SB	EB	WB	Combined
		8512	7849	**16361**

	AM			PM		
Split %	42.4%	57.6%	**44.3%**	59.7%	40.3%	**55.7%**
Peak Hour	06:00	06:45	**06:30**	16:30	16:30	**16:30**
Volume	509	906	**1392**	966	537	**1503**
P.H.F.	0.87	0.92	**0.96**	0.94	0.95	**0.95**

A-9

Btwn Alvarado St & Fallbrook St

Project #: 04-4338-015

AM Period	NB		SB		EB		WB	
00:00	9		7					
00:15	4		12					
00:30	4		11					
00:45	6	23	8	38				61
01:00	4		6					
01:15	3		6					
01:30	3		9					
01:45	6	16	6	27				43
02:00	1		4					
02:15	3		4					
02:30	3		4					
02:45	1	8	2	14				22
03:00	1		3					
03:15	3		7					
03:30	0		2					
03:45	0	4	4	16				20
04:00	1		1					
04:15	2		4					
04:30	2		3					
04:45	4	9	8	16				25
05:00	4		6					
05:15	4		13					
05:30	12		17					
05:45	16	36	11	47				83
06:00	21		30					
06:15	23		34					
06:30	41		51					
06:45	40	125	58	173				298
07:00	61		68					
07:15	90		75					
07:30	87		61					
07:45	87	325	71	275				600
08:00	134		112					
08:15	153		124					
08:30	155		104					
08:45	160	602	99	439				1041
09:00	88		103					
09:15	93		120					
09:30	100		110					
09:45	106	387	121	454				841
10:00	80		121					
10:15	82		131					
10:30	108		144					
10:45	92	362	137	533				895
11:00	106		125					
11:15	115		142					
11:30	106		164					
11:45	97	424	157	588				1012
Tot.	2321		2620					4941
	47.0%		53.0%					32.6%
	08:00		11:45					11:45
	602		662					1134
	0.94		0.94					0.86

PM Period	NB		SB		EB		WB	
12:00	127		158					
12:15	96		170					
12:30	152		177					
12:45	111	486	186	691				1177
13:00	126		163					
13:15	133		146					
13:30	108		174					
13:45	119	486	151	634				1120
14:00	116		130					
14:15	116		172					
14:30	117		160					
14:45	108	457	157	619				1076
15:00	97		170					
15:15	124		149					
15:30	111		193					
15:45	115	447	191	703				1150
16:00	193		157					
16:15	141		159					
16:30	202		151					
16:45	154	690	176	643				1333
17:00	217		184					
17:15	182		163					
17:30	183		187					
17:45	179	761	165	699				1460
18:00	152		139					
18:15	111		166					
18:30	114		124					
18:45	112	489	116	545				1034
19:00	88		100					
19:15	108		113					
19:30	88		101					
19:45	58	342	89	403				745
20:00	73		60					
20:15	75		75					
20:30	58		68					
20:45	50	256	65	268				524
21:00	52		54					
21:15	42		46					
21:30	31		49					
21:45	34	159	49	198				357
22:00	15		33					
22:15	28		39					
22:30	14		28					
22:45	11	68	21	121				189
23:00	3		13					
23:15	6		10					
23:30	8		11					
23:45	9	26	7	41				67
Tot.	4667		5565					10232
	45.6%		54.4%					67.4%
	17:00		16:45					17:00
	761		710					1460
	0.88		0.95					0.91

Daily Totals

NB	SB	EB	WB	Combined
6988	8185			15173

A-14

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-010

Location: E. Mission Rd Btwn Live Oak Park Rd & N. Stage Coach Ln

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			14		2			12:00			101		99		
00:15			14		0			12:15			115		100		
00:30			7		5			12:30			107		105		
00:45			8	43	3	10	53	12:45			114	437	111	415	852
01:00			5		7			13:00			109		112		
01:15			9		10			13:15			120		120		
01:30			14		9			13:30			126		121		
01:45			9	37	8	34	71	13:45			131	486	118	471	957
02:00			9		8			14:00			156		109		
02:15			10		10			14:15			131		108		
02:30			12		9			14:30			175		120		
02:45			3	34	7	34	68	14:45			182	644	171	508	1152
03:00			7		7			15:00			209		114		
03:15			8		8			15:15			234		108		
03:30			9		10			15:30			216		109		
03:45			19	43	10	35	78	15:45			197	856	126	457	1313
04:00			16		18			16:00			196		121		
04:15			15		20			16:15			227		135		
04:30			27		40			16:30			235		126		
04:45			42	100	50	128	228	16:45			234	892	130	512	1404
05:00			68		61			17:00			241		141		
05:15			69		97			17:15			256		140		
05:30			69		90			17:30			231		109		
05:45			98	304	100	348	652	17:45			163	891	115	505	1396
06:00			90		121			18:00			161		100		
06:15			129		140			18:15			161		90		
06:30			146		201			18:30			115		71		
06:45			144	509	220	682	1191	18:45			91	528	68	329	857
07:00			90		245			19:00			71		72		
07:15			116		230			19:15			74		50		
07:30			111		211			19:30			59		51		
07:45			116	433	209	895	1328	19:45			67	271	42	215	486
08:00			108		188			20:00			53		30		
08:15			91		150			20:15			45		20		
08:30			90		171			20:30			36		18		
08:45			85	374	160	669	1043	20:45			28	162	17	85	247
09:00			120		120			21:00			41		20		
09:15			85		121			21:15			42		21		
09:30			117		115			21:30			30		19		
09:45			109	431	107	463	894	21:45			37	150	26	86	236
10:00			110		126			22:00			31		10		
10:15			108		130			22:15			20		15		
10:30			87		107			22:30			26		18		
10:45			99	404	114	477	881	22:45			9	86	12	55	141
11:00			77		110			23:00			14		10		
11:15			90		107			23:15			8		8		
11:30			97		90			23:30			6		7		
11:45			97	361	97	404	765	23:45			8	36	7	32	68
Total Vol.				3073		4179	**7252**					5439		3670	**9109**

Daily Totals

	NB	SB	EB	WB	Combined
			8512	7849	**16361**

	AM			PM		
Split %	42.4%	57.6%	**44.3%**	59.7%	40.3%	**55.7%**
Peak Hour	06:00	06:45	**06:30**	16:30	16:30	**16:30**
Volume	509	906	**1392**	966	537	**1503**
P.H.F.	0.87	0.92	**0.96**	0.94	0.95	**0.95**

A-9

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-009

Location: E. Mission Rd Btwn Old Hwy 395 & Live Oak Park Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		14			12:00			121		102		
00:15			14		27			12:15			118		107		
00:30			10		12			12:30			121		118		
00:45			14	44	15	68	112	12:45			120	480	126	453	933
01:00			8		17			13:00			132		122		
01:15			6		8			13:15			140		101		
01:30			9		12			13:30			157		108		
01:45			12	35	9	46	81	13:45			162	591	111	442	1033
02:00			16		3			14:00			155		137		
02:15			5		5			14:15			157		136		
02:30			10		7			14:30			166		142		
02:45			11	42	9	24	66	14:45			170	648	145	560	1208
03:00			9		4			15:00			164		114		
03:15			7		10			15:15			212		171		
03:30			3		7			15:30			220		148		
03:45			11	30	11	32	62	15:45			233	829	154	587	1416
04:00			13		9			16:00			222		203		
04:15			26		27			16:15			209		197		
04:30			24		16			16:30			240		187		
04:45			23	86	32	84	170	16:45			286	957	193	780	1737
05:00			39		39			17:00			268		170		
05:15			48		56			17:15			237		186		
05:30			84		78			17:30			319		170		
05:45			90	261	129	302	563	17:45			270	1094	168	694	1788
06:00			96		119			18:00			246		180		
06:15			96		168			18:15			190		153		
06:30			113		192			18:30			175		142		
06:45			130	435	196	675	1110	18:45			157	768	119	594	1362
07:00			148		200			19:00			126		116		
07:15			137		197			19:15			93		83		
07:30			141		210			19:30			86		95		
07:45			159	585	172	779	1364	19:45			58	363	75	369	732
08:00			149		165			20:00			74		91		
08:15			133		156			20:15			58		71		
08:30			137		133			20:30			64		71		
08:45			114	533	119	573	1106	20:45			41	237	64	297	534
09:00			160		132			21:00			45		50		
09:15			111		145			21:15			30		65		
09:30			106		128			21:30			45		61		
09:45			109	486	110	515	1001	21:45			46	166	50	226	392
10:00			120		108			22:00			39		52		
10:15			127		115			22:15			43		51		
10:30			130		117			22:30			32		37		
10:45			131	508	120	460	968	22:45			24	138	36	176	314
11:00			126		121			23:00			21		39		
11:15			122		140			23:15			13		26		
11:30			118		131			23:30			8		15		
11:45			107	473	118	510	983	23:45			16	58	23	103	161
Total Vol.			3518		4068		**7586**				6329		5281		**11610**

Daily Totals

NB	SB	EB	WB	Combined
		9847	9349	**19196**

	AM			PM		
Split %	46.4%	53.6%	**39.5%**	54.5%	45.5%	**60.5%**
Peak Hour	07:15	06:45	**07:00**	16:45	16:00	**16:45**
Volume	586	803	**1364**	1110	780	**1829**
P.H.F.	0.92	0.96	**0.97**	0.87	0.96	**0.94**

A-10

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-008

Location: E. Mission Rd Btwn I-15 & Old Hwy 395

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			13		24			12:00			199		230		
00:15			21		43			12:15			192		231		
00:30			12		26			12:30			187		240		
00:45			26	72	20	113	185	12:45			180	758	241	942	1700
01:00			11		27			13:00			178		228		
01:15			8		24			13:15			170		247		
01:30			14		16			13:30			199		238		
01:45			18	51	17	84	135	13:45			207	754	229	942	1696
02:00			24		24			14:00			215		242		
02:15			4		8			14:15			208		251		
02:30			17		14			14:30			221		260		
02:45			16	61	21	67	128	14:45			230	874	226	979	1853
03:00			17		11			15:00			281		360		
03:15			8		14			15:15			297		355		
03:30			11		18			15:30			380		386		
03:45			13	49	24	67	116	15:45			386	1344	399	1500	2844
04:00			27		25			16:00			231		216		
04:15			38		45			16:15			228		200		
04:30			46		39			16:30			240		206		
04:45			39	150	66	175	325	16:45			307	1006	223	845	1851
05:00			57		73			17:00			282		207		
05:15			79		121			17:15			284		182		
05:30			116		196			17:30			414		242		
05:45			143	395	223	613	1008	17:45			338	1318	226	857	2175
06:00			204		291			18:00			421		393		
06:15			209		334			18:15			316		352		
06:30			276		378			18:30			303		306		
06:45			296	985	408	1411	2396	18:45			253	1293	273	1324	2617
07:00			389		222			19:00			221		234		
07:15			335		228			19:15			140		193		
07:30			373		223			19:30			154		201		
07:45			381	1478	218	891	2369	19:45			98	613	167	795	1408
08:00			418		204			20:00			116		180		
08:15			379		162			20:15			98		157		
08:30			377		170			20:30			103		157		
08:45			329	1503	154	690	2193	20:45			71	388	108	602	990
09:00			250		287			21:00			66		119		
09:15			196		256			21:15			45		122		
09:30			220		270			21:30			77		113		
09:45			201	867	260	1073	1940	21:45			72	260	117	471	731
10:00			190		255			22:00			72		107		
10:15			194		220			22:15			68		101		
10:30			188		201			22:30			46		73		
10:45			187	759	211	887	1646	22:45			37	223	77	358	581
11:00			226		208			23:00			28		60		
11:15			207		199			23:15			24		40		
11:30			190		215			23:30			14		35		
11:45			103	726	226	848	1574	23:45			25	91	51	186	277
Total Vol.				7096		6919	**14015**					8922		9801	**18723**

Daily Totals

NB	SB	EB	WB	Combined
		16018	16720	**32738**

	AM			PM		
Split %	50.6%	49.4%	**42.8%**	47.7%	52.3%	**57.2%**
Peak Hour	07:45	06:00	**06:30**	17:30	15:00	**15:00**
Volume	1555	1411	**2532**	1489	1500	**2844**
P.H.F.	0.93	0.86	**0.90**	0.88	0.94	**0.91**

A-11

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-013

Location: E. Mission Rd Btwn S. Main Ave & S. Mission Rd

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00			7	6		12:00			99	80	
00:15			6	10		12:15			97	81	
00:30			14	5		12:30			108	89	
00:45			9 36	7 28	64	12:45			110 414	92 342	756
01:00			4	3		13:00			105	97	
01:15			6	6		13:15			99	90	
01:30			10	5		13:30			90	95	
01:45			8 28	6 20	48	13:45			108 402	117 399	801
02:00			7	0		14:00			103	110	
02:15			10	5		14:15			109	106	
02:30			10	6		14:30			114	108	
02:45			4 31	7 18	49	14:45			88 414	98 422	836
03:00			2	3		15:00			169	121	
03:15			4	4		15:15			144	153	
03:30			2	5		15:30			163	146	
03:45			5 13	9 21	34	15:45			146 622	131 551	1173
04:00			10	5		16:00			209	167	
04:15			3	21		16:15			221	147	
04:30			4	15		16:30			221	126	
04:45			8 25	32 73	98	16:45			226 877	164 604	1481
05:00			19	42		17:00			238	197	
05:15			25	62		17:15			240	155	
05:30			24	82		17:30			234	173	
05:45			25 93	121 307	400	17:45			226 938	138 663	1601
06:00			29	132		18:00			148	152	
06:15			40	131		18:15			141	117	
06:30			36	214		18:30			123	113	
06:45			64 169	179 656	825	18:45			101 513	101 483	996
07:00			49	188		19:00			75	88	
07:15			64	183		19:15			80	75	
07:30			68	192		19:30			72	66	
07:45			69 250	166 729	979	19:45			72 299	72 301	600
08:00			90	122		20:00			52	40	
08:15			90	115		20:15			43	42	
08:30			68	102		20:30			49	47	
08:45			62 310	92 431	741	20:45			32 176	41 170	346
09:00			52	96		21:00			25	27	
09:15			59	77		21:15			23	33	
09:30			50	81		21:30			38	32	
09:45			63 224	79 333	557	21:45			36 122	31 123	245
10:00			57	83		22:00			31	29	
10:15			66	82		22:15			34	23	
10:30			60	70		22:30			24	28	
10:45			67 250	88 323	573	22:45			17 106	23 103	209
11:00			55	70		23:00			12	21	
11:15			62	71		23:15			11	20	
11:30			58	60		23:30			10	6	
11:45			60 235	72 273	508	23:45			9 42	9 56	98
Total Vol.			1664	3212	**4876**				4925	4217	**9142**

Daily Totals

NB	SB	EB	WB	Combined
		6589	7429	**14018**

	AM			PM		
Split %	34.1%	65.9%	**34.8%**	53.9%	46.1%	**65.2%**
Peak Hour	11:45	06:30	**06:45**	16:45	16:45	**16:45**
Volume	364	764	**987**	938	689	**1627**
P.H.F.	0.84	0.89	**0.95**	0.98	0.87	**0.94**

A-12

Volumes for: Tuesday, October 05, 2004 City: La Jolla Project #: 04-4338-014

Location: Fallbrook St Btwn S. Mission Rd & Main Ave

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00			1	5		12:00			55	90	
00:15			0	4		12:15			75	139	
00:30			1	4		12:30			77	115	
00:45			1 3	4 17	20	12:45			69 276	101 445	721
01:00			4	4		13:00			64	98	
01:15			0	2		13:15			67	80	
01:30			0	0		13:30			80	116	
01:45			1 5	1 7	12	13:45			75 286	100 394	680
02:00			0	2		14:00			83	129	
02:15			0	1		14:15			130	106	
02:30			1	2		14:30			66	94	
02:45			0 1	0 5	6	14:45			86 365	106 435	800
03:00			0	0		15:00			88	92	
03:15			1	4		15:15			78	112	
03:30			0	0		15:30			52	118	
03:45			2 3	1 5	8	15:45			98 316	87 409	725
04:00			0	3		16:00			115	104	
04:15			1	4		16:15			108	104	
04:30			1	4		16:30			86	115	
04:45			1 3	6 17	20	16:45			102 411	108 431	842
05:00			3	4		17:00			91	123	
05:15			6	10		17:15			83	103	
05:30			5	13		17:30			114	87	
05:45			3 17	21 48	65	17:45			76 364	95 408	772
06:00			6	28		18:00			100	91	
06:15			16	33		18:15			78	106	
06:30			23	37		18:30			97	95	
06:45			35 80	55 153	233	18:45			87 362	96 388	750
07:00			37	63		19:00			45	68	
07:15			40	63		19:15			56	67	
07:30			40	70		19:30			67	63	
07:45			66 183	97 293	476	19:45			33 201	50 248	449
08:00			90	139		20:00			35	61	
08:15			97	96		20:15			37	54	
08:30			54	86		20:30			35	55	
08:45			50 291	77 398	689	20:45			42 149	43 213	362
09:00			49	67		21:00			24	27	
09:15			46	85		21:15			15	30	
09:30			45	66		21:30			13	28	
09:45			49 189	66 284	473	21:45			16 68	31 116	184
10:00			58	75		22:00			6	20	
10:15			59	65		22:15			7	16	
10:30			49	87		22:30			8	17	
10:45			68 234	81 308	542	22:45			8 29	14 67	96
11:00			58	87		23:00			6	9	
11:15			55	85		23:15			3	10	
11:30			69	95		23:30			3	5	
11:45			80 262	85 352	614	23:45			2 14	8 32	46
Total Vol.			1271	1887	**3158**				2841	3586	**6427**

Daily Totals

	NB	SB	EB	WB	Combined
			4112	5473	**9585**
			PM		
			44.2%	55.8%	**67.1%**

	AM		
Split %	40.2%	59.8%	**32.9%**
Peak Hour	07:45	11:45	**07:45**
Volume	307	429	**725**
P.H.F.	0.79	0.77	**0.79**

	EB	WB	Combined
Peak Hour	16:00	12:15	**16:00**
Volume	411	453	**842**
P.H.F.	0.89	0.81	**0.96**

A-13

Volumes for: Tuesday, October 05, 2004 City: La Jolla Project #: 04-4338-015

Location: Main ave Btwn Alvarado St & Fallbrook St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	9		7					12:00	127		158				
00:15	4		12					12:15	96		170				
00:30	4		11					12:30	152		177				
00:45	6	23	8	38			61	12:45	111	486	186	691			1177
01:00	4		6					13:00	126		163				
01:15	3		6					13:15	133		146				
01:30	3		9					13:30	108		174				
01:45	6	16	6	27			43	13:45	119	486	151	634			1120
02:00	1		4					14:00	116		130				
02:15	3		4					14:15	116		172				
02:30	3		4					14:30	117		160				
02:45	1	8	2	14			22	14:45	108	457	157	619			1076
03:00	1		3					15:00	97		170				
03:15	3		7					15:15	124		149				
03:30	0		2					15:30	111		193				
03:45	0	4	4	16			20	15:45	115	447	191	703			1150
04:00	1		1					16:00	193		157				
04:15	2		4					16:15	141		159				
04:30	2		3					16:30	202		151				
04:45	4	9	8	16			25	16:45	154	690	176	643			1333
05:00	4		6					17:00	217		184				
05:15	4		13					17:15	182		163				
05:30	12		17					17:30	183		187				
05:45	16	36	11	47			83	17:45	179	761	165	699			1460
06:00	21		30					18:00	152		139				
06:15	23		34					18:15	111		166				
06:30	41		51					18:30	114		124				
06:45	40	125	58	173			298	18:45	112	489	116	545			1034
07:00	61		68					19:00	88		100				
07:15	90		75					19:15	108		113				
07:30	87		61					19:30	88		101				
07:45	87	325	71	275			600	19:45	58	342	89	403			745
08:00	134		112					20:00	73		60				
08:15	153		124					20:15	75		75				
08:30	155		104					20:30	58		68				
08:45	160	602	99	439			1041	20:45	50	256	65	268			524
09:00	88		103					21:00	52		54				
09:15	93		120					21:15	42		46				
09:30	100		110					21:30	31		49				
09:45	106	387	121	454			841	21:45	34	159	49	198			357
10:00	80		121					22:00	15		33				
10:15	82		131					22:15	28		39				
10:30	108		144					22:30	14		28				
10:45	92	362	137	533			895	22:45	11	68	21	121			189
11:00	106		125					23:00	3		13				
11:15	115		142					23:15	6		10				
11:30	106		164					23:30	8		11				
11:45	97	424	157	588			1012	23:45	9	26	7	41			67
Total Vol.		2321		2620			**4941**			4667		5565			**10232**

Daily Totals

NB	SB	EB	WB	Combined
6988	8185			**15173**

	AM			PM		
Split %	47.0%	53.0%	**32.6%**	45.6%	54.4%	**67.4%**
Peak Hour	08:00	11:45	**11:45**	17:00	16:45	**17:00**
Volume	602	662	**1134**	761	710	**1460**
P.H.F.	0.94	0.94	**0.86**	0.88	0.95	**0.91**

Volumes for: Tuesday, October 05, 2004 City: La Jolla Project #: 04-4338-016

Location: Main Ave Btwn Fallbrook St & Ammunition

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		3					12:00	176		112				
00:15	10		10					12:15	169		148				
00:30	12		7					12:30	180		123				
00:45	5	38	2	22			60	12:45	133	658	143	526			1184
01:00	7		6					13:00	145		130				
01:15	3		3					13:15	147		134				
01:30	8		2					13:30	120		125				
01:45	5	23	0	11			34	13:45	142	554	93	482			1036
02:00	9		1					14:00	132		102				
02:15	9		7					14:15	165		121				
02:30	2		0					14:30	143		108				
02:45	2	22	1	9			31	14:45	115	555	113	444			999
03:00	6		2					15:00	158		121				
03:15	1		4					15:15	193		114				
03:30	1		1					15:30	173		126				
03:45	3	11	4	11			22	15:45	174	698	142	503			1201
04:00	6		0					16:00	205		174				
04:15	7		4					16:15	222		181				
04:30	5		4					16:30	225		150				
04:45	4	22	9	17			39	16:45	218	870	154	659			1529
05:00	7		11					17:00	216		182				
05:15	14		13					17:15	230		178				
05:30	22		15					17:30	213		136				
05:45	28	71	24	63			134	17:45	215	874	185	681			1555
06:00	36		28					18:00	183		143				
06:15	47		44					18:15	157		132				
06:30	50		44					18:30	175		123				
06:45	58	191	55	171			362	18:45	148	663	109	507			1170
07:00	81		82					19:00	141		97				
07:15	116		92					19:15	126		98				
07:30	88		88					19:30	134		106				
07:45	122	407	96	358			765	19:45	98	499	80	381			880
08:00	142		110					20:00	113		72				
08:15	163		124					20:15	83		83				
08:30	131		124					20:30	98		74				
08:45	138	574	95	453			1027	20:45	73	367	55	284			651
09:00	114		97					21:00	60		53				
09:15	122		102					21:15	57		52				
09:30	110		98					21:30	63		44				
09:45	112	458	108	405			863	21:45	40	220	32	181			401
10:00	131		99					22:00	27		25				
10:15	117		95					22:15	37		27				
10:30	124		116					22:30	34		16				
10:45	133	505	88	398			903	22:45	22	120	22	90			210
11:00	109		101					23:00	12		8				
11:15	118		115					23:15	17		14				
11:30	141		115					23:30	19		6				
11:45	135	503	113	444			947	23:45	17	65	9	37			102
Total Vol.	2825		2362				**5187**		6143		4775				**10918**

Daily Totals

	NB	SB	EB	WB	Combined
	8968	7137			**16105**

	AM			PM		
Split %	54.5%	45.5%	**32.2%**	56.3%	43.7%	**67.8%**
Peak Hour	11:45	11:45	**11:45**	16:30	17:00	**17:00**
Volume	660	496	**1156**	889	681	**1555**
P.H.F.	0.92	0.84	**0.91**	0.97	0.92	**0.95**

A-15

Volumes for: Tuesday, October 05, 2004 City: La Jolla Project #: 04-4338-017

Location: Main Ave Btwn Ammunition & Clemmens

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		9					12:00	137		120				
00:15	6		7					12:15	133		122				
00:30	11		8					12:30	135		118				
00:45	3	31	10	34			65	12:45	110	515	105	465			980
01:00	6		12					13:00	130		126				
01:15	3		7					13:15	121		130				
01:30	4		7					13:30	121		131				
01:45	8	21	8	34			55	13:45	91	463	140	527			990
02:00	8		10					14:00	102		142				
02:15	4		9					14:15	115		151				
02:30	1		7					14:30	123		160				
02:45	2	15	8	34			49	14:45	108	448	190	643			1091
03:00	3		10					15:00	146		207				
03:15	1		10					15:15	171		215				
03:30	3		9					15:30	140		208				
03:45	1	8	7	36			44	15:45	141	598	211	841			1439
04:00	4		10					16:00	151		289				
04:15	8		12					16:15	160		301				
04:30	5		16					16:30	158		345				
04:45	7	24	18	56			80	16:45	154	623	322	1257			1880
05:00	4		20					17:00	150		247				
05:15	9		42					17:15	166		250				
05:30	16		50					17:30	139		290				
05:45	21	50	62	174			224	17:45	153	608	247	1034			1642
06:00	31		108					18:00	120		201				
06:15	32		110					18:15	118		190				
06:30	34		120					18:30	113		115				
06:45	46	143	160	498			641	18:45	109	460	107	613			1073
07:00	79		235					19:00	118		108				
07:15	125		290					19:15	102		90				
07:30	118		311					19:30	96		70				
07:45	133	455	189	1025			1480	19:45	72	388	62	330			718
08:00	160		211					20:00	82		50				
08:15	162		199					20:15	65		51				
08:30	140		180					20:30	76		40				
08:45	130	592	145	735			1327	20:45	64	287	36	177			464
09:00	101		160					21:00	47		37				
09:15	113		151					21:15	41		35				
09:30	112		140					21:30	56		20				
09:45	100	426	132	583			1009	21:45	27	171	21	113			284
10:00	103		120					22:00	22		18				
10:15	107		110					22:15	28		17				
10:30	109		108					22:30	25		12				
10:45	105	424	109	447			871	22:45	18	93	10	57			150
11:00	92		90					23:00	10		8				
11:15	109		97					23:15	15		7				
11:30	108		107					23:30	8		9				
11:45	105	414	108	402			816	23:45	12	45	9	33			78
Total Vol.		2603		4058			**6661**		4699		6090				**10789**

Daily Totals

NB	SB	EB	WB	Combined
7302	10148			**17450**

	AM			PM		
Split %	39.1%	60.9%	**38.2%**	43.6%	56.4%	**61.8%**
Peak Hour	07:45	07:00	**07:15**	16:30	16:00	**16:00**
Volume	595	1025	**1537**	628	1257	**1880**
P.H.F.	0.92	0.82	**0.90**	0.97	0.91	**0.93**

A-14

Volumes for: Tuesday, November 09, 2004 City: Fallbrook Project #: 04-4394-001

Location: Stage Coach Ln Btwn Reche Rd & S. Mission Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		3					12:00	53		56				
00:15	3		4					12:15	48		55				
00:30	1		4					12:30	44		34				
00:45	2	7	6	17			24	12:45	52	197	38	183			380
01:00	2		5					13:00	49		46				
01:15	5		1					13:15	48		46				
01:30	0		2					13:30	47		54				
01:45	0	7	2	10			17	13:45	63	207	48	194			401
02:00	3		2					14:00	49		57				
02:15	1		1					14:15	62		72				
02:30	1		2					14:30	70		85				
02:45	0	5	2	7			12	14:45	154	335	95	309			644
03:00	2		2					15:00	126		100				
03:15	5		5					15:15	87		82				
03:30	2		1					15:30	67		75				
03:45	2	11	6	14			25	15:45	73	353	86	343			696
04:00	1		2					16:00	152		117				
04:15	5		4					16:15	122		101				
04:30	2		6					16:30	132		99				
04:45	4	12	6	18			30	16:45	100	506	120	437			943
05:00	9		7					17:00	140		108				
05:15	15		13					17:15	152		121				
05:30	8		25					17:30	123		113				
05:45	17	49	31	76			125	17:45	108	523	108	450			973
06:00	25		40					18:00	67		69				
06:15	31		78					18:15	61		58				
06:30	29		53					18:30	48		64				
06:45	59	144	96	267			411	18:45	70	246	59	250			496
07:00	101		119					19:00	53		43				
07:15	158		159					19:15	30		36				
07:30	192		121					19:30	39		31				
07:45	119	570	99	498			1068	19:45	46	168	26	136			304
08:00	106		106					20:00	27		41				
08:15	107		65					20:15	30		38				
08:30	82		67					20:30	31		31				
08:45	88	383	48	286			669	20:45	29	117	20	130			247
09:00	36		58					21:00	33		30				
09:15	30		37					21:15	35		31				
09:30	40		50					21:30	23		14				
09:45	45	151	56	201			352	21:45	17	108	8	83			191
10:00	50		60					22:00	19		12				
10:15	51		61					22:15	7		16				
10:30	48		70					22:30	7		11				
10:45	61	210	65	256			466	22:45	8	41	2	41			82
11:00	57		57					23:00	6		1				
11:15	60		57					23:15	5		6				
11:30	61		60					23:30	7		6				
11:45	62	240	92	266			506	23:45	1	19	3	16			35
Total Vol.		1789		1916			**3705**			2820		2572			**5392**

Daily Totals

NB	SB	EB	WB	Combined
4609	4488			**9097**

	AM			PM		
Split %	48.3%	51.7%	**40.7%**	52.3%	47.7%	**59.3%**
Peak Hour	07:15	07:00	**07:00**	16:30	16:45	**16:45**
Volume	575	498	**1068**	524	462	**977**
P.H.F.	0.75	0.78	**0.84**	0.91	0.95	**0.89**

A-17

Volumes for: Tuesday, October 12, 2004 City: Fallbrook Project #: 04-4344-002

Location: N. Stage Coach Ln S/o E. Mission Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	8		4					12:00	49		22				
00:15	4		3					12:15	73		26				
00:30	7		5					12:30	62		17				
00:45	6	25	3	15			40	12:45	60	244	20	85			329
01:00	4		3					13:00	70		29				
01:15	5		3					13:15	70		29				
01:30	7		4					13:30	64		26				
01:45	2	18	1	11			29	13:45	81	285	40	124			409
02:00	6		2					14:00	102		58				
02:15	3		1					14:15	67		27				
02:30	0		0					14:30	81		43				
02:45	1	10	0	3			13	14:45	65	315	34	162			477
03:00	1		1					15:00	91		36				
03:15	4		1					15:15	91		29				
03:30	4		1					15:30	85		36				
03:45	5	14	3	6			20	15:45	97	364	40	141			505
04:00	4		2					16:00	90		49				
04:15	6		4					16:15	118		49				
04:30	9		3					16:30	124		53				
04:45	6	25	2	11			36	16:45	99	431	43	194			625
05:00	14		1					17:00	99		54				
05:15	14		3					17:15	106		51				
05:30	21		4					17:30	115		57				
05:45	31	80	9	17			97	17:45	85	405	50	212			617
06:00	30		14					18:00	85		42				
06:15	49		17					18:15	95		50				
06:30	53		18					18:30	71		37				
06:45	67	199	24	73			272	18:45	86	337	37	166			503
07:00	67		35					19:00	70		34				
07:15	101		61					19:15	59		29				
07:30	92		47					19:30	43		22				
07:45	121	381	66	209			590	19:45	46	218	21	106			324
08:00	135		84					20:00	42		25				
08:15	109		28					20:15	44		17				
08:30	80		36					20:30	33		17				
08:45	77	401	36	184			585	20:45	38	157	15	74			231
09:00	70		44					21:00	24		11				
09:15	45		18					21:15	32		14				
09:30	49		20					21:30	30		16				
09:45	51	215	24	106			321	21:45	20	106	13	54			160
10:00	35		8					22:00	21		15				
10:15	53		21					22:15	18		11				
10:30	46		14					22:30	14		9				
10:45	43	177	20	63			240	22:45	10	63	4	39			102
11:00	59		24					23:00	6		3				
11:15	48		21					23:15	10		9				
11:30	51		21					23:30	5		3				
11:45	46	204	15	81			285	23:45	5	26	1	16			42
Total Vol.		1749		779			**2528**			2951		1373			**4324**

Daily Totals

NB	SB	EB	WB	Combined
4700	2152			**6852**

	AM			PM		
Split %	69.2%	30.8%	**36.9%**	68.2%	31.8%	**63.1%**
Peak Hour	07:30	07:15	**07:15**	16:15	17:00	**16:15**
Volume	457	258	**707**	440	212	**639**
P.H.F.	0.85	0.77	**0.81**	0.89	0.93	**0.90**

A-18

Volumes for: Tuesday, November 09, 2004 City: Fallbrook Project #: 04-4394-004

Location: Green Cyn. Btwn Reche Rd & Tourmaline Ln

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	7		8				
00:15	0		2					12:15	10		7				
00:30	0		1					12:30	8		12				
00:45	0	0	0	3			3	12:45	8	33	11	38			71
01:00	0		0					13:00	7		6				
01:15	0		1					13:15	9		9				
01:30	0		0					13:30	8		6				
01:45	0	0	1	2			2	13:45	13	37	8	29			66
02:00	0		0					14:00	7		14				
02:15	0		0					14:15	8		16				
02:30	0		0					14:30	17		10				
02:45	0	0	0	0				14:45	15	47	10	50			97
03:00	0		0					15:00	20		17				
03:15	0		0					15:15	10		21				
03:30	1		0					15:30	12		13				
03:45	1	2	1	1			3	15:45	15	57	15	66			123
04:00	0		0					16:00	22		16				
04:15	1		0					16:15	18		20				
04:30	1		0					16:30	26		22				
04:45	1	3	0	0			3	16:45	21	87	16	74			161
05:00	1		0					17:00	13		22				
05:15	2		1					17:15	14		14				
05:30	2		1					17:30	11		14				
05:45	3	8	0	2			10	17:45	8	46	10	60			106
06:00	8		3					18:00	7		7				
06:15	8		2					18:15	3		9				
06:30	7		8					18:30	7		6				
06:45	10	33	11	24			57	18:45	6	23	8	30			53
07:00	20		18					19:00	5		8				
07:15	42		18					19:15	4		7				
07:30	50		24					19:30	3		6				
07:45	39	151	21	81			232	19:45	3	15	4	25			40
08:00	28		20					20:00	2		5				
08:15	20		20					20:15	2		6				
08:30	21		12					20:30	5		5				
08:45	15	84	22	74			158	20:45	3	12	5	21			33
09:00	13		5					21:00	1		5				
09:15	10		18					21:15	3		5				
09:30	12		20					21:30	1		2				
09:45	18	53	21	64			117	21:45	1	6	1	13			19
10:00	7		19					22:00	0		4				
10:15	10		10					22:15	0		1				
10:30	12		8					22:30	1		1				
10:45	15	44	7	44			88	22:45	0	1	1	7			8
11:00	3		3					23:00	1		0				
11:15	14		4					23:15	0		1				
11:30	6		8					23:30	0		0				
11:45	13	36	8	23			59	23:45	0	1	0	1			2
Total Vol.		414		318			**732**			365		414			**779**

Daily Totals

NB	SB	EB	WB	Combined
779	732			**1511**

	AM			PM		
Split %	56.6%	43.4%	**48.4%**	46.9%	53.1%	**51.6%**
Peak Hour	07:15	07:30	**07:15**	16:00	16:15	**16:00**
Volume	159	85	**242**	87	80	**161**
P.H.F.	0.80	0.89	**0.82**	0.88	0.91	**0.84**

Volumes for: Tuesday, November 09, 2004 City: Fallbrook Project #: 04-4394-005

Location: Green Cyn. Btwn Tourmaline Ln & Maravido Pl

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	7		5				
00:15	0		0					12:15	6		9				
00:30	1		0					12:30	11		9				
00:45	0	1	0	0			1	12:45	9	33	9	32			65
01:00	0		0					13:00	4		10				
01:15	1		0					13:15	8		6				
01:30	0		0					13:30	4		7				
01:45	1	2	0	0			2	13:45	7	23	10	33			56
02:00	0		0					14:00	11		7				
02:15	0		1					14:15	12		6				
02:30	0		0					14:30	8		16				
02:45	0	0	0	1			1	14:45	6	37	15	44			81
03:00	0		0					15:00	14		17				
03:15	0		1					15:15	19		8				
03:30	0		0					15:30	12		12				
03:45	2	2	1	2			4	15:45	10	55	14	51			106
04:00	0		0					16:00	8		16				
04:15	0		0					16:15	9		12				
04:30	0		0					16:30	17		6				
04:45	1	1	1	1			2	16:45	13	47	10	44			91
05:00	0		0					17:00	13		8				
05:15	1		1					17:15	9		7				
05:30	2		0					17:30	8		6				
05:45	1	4	2	3			7	17:45	3	33	5	26			59
06:00	4		6					18:00	6		7				
06:15	3		5					18:15	6		5				
06:30	3		5					18:30	4		4				
06:45	9	19	10	26			45	18:45	6	22	4	20			42
07:00	12		13					19:00	6		6				
07:15	16		20					19:15	6		4				
07:30	16		31					19:30	4		3				
07:45	18	62	24	88			150	19:45	1	17	1	14			31
08:00	14		13					20:00	4		3				
08:15	10		9					20:15	3		4				
08:30	7		9					20:30	3		6				
08:45	15	46	10	41			87	20:45	3	13	2	15			28
09:00	3		9					21:00	2		3				
09:15	3		3					21:15	5		2				
09:30	7		9					21:30	1		1				
09:45	7	20	7	28			48	21:45	1	9	0	6			15
10:00	0		6					22:00	3		1				
10:15	5		6					22:15	2		0				
10:30	2		7					22:30	1		1				
10:45	6	13	2	21			34	22:45	1	7	0	2			9
11:00	3		9					23:00	0		2				
11:15	3		4					23:15	1		0				
11:30	9		5					23:30	0		0				
11:45	7	22	10	28			50	23:45	0	1	1	3			4
Total Vol.		192		239			**431**			297		290			**587**

Daily Totals

NB	SB	EB	WB	Combined
489	529			**1018**

	AM			PM		
Split %	44.5%	55.5%	**42.3%**	50.6%	49.4%	**57.7%**
Peak Hour	07:15	07:00	**07:15**	15:00	14:30	**15:00**
Volume	64	88	**152**	55	56	**106**
P.H.F.	0.89	0.71	**0.81**	0.75	0.82	**0.85**

A-20

Volumes for: Tuesday, November 09, 2004 City: Fallbrook Project #: 04-4394-006

Location: Green Cyn. S/o Maravido Pl

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	5		7				
00:15	0		0					12:15	9		7				
00:30	0		1					12:30	9		10				
00:45	0	0	0	1			1	12:45	8	31	10	34			65
01:00	0		0					13:00	10		4				
01:15	0		1					13:15	6		8				
01:30	0		0					13:30	6		4				
01:45	0	0	1	2			2	13:45	10	32	6	22			54
02:00	0		0					14:00	7		11				
02:15	1		0					14:15	5		13				
02:30	0		0					14:30	16		8				
02:45	0	1	0	0			1	14:45	14	42	6	38			80
03:00	0		0					15:00	18		14				
03:15	1		0					15:15	9		19				
03:30	0		0					15:30	12		10				
03:45	1	2	2	2			4	15:45	14	53	11	54			107
04:00	0		0					16:00	16		8				
04:15	0		0					16:15	12		7				
04:30	0		0					16:30	7		17				
04:45	1	1	1	1			2	16:45	10	45	13	45			90
05:00	0		0					17:00	8		13				
05:15	0		1					17:15	7		10				
05:30	0		2					17:30	7		7				
05:45	2	2	1	4			6	17:45	5	27	3	33			60
06:00	6		3					18:00	7		6				
06:15	5		4					18:15	5		6				
06:30	5		3					18:30	5		4				
06:45	9	25	9	19			44	18:45	4	21	6	22			43
07:00	13		12					19:00	5		6				
07:15	20		15					19:15	4		6				
07:30	30		17					19:30	3		5				
07:45	24	87	18	62			149	19:45	1	13	1	18			31
08:00	12		14					20:00	3		4				
08:15	9		10					20:15	4		3				
08:30	9		7					20:30	6		3				
08:45	9	39	15	46			85	20:45	2	15	3	13			28
09:00	8		3					21:00	3		2				
09:15	1		2					21:15	1		5				
09:30	8		6					21:30	1		1				
09:45	10	27	7	18			45	21:45	0	5	1	9			14
10:00	4		4					22:00	1		3				
10:15	7		7					22:15	0		2				
10:30	7		6					22:30	1		1				
10:45	9	27	6	23			50	22:45	0	2	1	7			9
11:00	8		3					23:00	2		0				
11:15	10		2					23:15	0		1				
11:30	5		9					23:30	0		0				
11:45	10	33	7	21			54	23:45	1	3	0	1			4
Total Vol.		244		199			**443**			289		296			**585**

Daily Totals

	NB	SB	EB	WB	Combined
	533	495			**1028**

	AM			PM		
Split %	55.1%	44.9%	**43.1%**	49.4%	50.6%	**56.9%**
Peak Hour	07:00	07:15	**07:15**	14:30	15:00	**15:00**
Volume	87	64	**150**	57	54	**107**
P.H.F.	0.73	0.89	**0.80**	0.92	0.71	**0.84**

Volumes for: Tuesday, November 09, 2004 City: Fallbrook Project #: 04-4394-002

Location: Reche Rd Btwn S. Stage Coach Rd & Green Canyon Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		10			12:00			98		79		
00:15			4		3			12:15			79		95		
00:30			1		5			12:30			108		78		
00:45			1	7	8	26	33	12:45			86	371	73	325	696
01:00			2		6			13:00			91		92		
01:15			4		5			13:15			99		84		
01:30			1		3			13:30			74		109		
01:45			2	9	1	15	24	13:45			86	350	93	378	728
02:00			3		2			14:00			106		121		
02:15			1		2			14:15			126		154		
02:30			2		5			14:30			89		149		
02:45			4	10	1	10	20	14:45			102	423	145	569	992
03:00			2		1			15:00			161		117		
03:15			4		3			15:15			155		127		
03:30			4		1			15:30			118		127		
03:45			5	15	6	11	26	15:45			115	549	181	552	1101
04:00			8		3			16:00			121		163		
04:15			13		3			16:15			132		146		
04:30			13		1			16:30			126		163		
04:45			20	54	3	10	64	16:45			108	487	136	608	1095
05:00			39		3			17:00			127		148		
05:15			44		8			17:15			116		119		
05:30			46		18			17:30			122		100		
05:45			50	179	30	59	238	17:45			92	457	137	504	961
06:00			52		50			18:00			58		106		
06:15			68		51			18:15			71		92		
06:30			98		57			18:30			61		75		
06:45			102	320	86	244	564	18:45			49	239	76	349	588
07:00			97		133			19:00			68		55		
07:15			98		216			19:15			34		45		
07:30			166		177			19:30			44		50		
07:45			147	508	197	723	1231	19:45			56	202	31	181	383
08:00			148		167			20:00			40		39		
08:15			94		115			20:15			39		43		
08:30			101		78			20:30			29		27		
08:45			83	426	108	468	894	20:45			40	148	33	142	290
09:00			74		78			21:00			41		30		
09:15			73		75			21:15			33		37		
09:30			77		70			21:30			26		30		
09:45			78	302	79	302	604	21:45			20	120	22	119	239
10:00			80		88			22:00			23		17		
10:15			81		81			22:15			9		21		
10:30			90		80			22:30			3		16		
10:45			97	348	85	334	682	22:45			7	42	4	58	100
11:00			80		89			23:00			3		11		
11:15			87		70			23:15			7		10		
11:30			89		101			23:30			4		5		
11:45			54	310	107	367	677	23:45			3	17	8	34	51
Total Vol.				2488		2569	**5057**					3405		3819	**7224**

Daily Totals

NB	SB	EB	WB	Combined
		5893	6388	**12281**

	AM			PM		
Split %	49.2%	50.8%	**41.2%**	47.1%	52.9%	**58.8%**
Peak Hour	07:15	07:15	**07:15**	15:00	15:45	**15:45**
Volume	559	757	**1316**	549	653	**1147**
P.H.F.	0.84	0.88	**0.96**	0.85	0.90	**0.97**

A-22

Volumes for: Tuesday, November 09, 2004 City: Fallbrook Project #: 04-4394-003

Location: Reche Rd Btwn Green Cyn & S. Live Oak Park Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		10			12:00			96		70		
00:15			4		6			12:15			88		96		
00:30			0		6			12:30			106		68		
00:45			0	4	4	26	30	12:45			82	372	76	310	682
01:00			2		6			13:00			94		92		
01:15			4		4			13:15			98		78		
01:30			2		2			13:30			72		98		
01:45			2	10	2	14	24	13:45			78	342	98	366	708
02:00			2		4			14:00			74		118		
02:15			0		2			14:15			86		98		
02:30			4		4			14:30			80		98		
02:45			2	8	0	10	18	14:45			98	338	116	430	768
03:00			4		0			15:00			128		104		
03:15			4		2			15:15			130		116		
03:30			2		0			15:30			112		138		
03:45			8	18	4	6	24	15:45			98	468	140	498	966
04:00			8		4			16:00			116		146		
04:15			16		2			16:15			116		150		
04:30			14		0			16:30			104		140		
04:45			20	58	2	8	66	16:45			96	432	124	560	992
05:00			40		2			17:00			104		152		
05:15			50		6			17:15			100		116		
05:30			50		16			17:30			110		96		
05:45			52	192	22	46	238	17:45			94	408	120	484	892
06:00			60		48			18:00			72		106		
06:15			82		38			18:15			66		98		
06:30			96		58			18:30			68		78		
06:45			106	344	104	248	592	18:45			40	246	72	354	600
07:00			114		104			19:00			64		56		
07:15			114		150			19:15			28		44		
07:30			112		102			19:30			34		32		
07:45			98	438	92	448	886	19:45			40	166	32	164	330
08:00			112		86			20:00			34		36		
08:15			94		96			20:15			40		52		
08:30			116		78			20:30			32		28		
08:45			86	408	98	358	766	20:45			32	138	40	156	294
09:00			50		40			21:00			32		30		
09:15			60		60			21:15			30		44		
09:30			40		74			21:30			28		28		
09:45			54	204	84	258	462	21:45			22	112	18	120	232
10:00			60		82			22:00			16		22		
10:15			70		90			22:15			12		20		
10:30			80		60			22:30			2		14		
10:45			84	294	78	310	604	22:45			4	34	4	60	94
11:00			64		66			23:00			8		14		
11:15			82		72			23:15			10		10		
11:30			76		86			23:30			2		4		
11:45			60	282	92	316	598	23:45			6	26	10	38	64
Total Vol.				2260		2048	**4308**					3082		3540	**6622**

Daily Totals

NB	SB	EB	WB	Combined
		5342	5588	**10930**

	AM			PM		
Split %	52.5%	47.5%	**39.4%**	46.5%	53.5%	**60.6%**
Peak Hour	06:45	06:45	**06:45**	14:45	15:45	**15:30**
Volume	446	460	**906**	468	576	**1016**
P.H.F.	0.98	0.77	**0.86**	0.90	0.96	**0.95**

A-23

DISTRICT	ROUTE	RTE SUF	COUNTY	Postmile Prefix	POSTMILE	DESCRIPTION	BACK PEAK HR	BACK PEAK MONTH	BACK AADT	AHEAD PEAK HR	AHEAD PEAK MONTH	AHEAD AADT
11	76		SD	R	9.49	VISTA WAY	3450	44000	41000	2550	33000	30500
11	76		SD		12	BONSALL, OLIVE HILL ROAD	2550	33000	30500	3050	39000	36500
11	76		SD		12.47	MISSION ROAD	3050	39000	36500	1400	17900	16700
11	76		SD		14.7	GIRD ROAD	1400	17900	16700	1500	19500	18200
11	76		SD	R	17.01	OLD HIGHWAY 15	1500	19500	18200	2100	27000	25000
11	76		SD	R	17.3	JCT. RTE. 15	2100	27000	25000	1250	12800	12600
11	76		SD		23.01	PALA MISSION ROAD	1250	12800	12600	720	7300	7200

Volumes for: Wednesday, September 08, 2004 City: Fallbrook Project #: 04-4278-007

Location: SR-76 E/o Old Hwy 395

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			37		43			12:00			155		172		
00:15			30		33			12:15			147		170		
00:30			41		24			12:30			152		166		
00:45			23	131	33	133	264	12:45			171	625	156	664	1289
01:00			32		47			13:00			160		152		
01:15			24		29			13:15			148		179		
01:30			20		25			13:30			151		188		
01:45			13	89	19	120	209	13:45			160	619	180	699	1318
02:00			16		21			14:00			190		179		
02:15			12		23			14:15			201		170		
02:30			25		13			14:30			200		188		
02:45			21	74	20	77	151	14:45			201	792	184	721	1513
03:00			15		10			15:00			190		198		
03:15			12		29			15:15			197		179		
03:30			12		15			15:30			195		202		
03:45			17	56	19	73	129	15:45			206	788	214	793	1581
04:00			15		29			16:00			194		223		
04:15			20		37			16:15			174		275		
04:30			37		52			16:30			186		230		
04:45			42	114	62	180	294	16:45			163	717	227	955	1672
05:00			49		71			17:00			179		236		
05:15			52		78			17:15			177		243		
05:30			103		108			17:30			180		237		
05:45			114	318	129	386	704	17:45			156	692	255	971	1663
06:00			126		142			18:00			183		195		
06:15			149		185			18:15			197		191		
06:30			169		199			18:30			196		180		
06:45			220	664	225	751	1415	18:45			172	748	193	759	1507
07:00			167		164			19:00			164		161		
07:15			165		196			19:15			159		160		
07:30			193		178			19:30			121		150		
07:45			228	753	181	719	1472	19:45			141	585	126	597	1182
08:00			201		167			20:00			129		129		
08:15			183		141			20:15			117		97		
08:30			148		159			20:30			91		126		
08:45			170	702	170	637	1339	20:45			118	455	102	454	909
09:00			179		187			21:00			106		114		
09:15			198		141			21:15			77		76		
09:30			203		191			21:30			77		114		
09:45			185	765	120	639	1404	21:45			87	347	98	402	749
10:00			166		166			22:00			87		77		
10:15			170		150			22:15			55		72		
10:30			157		142			22:30			66		76		
10:45			142	635	130	588	1223	22:45			76	284	63	288	572
11:00			150		0			23:00			33		65		
11:15			139		0			23:15			49		61		
11:30			140		0			23:30			36		55		
11:45			142	571	0	0	571	23:45			34	152	45	226	378
Total Vol.				4872		4303	**9175**					6804		7529	**14333**

Daily Totals

NB	SB	EB	WB	Combined
		11676	11832	**23508**

	AM			PM		
Split %	53.1%	46.9%	**39.0%**	47.5%	52.5%	**61.0%**
Peak Hour	07:30	06:30	**07:15**	14:00	17:00	**15:45**
Volume	805	784	**1509**	792	971	**1702**
P.H.F.	0.88	0.87	**0.92**	0.99	0.95	**0.95**

A-25

Volumes for: Wednesday, September 08, 2004 City: Fallbrook Project #: 04-4278-006

Location: SR-76 W/o Old Hwy 395

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			24		38			12:00			143		128		
00:15			20		24			12:15			160		130		
00:30			16		37			12:30			152		137		
00:45			21	81	23	122	203	12:45			144	599	122	517	1116
01:00			36		28			13:00			148		137		
01:15			21		22			13:15			130		142		
01:30			12		12			13:30			118		151		
01:45			9	78	8	70	148	13:45			126	522	160	590	1112
02:00			17		15			14:00			171		171		
02:15			11		13			14:15			162		188		
02:30			10		14			14:30			130		194		
02:45			15	53	21	63	116	14:45			165	628	178	731	1359
03:00			8		10			15:00			148		147		
03:15			23		14			15:15			139		190		
03:30			10		9			15:30			137		168		
03:45			15	56	14	47	103	15:45			154	578	187	692	1270
04:00			20		13			16:00			164		196		
04:15			27		15			16:15			189		179		
04:30			44		24			16:30			148		194		
04:45			52	143	35	87	230	16:45			164	665	196	765	1430
05:00			68		28			17:00			180		177		
05:15			79		33			17:15			140		193		
05:30			93		71			17:30			174		160		
05:45			119	359	87	219	578	17:45			173	667	164	694	1361
06:00			150		81			18:00			145		156		
06:15			161		119			18:15			151		189		
06:30			191		145			18:30			141		160		
06:45			173	675	178	523	1198	18:45			136	573	139	644	1217
07:00			150		149			19:00			115		168		
07:15			146		190			19:15			115		156		
07:30			154		212			19:30			99		128		
07:45			145	595	200	751	1346	19:45			101	430	126	578	1008
08:00			135		190			20:00			89		100		
08:15			141		119			20:15			85		106		
08:30			138		158			20:30			74		93		
08:45			136	550	154	621	1171	20:45			74	322	103	402	724
09:00			144		150			21:00			73		84		
09:15			132		152			21:15			53		70		
09:30			134		170			21:30			79		87		
09:45			140	550	177	649	1199	21:45			64	269	60	301	570
10:00			151		166			22:00			48		81		
10:15			148		170			22:15			44		49		
10:30			150		159			22:30			67		78		
10:45			156	605	155	650	1255	22:45			45	204	59	267	471
11:00			141		160			23:00			52		30		
11:15			128		148			23:15			47		51		
11:30			150		152			23:30			34		26		
11:45			151	570	130	590	1160	23:45			24	157	27	134	291
Total Vol.				4315		4392	**8707**					5614		6315	**11929**

Daily Totals

NB	SB	EB	WB	Combined
		9929	10707	**20636**

	AM			PM		
Split %	49.6%	50.4%	**42.2%**	47.1%	52.9%	**57.8%**
Peak Hour	06:00	07:15	**07:15**	16:15	16:00	**16:00**
Volume	675	792	**1372**	681	765	**1430**
P.H.F.	0.88	0.93	**0.94**	0.90	0.98	**0.97**

A-26

Volumes for: Wednesday, September 08, 2004 City: Fallbrook Project #: 04-4278-005

Location: Old Hwy 395 N. N/o Lilac Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		3					12:00	42		29				
00:15	0		2					12:15	35		30				
00:30	1		5					12:30	31		31				
00:45	1	5	0	10			15	12:45	30	138	18	108			246
01:00	0		2					13:00	29		27				
01:15	4		2					13:15	18		29				
01:30	1		0					13:30	27		30				
01:45	1	6	2	6			12	13:45	22	96	31	117			213
02:00	1		3					14:00	18		34				
02:15	0		1					14:15	21		40				
02:30	4		0					14:30	20		42				
02:45	2	7	1	5			12	14:45	40	99	37	153			252
03:00	0		1					15:00	35		37				
03:15	0		3					15:15	35		42				
03:30	1		1					15:30	30		57				
03:45	2	3	2	7			10	15:45	47	147	68	204			351
04:00	1		2					16:00	45		45				
04:15	0		2					16:15	48		35				
04:30	1		1					16:30	58		32				
04:45	0	2	4	9			11	16:45	42	193	36	148			341
05:00	1		6					17:00	31		36				
05:15	1		18					17:15	44		40				
05:30	4		24					17:30	64		22				
05:45	10	16	38	86			102	17:45	54	193	26	124			317
06:00	7		32					18:00	55		25				
06:15	7		47					18:15	41		31				
06:30	10		59					18:30	40		19				
06:45	12	36	57	195			231	18:45	43	179	20	95			274
07:00	27		58					19:00	25		21				
07:15	26		95					19:15	30		23				
07:30	57		116					19:30	19		16				
07:45	21	131	79	348			479	19:45	23	97	13	73			170
08:00	23		62					20:00	14		7				
08:15	17		51					20:15	12		7				
08:30	15		57					20:30	8		14				
08:45	19	74	54	224			298	20:45	12	46	6	34			80
09:00	17		52					21:00	11		11				
09:15	16		28					21:15	14		6				
09:30	22		33					21:30	14		9				
09:45	17	72	32	145			217	21:45	8	47	5	31			78
10:00	13		29					22:00	15		8				
10:15	13		25					22:15	11		10				
10:30	18		20					22:30	11		4				
10:45	17	61	20	94			155	22:45	5	42	6	28			70
11:00	15		21					23:00	5		4				
11:15	17		18					23:15	2		3				
11:30	20		20					23:30	3		1				
11:45	21	73	26	85			158	23:45	1	11	7	15			26
Total Vol.		486		1214			**1700**			1288		1130			**2418**

Daily Totals

NB	SB	EB	WB	Combined
1774	2344			**4118**

	AM			PM		
Split %	28.6%	71.4%	**41.3%**	53.3%	46.7%	**58.7%**
Peak Hour	07:00	07:15	**07:00**	17:15	15:15	**15:45**
Volume	131	352	**479**	217	212	**378**
P.H.F.	0.57	0.76	**0.69**	0.84	0.78	**0.82**

lumes f[illegible]r: Wednesday, September 08, 2004 City: Fallbrook Project #: 04-4278-004

ocation: Old Hwy 395 S. S/o Lilac Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	19		20				
00:15	1		0					12:15	21		26				
00:30	2		3					12:30	20		18				
00:45	1	5	0	4			9	12:45	18	78	20	84			162
01:00	3		0					13:00	21		18				
01:15	2		0					13:15	19		21				
01:30	1		2					13:30	20		20				
01:45	2	8	0	2			10	13:45	20	80	18	77			157
02:00	1		3					14:00	17		31				
02:15	0		0					14:15	18		30				
02:30	4		0					14:30	20		29				
02:45	0	5	0	3			8	14:45	31	86	20	110			196
03:00	0		2					15:00	30		31				
03:15	2		2					15:15	22		30				
03:30	1		1					15:30	39		43				
03:45	0	3	2	7			10	15:45	50	141	41	145			286
04:00	0		3					16:00	45		43				
04:15	0		0					16:15	58		32				
04:30	0		3					16:30	48		31				
04:45	0	0	5	11			11	16:45	45	196	25	131			327
05:00	3		11					17:00	32		32				
05:15	2		26					17:15	55		25				
05:30	7		31					17:30	54		17				
05:45	9	21	38	106			127	17:45	47	188	23	97			285
06:00	7		45					18:00	52		21				
06:15	8		67					18:15	45		21				
06:30	15		64					18:30	55		11				
06:45	21	51	50	226			277	18:45	34	186	23	76			262
07:00	41		58					19:00	30		21				
07:15	42		75					19:15	28		21				
07:30	22		84					19:30	27		17				
07:45	16	121	73	290			411	19:45	22	107	4	63			170
08:00	12		54					20:00	12		8				
08:15	20		51					20:15	17		5				
08:30	21		48					20:30	22		9				
08:45	13	66	39	192			258	20:45	21	72	4	26			98
09:00	19		39					21:00	11		4				
09:15	17		37					21:15	20		8				
09:30	19		25					21:30	22		2				
09:45	16	71	38	139			210	21:45	16	69	7	21			90
10:00	12		25					22:00	18		6				
10:15	10		19					22:15	15		3				
10:30	18		17					22:30	13		5				
10:45	10	50	18	79			129	22:45	12	58	3	17			75
11:00	11		10					23:00	2		1				
11:15	18		15					23:15	5		1				
11:30	20		17					23:30	4		2				
11:45	21	70	12	54			124	23:45	3	14	3	7			21
Total Vol.		471		1113			**1584**			1275		854			**2129**

Daily Totals

NB	SB	EB	WB	Combined
1746	1967			**3713**

	AM			PM		
Split %	29.7%	70.3%	**42.7%**	59.9%	40.1%	**57.3%**
Peak Hour	06:45	07:00	**07:00**	17:15	15:30	**15:30**
Volume	126	290	**411**	208	159	**351**
P.H.F.	0.75	0.86	**0.88**	0.92	0.92	**0.96**

A-28

Volumes for: Wednesday, September 08, 2004 City: Fallbrook Project #: 04-4278-003

Location: W. Lilac Rd Btwn Caminito Quieto & Aqueduct Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		2			12:00			8		11		
00:15			0		1			12:15			9		12		
00:30			0		2			12:30			10		10		
00:45			1	2	0	5	7	12:45			15	42	7	40	82
01:00			0		1			13:00			12		7		
01:15			0		2			13:15			18		8		
01:30			0		0			13:30			10		10		
01:45			0	0	1	4	4	13:45			17	57	11	36	93
02:00			0		0			14:00			12		18		
02:15			0		0			14:15			11		12		
02:30			1		0			14:30			17		17		
02:45			0	1	1	1	2	14:45			13	53	14	61	114
03:00			0		0			15:00			14		23		
03:15			0		0			15:15			16		29		
03:30			0		0			15:30			36		22		
03:45			1	1	1	1	2	15:45			44	110	23	97	207
04:00			0		0			16:00			19		15		
04:15			0		1			16:15			31		22		
04:30			0		0			16:30			15		20		
04:45			0	0	2	3	3	16:45			11	76	13	70	146
05:00			1		3			17:00			19		18		
05:15			1		2			17:15			15		17		
05:30			2		4			17:30			10		25		
05:45			3	7	5	14	21	17:45			14	58	10	70	128
06:00			16		4			18:00			15		18		
06:15			18		3			18:15			10		11		
06:30			13		12			18:30			7		10		
06:45			15	62	16	35	97	18:45			11	43	10	49	92
07:00			16		29			19:00			9		10		
07:15			34		77			19:15			8		10		
07:30			67		60			19:30			4		6		
07:45			19	136	19	185	321	19:45			1	22	5	31	53
08:00			15		17			20:00			6		5		
08:15			11		17			20:15			3		4		
08:30			8		13			20:30			1		10		
08:45			13	47	41	88	135	20:45			4	14	7	26	40
09:00			22		33			21:00			1		7		
09:15			21		10			21:15			2		2		
09:30			7		13			21:30			3		6		
09:45			13	63	12	68	131	21:45			4	10	3	18	28
10:00			11		11			22:00			5		5		
10:15			10		12			22:15			0		2		
10:30			8		15			22:30			3		4		
10:45			9	38	10	48	86	22:45			1	9	5	16	25
11:00			7		8			23:00			1		4		
11:15			8		9			23:15			0		2		
11:30			9		10			23:30			1		1		
11:45			10	34	12	39	73	23:45			1	3	2	9	12
Total Vol.				391		491	**882**					497		523	**1020**

	NB	SB	Daily Totals EB	WB	Combined
			888	1014	**1902**

	AM			PM		
Split %	44.3%	55.7%	**46.4%**	48.7%	51.3%	**53.6%**
Peak Hour	07:00	07:00	**07:00**	15:30	15:00	**15:30**
Volume	136	185	**321**	130	97	**212**
P.H.F.	0.51	0.60	**0.63**	0.74	0.84	**0.79**

A-29

Volumes for: Wednesday, September 08, 2004 City: Fallbrook Project #: 04-4278-002

Location: W. Lilac Rd Btwn Via Ararat Dr & Caminito Quieto

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		2			12:00			12		10		
00:15			0		1			12:15			16		10		
00:30			1		1			12:30			12		12		
00:45			1	3	0	4	7	12:45			7	47	7	39	86
01:00			0		1			13:00			9		8		
01:15			1		1			13:15			8		10		
01:30			0		0			13:30			10		17		
01:45			1	2	0	2	4	13:45			11	38	18	53	91
02:00			0		0			14:00			12		10		
02:15			0		0			14:15			18		17		
02:30			1		0			14:30			15		18		
02:45			0	1	1	1	2	14:45			11	56	10	55	111
03:00			0		0			15:00			10		20		
03:15			0		0			15:15			17		24		
03:30			1		1			15:30			35		24		
03:45			1	2	0	1	3	15:45			40	102	24	92	194
04:00			0		0			16:00			23		18		
04:15			0		1			16:15			25		21		
04:30			1		0			16:30			17		19		
04:45			1	2	1	2	4	16:45			10	75	12	70	145
05:00			1		2			17:00			14		19		
05:15			2		2			17:15			22		21		
05:30			3		2			17:30			12		24		
05:45			3	9	7	13	22	17:45			14	62	12	76	138
06:00			14		5			18:00			12		13		
06:15			18		7			18:15			16		13		
06:30			17		10			18:30			4		7		
06:45			17	66	19	41	107	18:45			14	46	12	45	91
07:00			19		23			19:00			8		7		
07:15			29		61			19:15			7		8		
07:30			64		71			19:30			4		6		
07:45			20	132	22	177	309	19:45			2	21	4	25	46
08:00			16		14			20:00			6		4		
08:15			10		14			20:15			3		1		
08:30			6		16			20:30			3		8		
08:45			17	49	39	83	132	20:45			6	18	6	19	37
09:00			22		33			21:00			1		7		
09:15			16		12			21:15			3		3		
09:30			10		11			21:30			2		4		
09:45			11	59	13	69	128	21:45			5	11	3	17	28
10:00			11		7			22:00			6		3		
10:15			11		8			22:15			0		2		
10:30			10		7			22:30			6		5		
10:45			8	40	6	28	68	22:45			1	13	3	13	26
11:00			15		5			23:00			1		4		
11:15			12		7			23:15			0		2		
11:30			18		10			23:30			1		0		
11:45			2	47	8	30	77	23:45			1	3	2	8	11
Total Vol.				412		451	**863**					492		512	**1004**

Daily Totals

NB	SB	EB	WB	Combined
		904	963	**1867**

	AM			PM		
Split %	47.7%	52.3%	**46.2%**	49.0%	51.0%	**53.8%**
Peak Hour	07:00	07:00	**07:00**	15:30	15:00	**15:30**
Volume	132	177	**309**	123	92	**210**
P.H.F.	0.52	0.62	**0.57**	0.77	0.96	**0.82**

A-30

AM/PM Peak Hour Turn Counts

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Mission Rd. DATE: 9/29/2004 LOCATION: City of Fallbrook

E-W STREET: Ammunition Rd DAY: WEDNESDAY PROJECT# 04-4314-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1.5	1.5	1	1.5	0.5	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	26	70	4	2	160	101	9	10	26	57	13	8	486
7:15 AM	22	97	2	4	192	98	13	14	37	62	14	11	566
7:30 AM	20	110	1	3	121	89	14	15	41	73	16	10	513
7:45 AM	28	130	1	2	102	70	29	19	24	58	21	9	493
8:00 AM	36	127	2	3	112	62	33	21	21	67	25	10	519
8:15 AM	36	102	1	5	97	54	29	29	19	70	21	16	479
8:30 AM	35	89	2	3	86	47	23	24	14	62	19	13	417
8:45 AM	30	67	3	4	71	35	19	29	12	56	18	12	356
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 233	NT 792	NR 16	SL 26	ST 941	SR 556	EL 169	ET 161	ER 194	WL 505	WT 147	WR 89	TOTAL 3829

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	106	464	6	12	527	319	89	69	123	260	76	40	2091
PEAK HR. FACTOR:		0.873			0.730			0.937			0.922		0.924

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Mission Rd.

E-W STREET: Ammunition Rd

DATE: 9/29/2004

DAY: WEDNESDAY

LOCATION: City of Fallbrook

PROJECT# 04-4314-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1.5	1.5	1	1.5	0.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	34	134	5	10	144	27	171	26	41	106	37	19	754
4:15 PM	39	118	3	11	140	25	141	31	39	112	46	16	721
4:30 PM	31	122	2	9	149	29	150	40	36	107	41	17	733
4:45 PM	42	135	2	12	163	31	159	38	51	116	38	20	807
5:00 PM	48	104	1	15	144	23	141	46	60	102	32	22	738
5:15 PM	40	118	4	13	140	27	147	48	52	97	38	24	748
5:30 PM	31	100	1	11	137	31	137	41	48	94	29	17	677
5:45 PM	25	91	1	9	118	24	126	33	40	80	22	14	583
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 290	NT 922	NR 19	SL 90	ST 1135	SR 217	EL 1172	ET 303	ER 367	WL 814	WT 283	WR 149	TOTAL 5761

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	161	479	9	49	596	110	597	172	199	422	149	83	3026
PEAK HR. FACTOR:		0.906			0.916			0.976			0.940		0.937

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Mission Rd. DATE: 10/7/2004 LOCATION: City of Fallbrook

E-W STREET: S. Stage Coach DAY: THURSDAY PROJECT# 04-4314-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	0	0	0	0	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		128	70	48	188					58		36	528
7:15 AM		133	130	94	212					66		57	692
7:30 AM		197	102	129	216					69		102	815
7:45 AM		209	33	39	188					63		94	626
8:00 AM		151	30	35	178					45		32	471
8:15 AM		147	29	16	180					34		42	448
8:30 AM		174	24	20	152					34		30	434
8:45 AM		149	15	12	158					20		32	386
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	1288	433	393	1472	0	0	0	0	389	0	425	4400

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	667	335	310	804	0	0	0	0	256	0	289	2661
PEAK HR. FACTOR:		0.838			0.807			0.000			0.797		0.816

CONTROL: Signalized

A-34

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Mission Rd. DATE: 10/7/2004 LOCATION:

E-W STREET: S. Stage Coach DAY: THURSDAY PROJECT#

	NORTHBOUND			SOUTHBOUND			EASTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL
LANES:	1	2	0	2	2	0	0	0	0	1
1:00 PM										
1:15 PM										
1:30 PM										
1:45 PM										
2:00 PM										
2:15 PM										
2:30 PM										
2:45 PM										
3:00 PM										
3:15 PM										
3:30 PM										
3:45 PM										
4:00 PM		237	57	41	213					27
4:15 PM		224	65	29	203					38
4:30 PM		323	50	50	210					42
4:45 PM		231	66	67	178					47
5:00 PM		242	53	68	224					52
5:15 PM		276	64	39	219					47
5:30 PM		270	55	54	178					38
5:45 PM		230	72	49	162					38
6:00 PM										
6:15 PM										
6:30 PM										
6:45 PM										
TOTAL VOLUMES =	NL 0	NT 2033	NR 482	SL 397	ST 1587	SR 0	EL 0	ET 0	ER 0	WL 329

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	1072	233	224	831	0	0	0	0	188
PEAK HR. FACTOR:		0.875			0.903			0.000		

CONTROL: Signalized

A-35

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Mission Rd. DATE: 10/28/2004 LOCATION: City of Fallbrook

E-W STREET: Green Cyn. Rd. DAY: THURSDAY PROJECT# 04-4393-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		147	7	4	153					19		6	336
7:15 AM		166	9	2	158					18		13	366
7:30 AM		169	14	11	144					11		20	369
7:45 AM		171	13	9	155					16		10	374
8:00 AM		140	7	9	132					19		7	314
8:15 AM		116	5	2	138					21		11	293
8:30 AM		120	6	4	129					9		9	277
8:45 AM		91	5	5	113					22		7	243
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 1120	NR 66	SL 46	ST 1122	SR 0	EL 0	ET 0	ER 0	WL 135	WT 0	WR 83	TOTAL 2572

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	653	43	26	610	0	0	0	0	64	0	49	1445
PEAK HR. FACTOR:		0.946			0.970			0.000			0.911		0.966

CONTROL: 1- Way Stop W

A-36

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Mission Rd. DATE: 10/28/2004 LOCATION: City of Fallbrook

E-W STREET: Green Cyn. Rd. DAY: THURSDAY PROJECT# 04-4393-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		144	8	15	135					10		13	325
4:15 PM		132	16	11	112					6		2	279
4:30 PM		213	21	3	124					11		7	379
4:45 PM		174	21	13	157					8		9	382
5:00 PM		156	18	9	146					6		8	343
5:15 PM		200	16	11	137					7		10	381
5:30 PM		180	16	9	122					13		17	357
5:45 PM		187	20	8	106					10		15	346
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1386	NR 136	SL 79	ST 1039	SR 0	EL 0	ET 0	ER 0	WL 71	WT 0	WR 81	TOTAL 2792

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	743	76	36	564	0	0	0	0	32	0	34	1485
PEAK HR. FACTOR:		0.875			0.882			0.000			0.917		0.972

CONTROL: 1- Way Stop W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Mission Rd. DATE: 10/5/2004 LOCATION: City of Fallbrook

E-W STREET: Pala Rd DAY: TUESDAY PROJECT# 04-4314-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	2	2	1	0	0	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				30		155	126	128			82	14	535
7:15 AM				47		184	120	124			148	25	648
7:30 AM				29		144	126	120			167	12	598
7:45 AM				23		154	114	120			160	25	596
8:00 AM				37		216	90	80			177	16	616
8:15 AM				26		169	105	144			195	29	668
8:30 AM				24		187	147	138			143	25	664
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	0	0	216	0	1209	828	854	0	0	1072	146	4325

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	110	0	726	456	482	0	0	675	95	2544
PEAK HR. FACTOR:		0.000			0.826			0.823			0.859		0.952

CONTROL: signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Mission Rd. DATE: 10/5/2004 LOCATION: City of Fallbrook

E-W STREET: Pala Rd DAY: TUESDAY PROJECT# 04-4314-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	2	2	1	0	0	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				31		129	220	157			139	23	699
4:15 PM				23		106	192	161			187	25	694
4:30 PM				30		143	215	161			173	23	745
4:45 PM				28		129	202	178			190	35	762
5:00 PM				38		141	175	171			167	25	717
5:15 PM				36		122	195	184			130	20	687
5:30 PM				31		107	200	176			179	25	718
5:45 PM				32		90	225	179			168	35	729
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 249	ST 0	SR 967	EL 1624	ET 1367	ER 0	WL 0	WT 1333	WR 211	TOTAL 5751

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	0	0	119	0	519	784	671	0	0	717	108	2918
PEAK HR. FACTOR:		0.000			0.891			0.957			0.917		0.957

CONTROL: signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: E. Mission Rd. DATE: 9/30/2004 LOCATION: City of Fallbrook

E-W STREET: N. Stage Coach Ln DAY: THURSDAY PROJECT# 04-4314-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	9	8	39	11	20	6	0	89	1	26	246	1	456
7:15 AM	8	7	42	11	18	5	2	98	0	21	213	2	427
7:30 AM	12	15	37	10	29	6	1	101	0	36	198	2	447
7:45 AM	14	10	40	10	17	10	3	95	1	36	194	5	435
8:00 AM	21	4	31	8	10	5	4	106	0	35	148	5	377
8:15 AM	9	10	30	6	7	3	4	92	2	21	132	2	318
8:30 AM	9	1	26	6	8	1	2	91	1	16	114	1	276
8:45 AM	4	1	27	7	7	3	3	70	2	29	142	1	296
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 86	NT 56	NR 272	SL 69	ST 116	SR 39	EL 19	ET 742	ER 7	WL 220	WT 1387	WR 19	TOTAL 3032

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	43	40	158	42	84	27	6	383	2	119	851	10	1765
PEAK HR. FACTOR:		0.941			0.850			0.958			0.897		0.968

CONTROL: signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: E. Mission Rd. DATE: 9/30/2004 LOCATION: City of Fallbrook

E-W STREET: N. Stage Coach Ln DAY: THURSDAY PROJECT# 04-4314-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	10	28	8	7	3	3	172	0	30	111	6	385
4:15 PM	12	11	45	4	10	2	2	232	0	41	125	13	497
4:30 PM	11	12	34	6	8	4	2	260	0	38	111	4	490
4:45 PM	4	10	45	3	13	4	3	211	0	34	110	6	443
5:00 PM	4	6	41	5	10	3	1	269	1	30	97	5	472
5:15 PM	5	9	37	5	6	2	3	223	3	36	82	12	423
5:30 PM	5	10	21	9	9	6	5	177	0	36	138	15	431
5:45 PM	6	11	29	3	9	5	3	191	0	42	87	8	394
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 54	NT 79	NR 280	SL 43	ST 72	SR 29	EL 22	ET 1735	ER 4	WL 287	WT 861	WR 69	TOTAL 3535

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	31	39	165	18	41	13	8	972	1	143	443	28	1902
PEAK HR. FACTOR:		0.864			0.900			0.905			0.858		0.957

CONTROL: signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Stage Coach Ln. DATE: 10/28/2004 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: THURSDAY PROJECT# 04-4393-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	28	52	73	51	0	0	0	1	69	0	53	327
7:15 AM	0	24	72	69	41	0	4	1	0	81	1	71	364
7:30 AM	0	28	71	73	10	0	3	5	1	81	4	112	388
7:45 AM	0	23	62	81	6	1	5	9	1	49	4	134	375
8:00 AM	0	34	67	80	21	0	5	4	2	53	4	115	385
8:15 AM	0	46	32	81	32	0	3	5	4	27	2	88	320
8:30 AM	0	21	25	78	37	0	2	0	0	27	0	64	254
8:45 AM	1	16	21	5	27	0	1	1	2	28	4	89	195
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	1	220	402	540	225	1	23	25	11	415	19	726	2608

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	109	272	303	78	1	17	19	4	264	13	432	1512
PEAK HR. FACTOR:		0.943			0.868			0.667			0.900		0.974

CONTROL: 4- Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: S. Stage Coach Ln. DATE: 10/28/2004 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: THURSDAY PROJECT# 04-4393-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	39	43	84	23	2	1	2	2	37	0	111	346
4:15 PM	2	36	35	111	17	3	2	3	2	40	2	140	393
4:30 PM	1	29	30	98	29	4	0	3	1	32	0	117	344
4:45 PM	1	32	37	97	31	3	0	0	0	30	1	108	340
5:00 PM	1	40	35	79	37	1	1	0	1	43	2	111	351
5:15 PM	1	30	47	104	30	2	2	1	0	37	0	104	358
5:30 PM	0	13	20	74	20	0	2	2	2	19	2	84	238
5:45 PM	1	35	12	53	20	2	1	0	0	30	1	88	243
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 9	NT 254	NR 259	SL 700	ST 207	SR 17	EL 9	ET 11	ER 8	WL 268	WT 8	WR 863	TOTAL 2613

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	5	137	137	385	114	11	3	6	4	145	5	476	1428
PEAK HR. FACTOR:		0.918			0.973			0.464			0.860		0.908

CONTROL: 4- Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Green Cyn. DATE: 10/28/2004 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: THURSDAY PROJECT# 04-4393-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	1	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13	0	24	0	0	0	0	71	9	8	101	1	227
7:15 AM	24	1	29	1	0	3	0	73	9	22	170	3	335
7:30 AM	32	0	30	1	0	6	2	87	11	17	150	0	336
7:45 AM	42	0	38	0	0	1	0	108	18	5	104	0	316
8:00 AM	28	0	19	3	0	3	3	91	18	12	86	0	263
8:15 AM	8	2	25	1	2	1	1	81	9	12	97	1	240
8:30 AM	7	0	17	0	1	2	0	66	8	6	77	0	184
8:45 AM	14	0	12	1	0	0	1	92	7	7	90	0	224
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 168	NT 3	NR 194	SL 7	ST 3	SR 16	EL 7	ET 669	ER 89	WL 89	WT 875	WR 5	TOTAL 2125

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	126	1	116	5	0	13	5	359	56	56	510	3	1250
PEAK HR. FACTOR:		0.759			0.643			0.833			0.729		0.930

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Green Cyn. DATE: 10/28/2004 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: THURSDAY PROJECT# 04-4393-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	12	0	13	2	0	2	3	92	5	15	124	1	269
4:15 PM	9	0	12	0	1	1	1	98	15	16	113	0	266
4:30 PM	25	0	17	0	0	2	1	94	12	18	144	1	314
4:45 PM	9	0	4	0	0	2	1	91	12	7	120	0	246
5:00 PM	15	0	9	0	0	0	1	82	14	23	167	0	311
5:15 PM	9	0	10	1	0	2	5	96	18	14	131	0	286
5:30 PM	7	1	5	1	0	1	1	86	10	16	114	0	242
5:45 PM	2	0	5	1	0	2	2	73	8	16	94	1	204
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 88	NT 1	NR 75	SL 5	ST 1	SR 12	EL 15	ET 712	ER 94	WL 125	WT 1007	WR 3	TOTAL 2138

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	58	0	40	1	0	6	8	363	56	62	562	1	1157
PEAK HR. FACTOR:		0.583			0.583			0.897			0.822		0.921

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: E. Mission Rd. DATE: 10/5/2004 LOCATION: City of Fallbrook

E-W STREET: Highway 386 DAY: TUESDAY PROJECT# 04-4314-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	1	0	0	0	0	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		3	28	91	8					26		168	324
7:15 AM		7	55	170	13					50		220	515
7:30 AM		13	49	147	13					35		208	465
7:45 AM		15	44	134	14					26		149	382
8:00 AM		10	51	134	9					25		131	360
8:15 AM		4	43	126	9					31		147	360
8:30 AM		8	31	107	6					27		124	303
8:45 AM		6	36	117	7					25		124	315
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 66	NR 337	SL 1026	ST 79	SR 0	EL 0	ET 0	ER 0	WL 245	WT 0	WR 1271	TOTAL 3024

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	45	199	585	49	0	0	0	0	136	0	708	1722
PEAK HR. FACTOR:		0.984			0.866			0.000			0.781		0.836

CONTROL: Two Way Stop WB/NB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: E. Mission Rd. DATE: 10/5/2004 LOCATION: City of Fallbrook

E-W STREET: Highway 386 DAY: TUESDAY PROJECT# 04-4314-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	1	0	0	0	0	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		11	50	256	8					26		161	512
4:15 PM		6	35	239	10					31		167	488
4:30 PM		5	68	295	8					34		206	616
4:45 PM		9	45	307	13					38		187	599
5:00 PM		10	45	199	15					31		183	483
5:15 PM		17	38	278	10					39		150	532
5:30 PM		4	34	224	6					51		172	491
5:45 PM		6	25	187	3					37		174	432
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	68	340	1985	73	0	0	0	0	287	0	1400	4153

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	41	196	1079	46	0	0	0	0	142	0	726	2230
PEAK HR. FACTOR:		0.812			0.879			0.000			0.904		0.905

CONTROL: Two Way Stop WB/NB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Old Hwy 395 DATE: 9/15/2004 LOCATION: City of Fallbrook

E-W STREET: SR-76 DAY: WEDNESDAY PROJECT# 04-4277-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	17	4	60	20	10	9	130	11	10	150	19	455
7:15 AM	16	12	7	70	20	10	8	145	7	12	161	15	483
7:30 AM	18	16	3	92	23	11	7	146	9	10	170	18	523
7:45 AM	12	17	2	50	21	10	7	126	8	9	158	18	438
8:00 AM	12	16	5	44	14	10	11	65	9	8	138	23	355
8:15 AM	10	15	3	60	18	11	2	110	3	8	140	20	400
8:30 AM	7	18	6	64	15	10	7	110	6	9	147	29	428
8:45 AM	8	11	4	51	15	12	10	100	6	7	136	21	381
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 98	NT 122	NR 34	SL 491	ST 146	SR 84	EL 61	ET 932	ER 59	WL 73	WT 1200	WR 163	TOTAL 3463

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	61	62	16	272	84	41	31	547	35	41	639	70	1899
PEAK HR. FACTOR:		0.939			0.788			0.946			0.947		0.908

CONTROL: signalized

A-48

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Old Hwy 395 DATE: 9/15/2004 LOCATION: City of Fallbrook

E-W STREET: SR-76 DAY: WEDNESDAY PROJECT# 04-4277-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	13	29	10	42	20	13	14	123	11	15	148	59	497
4:15 PM	10	19	15	40	20	10	10	150	15	12	150	50	501
4:30 PM	9	19	12	45	21	7	17	167	12	10	179	62	560
4:45 PM	9	19	11	45	21	8	11	151	10	19	162	60	526
5:00 PM	16	27	9	50	13	11	13	131	4	28	159	53	514
5:15 PM	10	20	10	46	18	9	12	142	8	20	163	47	505
5:30 PM	9	33	5	50	20	13	15	138	17	12	192	77	581
5:45 PM	9	21	8	39	17	10	10	131	17	18	174	66	520
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 85	NT 187	NR 80	SL 357	ST 150	SR 81	EL 102	ET 1133	ER 94	WL 134	WT 1327	WR 474	TOTAL 4204

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	44	99	35	191	72	41	51	562	39	79	676	237	2126
PEAK HR. FACTOR:		0.856			0.916			0.948			0.883		0.915

CONTROL: signalized

A-49

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Old Hwy 395 DATE: 9/14/2004 LOCATION: City of Fallbrook

E-W STREET: W. Lilac RD DAY: TUESDAY PROJECT# 04-4277-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	16	1	0	71	74	20	2	14	3	2	5	223
7:15 AM	8	14	2	0	64	22	35	1	16	4	1	5	172
7:30 AM	8	9	2	0	42	6	5	1	11	4	3	5	96
7:45 AM	5	10	3	5	62	12	4	2	9	3	3	3	121
8:00 AM	2	6	1	3	39	10	5	0	6	2	4	2	80
8:15 AM	4	10	2	2	36	18	7	1	5	2	1	0	88
8:30 AM	5	12	2	1	31	33	7	1	4	1	0	1	98
8:45 AM	4	11	2	2	28	2	5	1	7	2	1	1	66
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 51	NT 88	NR 15	SL 13	ST 373	SR 177	EL 88	ET 9	ER 72	WL 21	WT 15	WR 22	TOTAL 944

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	36	49	8	5	239	114	64	6	50	14	9	18	612
PEAK HR. FACTOR:		0.727			0.617			0.577			0.854		0.686

CONTROL: 2waystop(EB&WB)

A-50

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Old Hwy 395 DATE: 9/14/2004 LOCATION: City of Fallbrook

E-W STREET: W. Lilac RD DAY: TUESDAY PROJECT# 04-4277-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	52	11	8	30	9	13	0	8	8	2	2	150
4:15 PM	10	36	4	4	16	7	7	4	10	5	4	4	111
4:30 PM	8	29	7	4	26	9	4	1	10	9	0	3	110
4:45 PM	3	36	7	5	18	8	6	0	3	6	1	2	95
5:00 PM	8	35	4	4	14	1	6	1	4	5	0	1	83
5:15 PM	8	41	4	5	17	4	6	4	1	0	0	3	93
5:30 PM	8	39	13	3	21	11	8	1	5	5	1	5	120
5:45 PM	11	29	6	1	18	7	2	0	4	1	0	5	84
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 63	NT 297	NR 56	SL 34	ST 160	SR 56	EL 52	ET 11	ER 45	WL 39	WT 8	WR 25	TOTAL 846

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	28	153	29	21	90	33	30	5	31	28	7	11	466
PEAK HR. FACTOR:		0.750			0.766			0.786			0.885		0.777

CONTROL: 2waystop(EB&WB)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 SB Ramps DATE: 9/9/2004 LOCATION: City of Fallbrook

E-W STREET: Old Hwy 395 DAY: THURSDAY PROJECT# 04-4277-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	1	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				14	0	2		29	47	4	24		120
7:15 AM				21	0	2		33	58	1	17		132
7:30 AM				11	0	1		22	51	2	22		109
7:45 AM				15	1	2		24	39	1	26		108
8:00 AM				12	0	1		17	37	4	19		90
8:15 AM				8	1	0		19	23	3	23		77
8:30 AM				12	0	1		27	22	3	25		90
8:45 AM				12	0	2		21	30	2	19		86
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 105	ST 2	SR 11	EL 0	ET 192	ER 307	WL 20	WT 175	WR 0	TOTAL 812

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	61	1	7	0	108	195	8	89	0	469
PEAK HR. FACTOR:		0.000			0.750			0.832			0.866		0.888

CONTROL: Signalized

A-52

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 SB Ramps DATE: 9/9/2004 LOCATION: City of Fallbrook

E-W STREET: Old Hwy 395 DAY: THURSDAY PROJECT# 04-4277-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	1	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				20		5		13	17	3	47		105
4:15 PM				18		3		17	24	1	52		115
4:30 PM				19		7		20	35	1	55		137
4:45 PM				21		7		13	26	2	66		135
5:00 PM				17		6		22	22	4	70		141
5:15 PM				13		5		19	21	4	48		110
5:30 PM				19		1		15	24	7	59		125
5:45 PM				15		2		12	28	6	51		114
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 142	ST 0	SR 36	EL 0	ET 131	ER 197	WL 28	WT 448	WR 0	TOTAL 982

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	0	0	75	0	23	0	72	107	8	243	0	528
PEAK HR. FACTOR:		0.000			0.875			0.814			0.848		0.936

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 NB Ramps DATE: 9/9/2004 LOCATION: City of Fallbrook

E-W STREET: Old Hwy 395 DAY: THURSDAY PROJECT# 04-4277-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	1	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	18		1					45	1		13	10	88
7:15 AM	12		1					42	4		9	11	79
7:30 AM	14		0					36	0		12	16	78
7:45 AM	13		2					23	2		14	9	63
8:00 AM	14		1					26	1		9	8	59
8:15 AM	20		3					23	3		6	10	65
8:30 AM	21		3					34	3		7	13	81
8:45 AM	17		4					51	4		5	7	88
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 129	NT 0	NR 15	SL 0	ST 0	SR 0	EL 0	ET 280	ER 18	WL 0	WT 75	WR 84	TOTAL 601

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	57	0	4	0	0	0	0	146	7	0	48	46	308
PEAK HR. FACTOR:		0.803			0.000			0.832			0.839		0.875

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 NB Ramps DATE: 9/9/2004 LOCATION: City of Fallbrook

E-W STREET: Old Hwy 395 DAY: THURSDAY PROJECT# 04-4277-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	1	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	32		3					29	2		19	26	111
4:15 PM	22		2					31	2		33	29	119
4:30 PM	27		5					37	5		28	37	139
4:45 PM	34		3					32	4		31	44	148
5:00 PM	41		6					31	7		33	38	156
5:15 PM	26		4					26	7		27	41	131
5:30 PM	28		9					24	11		41	29	142
5:45 PM	31		8					20	6		25	22	112
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 241	NT 0	NR 40	SL 0	ST 0	SR 0	EL 0	ET 230	ER 44	WL 0	WT 237	WR 266	TOTAL 1058

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	129	0	22	0	0	0	0	113	29	0	132	152	577
PEAK HR. FACTOR:		0.803			0.000			0.934			0.947		0.925

CONTROL: Signalized

A-55

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 SB Ramps DATE: 8/17/2004 LOCATION: City of Fallbrook

E-W STREET: E. Mission Rd DAY: TUESDAY PROJECT# 04-4263-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	.3	.3	.3	0	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				3	0	186		104	39	12	71		415
7:15 AM				5	0	152		140	55	12	65		429
7:30 AM				3	1	163		154	65	17	50		453
7:45 AM				4	1	159		130	43	13	67		417
8:00 AM				1	0	109		121	42	15	74		362
8:15 AM				2	0	121		105	47	19	58		352
8:30 AM				2	0	116		117	31	11	51		328
8:45 AM				0	0	101		104	26	15	42		288
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 20	ST 2	SR 1107	EL 0	ET 975	ER 348	WL 114	WT 478	WR 0	TOTAL 3044

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	15	2	660	0	528	202	54	253	0	1714
PEAK HR. FACTOR:		0.000			0.896			0.833			0.925		0.946

CONTROL: 1WayStop(SB)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 SB Ramps DATE: 8/17/2004 LOCATION: City of Fallbrook

E-W STREET: E. Mission Rd DAY: TUESDAY PROJECT# 04-4263-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	.3	.3	.3	0	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				1	2	143		202	27	17	86		478
4:15 PM				0	0	120		274	34	14	74		516
4:30 PM				1	0	150		253	43	15	78		540
4:45 PM				1	1	154		297	38	16	67		574
5:00 PM				0	1	139		282	40	16	68		546
5:15 PM				2	0	142		258	31	13	69		515
5:30 PM				2	0	176		279	36	10	58		561
5:45 PM				1	0	140		251	28	15	44		479
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 8	ST 4	SR 1164	EL 0	ET 2096	ER 277	WL 116	WT 544	WR 0	TOTAL 4209

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	5	2	611	0	1116	145	55	262	0	2196
PEAK HR. FACTOR:		0.000			0.868			0.941			0.943		0.956

CONTROL: 1WayStop(SB)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 NB Ramps DATE: 8/17/2004 LOCATION: City of Fallbrook

E-W STREET: E. Mission Rd DAY: TUESDAY PROJECT# 04-4263-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.5	.5	1	0	0	0	1	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	21	1	9				99	15			63	0	208
7:15 AM	23	1	11				111	26			48	1	221
7:30 AM	30	1	6				126	29			39	0	231
7:45 AM	27	0	12				110	23			53	1	226
8:00 AM	35	1	10				93	23			53	1	216
8:15 AM	37	1	14				97	17			34	2	202
8:30 AM	31	2	7				102	22			29	0	193
8:45 AM	39	1	11				100	11			35	1	198
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	243	8	80	0	0	0	838	166	0	0	354	6	1695

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	115	3	39	0	0	0	440	101	0	0	193	3	894
PEAK HR. FACTOR:		0.853			0.000			0.873			0.907		0.968

CONTROL: 1WayStopNB

A-58

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 NB Ramps DATE: 8/17/2004 LOCATION: City of Fallbrook

E-W STREET: E. Mission Rd DAY: TUESDAY PROJECT# 04-4263-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.5	.5	1	0	0	0	1	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	36	0	34				163	51	0		69	1	354
4:15 PM	27	0	34				215	61	1		61	2	401
4:30 PM	19	1	35				214	54	0		80	2	405
4:45 PM	26	0	36				240	60	0		60	1	423
5:00 PM	25	2	33				232	65	0		56	2	415
5:15 PM	14	2	45				220	52	0		64	1	398
5:30 PM	39	0	37				199	79	0		30	1	385
5:45 PM	37	0	25				151	55	1		24	2	295
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 223	NT 5	NR 279	SL 0	ST 0	SR 0	EL 1634	ET 477	ER 2	WL 0	WT 444	WR 12	TOTAL 3076

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	97	3	138	0	0	0	901	240	1	0	257	7	1644
PEAK HR. FACTOR:		0.960			0.000			0.952			0.805		0.972

CONTROL: 1WayStopNB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 SB Ramps DATE: 9/15/2004 LOCATION: City of Fallbrook

E-W STREET: SR-76 DAY: WEDNESDAY PROJECT# 04-4277-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	.5	.5	1	0	1	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				10	0	97		110	98	20	110		445
7:15 AM				10	0	91		121	103	21	127		473
7:30 AM				9	0	92		116	84	20	97		418
7:45 AM				8	0	95		127	71	18	84		403
8:00 AM				8	0	106		120	74	18	80		406
8:15 AM				19	1	99		131	81	19	62		412
8:30 AM				7	0	95		136	78	17	65		398
8:45 AM				12	0	80		149	85	18	77		421
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 83	ST 1	SR 755	EL 0	ET 1010	ER 674	WL 151	WT 702	WR 0	TOTAL 3376

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	37	0	375	0	474	356	79	418	0	1739
PEAK HR. FACTOR:		0.000			0.963			0.926			0.840		0.919

CONTROL: signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 SB Ramps DATE: 9/15/2004 LOCATION: City of Fallbrook

E-W STREET: SR-76 DAY: WEDNESDAY PROJECT# 04-4277-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	.5	.5	1	0	1	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				20	0	88		136	60	30	128	0	462
4:15 PM				24	1	99		150	68	35	136	0	513
4:30 PM				20	0	99		153	60	35	138	0	505
4:45 PM				21	1	104		158	64	36	141	1	526
5:00 PM				18	2	106		171	60	20	146	0	523
5:15 PM				24	1	143		201	61	22	153	0	605
5:30 PM				20	0	114		168	71	27	130	0	530
5:45 PM				16	3	88		162	80	34	121	0	504
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 163	ST 8	SR 841	EL 0	ET 1299	ER 524	WL 239	WT 1093	WR 1	TOTAL 4168

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	83	4	467	0	698	256	105	570	1	2184
PEAK HR. FACTOR:		0.000			0.824			0.910			0.949		0.902

CONTROL: signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 NB Ramps DATE: 9/15/2004 LOCATION: City of Fallbrook

E-W STREET: SR-76 DAY: WEDNESDAY PROJECT# 04-4277-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.5	.5	1	0	0	0	1	1	0	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	41	0	12				95	33			34	12	227
7:15 AM	58	0	27				86	55			64	13	303
7:30 AM	35	0	27				143	47			39	12	303
7:45 AM	58	1	29				86	33			47	22	276
8:00 AM	53	1	26				61	36			61	9	247
8:15 AM	49	0	24				94	57			50	7	281
8:30 AM	56	0	28				74	40			40	9	247
8:45 AM	49	0	21				99	45			35	9	258
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 399	NT 2	NR 194	SL 0	ST 0	SR 0	EL 738	ET 346	ER 0	WL 0	WT 370	WR 93	TOTAL 2142

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	204	2	109	0	0	0	376	171	0	0	211	56	1129
PEAK HR. FACTOR:		0.895			0.000			0.720			0.867		0.932

CONTROL: signalized

A-62

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 NB Ramps DATE: 9/15/2004 LOCATION: City of Fallbrook

E-W STREET: SR-76 DAY: WEDNESDAY PROJECT# 04-4277-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.5	.5	1	0	0	0	1	1	0	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	92	0	32				133	69			61	21	408
4:15 PM	88	1	20				141	49			74	22	395
4:30 PM	92	0	41				136	48			76	19	412
4:45 PM	102	3	35				135	46			96	16	433
5:00 PM	93	7	31				138	42			64	25	400
5:15 PM	102	0	48				144	49			49	20	412
5:30 PM	112	1	36				121	51			47	18	386
5:45 PM	111	0	51				127	40			51	11	391
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	792	12	294	0	0	0	1075	394	0	0	518	152	3237

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	389	10	155	0	0	0	553	185	0	0	285	80	1657
PEAK HR. FACTOR:		0.923			0.000			0.956			0.815		0.957

CONTROL: signalized

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SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MISSION RD (SR76) DATE: 11/21/2000 CITY: BONSALL

E-W STREET: OLIVE HILL RD DAY: TUESDAY

PROJECT# 1100002P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	23	255	8	43	197	25	18	14	22	7	6	74	692
15 PM	18	287	3	25	201	13	22	9	24	17	13	52	684
30 PM	13	292	3	37	234	19	21	12	16	7	13	54	721
45 PM	23	285	6	41	200	13	31	12	21	5	20	72	729
5:00 PM	15	254	8	48	180	13	20	19	11	8	17	65	658
15 PM	16	289	7	38	228	12	17	18	25	5	16	53	724
30 PM	17	284	8	37	190	10	20	5	28	9	20	41	669
45 PM	25	21	10	19	156	24	9	5	11	7	21	60	368
6:00 PM													
15 PM													
30 PM													
45 PM													
TOTAL VOLUMES =	NL 150	NT 1967	NR 53	SL 288	ST 1586	SR 129	EL 158	ET 94	ER 158	WL 65	WT 126	WR 471	TOTAL 5245

PM Peak Hr Begins at 430 PM

PEAK VOLUMES =	67	1120	24	164	842	57	89	61	73	25	66	244	2832

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MISSION RD (SR76) DATE: 11/21/2000 CITY: BONSALL
E-W STREET: OLIVE HILL RD DAY: TUESDAY
PROJECT# 1100002A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	1	0	1	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	11	17	15	15	313	18	12	15	28	3	6	21	474
15 AM	11	151	10	31	287	7	10	14	27	2	4	25	579
30 AM	8	171	10	26	292	2	13	18	32	6	10	27	615
45 AM	6	160	12	27	198	4	16	27	27	10	8	43	538
8:00 AM	12	152	11	28	238	3	14	10	17	5	4	21	515
15 AM	11	164	6	20	221	11	10	27	36	4	12	33	555
30 AM	16	139	13	27	191	9	16	11	20	5	6	44	497
45 AM	15	126	5	20	176	5	17	14	22	6	4	31	441
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													
TOTAL VOLUMES =	90	1080	82	194	1916	59	108	136	209	41	54	245	4214

AM Peak Hr Begins at 715 AM

PEAK VOLUMES =	37	634	43	112	1015	16	53	69	103	23	26	116	2247

ADDITIONS: SIGNALIZED

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Intersection Lane Configurations

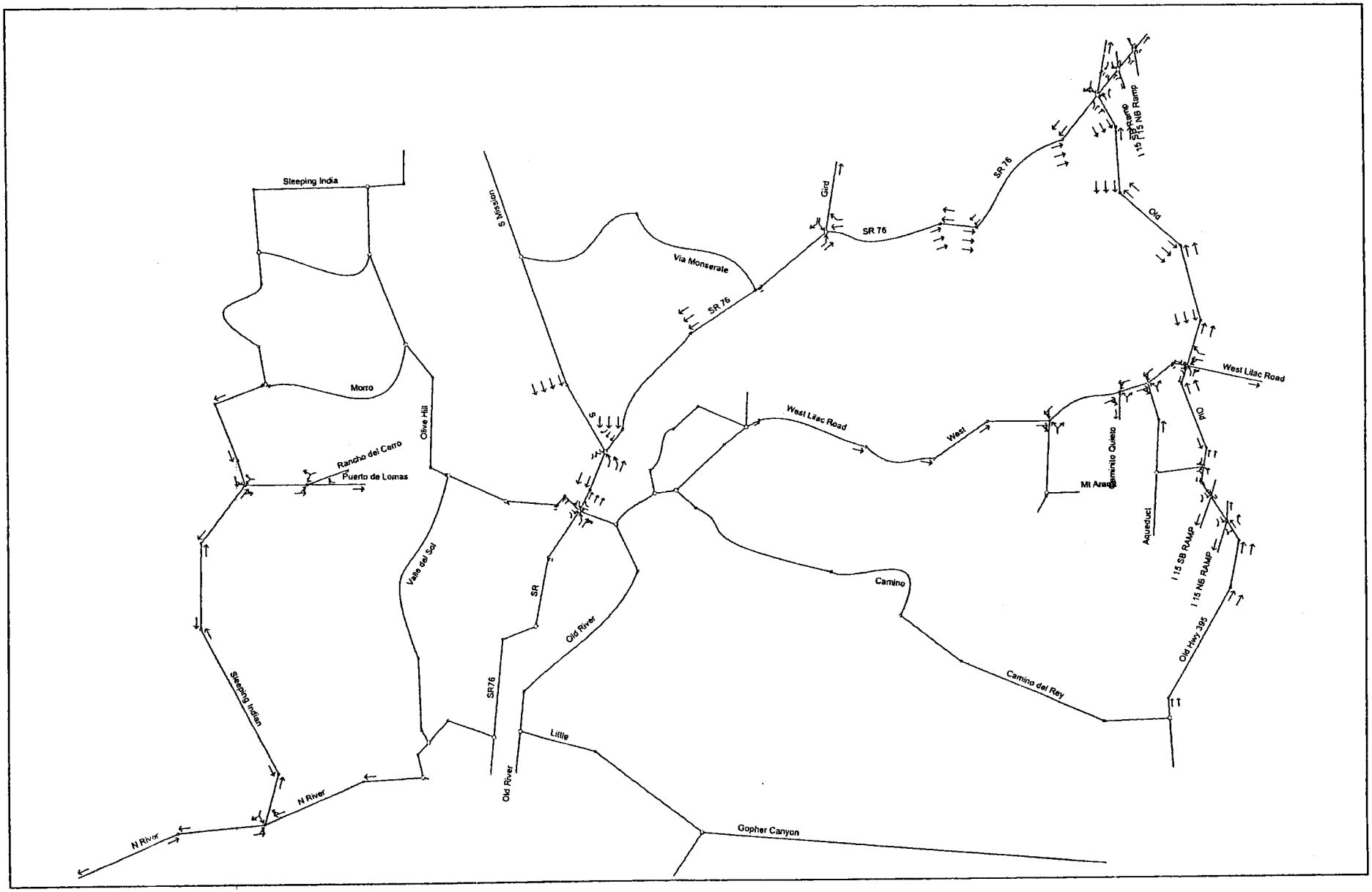

Figure A
Existing Conditions

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County Roadway Classification

SUMMARY OF COUNTY OF SAN DIEGO PUBLIC ROAD STANDARDS[1]

	Median	Traveled way	Shoulder	Parkway	Roadbed	RW*	Min curve radius	Max. grades	Min design speed (mph)	LEVEL OF SERVICE (LOS) A Free flow	B Steady flow	C Stable flow	D Approach unstable	E Unstable flow
EXPRESSWAY Divided highway with only selected public road access with full grade separations	34'	36'	10'	10'	126'	146'	1203'	6%	55	<36,000	<54,000	<70,000	<86,000	<100,000
PRIME ARTERIAL Divided highway, signalized intersections, access controlled, or extra lanes as required	14'	36'	8'	10'	102'	122'	1200'	6%	55	<22,200	<37,000	<44,600	<50,000	<57,100
MAJOR ROAD 4 lane undivided road, access & parking controlled as necessary	14'	24'	8'	10'	78'	98'	1200'	7%	55	<14,000	<24,700	<29,600	<33,400	<37,000
COLLECTOR 4 lane undivided road	—	24'	8'	10'	64'	84'	700'	7%	[illegible]	<13,700	<22,000	<27,400	<30,000	<34,200
LIGHT COLLECTOR 2 lane undivided road	—	12'	8'	10'	40'	60'	700'	9%	45	<1,900	<4,100	<7,100	<10,900	<16,200
RURAL COLLECTOR 2 lane undivided road, extra ROW allows greater flexibility & upgrade	—	12'	8'	22'	40'	84'	500'	12%	40	<1,900	<4,100	<7,100	<10,900	<16,200
RURAL LIGHT COLLECTOR 2 lane undivided road decreased "rural" standards	—	12'	8'	10'	40'	60'	500'	12%	40	<1,000	<4,100	<7,100	<10,900	<16,200
RURAL COUNTRY 2 lane undivided road appropriate only in rural mountain areas	—	12'	8'	30'	40'	100'	500'	12%	40	<1,900	<4,100	<7,100	<10,900	<16,200
RECREATIONAL PARKWAY Recreational routes for travel pleasure purposes	—	12'	8'	30'	40'	100'	400'	12%	25	<1,900	<4,100	<7,100	<10,900	<16,200
NON CIRCULATION ROADS														
RESIDENTIAL COLLECTOR	—	12'	8'	10'	40'	60'	300'	12%	30	<4,500	Levels of service are not applied to non circulation roads since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major generators and attractors. Not all non circulation roads are shown as shown			
RESIDENTIAL STREET	—	12'	8'	10'	36'	56'	200'	15%	30	<1,500				
RESIDENTIAL CUL-DE-SAC	—	12'	4'	10'	32'	52'	200	15%	30	<200				

* Minimum permanent RW only is required in C-1 Collectors and H Collectors in Residential Areas. C and H RW respectively C-1 roads are shown at Road Standards [illegible] Where [illegible] C Roads designated with RR will have [illegible] additional RW [illegible] RW

[1] The Road Standards refer to Public Road Standards adopted by the Board of Supervisors on [illegible]

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TABLE 1

AVERAGE DAILY VEHICLE TRIPS

CIRCULATION ELEMENT ROADS		LEVEL OF SERVICE				
CLASS	X-SECTION	A	B	C	D	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 ELEMENT ROADS		LEVEL OF SERVICE				
CLASS	X-SECTION	A	B	C	D	E
Residential Collector	40/60	*	*	<4,500	*	*
Residential Road	36/56	*	*	<1,500	*	*
Residential Cul-de-sac or Loop Road	32/52	*	*	< 200	*	*

*Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

Excerpts from the Public Facilities Element

Part XII
Public Facility Element

San Diego County General Plan

Adopted
March 13, 1991
GPA 90-FE
Amended
June 10, 1992
GPA92-FE1

Section 1 - Introduction.....XII-1-1
Section 2 - Coordination Among Facility Planning, Financing Programs and Land Use Planning.....XII-2-1
Section 3 - Parks and Recreation.....XII-3-1
Section 4 - Transportation.....XII-4-1
Section 5 - Flood Control.....XII-5-1
Section 6 - Solid Waste.....XII-6-1
Section 7 - Law Enforcement.....XII-7-1
Section 8 - Animal Control.....XII-8-1
Section 9 - Libraries.....XII-9-1
Section 10 - Schools.....XII-10-1
Section 11 - Fire Protection and Emergency Services.....XII-11-1
Section 12 - Wastewater.....XII-12-1
Section 13 - Water Provision Systems.....XII-13-1
Section 14 - Child Care.....XII-14-1
Section 15 - Courts and Jails.....XII-15-1
Section 16 - Social Services.....XII-16-1
Section 17 - Health.....XII-17-1
Section 18 - Senior Services.....XII-18-1
Section 19 - County Administration.....XII-19-1
Section 20 - Facilities Located in City Spheres.....XII-20-1

This Element was partially funded through the Community Development Block Grant program

ISSUES

1. Increases in the amount of automobile use have resulted in increased congestion on the region's roadways.

Discussion: The dramatic rise in automobile use has far surpassed the ability of the County and other jurisdictions to upgrade and maintain the highway and road system. As the number of vehicles on the roadways has increased, the expansion of existing roadways and the construction of new roadways has not kept pace. Between 1978 and 1988, automobile registrations increased by 64% while increases in local street and road mileage only rose by 16%. As a result, certain roadways are functioning at a Level of Service "E" or "F" on a routine basis.

A LOS "C", which allows for stable traffic flow with room to maneuver, is a generally accepted level to strive for in new development. At this level, traffic generally flows smoothly, although freedom to maneuver within the roadway is somewhat restricted and lane changes require additional care.

However, there are some cases where development cannot achieve a LOS "C" on off-site roadways. For instance, there are areas where the existing development pattern precludes the addition of lanes or other mitigation or when the community is opposed to certain improvements to maintain a LOS "C". Additionally, there are existing roadways in the County that are currently operating below a LOS "C". Such cases are currently exceptions and generally occur when there is insufficient right-of-way to expand or modify a roadway or when the existing development in the area has generated more traffic than anticipated. In these cases a Level of Service "D" is acceptable on off-site roadways. At this level, small increases in flow cause substantial deterioration in service. Freedom to maneuver is limited and minor incidents can cause substantial interruption in the traffic flow.

When the roadway system reaches a LOS "E" or "F", or new development would push it to LOS "E" or "F", new development should not be approved unless the project can mitigate the LOS "E" or contribute a fair share to a program to mitigate the project's impacts, unless a statement of overriding findings can be made.

In order to control the amount of traffic on the roadways, and subsequently the amount of congestion, it is necessary to apply the LOS measurement to all roads that are impacted by a proposed project. The effect of a project on the road system varies from project to project. Due to the size and type of project, the type and capacity of roads serving the project, the amount of traffic generated by the development and the existing development pattern, the impact will vary from one project to another. To apply a LOS standard to only major or larger capacity roads or to within a specified geographic distance of a project could result in an inadequate review of the impacts of a project and create the potential for increased congestion. Therefore, project impacts should be assessed on a case-by-case basis.

GOAL

A SAFE, CONVENIENT, AND ECONOMICAL INTEGRATED TRANSPORTATION SYSTEM INCLUDING A WIDE RANGE OF TRANSPORTATION MODES.

OBJECTIVE 1:

A Level of Service "C" or better on County Circulation Element roads.

Policy 1.1: New development shall provide needed roadway expansion and improvements on-site to meet the demand created by the development, and to maintain a Level of Service "C" on Circulation Element Roads during peak traffic hours. New development shall provide off-site improvements designed to contribute to the overall achievement of a Level of Service "D" on Circulation Element Roads.

Implementation Measure 1.1.1: Review all development proposals to determine both their short-term and long-term impacts on the roadway system. The area of impact will be determined based on the size, type and location of the project; the traffic generated by the project; and the existing circulation and development pattern in the area. [DPW, DPLU]

Implementation Measure 1.1.2: Require, as a condition of approval of discretionary projects, improvements or other measures necessary to mitigate traffic impacts to avoid reduction in the existing Level of Service below "C" on on-site Circulation Element roads. [DPLU, DPW]

Implementation Measure 1.1.3: Require, as a condition of approval of discretionary projects which have a significant impact on roadways, improvements or other measures necessary to mitigate traffic impacts to avoid reduction in the existing Level of Service below "D" on off-site and on-site abutting Circulation Element roads. New development that would significantly impact congestion on roads at LOS "E" or "F", either currently or as a result of the project, will be denied unless improvements are scheduled to increase the LOS to "D" or better or appropriate mitigation is provided . Appropriate mitigation would include a fair share contribution in the form of road improvements or a fair share contribution to an established program or project. If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to Section 15091(b) and 15093 of the State CEQA Guidelines. [DPLU, DPW]

Implementation Measure 1.1.4: Whenever possible on development proposals, require that access to parcels adjacent to roads shown on the Circulation Element be limited to side streets in order to maintain through traffic flow. [DPW, DPLU]

APPENDIX B

- Approved/Pending Project Data

Map ID #		Project Name	Project Description	Project Location	Project Status
	STP [illegible]	[illegible] (D&A [illegible])	[illegible]	[illegible]	[illegible]
	STP [illegible]	[illegible] Plan (D&A [illegible])	[illegible]	[illegible]	[illegible]
	STP [illegible]	[illegible] Plan (D&A [illegible])	Office [illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	Texaco Car Wash & Coffee Shop (D&A 0409091)	Texaco Car Wash & Coffee Shop (D&A 0409091)	Car Wash addition to an existing Texaco Gas station. 1638 Sq ft	[illegible] corner of East Mission Avenue and Santa Margarita	pending
4	Texaco Car Wash & Coffee Shop (D&A 0409091)	Texaco Car Wash & Coffee Shop (D&A 0409091)	Coffee shop addition to the location of an existing Texaco Gas Station. 2172 sq ft	[illegible] corner of East Mission Avenue and Santa Margarita	pending
[illegible]	TPM 20667	Romero TPM (D&A 0409141)	[illegible] lot [illegible] (2 new SF DU, [illegible])	[illegible] of Hillcrest Lane [illegible] between [illegible] and [illegible] Lane	[illegible]
[illegible]	TM 5164	[illegible] Canyon Road (D&A 0410021)	12 lot [illegible]	[illegible] side of [illegible] Canyon Road [illegible]	[illegible]
[illegible]	TPM 20795	[illegible] (D&A 0410011)	[illegible]	[illegible]	[illegible]
9	TPM 20712	D&A 0411101 [illegible]	4 lots + remainder [illegible] AC [illegible] ac min lot size)	[illegible]	[illegible]
11	TPM 20411	TPM 20411	3 SF lots on [illegible] AC	2557 [illegible]	[illegible]
12	TPM 20484	TPM 20484	[illegible] SF lots on [illegible] AC	[illegible]	[illegible]
13	TPM 20411	TPM 20411	[illegible] SF lots [illegible]	[illegible]	[illegible]
14	TPM 20800	TPM 20800	4 + remainder ([illegible] ac min lot size)	Ranger Road	[illegible]
15	TPM 20633	TPM 20633	3 lots on [illegible] AC (4 ac min lot size)	[illegible] Ranger Road	[illegible]
[illegible]	TPM 20717	TPM 20717	4 lots + remainder on [illegible] AC (4 ac min lot size)	Ranger [illegible] Road	[illegible]
7	TPM 20410	TPM 20410	4 lots on [illegible] AC (4 ac min lot size)	110 & 114 Rangers [illegible]	[illegible]
8	TPM 20581	Transfer [illegible]	4 lots + remainder on 21.31 AC [illegible] and surrounding 401 Ranger Road	[illegible] Ranger Road [illegible] Mission Road	[illegible]
9	TPM 20791	TPM 20791	4 lots 2 ac min lot size [illegible]	Mission Road	[illegible]
10	TPM 20547	TPM 20547	4 lots + remainder on 20.10 AC (4 ac min lot size)	Ranger Hills	[illegible]
[illegible]	TPM 20486	TPM 20486	2 lots on [illegible] AC ([illegible] AC min lot size)	[illegible]	[illegible]
[illegible]	TPM 20501	TPM 20501	2 lots on [illegible] AC (4 ac min lot size)	[illegible] Road	[illegible]
[illegible]	TPM 20622	TPM 20622	3 lots on 3.51 AC ([illegible] AC min lot size)	[illegible]	[illegible]
[illegible]	TPM 20603	TPM 20603	2 SF lots on [illegible] AC	[illegible]	[illegible]
[illegible]	TPM 20772	TPM 20772 ([illegible] 4236)	4 + remainder on 6.5 AC (no min lot size)	[illegible]	[illegible]
[illegible]	TPM 20432	TPM 20432	4 lots on 9.60 ac (1 ac min lot size)	[illegible]	[illegible]
27	TPM 20699	TPM 20699	4 lots on 5.12 AC (1 ac min lot size)	137 [illegible]	[illegible]
[illegible]	TPM 20846	TPM 20846	2 lots on 6.24 AC (4 ac min lot size)	1193 [illegible]	[illegible]
[illegible]	TPM 20448	TPM 20448	4 + remainder on 42.37 AC (4.5 ac min lot size)	[illegible] Trail	[illegible]
[illegible]	TPM 20795	TPM 20795	2 lots on 4.9 AC (2 ac min lot size)	[illegible]	[illegible]
[illegible]	TPM 20641	TPM 20641	4 lots on 9.33 AC ([illegible] AC min lot size)	[illegible] Hillcrest Ln	[illegible]
[illegible]	TPM 20621	TPM 20621	3 lots on 1.30 ac (0.5 AC min lot size)	1083 [illegible]	[illegible]
[illegible]	TPM 20532	TPM 20532	4 lots on 6.31 AC (1 ac min lot size)	1073 Hillcrest Ln	[illegible]
[illegible]	TPM 20687	TPM 20687	3 lots on 1.22 AC (10,000 SF min lot size)	534 Porter St (TB 1027 [illegible])	[illegible]
[illegible]	TPM 20708	TPM 20708	3 lots on 0.5 AC (5,000 SF	Porter St & [illegible] (TB 1027 [illegible])	[illegible]
[illegible]	TPM 20713	TPM 20713	4 lots on 0.87 AC (5,000 SF	[illegible]	[illegible]
17	TPM 02735	TPM 02735	4 lots on 2.58 AC (0.5 AC min lot size)	[illegible] Sandview Ln (1027 [illegible])	[illegible]
[illegible]	TPM 20686	TPM 20686	2 lots on 0.31 AC (6,000 SF	458-61 Alvarado St (TB 1027 [illegible])	[illegible]
19	TPM 20494	TPM 20494	4 lots on 10.28 AC (2 ac min lot size)	2222 La Canada (near via monserate)	[illegible]
[illegible]	TPM 20614	TPM 20614	4 lots on 8.46 AC (2 ac min lot size)	1558 Linda Vista Dr (near Via Monserate)	[illegible]
[illegible]	TPM 20587	TPM 20587	2 lots on 4.06 AC (2 ac min lot size)	[illegible] Lane (TB 1048 [illegible])	[illegible]
[illegible]	TPM 20491	TPM 20491	2 SF lots [illegible]	[illegible] Road	[illegible]
[illegible]	TPM 14731	TPM 14731	4 lots (min lot size [illegible] AC)	[illegible] (TB [illegible])	[illegible]
[illegible]	TPM 20446	TPM 20446	4 lots on 5.1 AC (1 ac min lot size)	2303 Mission Road	[illegible]
45	TM 4871	TM 4871	24 SF DU on 40.39 gross acres	[illegible] of [illegible] north of Monserate Hill Rd between Sage Rd and Gird Rd, in the Fallbrook Community Plan Area	pending
46	TM 5354	TM 5354	380 SF DU, 124 SF "[illegible]" Du	East of I-15 and north of State Route 76 between the [illegible] project and the [illegible] Mountain project	pending
47	TM 5354	TM 5354	727 MF	East of I-15 and north of State Route 76 between the [illegible] project and the [illegible] Mountain project	pending
48	TM 4729	TM 4729	28.5 acres into 13 residential lots	On South side of [illegible] Drive, west of I-15 and East of [illegible] Lane with a (3) [illegible]	pending
49	TM 5338	TM 5338	988 SF Du and	Northwest of the intersection of highway 76 and Pankey Rd, in the Fallbrook Community Planning Area	pending
50	TM 5338	TM 5338	and 252 [illegible] Du on about 140 acres	Northwest of the intersection of highway 76 and Pankey Rd, in the Fallbrook Community Planning Area	pending
51	TM 4766	TM 4766	30.96 acres into 63 SF residential lots,	West of I-15 [illegible] of Campus Drive, north of [illegible] Village Condos and [illegible] [illegible] Campus Drive (TB 1028 [illegible])	pending
52	TM 5223	TM 5223	56.1 acres into 4 residential lots	North of Mission Road, Approx 1/2 mile West of I-15 and East of Willow Glen Road	pending
53	TM 5227	TM 5227	46.5 acres into 4 residential lots	North of Mission Road, Approx 1/2 mile West of I-15 and East of Willow Glen Road	pending
54	TM 5228	TM 5228	19.1 acres into 2 residential lots	North of Mission Road, Approx 1/2 mile West of I-15 and East of Willow Glen Road	pending
55	TM 5217	TM 5217	456.8 acres into 29 residential and 2 [illegible] lots	North of Mission Road, Approx 1/2 mile West of I-15 and East of Willow Glen Road	pending
56	TM 4483	TM 4483	14.50 acres into 6 SF DU	Fallbrook area on [illegible] side of [illegible], 300 [illegible] from [illegible] Drive (TB 998 [illegible])	pending
[illegible]	TM 5274	TM 5274	117.4 acres gross into 12 residential ranging in size 4.0 to 12.3 acres	South of [illegible] Road and East of [illegible] (997 [illegible])	[illegible]
[illegible]	TM 5268	[illegible] (D&A [illegible])	11.3 gross acres into DU ranging approx. [illegible] acres in size [illegible]	[illegible] Lane (1027 [illegible])	[illegible]
59	TM 5195	The Crest (D&A 991281)	89 gross acres (64.2 net acres into 108 lots (101 Units [illegible] SF DU	Southwest corner of the intersection of Gum Tree Lane and Stage Coach Lane in the Fallbrook Community Planning Area	pending
60	TM 4794	TM 4794	10.67 acres into 13 lots of [illegible], 1 1/2 acre [illegible]	South side of [illegible] Lane between [illegible] Lane and Via Adagio in Fallbrook	pending
[illegible]	TM 5255	TM 5255	2.5 acres into 17 lots ranging in size from 6,000 to 11,[illegible] square feet	Southwest corner of East Alvarado Street and [illegible] Lane	[illegible]
62	TM 5248	TM 5248	1.62 acres into 7 lots for SF DU	at the intersection of [illegible] Road and East Street in the Fallbrook Community Area	pending
[illegible]	TM 4998	TM 4998	[illegible] acres net into [illegible] SF DU ranging in size from 2 to 4.5 acres	South and East of Via [illegible] and West of Linda Vista Drive	[illegible]
64	TM 4973	TM 4973	46.7 acres into 15 SF DU	North side of Linda Vista Drive between [illegible] Drive and Via [illegible] in Fallbrook	pending
[illegible]	TM 5222	TM 5222	20-lot major subdivision of 16.24 acres [illegible] SF DU	East of [illegible] Road and north of [illegible]	[illegible]
[illegible]	TM 5239	TM 5239	5 detached SF DU on 4 lot with approx. 3 acres in area	East side of [illegible] Road	[illegible]
[illegible]	TM 5293	TM 5293	5.5 acres into [illegible] lots	[illegible] Road	[illegible]
68	TM 5190	TM 5190	11.43 acres into 16 residential lots from 0.51 to 1.55 acres	East end of Dallas Road between Fallbrook Street and Via Green Canyon north of 1158 Dallas Road	pending
[illegible]	TM 5211	TM 5211	14.27 gross acres into 4 parcels ranging in size from 1 to 15.23 net acres	[illegible] Creek Lane	[illegible]
[illegible]	TM 5158	TM 5158	5.65 acres into 41 lots for SF DU	Northeast corner of Fallbrook Street and Reche Road (1028 [illegible])	[illegible]
[illegible]	TM 4972	TM 4972	40 SF homes on 23.85 acres gross, with [illegible]	[illegible] Road, [illegible] East of [illegible] Lane (1027 [illegible])	[illegible]
[illegible]	TM 4711-1	TM 4711-1	75 acres for 40 lots for 14 DU	East of South Mission Road at the end of [illegible] Tree Lane (1027 [illegible])	[illegible]
[illegible]	TM 5156	TM 5156	10 acres into 17 lots for SF DU. The lots will range in size from 0.5 to 0.68 acres	West side of Mission Road and South of Rocky Crest Road (1027 [illegible])	[illegible]
74	TM 4713	TM 4713	287 Du and related recreation facilities, SF on 152.9 acres at a density of 1.94 DU per	East of Mission Road, North of South Coach Lane and is [illegible] by [illegible] Lane (1027)	[illegible]
75	TM 5242	TM 5242	1 SF DU with a [illegible] road ending at a cul-de-sac, 4.21 gross acres	1578 South Hill Avenue (1027 [illegible])	[illegible]
76	MUP 98-014	MUP 98-014	92.3 acres gross, 80.3 AC NET, 144 lots (131 Residential, 4 open spaces, 5 private streets and 1 [illegible])	next to Golf Course (1028/1048)	pending
[illegible]	MUP [illegible]	MUP [illegible]	[illegible] acres, [illegible] lots and 2 parcels	South West corner of Highway 395 and [illegible] Drive (1028 [illegible])	[illegible]
[illegible]	MUP 98-007	MUP 98-007	28.52 acres, 21 residential, 24 [illegible], and 1 open space	of Rainbow Glen Rd, and northwest of highway 395 (1008)	[illegible]
[illegible]	TPM 20676	[illegible]	1 SF lots + Remainder on 11.25 AC	Calle [illegible] side of Camino Drive and on 4314 Road and [illegible] Road	[illegible]
[illegible]	TPM [illegible]	[illegible]	4 Estate Dwelling Units	[illegible] of Reche Road	[illegible]
[illegible]	TPM 20529	[illegible]	4 Estate Dwelling Units	TB 1047 [illegible] on Olive Hill Road	[illegible]
[illegible]	TPM 20610	TPM 20610	4 Estate Dwelling Units	TB 1048	[illegible]
[illegible]	TPM 20580	TPM 20580	3 Estate Dwelling Units	TB 1048 [illegible]	[illegible]
[illegible]	MUP 98-[illegible]	[illegible]	Church—2000 ADT, 108 AM 60-48; 208 PM 108-100	[illegible] corner of Stagecoach & Fallbrook St	[illegible]
[illegible]	MUP 97-011	Via Monserate Church of the Latter Day Saints (D&A 0207111)	Church—16448 sq foot sanctuary	2309 Via Monserate	pending
[illegible]	TPM 20408	[illegible] Ranger Road 1	[illegible] 2 lots into 4 lots + remainder (new out)	Ranger Road	[illegible]
[illegible]	[illegible]	[illegible] Ranger Road 2	[illegible] lot 7 & 17 into 4 lots (3 are new) (new out)	Ranger Road	[illegible]
[illegible]	[illegible]	[illegible] Ranger Road 3	[illegible] lot into 16-17 residential lots and one commercial lot (new out)	corner of Ranger Road and Reche	[illegible]
[illegible]	TPM 20823	[illegible] (pp 4268)	4 SF on 4.77 net acres [illegible]	2301 Reche Road	[illegible]
[illegible]	TPM 20734	[illegible] (pp 4308)	4 SF 1 is existing	On [illegible] between [illegible] Avenue and [illegible] St	[illegible]
[illegible]		[illegible] (D&A 0310061)	[illegible], [illegible] & Office [illegible]	Corner of [illegible] & Mission	approved
[illegible]	TPM 20877	[illegible] (D&A 20877)	[illegible]	[illegible] Lane	pending

B1

Table 8-2

List of Cumulative Projects Considered but Not Included

Case Number	Related Case	Project Description	Location	[illegible]
TPM 20880			TB 1027 [illegible]	not enough info
TPM 20841			TB 1048 [illegible]	not enough info
TPM 2011[illegible]				not enough info
TPM [illegible]			[illegible] Dr	not enough info
TPM 20817				not enough info
TPM 20644			TB 1048 D-3	not enough info
TPM 20648			TB 1048 C-4	not enough info
TPM 20773			TB 1048 B-3	not enough info
TPM 20444			TB 1047-E-5	not enough info
TPM 20119			TB 1047 G-1 G-2	not enough info
TPM 20665			TB 1047 H-2	not enough info
TPM 20641			TB 1047 J-1	not enough info
TPM 20413			TB 1047 J-1	not enough info
TPM 20571			TB 1048 A-1	not enough info
TPM 20117			TB 1048 C-2	not enough info
TPM 20597			TB1048 D-1	not enough info
TPM 20443				not enough info
TPM 20473				not enough info
TPM 91-0029				not enough info
TPM 20681			TB 1027 E-5	not enough info
TPM 20591			TB 1027 [illegible]	not enough info
TPM 20534			TB 1028 A-7	not enough info
TPM 20806			TB 1028 A-5 A-6	not enough info
TPM 20797			TB 1028 A-6	not enough info
TPM 19949			TB 1027 H-6	not enough info
TPM 20545			TB 1027 H-6	not enough info
TPM [illegible]				not enough info
TPM 20582			TB 1027 J-5	not enough info
TPM 20516			TB 1047 E-[illegible]	not enough info
TPM 20467			TB 1028 B-4	not enough info
TPM 20731			TB 1027 G-4	not enough info
TPM 20385			TB 1027 F-4	not enough info
TPM 20789			TB 1027 H-4	not enough info
TPM 20514			TB 1027 J-3	not enough info
TPM 20710			Old Castle Drive (TB 1028 A-4)	not enough info
TPM 20584			TB 1027 J-3	not enough info
TPM 20339				not enough info
TPM 20106				not enough info
TPM 20831				not enough info
TPM [illegible]			Large [illegible] (TB [illegible])	not enough info
TPM 20829			TB 1027 F-G 4 F-G 5	not enough info
TPM 20603				not enough info
TPM 20661				not enough info
MUP [illegible]				not enough info
MUP [illegible]				not enough info
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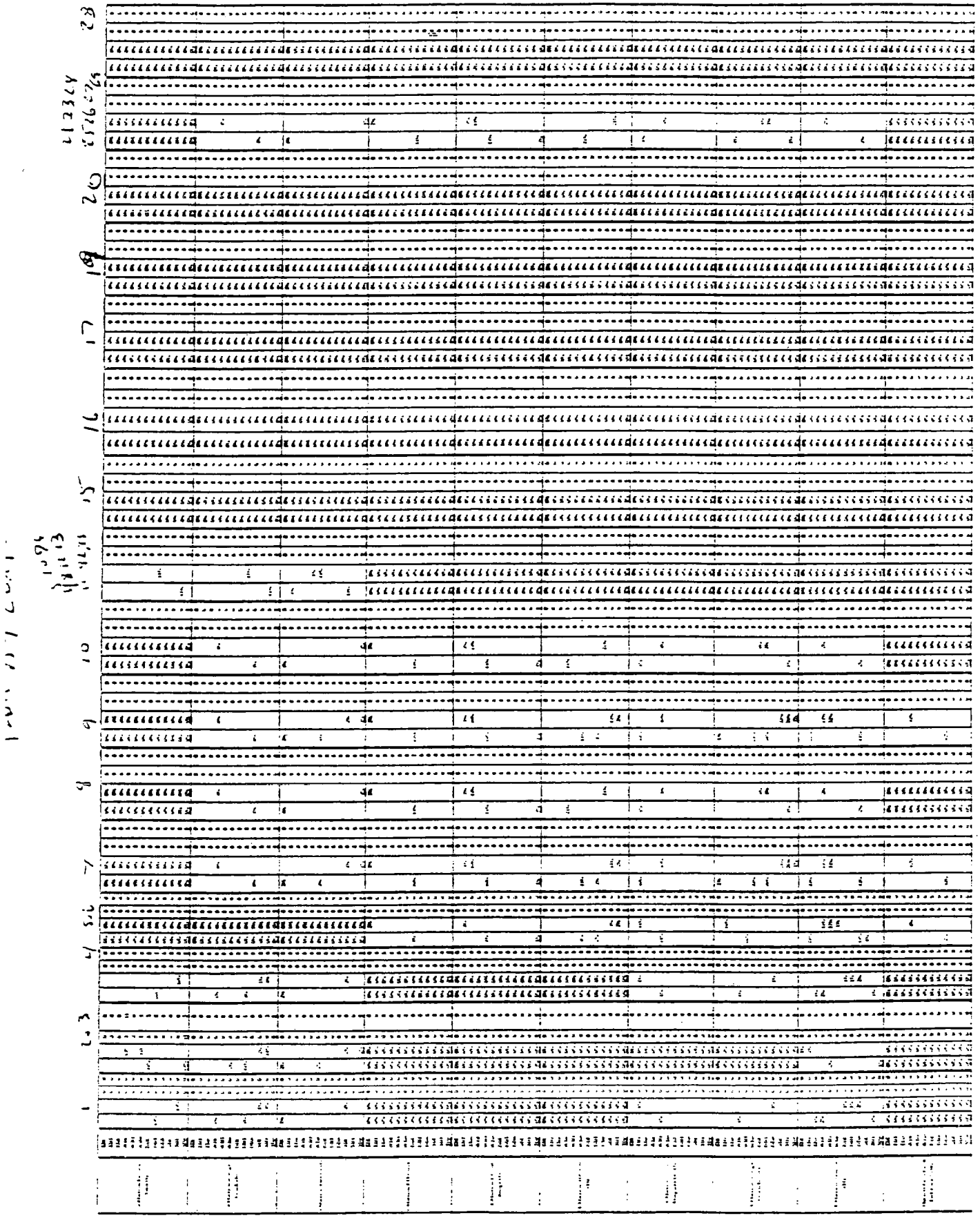
MUP [illegible]				not enough info
MUP [illegible]		AT&T Wireless Telecommunications	South of [illegible] Rd and West of Highway 395	no traffic
MUP [illegible]		[illegible]	16 [illegible] on [illegible] Dr [illegible] Southeast of [illegible]	no traffic
MUP [illegible]		Cell Tower	Off [illegible] Drive	no traffic
MUP [illegible]		[illegible] (San Luis Rey River)	South of [illegible] Rd [illegible] approx. 5 miles East of I-15 within the San Luis Rey River Drainage [illegible]	no traffic
MUP [illegible]		[illegible] Wireless Facility	10880 HWY 76 [illegible] in the Unincorporated area of the County of San Diego	no traffic
MUP [illegible]		[illegible]	[illegible]	no traffic
MUP [illegible]		AT&T Wireless Telecommunications facility	Off Ranger Rd, West of Highway 395	no traffic
TM [illegible]		Modification to MUP [illegible] 218 acres of Mining operations	3 miles east of I-15 [illegible] Highway 76 in the [illegible] of Northern San Diego County	not in area
MUP [illegible]		5.7 acres [illegible] 227 acres and 148 [illegible]	150 ft South of Valley Center Rd [illegible] Lane & West Boundary	not in area
MUP [illegible]		12.7 acres	1002 2nd Street in the [illegible] Community	not in area
MUP [illegible]		35 acres [illegible]	[illegible] Canyon Rd, Approx. 1 mile of intersection with Highway 395	not in area
MUP [illegible]		6.51 acres [illegible] Seventh-day Adventist Church	1020 [illegible] of the Southeast corner of [illegible] and [illegible] Highway 395	not in area
MUP [illegible]		2,092 Square Feet to an existing group care facility	12227 [illegible] Lane on the [illegible] of the Street in the Community of Valley Center	not in area
TPM [illegible]		3 lots on 3.40 acres (1 ac [illegible])		location unknown
TM [illegible]		45 SF DU [illegible] 2.4 acres to 27.5 acres in gross	Northeast of the City Of Vista and East of [illegible] Road	not in area
TM [illegible]		410 acres into 31 Residential SF		location unknown
TM [illegible]	TM [illegible]	4.4 [illegible] gross acres into 4 parcels measuring 1 net acres each, 1 DU per [illegible]		location unknown
TM [illegible]	TM [illegible]	28 residential [illegible] and 1 [illegible] 25 acres and 25 SF DU	location unknown	location unknown
MUP [illegible]	MUP [illegible]	32 DU [illegible]	location unknown	location unknown

GRAND TOTAL

B3

Table B4

B4



B5

Table B4 Cont:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
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Table B4 Cont.

Table 34 Cont.

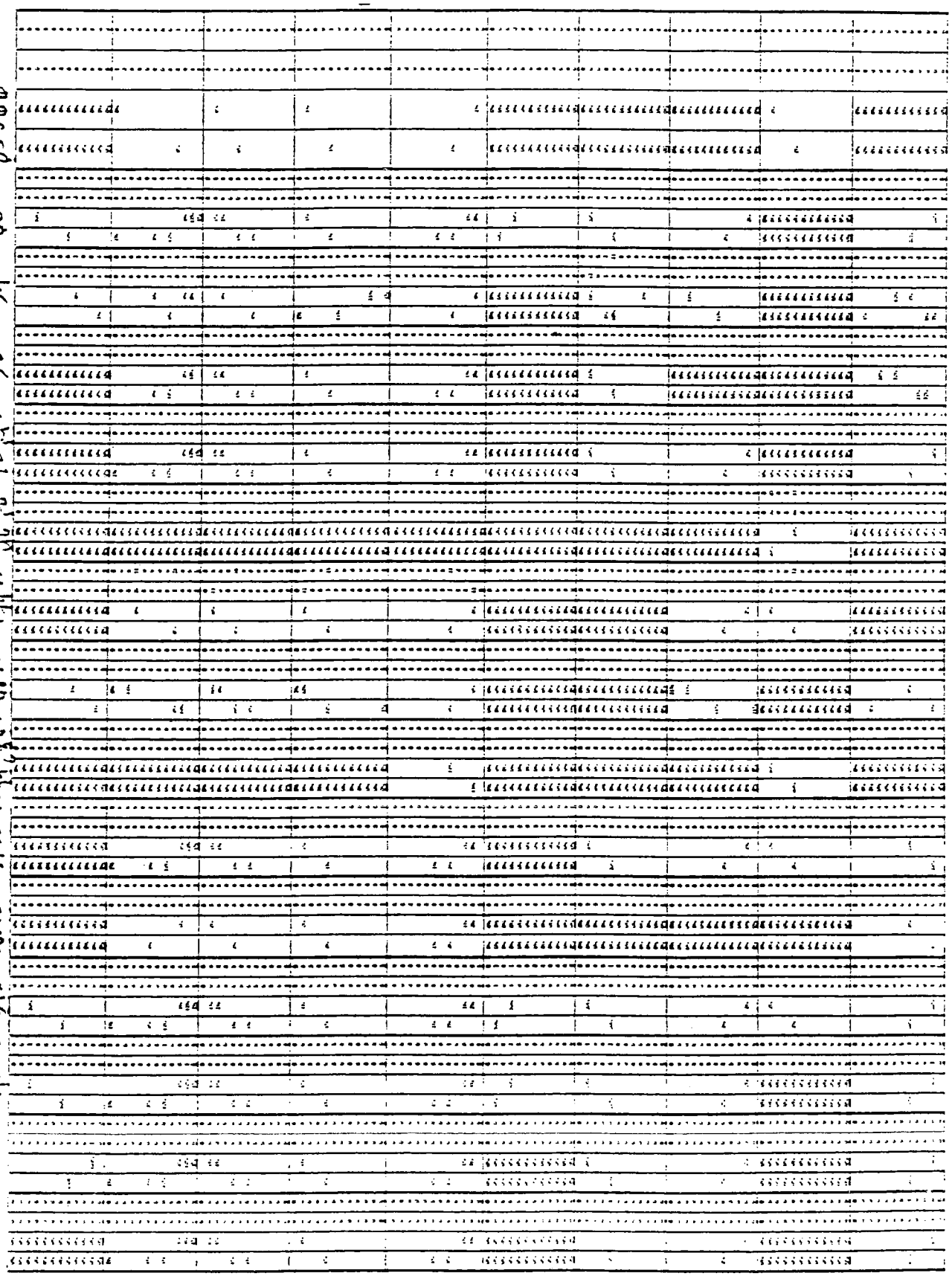

Table B4 cont.

[illegible]	[illegible]

B10

Table B-4 Cont

Table 8-4 Cont.

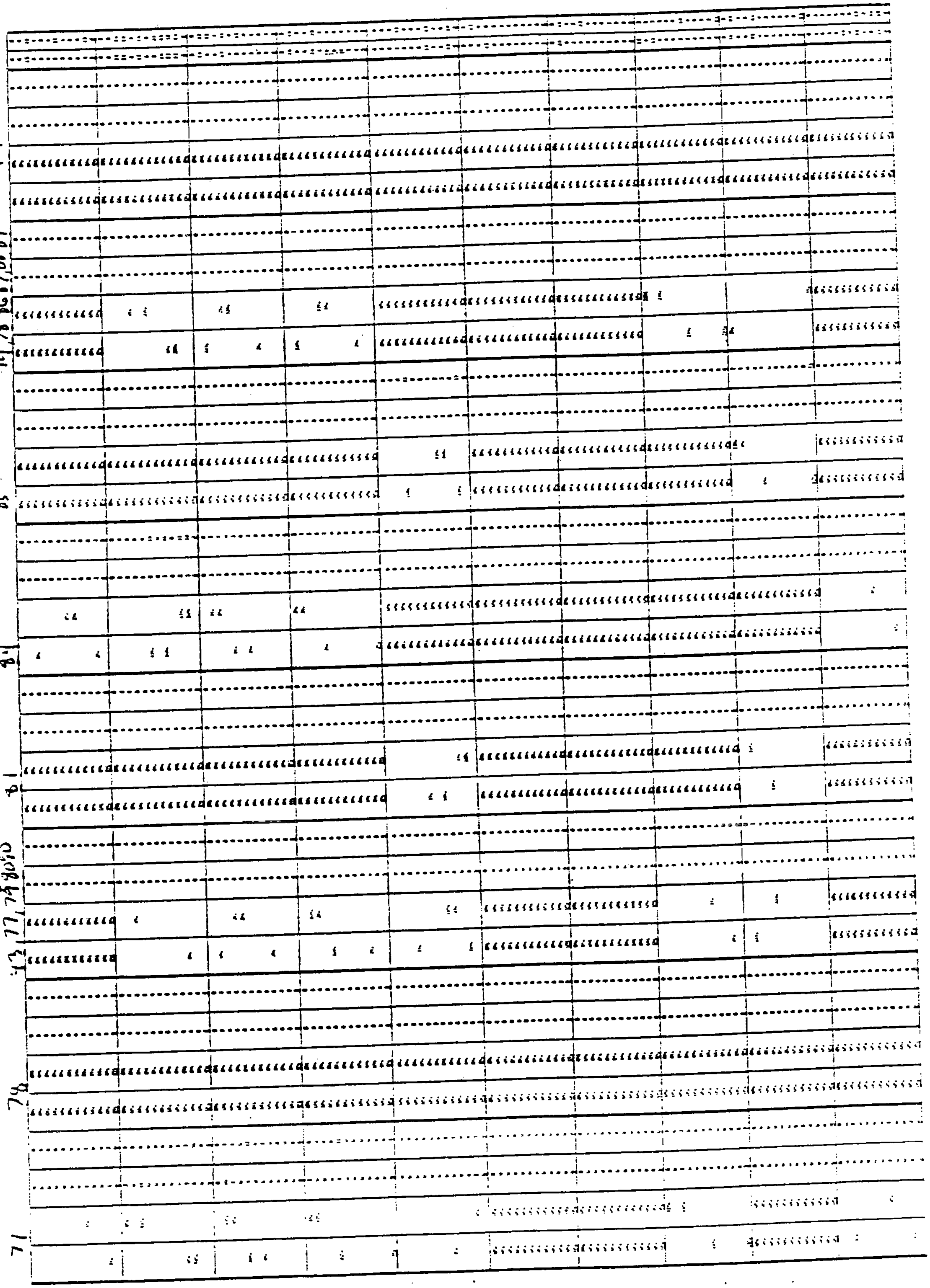

Table B5

Fallbrook Planning Area	1			2 & 3			4			5 & 6			7			8			9			10			11, 42, 45, & 48, 12, 13, 51, & 76			14, 18, 86, 87, 88, 89			15, 16, 17, 19, 20, 28, 78		
	[illegible] Design Homes, Old Stage Rd Apts (DAA [illegible])			[illegible] Site Plan (DAA [illegible])			[illegible] Old Stage Rd Apts (DAA [illegible])			[illegible] Car Wash & [illegible] (DAA [illegible])			[illegible] TPM (DAA [illegible])			[illegible] Green Canyon Road (DAA [illegible])			Rancho [illegible] (DAA [illegible])			DAA [illegible] Placement			TPM [illegible], TPM [illegible], [illegible], & [illegible] TPM [illegible], [illegible], TM [illegible] & MUP [illegible]			TPM [illegible], TPM [illegible], [illegible] Ranger Rd 1, [illegible] Ranger Road 2, & [illegible] Ranger Rd 3, [illegible]			TPM [illegible], [illegible], [illegible], [illegible], [illegible] Assigned to Interstate Only		
Roadway Segment	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT
S Mission Road	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Alvarado St to Fallbrook	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Fallbrook to Ammunition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ammunition to [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] to S Stage Coach	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S Stage Coach to [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Main Avenue	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Alvarado to Fallbrook	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Fallbrook to Ammunition	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ammunition to [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Old Stage Road	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Fallbrook to Aviation	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Aviation to [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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Aviation	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S Mission to Main	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Main to Old Stage Road	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S Mission to Old Stage Road	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Lane	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
West of S Mission	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Fallbrook St	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S Mission to Main	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
East Mission	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
West of Main	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Main to Santa Margarita	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Santa Margarita to Stage Coach	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Stage Coach to Live Oak Park	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Live Oak Park to Hwy 395	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hwy 395 to I-15	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hillcrest	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Rancho [illegible] to Stage Coach Lane	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Stage Coach Lane	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hillcrest to East Mission	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mission to Reche Rd	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Reche Rd to S Mission	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Reche Road	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S Stage Coach to Green Canyon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Green Canyon to S Live Oak Park	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Green Canyon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Reche Rd to [illegible] Lane	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
South of [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] St	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
South of [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Rancho [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
North of Hillcrest	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Fallbrook St	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
West of Stage Coach	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
East of Stage Coach	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

B13

Table B5 Cont.

Fallbrook Planning Area

Roadway Segment	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT	% Distribution In	% Distribution Out	ADT
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Table 3-5 Cont.

Fallbrook Planning Area

Roadway Segment	58 % Distribution In	58 % Distribution Out	58 ADT	59 % Distribution In	59 % Distribution Out	59 ADT	66 % Distribution In	66 % Distribution Out	66 ADT	[illegible] % Distribution In	[illegible] % Distribution Out	[illegible] ADT	71 % Distribution In	71 % Distribution Out	71 ADT	[illegible] % Distribution In	[illegible] % Distribution Out	[illegible] ADT	81 % Distribution In	81 % Distribution Out	81 ADT	83 % Distribution In	83 % Distribution Out	83 ADT	85 % Distribution In	85 % Distribution Out	85 ADT	91 % Distribution In	91 % Distribution Out	91 ADT	[illegible] ADT
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

B15

Bonsall Planning Area

Map ID #	County Processing #	Project Name	Project Description	Project Location	Project Status
1	TPM20788	Brooks Subdivision	26.11 Acres divided in 3 lots	1221 Tarex Terrace	pending
2	TPM 20239	Sherwood Subdivision	20.46 Acres into 5 lots	Sandy Hill Drive, Indian Hill Pl, Old Castle Road, Valley Center (8801 Old Castle, Valley Center)	pending
3	TPM 20835	Tran Subdivision	4 lots and a remainder parcel	Valley of the Kings	pending
4	TPM 20489	Schaefer TPM	26.88 Acres into 4 lots	Northwest of Proma Vista between Twin Oaks Valley Road and the end of Proma Vista	pending
5	TPM 20629	Jansen TPM	3.93 acres into 2 lots	29893 Kirsten Lane, Vista	pending
6	TPM 20620	Pires-Lane Lot Split	APN172-012-27 into 3 lots and APN172-012-26 into 2 lots	Gopher Canyon Road & Margaie Lane	pending
7	TPM20395	VandeRou Minor Subdivision	36.2 acres into 4 lots plus remainder	San Luis Rey Heights Road just south of Camino del Rey	pending
8	TPM 20836	Bierwaski	4.94 acres into 2 lots (1 existing and 1 new)	6949 Kelly Lane	pending
9	TPM 20727	Dressen	11.8 acres into 2 lots	Bobrig road	pending
10	TPM 20845	Sanders	9.5 acres into 4 lots	West Lilac Road	pending
11	TPM 20319	Kohl TPM	17 acres into 4 lots and a remainder parcel	intersection of Mt Ararat and Via Ararat	pending
12	TPM 20799	Caminito Queso (D&A 040904)	11.7 acres into 4 lots (1 is existing, 3 new)	32013 Caminito Queso	pending
13	TPM 20494	Arlander TPM	10.38 acres into 4 lots	3923 La Canada Road (approx 500 ft north of Via Monserate)	pending
14	TPM 20173	Shamrock Subdivision	10 acres into 3 lots	Shamrock Road	pending
15	TPM20729	Tabata Bonsall	33.02 acres into 4 lots	near Olive Hill (5546 Mission)	pending
16	TPM 20516	Bergener TPM	11.08 acres into 4 lots	northside of Valle del Sol between Estrada Del Sol and Paseo Linda	pending
17	TPM 20365	Malek	12.07 acres into 4 lots plus remainder	south side of Valle Del Sol between Olive Hill rd and North River Road (3879 Valle del Sol)	pending
18	TPM 20718	AVOJO subdivision/Villa Del Cielio (D&A 040901)	7.38 into 3	Rancho Del Cerro	pending
19	TPM 20849	Kendall Family Subdivision	5.01 acres into 2 lots	5170 San Jacinto Circle West	pending
20	TPM 20633	Kuehn Subdivision	13.54 acres into 3 lots	Deseo De Lucas	pending
21	TPM 20390	McCarty Trust	15.47 acres into 3 lots	13301 Gopher Canyon Rd	pending
22	TPM 20776	MG Highland Development	8.02 acres into 2 lots	Terminus of Elevado Rd	pending
23	TPM 20585	Thuen TPM	8.01 acres into 2 lots	2420 Elevado Rd	pending
24	TPM 20316	Elevado TPM	17-19 acres into 4 lots	Elevado Rd north of Camino Corre	pending
25	TPM 20632	Bautista TPM	2.33 gross acres into 2 residential lots (1 Existing, 1 new)	2213 Bautista Ave	pending
26	TPM20763	McNulty Minor Subdivision	5.19 acres parcel into two lots (1 existing, 1 new)	West Lilac Rd and Dos Ninas	pending
27	TM5158	Palisades Estates	388.6 acres into 36 lots	East of Elevado Road	pending
28	TM5264	Choi Sub	116.59 acres into 8 lots	Pico Rd	pending
29	TM4793	Bonsall Land Inc	215 acres into 33 lots (with 3 remainder lots)	7570 Camino Del Rey	pending
30	TM5276	West Lilac Residential (D&A 030411)	28 lots	West Side of Aqueduct Road	pending
31	TM5346	dabbs subdivision	38.9 acres into nine lots	32006 Aqueduct	pending
32	TM4956	Jackson/Zolezzi	39.9 acres into 17 lots	s/o Monte Road near Camino del Rey; (5904 Monte)	pending
33	TM5387	Hall Land Company	11.738 acres into one lot--says 12 DU	Camino Del Cielo	pending
34	TM5037	Rancho Comargo	139.6 acres into 39 lots	North of Dentro Del Lomas north of the intersection with Vista de Lomas approximately 3,000 feet east of Old river Rd	pending
35	TM4976	MC Strauss Subdiv/OliveHill	45.76 acres into 32 lots (AKA GPA 03-01 or R03-013 or PA 03-0051)	5826 Olive Hill Rd	pending
36	TM5097	Tulue-Braum Subdivision	26.12 acres into 14 lots	2730 East Vista Way	pending
37	P04-038	Empire Companies Subdivision	1006 acres into 365 lots	Lilac Rd, Valley Center	pending
38	P88-034	TM4754 Circle R Ranch	227 lots on 45 Acres	Circle R Drive, Valley Center	pending
39	P03-075	P03-075	3.77 acres into one lot	29843 Red Mountain	pending
40	P04-025	Retreat Facility	28.63 acres into three lots	8561 West Lilac Rd	pending
41	P04-030	P04-030	275 acres into 1 lot	5820 West Lilac	pending
42	P03-098	P03-098	10.00 acres into one lot	31877 Paseo Lindo	pending
43	P82-072	Hunted Property	Health Spa Resort 75 units, maximum 200 guests	Kilberne Rd south of Gopher Canyon Rd, West of Vista Valle Drive (2249 Gopher Canyon)	pending
44	MUP04-016	MUP04-016	788 dwelling unit with a 480 attached garage	1751 Elser Lane (6326 Cam del Rey)	pending
45	MUP01-048	MUP01-048	8.34 acres into one lot	8920 West Lilac	pending
46	MUP97-004	MUP97-004	11.00 acres into one lot	3702-3768 Flowerwood	pending
47	MUP03-034	Del Rio	6.45 acres into one lot	4571 South Mission Rd, Fallbrook	pending
48	MUP00-104	MUP00-104	a Bed and Breakfast with three bedrooms two guest per room-	Westside of Olive Hill rd between Morro Hills Rd and Highland Oaks St at 4735 Olive Hill Road in Fallbrook	pending
49	MUP98-003	moury subdivision	one lot for single family dwelling units	30017 Spearhead Trail	pending
50	MUP00-073	Olson Cabinet Shop	a cottage industry on 1.27 acres (1000 sq foot of an existing 2776 sq ft bldg)	2529 Guajome Lake Rd	pending
51	STP00-075	Sherwood Forest Estates	to build a four bedroom single family dwelling approx. 3200 sq ft	East of I-15 south of Old Castle Rd in the Sherwood Forest Estates subdivision	pending
52	STP98-040	Castle Creek	three lots for single family dwelling units	Gracilior Drive (east of I-15 south of Circle Drive north of Gopher Canyon) Valley Center	pending
53	STP4793	STP4793	215 acres into 36 lots	7570 Camon Del Rey	pending
54	STP04-005	Pardee Homes	390 acres into 1300 lots (3500 sq ft)	N/A	pending
55	TPM20530	Hukari	30 acres into 4 lots + remainder	Mountain View Road	pending
56	MUP84-103	All Seasons Camp Ground	improvements to an existing RV Park & add 41 new RV sites	30012 Hwy 395	pending
57	TM 5338	Passerelle	698 SF Dus, 252 Senior Housing Units, 4 Ac. Town Center, 1500 Sq/Office	e/o I-15 & n/o Pala Rd (364 Pala Mesa Heights)	pending
58	TM 5354	Meadow wood (formerly Pankey Ranch)	1,244 units (317 ER, 727 MF) Dus on 390 Acres	e/o I-15 & n/o Pala Rd (5328/5338/5246 Pala, 3232 Shearer)	pending
59	TM5187	Pala Mesa Highlands	197 SF Dus, 2 parks	West side of Pala Road west of I-15(4399 Pala Mesa)	pending
60	SPA 03-005	Pala Mesa Resort	357 Hotel Rooms	w/o Old Hwy 395 & s/o Camposia Dr. n/o SR-76	pending
61	PAA 04-003	Pappas	500 Medium & Low-Density SF Dus, 80 ksf Office Space/Employment Center	NE Corner of SR-76 & I-15 (5050Pala, 3135 Old Hwy 395)	pending
62	P04-016	Dai Daing Meditation Center (D&A 041105)	adding bldgs to an existing facility	6326 Camino Del Rey	pending

Table 6 - 2 List of Cumulative Projects Considered but not Included

County Processing #	Project Name	Project Description	Project Location	Reason Not Included
GPA04-06	Stonegate Merriam Mound	2,320 acres into one lot same as TM 5381	N.C Metro	same as TM5381 (Included in study)
MUP00-049		Nextel Wireless 200 sq ft		Generates no traffic
MUP00-052				WITHDRAWN September 5, 2000
MUP00-058	AT&T Wireless	Cell Tower	--	WITHDRAWN June 27, 2001
MUP00-070				WITHDRAWN May 20, 2004
MUP00-113	CoxSprint PCS	Sprint Wireless 40 ft tall	2186 Bauness Ave	Generates no traffic
MUP01-001	Ranch Monserate Wireless	Cell Tower	south of new 76	Generates no traffic
MUP01-013	Built Group Care Facility Expansion	Group care facility, 9 beds in this facility	1739 Summer Place Drive	out of area
MUP01-048	Nextel	cellower	6920 West Lilac Road	WITHDRAWN April 24, 2002
MUP01-061		Sprint Wireless 40 ft tall		Generates no traffic
MUP01-079	Sprint PCS	Cell Tower		Withdrawn 4-21-02
MUP02-015		Sprint Wireless 35 feet tall		WITHDRAWN April 24, 2002
MUP02-022				WITHDRAWN October 31, 2001
MUP02-067	Cingular Wireless Tower	0.91 acres into one lot	302 State Place	Generates no traffic
MUP02-077	Stanners Residence	five acres into one lot -Wireless	4019 "B" South Mission Rd	Generates no traffic
MUP03-001		modular home -1700 sq foot	15567 Cal Valley Road, Valley Center	denied on 6-19-03
MUP03-017	AT&T Wireless	Cell Tower	29507 lesat ranch road	withdrawn 3-20-04
MUP03-024	Avocado Orchard/Cingular	Cingular Wireless 35 ft 16 inch diameter pole	32161 Shearer Road, Fallbrook	Generates no traffic
MUP03-037				WITHDRAWN April 24, 2002
MUP03-066	Sprint	Cell Tower		Withdrawn 7/1/04
MUP03-082		Cellar Site		Generates no traffic
MUP03-087	Cingular Wireless Tower	cell tower	183 Lemon Grove Drive	Generates no traffic
MUP04-011	Cingular Wireless	Wireless PCS	3527 Mission Road	Generates no traffic
MUP04-018	Wagenfeld Second Dwell	786 sq ft second dwelling unit w/a 480 sq ft attached garage	1751 Elder Lane	WITHDRAWN July 1 2004
MUP04-018	Cellular Site	Cell Tower		WITHDRAWN September 30, 1999
MUP77-618	Swimming pool	updates to an existing swimming pool	6987 West Lilac Rd	Generates no traffic
MUP95-003	Bonsall Telecommunicatio	AT&T Wireless 167 ft concrete base		Generates no traffic
MUP95-004		AT&T Wireless 48 1/2 ft tall		Generates no traffic
MUP96-005		N/A		not enough information
MUP96-029	123 San Luis Rey	4.25 acres into one lot	3419 East Vista Way, Vista	out of area
MUP97-004		N/A	lakeside	out of area
MUP98-002	Rainbow Wireless Comm	Cell Towers	3033 Old Hwy 395, Rainbow	Generates no traffic
MUP98-013		34 acres into one lot	13860 El Monte Rd, Lakeside	out of area
MUP98-023	MesaRidge of Bonita	??		Withdrawn 4-16-1999
MUP98-004		10 ft cable recevier dish on 2.2 parcel of land		Generates no traffic
MUT99-007	Lakeside Wholesale Truck	two office trailers: 12ft w/0 ft sales office, 10ft x 28 ft finance office	12538 Maplewood Street, Lakeside	out of area
MUP99-030		N/A		not enough information
P01-011		0.2 acres with one lot - - - AT&T Wireless Tower		Generates no traffic
P02-012	Calvary Chapel of Vista			WITHDRAWN June 18, 2003
P03-079	AT&T Wireless Telecom Sit	9.48 acres into one lot Cell Tower	3463 Silver Leaf	Generates no traffic
P03-097	Sprint	Sprint Wireless 26 ft tall	6878 Virgo Island Rd	Generates no traffic
P03-108	AT&T Wireless	0.2 acres with one lot, AT&T Wireless	117 Summit Lane near Patriot Drive	Generates no traffic
P03-108	Bonsall Road Station	32.92 acres into one lot-Cell Tower	10680 Towne Street	Generates no traffic
P03-111	Cingular Wireless Tower	Cell Tower	31510 Aqueduct Road	Generates no traffic
P04-009	S Mission & Paseo Del La	two lots Cell Site	4049 South Mission Rd	Generates no traffic
P04-013	P04-013	468 acres into 742 lots	Harmony Grove Rd	out of area
P04-014	NUW Management LLC	468 acres into 742 lots, 15,000 sf commercial	Harmony Grove Rd & Country Club, North County Metro	
P04-027	Henning Property	Cingular Wireless facility on 1.76 acres		Generates no traffic
P04-035	Nextel	275 acres into one lot-Cell Tower	5820 West Lilac Rd	Generates no traffic
P70-139	AT&T Wireless	AT&T Wireless 32 ft tall and 200 sq ft building	Dairy Road	Generates no traffic
P77-129		Boundary Adjustment		Generates no traffic
P79-140		boundary adjustment		Generates no traffic
P97-011	Pat Wheeler's Montessori	Day Care Facility for 36 children and 4 teachers	10435 Campo Rd, Spring Valley	out of area
REZ00-015				WITHDRAWN September 12,2001
REZ02-007	Chagas Rezone			WITHDRAWN September 12,2002
REZ03-003		N/A		not enough information
REZ03-018		rezoning an existing office building in spring valley		no new traffic
REZ99-015	Thomas Wall Rezone			WITHDRAWN February 1, 2000
RP79-05	National Quarries		28474 N Tona Oaks Valley Road, San Marcos	WITHDRAWN June 18,2003
STP00-007		Sprint Wireless 36 ft tall	Spring Valley	Generates no traffic
STP01-044	Steere	Fallbrook Airport	1586 South Mission Rd	out of area
STP03-023	Aspel Subdivision	1.45 acres into one lot	27525 Valley Center	out of area
STP04-017	Fallbrook Community Airp	288.57 acres into one lot - aircraft hangers	2155 South Mission Rd	no new traffic
STP04-032		N/A		not enough information
STP04-036	Stonegate Merriam Mount	2320 acres into 2391 lots same as TM5381	Lawrence Welk Drive	same as TM5381 (Included in study)
STP04-037	Stonegate Merriam Mount	2320 acres into 2391 lots same as TM5381	N.C. Metro	same as TM5381 (Included in study)
STP96-039	McDonald's Restaurant	1.64 acres into two lots minor revision for Arco/Restaurant	5555 S Mission Rd - nearest cross-	Already Built
STP99-051	Fallbrook Market Place	improvements to an existing 21,440 sq ft building	1328 S Mission Road	no new traffic
TM 5097			0	not enough information
TM 5134			0	not enough information
TM 5181	Stonegate Merriam Mountains	2320 acres into 2391 lots 100000 SF of Commercial	Twin Oak	out of area
TM4793		N/A		not enough information
TM4908		N/A		not enough information
TM4978			0	not enough information
TM5079		N/A		not enough information
TM5211			0	not enough information
TM5264			0	not enough information
TM5275		N/A		not enough information
TM5334			0	not enough information
TM5387		N/A		not enough information
TM5481-511				not enough information
TPM 20033SC			0	not enough information
TPM 20526	California Dept of Fish &		0	Denied due to moderate prejudice
TPM 20619			0	Closed 1-15-03
TPM 20640	Collins Minor Residential	1.21 acres into 3 lots	9941 Riverside Ave, in Lakeside	out of area
TPM 20646			San Jacinto Circle	withdrawn 8-6-03
TPM 20648			0	not enough information
TPM 20656		4.46 acres into lots		not enough information
TPM 2087			0	not enough information
[illegible]	[illegible]	[illegible]	[illegible]	out of area
V98-045	Barney	reduction of Rear Yard Setback from 25 ft to 5 ft	1540 Nob Hill Drive, Escondido	Generates no traffic
ZAP 00-006	Vista Grande Water Tank	??		Withdrawn 6-16-2000
ZAP00-049		8.85 acres into one lot Sprint Wireless		Generates no traffic
ZAP00-052	Nextel	Cell Tower	5951 Lima Del Cielo	Generates no traffic
ZAP01-049		cell tower		WITHDRAWN October 12, 2001
ZAP01-100	Sprint PCS	Cingular Wireless Facility on 1.76 Acres	1611 Sunset Drive	Generates no traffic
ZAP02-053	Sprint PCS	Cell Tower		WITHDRAWN October 16, 2002
ZAP03-049	Sprint	Cell Tower		Withdrawn 7/1/04
ZAP03-055	Clover Hill Ranch	Cingular Cell Tower		WITHDRAWN October 29, 2004
ZAP03-077	Sprint PCS	Cell Tower		WITHDRAWN July 1 2004
ZAP03-080	Sprint	Cell Tower	copper canyon road	Generates no traffic
ZAP99-030	SD 340 (Diamond Creek)	25.98 with one lot	Southeast corner of Willis Rd, ALP	out of area
ZAP99-038	ATT Wireless	Cell Tower	Gopher Canyon-13 on Nob Hill Road	WITHDRAWN August 25, 2000
TM 5134	Welk Resort Group	46 acres into 10 lots, 208 Condos	Welk View Drive	no new traffic
TM5313	Canyon Villas at the Welk Resort (D&A ???)		8860 Welk View Drive/28833 Champagne Blvd	no new traffic
[illegible]	Villas on the Green	110 time share units	Welk View Drive (28833 Champagne Drive)	no new traffic
TM5387	Welk Village Hotel POD	revises 137 motel units with 146 condominium time share, also 14.6 acres into 16 lots	Lawrence Welk Drive	no new traffic
STP03-029	Welk Resort Group	20.9 acres into five lots	8860 Welk View Drive/28833 Champagne Blvd	no new traffic
REZ03-004	REZ03-004	37.06 acres into 2 lots	8860 Welk View Drive/28833 Champagne Blvd	remoted

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Bonsall Planning Area

Roadway Segment	1, 3, 4, 5, 6, 8, 28			2,38,51,52,56			7,29,31,53			9, 10, 11, 26, 45, 55			13 & 47			14,16,17,19,42,48			15 & 35		
	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT
	In	Out		In	Out		In	Out		In	Out		In	Out		In	Out		In	Out	
Camino Del Rey																					
just west of Old Hwy 395	0%	0%	0	0%	0%	0	56%	56%	551	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Mission to Old River	4%	4%	13	8%	8%	240	44%	44%	433	32%	32%	180	0%	0%	0	2%	2%	5	0%	0%	0
Old River to West Lilac	0%	0%	0	0%	0%	0	44%	44%	433	32%	32%	180	0%	0%	0	0%	0%	0	0%	0%	0
West Lilac																					
Camino del rey to Camino del Cielo	0%	0%	0	0%	0%	0	0%	0%	0	32%	32%	180	0%	0%	0	0%	0%	0	0%	0%	0
Camino del Cielo to Via Ararat	0%	0%	0	0%	0%	0	0%	0%	0	32%	32%	180	0%	0%	0	0%	0%	0	0%	0%	0
Via Ararat to Caminito Quieto	0%	0%	0	0%	0%	0	0%	0%	0	68%	68%	384	0%	0%	0	0%	0%	0	0%	0%	0
Caminito Quieto to Aqueduct	0%	0%	0	0%	0%	0	0%	0%	0	68%	68%	384	0%	0%	0	0%	0%	0	0%	0%	0
Aquaduct to Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	68%	68%	384	0%	0%	0	0%	0%	0	0%	0%	0
Via Uner																					
Aquaduct to Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Via Ararat																					
West lilac to Mt Ararat	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Aqueduct																					
West Lilac to Via Uner	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Old Hwy 395																					
Pala (SR76) to West Lilac	0%	0%	0	0%	0%	0	0%	0%	0	16%	16%	90	6%	6%	4	0%	0%	0	6%	6%	26
West Lilac to Via Uner	0%	0%	0	0%	0%	0	0%	0%	0	52%	52%	293	6%	6%	4	0%	0%	0	6%	6%	26
north of camino del Rey	0%	0%	0	0%	0%	0	0%	0%	0	22%	22%	124	6%	6%	4	0%	0%	0	6%	6%	26
Caminito Quieto																					
S/o W. Lilac	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
SR76																					
N River Road to Camino del Rey-taken from	0%	0%	0	0%	0%	0	35%	35%	344	25%	25%	141	30%	30%	18	30%	30%	68	30%	30%	130
Camino del Rey to S Mission-taken from Cali	4%	4%	13	6%	6%	180	5%	5%	49	5%	5%	28	35%	35%	21	10%	10%	23	30%	30%	130
S Mission to Old Hwy 395	2%	2%	6	0%	0%	0	0%	0%	0	0%	0%	0	40%	40%	24	4%	4%	9	40%	40%	173
East of Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
N River Road																					
West of Sleeping iNdian	6%	6%	19	6%	6%	180	5%	5%	49	0%	0%	0	0%	0%	0	48%	48%	109	0%	0%	0
Puerta Lomas																					
Ranco del Cerro to Sleeping indian	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Sleeping Indian																					
North of River Road	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Rancho del Cerro																					
Valla del Cielo to Puerta de lomas	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Villa del Cielo																					
South of Ranch del Cerro	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
S Mission																					
North of SR76	2%	2%	6	4%	4%	120	3%	3%	30	5%	5%	28	0%	0%	0	4%	4%	9	70%	70%	302

Bonsall Planning Area

Roadway Segment	20 & 34			21 & 36			22,23,24,27,43			25, 50			32,33,41,44		
	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT
	In	Out		In	Out		In	Out		In	Out		In	Out	
Camino Del Rey															
just west of Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	37%	37%	3,643
Mission to Old River	10%	10%	50	0%	0%	0	0%	0%	0	0%	0%	0	49%	49%	4,825
Old River to West Lilac	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	63%	63%	6,203
West Lilac															
Camino del rey to Camino del Cielo	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Camino del Cielo to Via Ararat	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Via Ararat to Camino Quieto	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Camino Quieto to Aqueduct	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Aqueduct to Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Via Urner															
Aqueduct to Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Via Ararat															
West lilac to Mt Ararat	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Aqueduct															
West Lilac to Via Urner	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Old Hwy 395															
Pala (SR76) to West Lilac	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
West Lilac to Via Urner	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
north of camino del Rey	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Caminito Quieto															
S/o W Lilac	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
SR76															
N River Road to Camino del Rey-taken from	0%	0%	0	5%	5%	10	5%	5%	57	5%	5%	1	32%	32%	3,151
Camino del Rey to S Mission-taken from Calt	5%	5%	25	5%	5%	10	5%	5%	57	5%	5%	1	12%	12%	1,182
S Mission to Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	7%	7%	689
East of Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
N River Road															
West of Sleeping INdian	10%	10%	50	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Puerta Lomas															
Ranco del Cerro to Sleeping indian	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Sleeping Indian															
North of River Road	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Rancho del Cerro															
Villa del Cielo to Puerta de lomas	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Villa del Cielo															
South of Ranch del Cerro	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
S Mission															
North of SR76	5%	5%	25	5%	5%	10	5%	5%	57	5%	5%	1	5%	5%	492

Bonsall Planning Area

Roadway Segment	37---all traffic is south of Cider R Drive			39			40			46			49--all traffic is south of Cider R Drive			59			60			54,57,58,61		
	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT
	In	Out		In	Out		In	Out		In	Out		In	Out		In	Out		In	Out		In	Out	
Camino Del Rey																								
just west of Old Hwy 395	0%	0%	0	10%	10%	1	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Mission to Old River	0%	0%	0	10%	10%	1	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Old River to West Lilac	0%	0%	0	10%	10%	1	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
West Lilac																								
Camino del rey to Camino del Cielo	0%	0%	0	0%	0%	0	32%	32%	12	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Camino del Cielo to Via Ararat	0%	0%	0	0%	0%	0	32%	32%	12	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Via Ararat to Camino Quieto	0%	0%	0	0%	0%	0	32%	32%	12	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Caminito Quieto to Aqueduct	0%	0%	0	0%	0%	0	32%	32%	12	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Aqueduct to Old Hwy 395	0%	0%	0	0%	0%	0	32%	32%	12	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Via Ararat																								
Aqueduct to Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Via Ararat																								
West lilac to Mt Ararat	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Aqueduct																								
West Lilac to Via Ararat	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Old Hwy 395																								
Pala (SR76) to West Lilac	0%	0%	0	0%	0%	0	16%	16%	6	6%	6%	1	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
West Lilac to Via Ararat	0%	0%	0	0%	0%	0	52%	52%	19	6%	6%	1	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
north of camino del Rey	0%	0%	0	10%	10%	1	22%	22%	8	6%	6%	1	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Caminito Quieto																								
S/o W Lilac	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
SR76																								
N River Road to Camino del Rey-taken from	0%	0%	0	0%	0%	0	25%	25%	9	30%	30%	4	0%	0%	0	30%	30%	3,170	30%	30%	857	30%	30%	14,163
Camino del Rey to S Mission-taken from Calt	0%	0%	0	5%	5%	1	5%	5%	2	35%	35%	4	0%	0%	0	30%	30%	3,170	30%	30%	857	30%	30%	14,163
S Mission to Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0	60%	60%	7	0%	0%	0	35%	35%	3,698	30%	30%	857	35%	35%	16,524
East of Old Hwy 395	0%	0%	0	0%	0%	0	4%	4%	1	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	100%	100%	47,210
N River Road																								
West of Sleeping iNdian	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Puerta Lomas																								
Ranco del Cerro to Sleeping indian	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Sleeping Indian																								
North of River Road	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Rancho del Cerro																								
Villa del Cielo to Puerta de lomas	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
Villa del Cielo																								
South of Ranch del Cerro	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0
S Mission																								
North of SR76	0%	0%	0	5%	5%	1	5%	5%	2	25%	25%	3	0%	0%	0	5%	5%	528	0%	0%	0	5%	5%	2,361

Bonsall Planning Area

Roadway Segment	Camito Quieto (040904)			Villa del Cielo (040901)			West Lilac 030411			Del Dating Mediation CTR (041105)			Sub Total Bonsall	Sub Total Fallbrook	Sub Total Both
	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	% Distribution		ADT	ADT	ADT	ADT
	In	Out		In	Out		In	Out		In	Out				
Camino Del Rey															
just west of Old Hwy 395	0%	0%	0	0%	0%	0	0%	0%	0			0	4,195	0	4,195
Mission to Old River	32%	32%	12	2%	2%	1	32%	32%	108	100%	100%	30	5,898	0	5,898
Old River to West Lilac	32%	32%	12	0%	0%	0	32%	32%	108	100%	100%	30	6,967	0	6,967
West Lilac															
Camino del rey to Camino del Cielo	32%	32%	12	0%	0%	0	32%	32%	108	0%	0%	0	312	0	312
Camino del Cielo to Via Ararat	32%	32%	12	0%	0%	0	32%	32%	108	0%	0%	0	312	0	312
Via Ararat to Camino Quieto	32%	32%	12	0%	0%	0	35%	35%	118	0%	0%	0	528	0	528
Camino Quieto to Aqueduct	68%	68%	24	0%	0%	0	35%	35%	118	0%	0%	0	538	0	538
Aqueduct to Old Hwy 395	68%	68%	24	0%	0%	0	37%	37%	124	0%	0%	0	544	0	544
Via Ararat															
Aqueduct to Old Hwy 395	0%	0%	0	0%	0%	0	31%	31%	104	0%	0%	0	104	0	104
Via Ararat															
West lilac to Mt Ararat	0%	0%	0	0%	0%	0	39%	39%	131	0%	0%	0	131	0	131
Aqueduct															
West Lilac to Via Uner	0%	0%	0	0%	0%	0	30%	30%	101	0%	0%	0	101	0	101
Old Hwy 395															
Pala (SR76) to West Lilac	16%	16%	6	0%	0%	0	16%	16%	54	0%	0%	0	187	0	187
West Lilac to Via Uner	21%	21%	8	0%	0%	0	21%	21%	71	0%	0%	0	422	0	422
north of camino del Rey	22%	22%	8	0%	0%	0	22%	22%	74	0%	0%	0	246	0	246
Camino Quieto															
S/o W Lilac	100%	100%	36	0%	0%	0	0%	0%	0	0%	0%	0	36	0	36
SR76															
N River Road to Camino del Rey -taken from	25%	25%	9	6%	6%	2	25%	25%	84	10%	10%	3	22,221	657	22,878
Camino del Rey to S Mission-taken from Calt	5%	5%	2	10%	10%	4	5%	5%	17	90%	90%	27	19,968	657	20,623
S Mission to Old Hwy 395	1%	1%	0	4%	4%	1	1%	1%	3	0%	0%	0	21,991	397	22,388
East of Old Hwy 395	4%	4%	1	0%	0%	0	4%	4%	13	0%	0%	0	47,225	188	47,413
N River Road															
West of Sleeping iNdian	0%	0%	0	48%	48%	17	0%	0%	0	0%	0%	0	424	0	424
Puerta Lomas															
Ranco del Cerro to Sleeping indian	0%	0%	0	100%	100%	36	0%	0%	0	0%	0%	0	36	0	36
Sleeping Indian															
North of River Road	0%	0%	0	86%	86%	31	0%	0%	0	0%	0%	0	31	0	31
Rancho del Cerro															
Villa del Cielo to Puerta de lomas	0%	0%	0	100%	100%	36	0%	0%	0	0%	0%	0	36	0	36
Villa del Cielo															
South of Ranch del Cerro	0%	0%	0	100%	100%	36	0%	0%	0	0%	0%	0	36	0	36
S Mission														0	0
North of SR76	5%	5%	2	2%	2%	1	5%	5%	17	90%	90%	27	4,022	1143	5,165

Intersection	Movement	Map ID # 1, 2, 4, 5, 6, 8, 28				2, 28, 31, 32, 36				29, 31, 33				9, 10, 11, 26, 45, 35				13 & 47				14, 16, 17, 19, 42, 48			
		% Distributed In	% Distributed Out	AM	PM	% Distributed In	% Distributed Out	AM	PM	% Distributed In	% Distributed Out	AM	PM	% Distributed In	% Distributed Out	AM	PM	% Distributed In	% Distributed Out	AM	PM	% Distributed In	% Distributed Out	AM	PM
Camino Quieto/W Lilac Rd (1)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		68%	8	3	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	58%		7	10	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
Old Hwy 395/W Lilac Rd (2)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		16%	2	1	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		52%	6	2	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	52%		2	8	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	16%		1	2	0%	0%	0	0	0%	0%	0	0
I15 SB/Old Hwy 395 (3)	EBL	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0			0	0		35%	3	1	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0			0	0		27%	3	1	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0			0	0	29%		2	7	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	7%		2	5			0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0			0	0	3%		0	0	0%	0%	0	0	0%	0%	0	0
I15 NB Ramps/Old Hwy 395 (4)	EBL	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	7%		2	5		7%	3	1	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0			0	0		3%	1	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0			0	0	22%		1	3	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0		7%	1	2			0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0			0	0	27%		1	4	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
Old hwy 395 SR76 (5)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0		40%	3	1		4%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	1%		0	0			0	0			0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%		0	1			0	0			0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	80%		1	4	4%		0	1
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		1%	0	0			1	0			0	1
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		3%	0	0			0	0			0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		5%	1	0			0	0			0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	3%		0	0			0	0			0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
I15 SB Ramps/SR76 (6)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		0%	1	0		35%	1	0		4%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0		25%	2	0			0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	4%		0	1	30%		1	1			0	1
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			1	0			0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			1	0			0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	4%		0	1	20%		0	2	2%		0	1
I15 NB Ramps/SR76 (7)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		4%	0	0		50%	1	0		4%	0	0
	EBT	0%	0%	0	0	0%	0%	0	1	0%	0%	0	0		4%	0	0		45%	0	0			0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	4%		0	1	5%		1	0			0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			1	0			0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	45%		0	2			0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			1	1			0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0			0	0
Camino Del Rey/Olive Hill/Mission Road (SR76) (8)	EBL			0	0			0	0			0	0			0	0			0	0		10%	1	1
	EBT			0	0	2%		1	4	4%		1	3	2%		0	0			0	0		2%	0	0
	EBR		4%	1	0			0	1			0	0			0	0			0	0		30%	3	2
	WBL			0	0			0	0		35%	19	10		25%	2	1			0	0			0	0
	WBT			0	0		2%	3	2		4%	2	1		2%	0	0			0	1	2%		0	0
	WBR			0	0		2%	10	5		2%	3	1		5%	1	0			0	0			0	0
	NBL	4%		0	1			0	0			0	0			0	0			0	0	10%		2	2
	NBT			0	0			0	0			0	1			0	0	5%		0	0			0	1
	NBR			0	0			0	0	35%		0	25	25%		1	4			0	0			0	0
	SBL			0	0	6%		4	12	2%		1	2	5%		0	1			0	0			0	0
	SBT			0	0			0	0			0	0			0	0	5%		0	0			0	0
	SBR			0	0			0	0			0	0			0	0			0	0	10%		1	1

B22

Intersection	Movement	Map ID # 1, 3, 4, 5, 6, 8, 28				28,31,32,36				29,31,33				9, 10, 11, 24, 45, 55				13 & 47				14,16,17,19,42,48			
		% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM
		In	Out			In	Out			In	Out			In	Out			In	Out			In	Out		
West Lilac/Via Arriba (9—DON'T HAVE COUNTS YET)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	32%		1	3	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	32%		1	1	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
West Lilac/Aqueduct (10—DON'T HAVE COUNTS YET)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		68%	8	3	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	68%		3	10	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
Via Unon/Old Hwy 395 (11 DON'T HAVE COUNTS YET)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	32%		2	8	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	32%		8	2	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0
Camino del Rey/Old hwy 395 (12) DON'T HAVE COUNTS YET	EBL	0%	0%	0	0	0%	0%	0	0		0%	4	2			0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0		40%	27	14			0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	40%		12	14			0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0			0	0	32%		1	3	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0			0	0		32%	1	1	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	7%		2	5			0	0	0%	0%	0	0	0%	0%	0	0
Sleeping Indian N River Road (13)	EBL			0	0			0	0			1	0			0	0	0%	0%	0	0			0	0
	EBT	0%		0	1	0%		4	12	0%		1	4			0	0	0%	0%	0	0	33%		2	7
	EBR			0	0			0	0			0	0			0	0	0%	0%	0	0			0	0
	WBL			0	0			0	0			0	0			0	0	0%	0%	0	0			0	0
	WBT		0%	1	1		0%	10	5		5%	3	1			0	0	0%	0%	0	0		33%	5	2
	WBR			0	0			0	0			0	0			0	0	0%	0%	0	0			0	0
	NBL			0	0			0	0			0	0			0	0	0%	0%	0	0			0	0
	NBT			1	1			0	1			1	1			0	1	0%	0%	0	0			0	1
	NBR			0	1			0	1			0	1			0	1	0%	0%	0	0			0	1
	SBL			0	0			0	0			0	0			0	0	0%	0%	0	0			0	0
	SBT			0	0			0	0			0	0			0	0	0%	0%	0	0			0	0
	SBR			0	0			0	0			0	0			0	0	0%	0%	0	0			0	0
Rancho del Cerro @ Puente de Lomas (14)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Sleeping Indian @ Puente de Lomas (15)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
SR76 @ Gird (16)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		50%	1	1		25%	1	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	50%		1	1	25%		1	1
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0			0	0
SR76 @ Mission (17)	EBL		2%	0	0		4%	3	4		1%	2	1		2%	1	0			0	0		2%	0	0
	EBT		2%	0	0		2%	3	2		2%	1	1			0	0	2%		0	0		4%	1	0
	EBR			0	0			0	0			0	0			0	0			0	0			0	0
	WBL			0	0			0	0			0	0			0	0			0	0			0	0
	WBT	2%		0	0	2%		1	2	2%		1	1			0	0		2%	1	0	4%		0	1
	WBR			0	0			0	0			0	0			0	0			0	0			0	0
	NBL			0	0			0	0			0	0			0	0			0	0			0	0
	NBT			0	0			0	0			0	0			0	0			0	0			0	0
	NBR			0	0			0	0			0	0			0	0			0	0			0	0
	SBL			0	0			0	0			0	0			0	0			0	0			0	0
	SBT			0	0			0	0			0	0			0	0			0	0			0	0
	SBR	2%		0	0	4%		3	4	2%		1	2	2%		0	2			0	0	2%		0	1

B23

Bonsall Planning Area

Map ID #		15 & 35				20 & 24				21 & 36				22,23,24,27,43				25, 30				32,33,41,44				37—all traffic [illegible] south of [illegible] R. Drive			
		% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM
Intersection	Movement	In	Out			In	Out			In	Out			In	Out			In	Out			In	Out			In	Out		
Caminito Quieto/W Lilac Rd (1)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Old Hwy 395/W Lilac Rd (2)	EBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	6%		1	2	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT		6%	2	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
I15 SB/Old Hwy 395 (3)	EBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT		6%	2	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	6%		1	2	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
I15 NB Ramps/Old Hwy 395 (4)	EBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT		6%	2	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	6%		1	2	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Old hwy 395/SR76 (5)	EBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	EBT		34%	9	4	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		7%	38	21	0%	0%	0	0
	EBR		6%	2	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	WBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	WBT	34%		5	11	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	7%		17	48	0%	0%	0	0
	WBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBL	6%		1	2	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBR			0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
I15 SB Ramps/SR76 (6)	EBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	EBT		7%	2	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		7%	38	21	0%	0%	0	0
	EBR		27%	7	3	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	WBL			0		0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			1	0	0%	0%	0	0
	WBT	27%		3	4	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	1
	WBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	7%		17	48	0%	0%	0	0
	SBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBR	7%		1	2	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
I15 NB Ramps/SR76 (7)	EBL		7%	2	1	0%	0%	0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		7%	38	21	0%	0%	0	0
	EBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	1
	EBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	WBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	WBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	1
	WBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBL	27%		3	4	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	1	0			0	0	0%	0%	0	0
	NBR			0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	1	0
	SBR			0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
Camino Del Rey/Olive Hill/Mission Road (SR76) (8)	EBL			0	0			1	1			0	1			1	1			1	0			0	0	0%	0%	1	0
	EBT			0	1	5%		1	2			0	0			0	0			0	0	5%		12	14	0%	0%	0	0
	EBR			0	0			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	WBL			0	0			1	1			1	0			1	0			0	0		12%	176	94	0%	0%	0	0
	WBT			0	0		5%	1	1			0	0			0	0			0	0		5%	27	15	0%	0%	0	0
	WBR			0	0		5%	1	1			0	0			0	0			0	0		12%	56	35	0%	0%	0	0
	NBL			0	0			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	NBT	30%		3	4			0	0		5%	1	0		5%	2	2		5%	0	1			0	0	0%	0%	1	0
	NBR			0	1			0	0			0	0			0	0			0	0	12%		76	220	0%	0%	0	0
	SBL			0	1	5%		1	2			0	0			0	0			0	0	12%		28	32	0%	0%	0	0
	SBT		30%	8	4			0	0	5%		0	1	4%		2	3	4%		1	0			0	0	0%	0%	0	0
	SBR			0	0			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0

Map ID #		15 & 35				20 & 34				21 & 36				22,23,24,27,43				25, 30				32,33,41,44				37—all traffic is south of Cirlier R Drive			
		% Distributed				% Distributed				% Distributed				% Distributed				% Distributed				% Distributed				% Distributed			
Intersection	Movement	In	Out	AM	PM	In	Out	AM	PM	In	Out	AM	PM	In	Out	AM	PM	In	Out	AM	PM	In	Out	AM	PM	In	Out	AM	PM
West Lilac/Via Arana (9—DON'T HAVE COUNTS YET)	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
West Lilac/Aqueduct (10—DON'T HAVE COUNTS YET)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Via Umer/Old Hwy 395 (11 DON'T HAVE COUNTS YET)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Camino del Rey/Old hwy 395 (12) DON'T HAVE COUNTS YET	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		37%	203	100	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	37%		57	254	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
Sleeping Indian N River Road (13)	EBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	10%		1	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0		10%	1	2	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Rancho del Cerro @ Puente de Lomas (14)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Sleeping Indian @ Puente de Lomas (15)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
SR76 @ Gird (16)	EBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	EBT		40%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0		7%	28	21	0%	0%	0	0
	EBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			1	1	0%	0%	0	0
	WBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	WBT	40%		1	12	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	7%		17	48	0%	0%	0	0
	WBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			1	0	0%	0%	0	0
	NBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	NBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBL			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBT			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
	SBR			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0
SR76 @ Mission (17)	EBL	30%		3	4		5%	1	1		5%	1	0		5%	2	2		5%	0	0		5%	27	15	0%	0%	0	0
	EBT			0	0			0	0			0	0			0	0			0	0		7%	28	21	0%	0%	0	0
	EBR			0	0			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	WBL			0	0			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	WBT			0	0			0	0			0	0			0	0			0	0	7%		17	48	0%	0%	0	0
	WBR	40%		4	12			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	NBL			0	0			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	NBT			0	0			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	NBR			0	0			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	SBL		40%	10	7			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	SBT			0	0			0	0			0	0			0	0			0	0			0	0	0%	0%	0	0
	SBR		10%	5	4	5%		1	2	5%		0	1	5%		2	1	5%		0	0	5%		17	24	0%	0%	0	0

B25

Map ID =		39				40				46				[illegible]				59				60				54,57,58,61			
		% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM
Intersection	Movement	In	Out			In	Out			In	Out			In	Out			In	Out			In	Out			In	Out		
Camino Quieto/W Lilac Rd (1)	EBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	32%		0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0		32%	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Old Hwy 395/W Lilac Rd (2)	EBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	32%		0	1			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0		52%	1	1			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0		32%	1	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0		16%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0			0	0	6%		0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	52%		1	2			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0	16%		0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0			0	0		6%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
I15 SB/Old Hwy 395 (3)	EBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0		25%	1	0		6%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0		27%	1	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	49%		0	1	6%		0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	3%		0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
I15 NB Ramps/Old Hwy 395 (4)	EBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0		25%	0	0		6%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0		3%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	22%		0	1	6%		0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	27%		0	1			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0			1	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Old hwy 395/SR76 (5)	EBL	0%	0%	0	0			0	0		0%	0	0	0%	0%	0	0	35%		20	58			0	0			0	0
	EBT	0%	0%	0	0			0	0		34%	0	0	0%	0%	0	0			0	0		65%	37	78	39%		1170	1253
	EBR	0%	0%	0	0	1%		0	0		6%	0	0	0%	0%	0	0			0	0			0	0			0	0
	WBL	0%	0%	0	0	3%		0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	WBT	0%	0%	0	0			0	0	34%		0	0	0%	0%	0	0			0	0	65%		56	52		39%	993	1247
	WBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	65%		37	107			0	0		5%	127	160
	NBL	0%	0%	0	0		1%	0	0	6%		0	0	0%	0%	0	0			0	0			0	0			0	0
	NBT	0%	0%	0	0		1%	1	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBR	0%	0%	0	0		1%	0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	SBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0		65%	46	46			0	0	5%		150	161
	SBT	0%	0%	0	0	1%		0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	SBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0		35%	46	25			0	0			0	0
I15 SB Ramps/SR76 (6)	EBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	EBT	0%	0%	0	0		4%	0	0		7%	0	0	0%	0%	0	0		25%	33	18		30%	17	36	44%		1320	1414
	EBR	0%	0%	0	0			0	0		27%	0	0	0%	0%	0	0		40%	51	23		35%	20	42			0	0
	WBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0		26%	662	331
	WBT	0%	0%	0	0	4%		0	0	27%		0	0	0%	0%	0	0	40%		23	46	35%		30	28		44%	1121	1307
	WBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	SBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0	30%		490	364
	SBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	SBR	0%	0%	0	0	4%		0	0	7%		0	0	0%	0%	0	0	25%		14	41	30%		26	24			0	0
I15 NB Ramps/SR76 (7)	EBL	0%	0%	0	0		4%	0	0		7%	0	0	0%	0%	0	0		25%	33	18		30%	17	36			0	0
	EBT	0%	0%	0	0		2%	0	0			0	0	0%	0%	0	0			0	0			0	0	74%		2220	2378
	EBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	WBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	WBT	0%	0%	0	0	4%		0	0			0	0	0%	0%	0	0			0	0			0	0		70%	1783	2239
	WBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0		30%	764	459
	NBL	0%	0%	0	0			0	0	27%		0	0	0%	0%	0	0	40%		23	46	35%		30	28			0	0
	NBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0	26%		780	835
	SBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	SBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	SBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
Camino Del Rey/Olive Hill/Mission Road (SR76) (8)	EBL			0	0			0	0	4%		0	0	0%	0%	0	0			0	0			0	0			0	0
	EBT	5%		0	0	2%		0	0			0	0	0%	0%	0	0			0	0			0	0	20%		480	964
	EBR			0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	WBL			0	0		25%	1	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	WBT		5%	0	0		2%	0	0			0	0	0%	0%	0	0			0	0			0	0		20%	764	459
	WBR		5%	0	0		3%	0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBL			0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBT			0	0			0	0	30%		0	0	0%	0%	0	0	30%		17	50	30%		26	24			0	0
	NBR			0	0	25%		0	1			0	0	0%	0%	0	0			0	0			0	0			0	0
	SBL	5%		0	0	5%		0	0		0%	0	0	0%	0%	0	0			0	0			0	0			0	0
	SBT			0	0			0	0		30%	0	0	0%	0%	0	0		30%	40	21		30%	17	36			0	0
	SBR			0	0			0	0		5%	0	0	0%	0%	0	0			0	0			0	0			0	0

B26

Intersection	Movement	39 % Distributed In	39 % Distributed Out	39 AM	39 PM	40 % Distributed In	40 % Distributed Out	40 AM	40 PM	46 % Distributed In	46 % Distributed Out	46 AM	46 PM	[illegible] % Distributed In	[illegible] % Distributed Out	[illegible] AM	[illegible] PM	59 % Distributed In	59 % Distributed Out	59 AM	59 PM	60 % Distributed In	60 % Distributed Out	60 AM	60 PM	54,57,58,61 % Distributed In	54,57,58,61 % Distributed Out	54,57,58,61 AM	54,57,58,61 PM
West Lilac/Via Ararat (9—DON'T HAVE COUNTS YET)	EBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	32%		0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0		32%	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
West Lilac/Aqueduct (10 —DON'T HAVE COUNTS YET)	EBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	32%		0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0		32%	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Via Umer/Old Hwy 395 (11 DON'T HAVE COUNTS YET)	EBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	32%		1	2	6%		0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0		32%	1	1		6%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Camino del Rey/Old hwy 395 (12) DON'T HAVE COUNTS YET	EBL			0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT			0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	10%		0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL			0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT			0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR			0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL		10%	0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT			0	0	22%		0	1	5%		0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR			0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL			0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBT			0	0		22%	0	0		5%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR			0	0			0	0			0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
Sleeping Indian N River Road (13)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	1	0	0%	0%	1	0	0%	0%	0	0
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	1	0%	0%	0	0	0%	0%	0	1
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	1
Rancho del Cerro @ Puerta de Lomas (14)	EBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	1	0	0%	0%	0	0	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	1	0	0%	0%	1	0	0%	0%	0	0
	WBR	0%	0%	0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	1	0%	0%	0	0	0%	0%	1	0
	NBL	0%	0%	0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	1	0%	0%	0	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	SBL	0%	0%	0	1	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	1	0%	0%	0	0	0%	0%	0	0
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	1	0%	0%	1	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	1	1	0%	0%	0	0	0%	0%	0	0
Sleeping Indian @ Puerto de Lomas (15)	EBL	0%	0%	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	1	0%	0%	1	1	0%	0%	0	0
	EBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	EBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	WBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBL	0%	0%	0	0	0%	0%	0	0	0%	0%	1	0	0%	0%	0	0	0%	0%	1	0	0%	0%	1	0	0%	0%	0	0
	NBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
	NBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	1
	SBL	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	1
	SBT	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	1	0	0%	0%	0	0
	SBR	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0
SR76 @ Gird (16)	EBL	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0			0	0	30%		26	24			0	0
	EBT	0%	0%	0	0	0%	0%	0	0		40%	0	0	0%	0%	0	0	35%		29	38			0	0	35%		1050	1125
	EBR	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0			1	0			0	0			0	0
	WBL	0%	0%	0	1	0%	0%	0	1			0	0	0%	0%	0	0			1	0			0	0			0	1
	WBT	0%	0%	0	0	0%	0%	0	0	40%		0	0	0%	0%	0	0		35%	26	25			0	0		35%	691	1119
	WBR	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0			0	0	63%		56	52		2%	51	64
	NBL	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBT	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBR	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0			1	0			0	0			0	0
	SBL	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0			0	0		65%	37	78	2%		40	54
	SBT	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0			1	0			1	0			0	0
	SBR	0%	0%	0	0	0%	0%	0	0			0	0	0%	0%	0	0			0	0		30%	17	36			1	0
SR76 @ Mission (17)	EBL		5%	0	0		5%	0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	EBT			0	0			0	0	35%		0	0	0%	0%	0	0	30%		17	50	30%		26	24	30%		900	964
	EBR			0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	WBL			0	0			0	0			0	0	0%	0%	0	0			1	0			0	0			0	0
	WBT			0	0			0	0		15%	0	0	0%	0%	0	0		30%	40	21		30%	17	36		30%	764	959
	WBR			0	0			0	0		25%	0	0	0%	0%	0	0		5%	7	4			0	0		5%	127	160
	NBL			1	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	NBT			0	0			0	0			0	0	0%	0%	0	1			1	0			0	0			0	0
	NBR			0	0			0	0			0	0	0%	0%	0	1			1	0			1	0			0	0
	SBL			0	0			0	1	25%		0	0	0%	0%	0	0	5%		2	5			0	0	5%		150	161
	SBT			0	0			0	0			0	0	0%	0%	0	0			0	0			0	0			0	0
	SBR	5%		0	0	5%		0	0			0	0	0%	0%	0	0			0	0			0	0			0	0

B27

Map ID =		Camino Quieto (040964)				Villa del Cielo (040981)				West Lilac (040411)				Del Dios Warehouse (TR 04[illegible])				Total-Bonsall		Total-Fallbrook		E-Fallbrook & Bl	
		% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	AM	PM	AM	PM	AM	PM
Intersection	Movement	In	Out			In	Out			In	Out			In	Out								
Camino Quieto/W Lilac Rd (1)	EBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	EBT			0	0	0%	0%	0	0	14%	21%	5	5	0%	0%	0	0	13	9	0	0	13	9
	EBR	32%		0	1	0%	0%	0	0			0	0	0%	0%	0	0	0	1	0	0	0	1
	WBL	68%		1	2	0%	0%	0	0			0	0	0%	0%	0	0	1	2	0	0	1	2
	WBT			0	0	0%	0%	0	0	21%	14%	4	5	0%	0%	0	0	9	16	0	0	9	16
	WBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBL		32%	1	0	0%	0%	0	0			0	0	0%	0%	0	0	1	0	0	0	1	0
	NBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR		68%	1	1	0%	0%	0	0			0	0	0%	0%	0	0	1	1	0	0	1	1
	SBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
Old Hwy 395/W Lilac Rd (2)	EBL		16%	0	0	0%	0%	0	0		16%	1	2	0%	0%	0	0	5	3	0	0	5	3
	EBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	1	0	0	0	1
	EBR		52%	1	1	0%	0%	0	0		21%	4	2	0%	0%	0	0	11	5	0	0	11	5
	WBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	1	1	0	0	1	1
	WBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	1	0	0	0	1	0
	WBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBL	52%		1	2	0%	0%	0	0	21%		2	5	0%	0%	0	0	5	15	0	0	5	15
	NBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	1	2	0	0	1	2
	NBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	1	2	0	0	1	2
	SBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	2	1	0	0	2	1
	SBR	16%		0	0	0%	0%	0	0	16%		1	4	0%	0%	0	0	2	6	0	0	2	6
I15 SB/Old Hwy 395 (3)	EBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	EBT		25%	1	0	0%	0%	0	0		25%	3	3	0%	0%	0	0	12	5	0	0	12	5
	EBR		27%	1	0	0%	0%	0	0		27%	5	3	0%	0%	0	0	10	4	0	0	10	4
	WBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	WBT	49%		0	1	0%	0%	0	0	49%		4	12	0%	0%	0	0	7	23	0	0	7	23
	WBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	2	5	0	0	2	5
	SBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR	3%		0	0	0%	0%	0	0	3%		0	1	0%	0%	0	0	0	1	0	0	0	1
I15 NB Ramps/Old Hwy 395 (4)	EBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	EBT		22%	0	0	0%	0%	0	0		22%	4	2	0%	0%	0	0	11	9	0	0	11	9
	EBR		3%	0	0	0%	0%	0	0		3%	1	0	0%	0%	0	0	1	0	0	0	1	0
	WBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	WBT	22%		0	1	0%	0%	0	0	22%		2	5	0%	0%	0	0	4	12	0	0	4	12
	WBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	4	2	0	0	4	2
	NBL	27%		0	1	0%	0%	0	0	27%		2	6	0%	0%	0	0	3	12	0	0	3	12
	NBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
Old hwy 395/SR76 (5)	EBL			0	0			0	0			0	0	0%	0%	0	0	20	58	0	0	20	58
	EBT			0	0		4%	0	0			0	0	0%	0%	0	0	1,257	1,257	70	174	1,327	1,431
	EBR	1%		0	0			0	0	1%		0	0	0%	0%	0	0	2	1	0	0	2	1
	WBL	3%		0	0			0	0	3%		1	2	0%	0%	0	0	1	3	0	0	1	3
	WBT			0	0	4%		0	0			0	0	0%	0%	0	0	1,070	1,363	139	88	1,209	1,451
	WBR			0	0			0	0			0	0	0%	0%	0	0	164	267	17	9	181	276
	NBL		1%	0	0			0	0		1%	0	0	0%	0%	0	0	1	2	0	0	1	2
	NBT		3%	0	0			0	0		3%	1	1	0%	0%	0	0	1	0	0	0	1	0
	NBR		3%	0	0			0	0		3%	2	1	0%	0%	0	0	3	1	0	0	3	1
	SBL			0	0			0	0			0	0	0%	0%	0	0	236	287	7	22	243	229
	SBT	3%		0	0			0	0	3%		0	1	0%	0%	0	0	0	1	0	0	0	1
	SBR			0	0			0	0			0	0	0%	0%	0	0	46	25	0	0	46	25
I15 SB Ramps/SR76 (6)	EBL			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	EBT		9%	0	0		9%	0	0		9%	2	2	0%	0%	0	0	1,414	1,491	68	192	1,482	1,683
	EBR			0	0			0	0			0	0	0%	0%	0	0	92	73	5	7	97	80
	WBL			0	0			0	0			0	0	0%	0%	0	0	662	831	90	48	752	879
	WBT	4%		0	0			0	0	4%		0	1	0%	0%	0	0	1,178	1,514	160	91	1,338	1,605
	WBR			0	0			0	0			0	0	0%	0%	0	0	0	0	0		0	0
	NBL			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBT			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBL			0	0			0	0			0	0	0%	0%	0	0	917	1,012	15	130	962	1,142
	SBT			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR	4%		0	0	4%		0	0	4%		0	1	0%	0%	0	0	41	72	1	3	42	75
I15 NB Ramps/SR76 (7)	EBL		4%	0	0		4%	0	0		4%	1	0	0%	0%	0	0	92	76	2	1	94	77
	EBT		4%	0	0			0	0		4%	1	0	0%	0%	0	0	2,221	2,378	110	321	2,331	2,699
	EBR			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	WBL			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	WBT	4%		0	0			0	0	4%		0	1	0%	0%	0	0	1,783	2,241	243	130	2,026	2,371
	WBR			0	0			0	0			0	0	0%	0%	0	0	764	959	104	56	868	1,015
	NBL			0	0			0	0			0	0	0%	0%	0	0	56	104	3	11	59	115
	NBT			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR			0	0			0	0			0	0	0%	0%	0	0	780	935	39	113	819	948
	SBL			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR			0	0			0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
Camino Del Rey/Olive Hill/Mission Road (SR76) (8)	EBL			0	0		4%	0	0			0	0			0	0	1	1			1	1
	EBT	2%		0	0		2%	0	0	2%		0	0			0	0	915	1,007	8	69	923	1,076
	EBR			0	0			0	0			0	0			0	0	4	2			4	2
	WBL		25%	1	0			0	0		25%	5	3		10%	0	0	205	108			205	108
	WBT		2%	0	0	2%		0	0		2%	0	0			0	0	797	978	22	13	819	991
	WBR		6%	0	0			0	0		6%	1	1		43%	1	1	43	44			43	44
	NBL			0	0			0	0			0	0			0	0	2	5			2	5
	NBT			0	0		6%	0	0			0	0			0	0	49	55			49	55
	NBR	25%		0	1			0	0	25%		2	6	10%		0	0	98	257			98	257
	SBL	6%		0	0			0	0	6%		0	1	94%		1	2	35	104			35	104
	SBT			0	0	6%		0	0			0	0			0	0	67	65			67	65
	SBR			0	0	2%		0	0			0	0			0	0	1	1			1	1

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Map ID #		Camino Quieto (040904)				Villa del Cielo (040901)				West Lilac (03041)				[illegible]				Total-Bonsall		Total-Fallbrook		Fallbrook & B	
		% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	% Distributed		AM	PM	AM	PM	AM	PM	AM	PM
Intersection	Movement	In	Out			In	Out			In	Out			In	Out								
West Lilac/Via Ararat (9—DON'T HAVE COUNTS YET)	EBL			0	0	0%	0%	0	1			0	0	0%	0%	0	0	0	0	0	0	0	0
	EBT	12%		0	1	0%	0%	0	0	14%		1	3	0%	0%	0	0	2	10	0	0	2	10
	EBR			0	0	0%	0%	0	0	18%		1	1	0%	0%	0	0	1	4	0	0	1	4
	WBL			0	0	0%	0%	0	0	21%		2	3	0%	0%	0	0	2	5	0	0	2	5
	WBT		32%	1	0	0%	0%	0	1		14%	1	1	0%	0%	0	0	9	2	0	0	9	2
	WBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBL			0	0	0%	0%	0	0		18%	1	2	0%	0%	0	0	3	2	0	0	3	2
	NBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR			0	0	0%	0%	0	0		21%	4	2	0%	0%	0	0	4	2	0	0	4	2
	SBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
West Lilac/Aqueduct (10 —DON'T HAVE COUNTS YET)	EBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	EBT		68%	1	1	0%	0%	0	0		21%	4	2	0%	0%	0	0	13	7	0	0	13	7
	EBR			0	0	0%	0%	0	0	14%		1	3	0%	0%	0	0	1	3	0	0	1	3
	WBL			0	0	0%	0%	0	0	16%		1	4	0%	0%	0	0	1	4	0	0	1	4
	WBT	68%		1	2	0%	0%	0	0	21%		2	5	0%	0%	0	0	7	17	0	0	7	17
	WBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBL			0	0	0%	0%	0	0		14%	1	1	0%	0%	0	0	3	1	0	0	3	1
	NBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR			0	0	0%	0%	0	0		18%	3	2	0%	0%	0	0	3	2	0	0	3	2
	SBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
Via Urner/Old Hwy 395 (11 DON'T HAVE COUNTS YET)	EBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	EBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	EBR			0	0	0%	0%	0	0		31%	6	3	0%	0%	0	0	6	3	0	0	6	3
	WBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	WBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	WBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBL			0	0	0%	0%	0	0	31%		2	7	0%	0%	0	0	2	7	0	0	2	7
	NBT	52%		1	2	0%	0%	0	0	21%		2	5	0%	0%	0	0	6	17	0	0	6	17
	NBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT		52%	1	1	0%	0%	0	0		21%	1	2	0%	0%	0	0	12	6	0	0	12	6
	SBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
Camino del Rey/Old hwy 395 (12) DON'T HAVE COUNTS YET	EBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	4	2	0	0	4	2
	EBT			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	EBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	230	123	0	0	230	123
	WBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	WBT			0	0	0%	0%	0	1			0	0	0%	0%	0	0	0	0	0	0	0	0
	WBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	NBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	79	288	0	0	79	288
	NBT	22%		0	1	0%	0%	0	0	22%		2	5	0%	0%	0	0	3	10	0	0	3	10
	NBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBL			0	0	0%	0%	0	0			0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT		22%	0	0	0%	0%	0	0		22%	4	2	0%	0%	0	0	7	3	0	0	7	3
	SBR			0	0	0%	0%	0	0			0	0	0%	0%	0	0	2	5	0	0	2	5
Sleeping Indian N River Road (13)	EBL	0%	0%	0	0	48%		0	1	0%	0%	0	0	0%	0%	0	0	0	1	0	0	0	1
	EBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	3	28	0	0	3	28
	EBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	WBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	WBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	22	11	0	0	22	11
	WBR	0%	0%	0	0	38%		0	1	0%	0%	0	0	0%	0%	0	0	0	1	0	0	0	1
	NBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	NBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR	0%	0%	0	0			0	1	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	SBL	0%	0%	0	0		38%	1	0	0%	0%	0	0	0%	0%	0	0	1	1	0	0	1	1
	SBT	0%	0%	0	0			0	1	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR	0%	0%	0	0		48%	1	0	0%	0%	0	0	0%	0%	0	0	1	0	0	0	1	0
Rancho del Cerro @ Puerta de Lomas (14)	EBL	0%	0%	0	0			0	1	0%	0%	1	0	0%	0%	0	0	0	0	0	0	0	0
	EBT	0%	0%	0	0	100%		1	3	0%	0%	0	0	0%	0%	0	0	1	3	0	0	1	3
	EBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	WBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	WBT	0%	0%	0	0		100%	2	1	0%	0%	0	0	0%	0%	0	0	2	1	0	0	2	1
	WBR	0%	0%	1	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	NBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	1	0	0	0	0	0	0
	NBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	SBL	0%	0%	0	1			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
Sleeping Indian @ Puerta de Lomas (15)	EBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	EBT	0%	0%	0	0			0	1	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	EBR	0%	0%	0	1			0	0	0%	0%			0%	0%	0	0	0	0	0	0	0	0
	WBL	0%	0%	0	0		56%	2	1	0%	0%	0	0	0%	0%	0	0	2	1	0	0	2	1
	WBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	WBR	0%	0%	0	0		14%	0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	NBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	NBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR	0%	0%	0	0	86%		1	3	0%	0%	0	0	0%	0%	0	0	1	3	0	0	1	3
	SBL	0%	0%	0	0	14%		0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	SBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
SR76 @ Gird (16)	EBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	26	24	3	2	29	26
	EBT	0%	0%	0	0		2%	0	0	0%	0%	0	0	0%	0%	0	0	1,121	1,210	65	160	1,186	1,370
	EBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	WBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	WBT	0%	0%	0	0	2%		0	1	0%	0%	1	0	2%	0%	0	0	959	1,209	127	86	1,086	1,295
	WBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	107	116	7	4	114	120
	NBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	NBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	NBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	SBL	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	97	142	3	9	100	151
	SBT	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	0	0	0	0	0	0
	SBR	0%	0%	0	0			0	0	0%	0%	0	0	0%	0%	0	0	17	36	1	14	18	50
SR76 @ Mission (17)	EBL		3%	0	0		2%	0	0		3%	1	1		100%	1	1	45	34	3	11	48	45
	EBT			0	0		6%	0	0			0	0			0	0	986	1,062	5	58	991	1,120
	EBR			0	0			0	0			0	0			0	0	0	0	0	0	0	0
	WBL			0	0			0	0			0	0			0	0	0	0	0	0	0	0
	WBT			0	0	6%		0	0			0	0			0	0	840	1,070	13	8	853	1,078
	WBR			0	0			0	0			0	0			0	0	138	176	3	7	141	183
	NBL			0	0			0	0			0	0			0	0	0	0	0	0	0	0
	NBT			0	0			0	0			0	0			0	0	0	0	0	0	0	0
	NBR			0	0			0	0			0	0			0	0	0	0	0	0	0	0
	SBL			0	0			0	0			0	0			0	0	163	174	5	4	168	178
	SBT			0	0			0	0			0	0			0	0	0	0	0	0	0	0
	SBR	3%		0	0	2%		0	0	4%		0	1	100%		2	2	28	59	9	5	37	64

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APPENDIX C

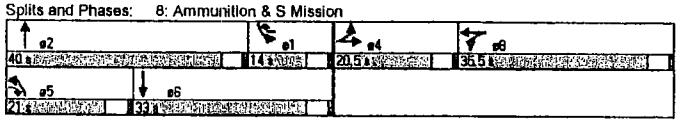
- Existing Conditions Analysis Worksheets

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	0.993		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1757	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.993		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1757	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)			134			43			7			347
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	89	69	123	260	76	40	106	464	6	12	527	319
Adj. Flow (vph)	97	75	134	283	83	43	115	504	7	13	573	347
Lane Group Flow (vph)	84	88	134	283	83	43	115	504	7	13	573	347
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Free	Prot		Free
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8			Free			Free
Total Split (s)	20.5	20.5	21.0	35.5	35.5	14.0	21.0	40.0	0.0	14.0	33.0	0.0
Act Effct Green (s)	11.2	11.2	24.0	22.5	22.5	31.7	12.8	53.1	110.0	9.2	47.5	110.0
Actuated g/C Ratio	0.10	0.10	0.22	0.20	0.20	0.29	0.12	0.48	1.00	0.08	0.43	1.00
v/c Ratio	0.49	0.49	0.30	0.78	0.22	0.09	0.56	0.30	0.00	0.09	0.38	0.22
Control Delay	49.5	49.3	3.9	45.0	35.2	4.5	49.7	20.4	0.0	29.0	12.6	0.3
Queue Delay	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	49.3	3.9	50.8	35.2	4.5	49.7	20.4	0.0	29.0	12.6	0.3
LOS	D	D	A	D	D	A	D	C	A	C	B	A
Approach Delay		29.5			42.7			25.6			8.3	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)	60	63	0	191	49	0	78	115	0	8	66	0
Queue Length 95th (ft)	108	112	20	262	85	15	130	188	0	m14	137	0
Internal Link Dist (ft)		1201			151			346			674	
Turn Bay Length (ft)												
Base Capacity (vph)	252	264	508	507	533	498	276	1708	1583	161	1527	1583
Starvation Cap Reductn	0	0	0	166	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.33	0.26	0.83	0.16	0.09	0.42	0.30	0.00	0.08	0.38	0.22

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 22.1 — Intersection LOS: C
Intersection Capacity Utilization 51.5% — ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Ammunition & S Mission



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	0.973		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1722	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.973		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1722	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)			69			79			10			116
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	597	172	199	422	149	83	161	479	9	49	596	110
Adj. Flow (vph)	635	183	212	449	159	88	171	510	10	52	634	117
Lane Group Flow (vph)	398	420	212	449	159	88	171	510	10	52	634	117
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Free	Prot		Free
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8			Free			Free
Total Split (s)	33.0	33.0	17.2	33.0	33.0	13.2	17.2	40.8	0.0	13.2	36.8	0.0
Act Effct Green (s)	29.0	29.0	42.2	29.0	29.0	41.3	13.2	37.7	120.0	8.3	32.8	120.0
Actuated g/C Ratio	0.24	0.24	0.35	0.24	0.24	0.34	0.11	0.31	1.00	0.07	0.27	1.00
v/c Ratio	0.98	1.01	0.35	1.05	0.35	0.15	0.88	0.46	0.01	0.42	0.65	0.07
Control Delay	85.8	92.2	11.3	101.3	40.4	7.7	91.9	34.9	0.0	61.5	42.4	0.1
Queue Delay	0.0	0.0	0.0	325.2	7.2	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.8	92.2	11.3	426.5	47.6	8.6	91.9	34.9	0.0	61.5	42.4	0.1
LOS	F	F	B	F	D	A	F	C	A	E	D	A
Approach Delay		73.0			287.1			48.5			37.5	
Approach LOS		E			F			D			D	
Queue Length 50th (ft)	324	~349	38	~379	103	5	133	168	0	39	229	0
Queue Length 95th (ft)	#537	#571	69	#584	167	40	#262	221	0	81	294	0
Internal Link Dist (ft)		1201			151			346			674	
Turn Bay Length (ft)												
Base Capacity (vph)	406	416	601	428	450	608	195	1111	1583	136	968	1583
Starvation Cap Reductn	0	0	0	178	242	351	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	1.01	0.35	1.80	0.76	0.34	0.88	0.46	0.01	0.38	0.65	0.07

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 105.2 — Intersection LOS: F
Intersection Capacity Utilization 83.2% — ICU Level of Service E
Analysis Period (min) 15

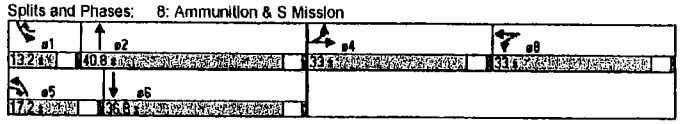
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings
1/6/2005

8: Ammunition & S Mission
Existing PM Peak Hour

Splits and Phases: 8: Ammunition & S Mission



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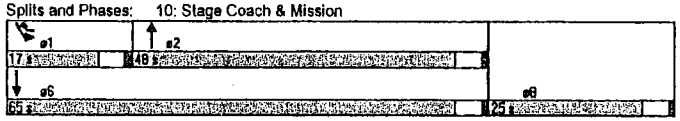
Synchro 6 Report
Cumulative Project Analysis

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850	0.950			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3362	0	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3362	0	3433	3539
Satd. Flow (RTOR)		352	137			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	256	289	667	335	310	804
Adj. Flow (vph)	312	352	813	409	378	980
Lane Group Flow (vph)	312	352	1222	0	378	980
Turn Type		Over			Prot	
Protected Phases		1	2		1	6
Permitted Phases	8					
Total Split (s)	25.0	17.0	48.0	0.0	17.0	65.0
Act Effct Green (s)	17.1	12.0	31.5		12.0	47.8
Actuated g/C Ratio	0.23	0.16	0.43		0.16	0.65
v/c Ratio	0.76	0.64	0.80		0.67	0.43
Control Delay	35.4	9.4	18.1		36.7	6.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	35.4	9.4	18.1		36.7	6.8
LOS	D	A	B		D	A
Approach Delay	21.6		18.1			15.1
Approach LOS	C		B			B
Queue Length 50th (ft)	141	0	238		92	108
Queue Length 95th (ft)	231	51	273		140	129
Internal Link Dist (ft)	1397		400			1872
Turn Bay Length (ft)						
Base Capacity (vph)	495	577	1815		626	2510
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.63	0.61	0.67		0.60	0.39

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 73.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 17.6 — Intersection LOS: B
Intersection Capacity Utilization 62.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Stage Coach & Mission

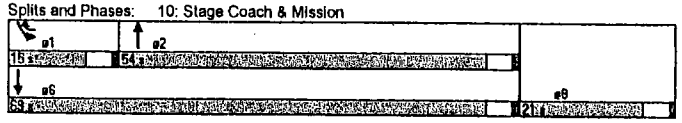


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850	0.973			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3444	0	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3444	0	3433	3539
Satd. Flow (RTOR)		237	46			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	188	230	1072	233	224	831
Adj. Flow (vph)	194	237	1105	240	231	857
Lane Group Flow (vph)	194	237	1345	0	231	857
Turn Type		Over			Prot	
Protected Phases		1	2		1	6
Permitted Phases	8					
Total Split (s)	21.0	15.0	54.0	0.0	15.0	69.0
Act Effct Green (s)	14.6	11.1	52.3		11.1	67.4
Actuated g/C Ratio	0.16	0.12	0.58		0.12	0.75
v/c Ratio	0.67	0.59	0.67		0.55	0.32
Control Delay	42.1	11.3	15.0		41.4	4.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	42.1	11.3	15.0		41.4	4.4
LOS	D	B	B		D	A
Approach Delay	25.1		15.0			12.3
Approach LOS	C		B			B
Queue Length 50th (ft)	104	0	257		63	71
Queue Length 95th (ft)	171	66	340		102	103
Internal Link Dist (ft)	1397		400			1872
Turn Bay Length (ft)						
Base Capacity (vph)	338	411	2046		444	2657
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.57	0.58	0.66		0.52	0.32

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 15.5 — Intersection LOS: B
Intersection Capacity Utilization 63.9% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Stage Coach & Mission



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	64	49	653	43	26	610
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	66	51	673	44	27	629
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1378	695			718	
vC1, stage 1 conf vol	695					
vC2, stage 2 conf vol	682					
vCu, unblocked vol	1378	695			718	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	78	89			97	
cM capacity (veh/h)	295	442			883	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	116	718	27	629
Volume Left	66	0	27	0
Volume Right	51	44	0	0
cSH	344	1700	883	1700
Volume to Capacity	0.34	0.42	0.03	0.37
Queue Length 95th (ft)	36	0	2	0
Control Delay (s)	20.7	0.0	9.2	0.0
Lane LOS	C		A	
Approach Delay (s)	20.7	0.0	0.4	
Approach LOS	C			

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	32	34	743	76	36	564
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	33	35	766	78	37	581
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	1461	805			844	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1461	805			844	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	91			95	
cM capacity (veh/h)	135	382			792	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	68	844	37	581
Volume Left	33	0	37	0
Volume Right	35	78	0	0
cSH	203	1700	792	1700
Volume to Capacity	0.34	0.50	0.05	0.34
Queue Length 95th (ft)	35	0	4	0
Control Delay (s)	31.4	0.0	9.8	0.0
Lane LOS	D		A	
Approach Delay (s)	31.4	0.0	0.6	
Approach LOS	D			

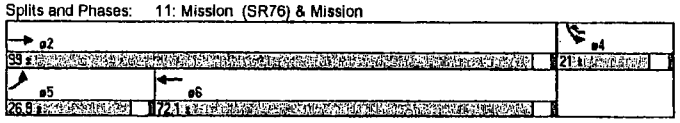
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.88
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1863	3539	1583	3433	2787
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1863	3539	1583	3433	2787
Satd. Flow (RTOR)				37		758
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	456	482	675	95	110	726
Adj. Flow (vph)	480	507	711	100	116	764
Lane Group Flow (vph)	480	507	711	100	116	764
Turn Type	Prot			pm+ov		Perm
Protected Phases	5	2	6	4	4	
Permitted Phases				6		4
Total Split (s)	26.9	99.0	72.1	21.0	21.0	21.0
Act Effct Green (s)	13.3	34.4	16.8	31.3	10.2	10.2
Actuated g/C Ratio	0.25	0.65	0.32	0.59	0.19	0.19
v/c Ratio	0.56	0.42	0.64	0.11	0.18	0.67
Control Delay	19.8	5.4	16.7	3.8	21.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	5.4	16.7	3.8	21.0	4.2
LOS	B	A	B	A	C	A
Approach Delay		12.4	15.1		6.4	
Approach LOS		B	B		A	
Queue Length 50th (ft)	63	56	91	7	14	0
Queue Length 95th (ft)	146	142	197	28	44	48
Internal Link Dist (ft)		1604	796		1522	
Turn Bay Length (ft)						
Base Capacity (vph)	1287	1562	2331	1030	1008	1354
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.32	0.31	0.10	0.12	0.56

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 53.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 11.3 — Intersection LOS: B
Intersection Capacity Utilization 50.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: Mission (SR76) & Mission



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.88
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1863	3539	1583	3433	2787
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1863	3539	1583	3433	2787
Satd. Flow (RTOR)				13		541
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	784	671	717	108	119	519
Adj. Flow (vph)	817	699	747	112	124	541
Lane Group Flow (vph)	817	699	747	112	124	541
Turn Type	Prot			pm+ov		Perm
Protected Phases	5	2	6	4	4	
Permitted Phases				6		4
Total Split (s)	42.2	129.5	87.3	20.5	20.5	20.5
Act Effct Green (s)	39.6	129.6	86.0	102.4	12.4	12.4
Actuated g/C Ratio	0.26	0.86	0.57	0.68	0.08	0.08
v/c Ratio	0.90	0.43	0.37	0.10	0.44	0.74
Control Delay	65.7	3.3	18.4	7.5	67.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	3.3	18.4	7.5	67.1	9.7
LOS	E	A	B	A	E	A
Approach Delay		37.0	17.0		20.4	
Approach LOS		D	B		C	
Queue Length 50th (ft)	389	109	210	33	60	0
Queue Length 95th (ft)	#527	189	256	51	93	59
Internal Link Dist (ft)		1604	796		1522	
Turn Bay Length (ft)						
Base Capacity (vph)	919	1610	2028	1127	378	788
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.43	0.37	0.10	0.33	0.69

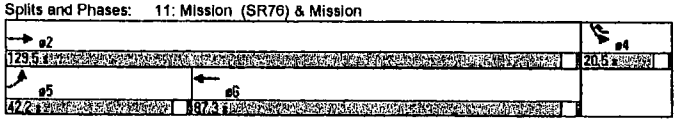
Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 27.7 — Intersection LOS: C
Intersection Capacity Utilization 55.6% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
1/6/2005

11: Mission (SR76) & Mission
Existing PM Peak Hour

Splits and Phases: 11: Mission (SR76) & Mission



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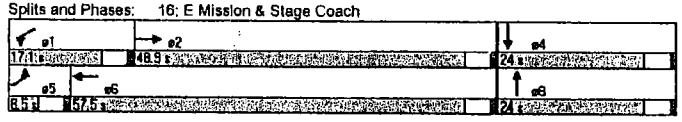
Synchro 6 Report
Cumulative Project Analysis

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.911			0.976	
Flt Protected	0.950			0.950				0.991			0.987	
Satd. Flow (prot)	1770	1863	1583	1770	1859	0	0	1682	0	0	1794	0
Flt Permitted	0.950			0.950				0.925			0.800	
Satd. Flow (perm)	1770	1863	1583	1770	1859	0	0	1570	0	0	1454	0
Satd. Flow (RTOR)			2		1			99			11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	6	383	2	119	851	10	43	40	158	42	84	27
Adj. Flow (vph)	6	395	2	123	877	10	44	41	163	43	87	28
Lane Group Flow (vph)	6	395	2	123	887	0	0	248	0	0	158	0
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2				8			4		
Total Split (s)	8.5	48.9	48.9	17.1	57.5	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Act Effct Green (s)	5.0	23.4	23.4	9.5	29.9			11.7			11.7	
Actuated g/C Ratio	0.08	0.45	0.45	0.17	0.57			0.22			0.22	
v/c Ratio	0.04	0.47	0.00	0.41	0.83			0.58			0.47	
Control Delay	36.0	13.3	8.5	27.9	12.7			16.4			22.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	36.0	13.3	8.5	27.9	12.7			16.4			22.9	
LOS	D	B	A	C	B			B			C	
Approach Delay		13.6			14.6			16.4			22.9	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	2	88	0	29	146			35			34	
Queue Length 95th (ft)	16	208	4	120	542			153			134	
Internal Link Dist (ft)		746			809			555			607	
Turn Bay Length (ft)												
Base Capacity (vph)	150	1166	992	409	1342			623			525	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.04	0.34	0.00	0.30	0.66			0.40			0.30	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 52.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 15.3 — Intersection LOS: B
Intersection Capacity Utilization 75.5% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 16: E Mission & Stage Coach

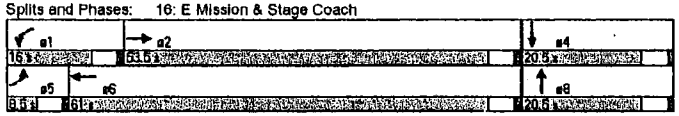


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.991			0.905			0.975	
Flt Protected	0.950			0.950				0.994			0.988	
Satd. Flow (prot)	1770	1863	1583	1770	1846	0	0	1676	0	0	1794	0
Flt Permitted	0.950			0.950				0.953			0.831	
Satd. Flow (perm)	1770	1863	1583	1770	1846	0	0	1607	0	0	1509	0
Satd. Flow (RTOR)			1		7			115			11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	8	972	1	143	443	28	31	39	165	18	41	13
Adj. Flow (vph)	8	1012	1	149	461	29	32	41	172	19	43	14
Lane Group Flow (vph)	8	1012	1	149	490	0	0	245	0	0	76	0
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2				8			4		
Total Split (s)	8.5	53.5	53.5	16.0	61.0	0.0	20.5	20.5	0.0	20.5	20.5	0.0
Act Effct Green (s)	5.4	54.0	54.0	11.5	67.8			12.5			12.5	
Actuated g/C Ratio	0.06	0.60	0.60	0.13	0.75			0.14			0.14	
v/c Ratio	0.07	0.91	0.00	0.66	0.35			0.76			0.35	
Control Delay	42.2	31.2	7.0	49.1	5.6			26.5			31.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	42.2	31.2	7.0	49.1	5.6			26.5			31.2	
LOS	D	C	A	D	A			C			C	
Approach Delay		31.2			15.7			26.5			31.2	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	4	506	0	80	70			70			33	
Queue Length 95th (ft)	19	#833	2	#155	185			147			72	
Internal Link Dist (ft)		746			809			555			607	
Turn Bay Length (ft)												
Base Capacity (vph)	107	1117	949	242	1392			389			286	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.07	0.91	0.00	0.62	0.35			0.63			0.27	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 37.9 (42%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 25.6 Intersection LOS: C
Intersection Capacity Utilization 85.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: E Mission & Stage Coach



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	17	19	4	264	13	432	0	109	272	303	78	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	18	20	4	272	13	445	0	112	280	312	80	1

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	41	272	459	393	394
Volume Left (vph)	18	272	0	0	312
Volume Right (vph)	4	0	445	280	1
Hadj (s)	0.06	0.53	-0.65	-0.39	0.19
Departure Headway (s)	8.4	7.7	6.5	6.4	6.9
Degree Utilization, x	0.10	0.58	0.83	0.70	0.76
Capacity (veh/h)	369	457	545	541	500
Control Delay (s)	12.3	19.6	31.8	22.9	28.4
Approach Delay (s)	12.3	27.3		22.9	28.4
Approach LOS	B	D		C	D

Intersection Summary			
Delay	26.1		
HCM Level of Service	D		
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	3	6	4	145	5	476	5	137	137	385	114	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	3	7	4	159	5	523	5	151	151	423	125	12

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	14	159	529	307	560
Volume Left (vph)	3	159	0	5	423
Volume Right (vph)	4	0	523	151	12
Hadj (s)	-0.10	0.53	-0.66	-0.26	0.17
Departure Headway (s)	8.3	7.6	6.5	6.7	6.7
Degree Utilization, x	0.03	0.34	0.95	0.57	1.04
Capacity (veh/h)	398	461	550	516	532
Control Delay (s)	11.6	13.3	50.5	18.3	76.0
Approach Delay (s)	11.6	41.9		18.3	76.0
Approach LOS	B	E		C	F

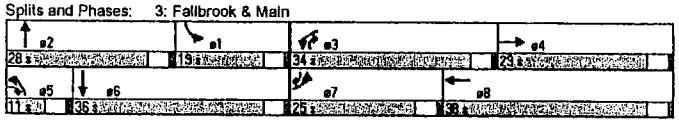
Intersection Summary			
Delay	49.2		
HCM Level of Service	E		
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.950				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1770	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1770	0	1770	1863	1583	1770	1863	1583
Satd. Flow (RTOR)			33		24				167			85
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	64	206	29	209	275	138	26	349	149	90	247	76
Adj. Flow (vph)	72	231	33	235	309	155	29	392	167	101	278	85
Lane Group Flow (vph)	72	231	33	235	464	0	29	392	167	101	278	85
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Total Split (s)	25.0	29.0	11.0	34.0	38.0	0.0	11.0	28.0	34.0	19.0	36.0	25.0
Act Effct Green (s)	10.4	24.0	35.2	19.7	33.4		7.2	38.6	58.3	11.7	45.0	59.4
Actuated g/C Ratio	0.09	0.22	0.32	0.18	0.30		0.07	0.35	0.53	0.11	0.41	0.54
v/c Ratio	0.43	0.57	0.06	0.74	0.84		0.25	0.60	0.18	0.54	0.36	0.10
Control Delay	58.9	29.7	4.1	45.4	42.3		53.7	37.8	1.7	51.3	28.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	29.7	4.1	45.4	42.3		53.7	37.8	1.7	51.3	28.0	4.0
LOS	E	C	A	D	D		D	D	A	D	C	A
Approach Delay		33.6			43.4			28.3			28.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	54	91	1	159	289		20	228	0	68	140	0
Queue Length 95th (ft)	m95	148	m7	222	375		50	#458	20	119	244	27
Internal Link Dist (ft)		642			529			916			1887	
Turn Bay Length (ft)												
Base Capacity (vph)	338	446	533	483	603		121	654	1050	241	763	1039
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.52	0.06	0.49	0.77		0.24	0.60	0.16	0.42	0.36	0.08

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 37 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 34.3 Intersection LOS: C
Intersection Capacity Utilization 63.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Fallbrook & Main

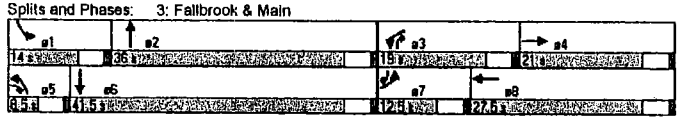


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.961				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1790	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1790	0	1770	1863	1583	1770	1863	1583
Satd. Flow (RTOR)			34		19				193			154
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	87	263	33	189	249	88	36	568	293	108	460	148
Adj. Flow (vph)	91	274	34	197	259	92	38	592	305	112	479	154
Lane Group Flow (vph)	91	274	34	197	351	0	38	592	305	112	479	154
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Total Split (s)	12.5	21.0	8.5	19.0	27.5	0.0	8.5	36.0	19.0	14.0	41.5	12.5
Act Effct Green (s)	8.1	15.2	22.6	13.0	23.6		4.7	28.2	45.6	9.1	32.1	44.1
Actuated g/C Ratio	0.10	0.19	0.28	0.16	0.30		0.06	0.35	0.57	0.11	0.40	0.54
v/c Ratio	0.52	0.77	0.07	0.68	0.64		0.37	0.90	0.31	0.56	0.64	0.17
Control Delay	47.7	43.3	8.9	42.5	33.2		51.7	36.5	4.7	46.5	23.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	43.3	8.9	42.5	33.2		51.7	36.5	4.7	46.5	23.2	2.2
LOS	D	D	A	D	C		D	D	A	D	C	A
Approach Delay		41.4			36.5			26.7			22.3	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	50	149	0	106	173		22	313	28	61	208	0
Queue Length 95th (ft)	#102	#269	22	#193	#281		#57	#514	67	#118	312	26
Internal Link Dist (ft)		642			529			916			1887	
Turn Bay Length (ft)												
Base Capacity (vph)	191	410	465	344	571		104	736	1011	223	842	935
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.67	0.07	0.57	0.61		0.37	0.80	0.30	0.50	0.57	0.16

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 79.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 29.8 — Intersection LOS: C
Intersection Capacity Utilization 73.5% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Fallbrook & Main



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	572	15	76	598	3	103
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	636	17	84	664	3	114
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			652		1477	644
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			652		1477	644
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		97	76
cM capacity (veh/h)			934		126	473

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	652	749	118
Volume Left	0	84	3
Volume Right	17	0	114
cSH	1700	934	439
Volume to Capacity	0.38	0.09	0.27
Queue Length 95th (ft)	0	7	27
Control Delay (s)	0.0	2.3	16.2
Lane LOS		A	C
Approach Delay (s)	0.0	2.3	16.2
Approach LOS			C

Intersection Summary			
Average Delay		2.4	
Intersection Capacity Utilization		83.2%	ICU Level of Service E
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	1022	7	91	580	5	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1111	8	99	630	5	108
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			1118		1943	1115
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1118		1943	1115
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			84		91	57
cM capacity (veh/h)			624		60	253

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1118	729	113
Volume Left	0	99	5
Volume Right	8	0	108
cSH	1700	624	219
Volume to Capacity	0.66	0.16	0.52
Queue Length 95th (ft)	0	14	67
Control Delay (s)	0.0	4.2	37.7
Lane LOS		A	E
Approach Delay (s)	0.0	4.2	37.7
Approach LOS			E

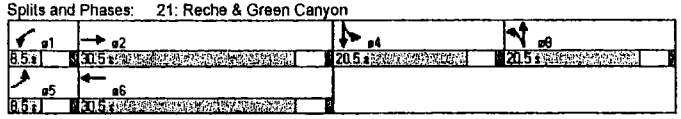
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	106.2%	ICU Level of Service	G
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.999				0.850		0.901	
Flt Protected	0.950			0.950				0.953			0.987	
Satd. Flow (prot)	1770	1825	0	1770	1861	0	0	1775	1583	0	1657	0
Flt Permitted	0.950			0.950				0.953			0.987	
Satd. Flow (perm)	1770	1825	0	1770	1861	0	0	1775	1583	0	1657	0
Satd. Flow (RTOR)		10							125		14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	5	359	56	56	510	3	126	1	116	5	0	13
Adj. Flow (vph)	5	386	60	60	548	3	135	1	125	5	0	14
Lane Group Flow (vph)	5	446	0	60	551	0	0	136	125	0	19	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			
Total Split (s)	8.5	30.5	0.0	8.5	30.5	0.0	20.5	20.5	20.5	20.5	20.5	0.0
Act Effct Green (s)	4.6	19.1		4.6	22.4			17.3	17.3		6.6	
Actuated g/C Ratio	0.08	0.37		0.08	0.44			0.34	0.34		0.11	
v/c Ratio	0.04	0.65		0.40	0.67			0.23	0.20		0.10	
Control Delay	30.0	17.1		36.7	16.6			17.8	5.7		17.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	30.0	17.1		36.7	16.6			17.8	5.7		17.8	
LOS	C	B		D	B			B	A		B	
Approach Delay		17.2			18.6			12.0			17.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	108		17	101			29	0		1	
Queue Length 95th (ft)	12	251		#75	#372			96	38		20	
Internal Link Dist (ft)		3897			422			347			478	
Turn Bay Length (ft)												
Base Capacity (vph)	141	845		150	922			603	620		411	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.53		0.40	0.60			0.23	0.20		0.05	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 51
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 16.8 — Intersection LOS: B
Intersection Capacity Utilization 54.1% — ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Reche & Green Canyon

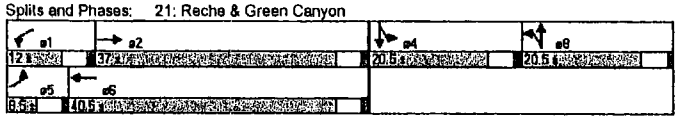


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980							0.850		0.882	
Flt Protected	0.950			0.950				0.950			0.994	
Satd. Flow (prot)	1770	1825	0	1770	1863	0	0	1770	1583	0	1633	0
Flt Permitted	0.950			0.950				0.950			0.994	
Satd. Flow (perm)	1770	1825	0	1770	1863	0	0	1770	1583	0	1633	0
Satd. Flow (RTOR)		10							43		7	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	8	363	56	62	562	1	58	0	40	1	0	6
Adj. Flow (vph)	9	395	61	67	611	1	63	0	43	1	0	7
Lane Group Flow (vph)	9	456	0	67	612	0	0	63	43	0	8	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			
Total Split (s)	8.5	37.0	0.0	12.0	40.5	0.0	20.5	20.5	20.5	20.5	20.5	0.0
Act Effct Green (s)	4.5	35.4		7.6	43.3			34.8	34.8		6.3	
Actuated g/C Ratio	0.05	0.39		0.08	0.48			0.39	0.39		0.07	
v/c Ratio	0.10	0.63		0.45	0.68			0.09	0.07		0.07	
Control Delay	43.5	27.3		47.8	24.0			19.9	7.3		24.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	43.5	27.3		47.8	24.0			19.9	7.3		24.4	
LOS	D	C		D	C			B	A		C	
Approach Delay		27.6			26.3			14.8			24.4	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	5	210		37	247			21	0		1	
Queue Length 95th (ft)	20	319		78	#483			57	24		14	
Internal Link Dist (ft)		3897			422			347			478	
Turn Bay Length (ft)												
Base Capacity (vph)	89	725		157	897			684	638		305	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reducln	0	0		0	0			0	0		0	
Storage Cap Reducln	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.10	0.63		0.43	0.68			0.09	0.07		0.03	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 52 (58%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 25.8 — Intersection LOS: C
Intersection Capacity Utilization 52.9% — ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Reche & Green Canyon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	136	708	45	199	585	49
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	162	843	54	237	696	58
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	1505	54			54	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1505	54			54	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	17			55	
cM capacity (veh/h)	74	1014			1552	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	162	843	54	237	696	58
Volume Left	162	0	0	0	696	0
Volume Right	0	843	0	237	0	0
cSH	74	1014	1700	1700	1552	1700
Volume to Capacity	2.20	0.83	0.03	0.14	0.45	0.03
Queue Length 95th (ft)	377	252	0	0	60	0
Control Delay (s)	672.4	23.2	0.0	0.0	9.2	0.0
Lane LOS	F	C			A	
Approach Delay (s)	127.8		0.0		8.5	
Approach LOS	F					

Intersection Summary			
Average Delay	65.8		
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	142	726	41	196	1079	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	156	798	45	215	1186	51
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	2467	45			45	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2467	45			45	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	22			24	
cM capacity (veh/h)	8	1025			1563	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	156	798	45	215	1186	51
Volume Left	156	0	0	0	1186	0
Volume Right	0	798	0	215	0	0
cSH	8	1025	1700	1700	1563	1700
Volume to Capacity	19.42	0.78	0.03	0.13	0.76	0.03
Queue Length 95th (ft)	Err	205	0	0	201	0
Control Delay (s)	Err	19.6	0.0	0.0	14.1	0.0
Lane LOS	F	C			B	
Approach Delay (s)	1652.2		0.0		13.5	
Approach LOS	F					

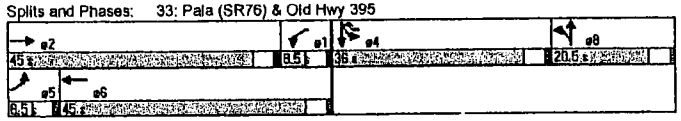
Intersection Summary			
Average Delay	649.9		
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991				0.850			0.850		0.986	
Flt Protected	0.950			0.950				0.976			0.967	
Satd. Flow (prot)	1770	3507	0	1770	3539	1583	0	1818	1583	0	1776	0
Flt Permitted	0.950			0.950				0.976			0.967	
Satd. Flow (perm)	1770	3507	0	1770	3539	1583	0	1818	1583	0	1776	0
Satd. Flow (RTOR)		7				73			17		5	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	31	547	35	41	639	70	61	62	16	272	84	41
Adj. Flow (vph)	32	570	36	43	666	73	64	65	17	283	88	43
Lane Group Flow (vph)	32	606	0	43	666	73	0	129	17	0	414	0
Turn Type	Prot			Prot		pm+ov	Split		Perm	Split		
Protected Phases	5	2		1	6	4	8	8		4	4	
Permitted Phases						6			8			
Total Split (s)	8.5	45.0	0.0	8.5	45.0	36.0	20.5	20.5	20.5	36.0	36.0	0.0
Act Effct Green (s)	4.5	41.0		4.5	42.7	75.2		21.7	21.7		28.5	
Actuated g/C Ratio	0.04	0.37		0.04	0.39	0.68		0.20	0.20		0.26	
v/c Ratio	0.44	0.46		0.60	0.48	0.07		0.36	0.05		0.89	
Control Delay	70.8	27.2		75.2	20.0	0.7		44.3	17.6		50.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	70.8	27.2		75.2	20.0	0.7		44.3	17.6		50.6	
LOS	E	C		E	B	A		D	B		D	
Approach Delay		29.4			21.2			41.2			50.6	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	23	166		31	134	1		84	0		270	
Queue Length 95th (ft)	#60	218		m#73	173	m6		146	21		#418	
Internal Link Dist (ft)		2362			664			245			362	
Turn Bay Length (ft)												
Base Capacity (vph)	72	1312		72	1374	1153		359	326		520	
Starvation Cap Reductn	0	0		0	0	0		0	0		0	
Spillback Cap Reductn	0	0		0	0	0		0	0		0	
Storage Cap Reductn	0	0		0	0	0		0	0		0	
Reduced v/c Ratio	0.44	0.46		0.60	0.48	0.06		0.36	0.05		0.80	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 99 (90%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 31.5 — Intersection LOS: C
Intersection Capacity Utilization 59.6% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: Pala (SR76) & Old Hwy 395

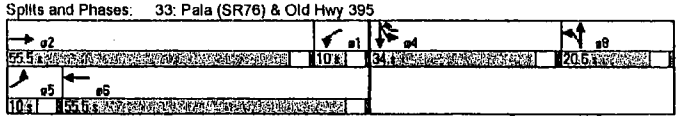


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990				0.850			0.850		0.982	
Flt Protected	0.950			0.950				0.985			0.970	
Sald. Flow (prot)	1770	3504	0	1770	3539	1583	0	1835	1583	0	1774	0
Flt Permitted	0.950			0.950				0.985			0.970	
Sald. Flow (perm)	1770	3504	0	1770	3539	1583	0	1835	1583	0	1774	0
Sald. Flow (RTOR)		7				258			38		6	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	51	562	39	79	676	237	44	99	35	191	72	41
Adj. Flow (vph)	55	611	42	86	735	258	48	108	38	208	78	45
Lane Group Flow (vph)	55	653	0	86	735	258	0	156	38	0	331	0
Turn Type	Prot			Prot		pm+ov	Split		Perm	Split		
Protected Phases	5	2		1	6	4	8	8		4	4	
Permitted Phases						6			8			
Total Split (s)	10.0	55.5	0.0	10.0	55.5	34.0	20.5	20.5	20.5	34.0	34.0	0.0
Act Effct Green (s)	6.0	51.5		6.0	53.5	87.5		16.5	16.5		30.0	
Actuated g/C Ratio	0.05	0.43		0.05	0.45	0.73		0.14	0.14		0.25	
v/c Ratio	0.62	0.43		0.97	0.47	0.21		0.62	0.15		0.74	
Control Delay	84.7	24.9		113.5	15.4	1.2		60.4	15.6		51.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	84.7	24.9		113.5	15.4	1.2		60.4	15.6		51.8	
LOS	F	C		F	B	A		E	B		D	
Approach Delay		29.5			19.8			51.6			51.8	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	43	181		68	135	8		116	0		233	
Queue Length 95th (ft)	#106	232		m#147	194	m21		189	33		343	
Internal Link Dist (ft)		2362			664			245			362	
Turn Bay Length (ft)												
Base Capacity (vph)	89	1508		89	1578	1224		252	250		448	
Starvation Cap Reductn	0	0		0	0	0		0	0		0	
Spillback Cap Reductn	0	0		0	0	0		0	0		0	
Storage Cap Reductn	0	0		0	0	0		0	0		0	
Reduced v/c Ratio	0.62	0.43		0.97	0.47	0.21		0.62	0.15		0.74	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 6 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 30.0 Intersection LOS: C
Intersection Capacity Utilization 55.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: Pala (SR76) & Old Hwy 395



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	64	6	50	14	9	18	36	49	8	5	239	114
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	93	9	72	20	13	26	52	71	12	7	346	165
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	625	630	256	373	707	77	512			83		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	625	630	256	373	707	77	512			83		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	98	90	96	96	97	95			100		
cM capacity (veh/h)	334	375	743	475	339	969	1050			1513		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	101	72	33	26	52	83	7	231	281
Volume Left	93	0	20	0	52	0	7	0	0
Volume Right	0	72	0	26	0	12	0	0	165
cSH	337	743	410	969	1050	1700	1513	1700	1700
Volume to Capacity	0.30	0.10	0.08	0.03	0.05	0.05	0.00	0.14	0.17
Queue Length 95th (ft)	31	8	7	2	4	0	0	0	0
Control Delay (s)	20.2	10.4	14.5	8.8	8.6	0.0	7.4	0.0	0.0
Lane LOS	C	B	B	A	A		A		
Approach Delay (s)	18.1		12.0		3.3		0.1		
Approach LOS	C		B						

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1/6/2005

2: West Lilac Road & Old Hwy 395
Existing PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	64	6	50	14	9	18	36	49	8	5	239	114
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	82	8	64	18	12	23	46	63	10	6	306	146
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	553	558	226	330	626	68	453			73		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	553	558	226	330	626	68	453			73		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	98	92	97	97	98	96			100		
cM capacity (veh/h)	383	417	777	523	381	981	1104			1525		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	90	64	29	23	46	73	6	204	248
Volume Left	82	0	18	0	46	0	6	0	0
Volume Right	0	64	0	23	0	10	0	0	146
cSH	385	777	457	981	1104	1700	1525	1700	1700
Volume to Capacity	0.23	0.08	0.06	0.02	0.04	0.04	0.00	0.12	0.15
Queue Length 95th (ft)	22	7	5	2	3	0	0	0	0
Control Delay (s)	17.2	10.1	13.4	8.8	8.4	0.0	7.4	0.0	0.0
Lane LOS	C	B	B	A	A		A		
Approach Delay (s)	14.2		11.4		3.3		0.1		
Approach LOS	B		B						

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	34.1%	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	108	195	8	89	0	0	0	0	61	1	7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	121	219	9	100	0	0	0	0	69	1	8
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	100			340			248	239	121	239	458	100
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	100			340			248	239	121	239	458	100
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			100	100	100	90	100	99
cM capacity (veh/h)	1493			1219			695	657	930	711	495	956

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	121	219	9	100	70	8
Volume Left	0	0	9	0	69	0
Volume Right	0	219	0	0	0	8
cSH	1700	1700	1219	1700	706	956
Volume to Capacity	0.07	0.13	0.01	0.06	0.10	0.01
Queue Length 95th (ft)	0	0	1	0	8	1
Control Delay (s)	0.0	0.0	8.0	0.0	10.7	8.8
Lane LOS			A		B	A
Approach Delay (s)	0.0		0.7		10.5	
Approach LOS					B	

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	28.8%	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	72	107	8	243	0	0	0	0	75	0	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	77	114	9	259	0	0	0	0	80	0	24
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	259			190			377	352	77	352	466	259
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	259			190			377	352	77	352	466	259
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			100	100	100	87	100	97
cM capacity (veh/h)	1306			1383			560	569	984	600	491	780

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	77	114	9	259	80	24
Volume Left	0	0	9	0	80	0
Volume Right	0	114	0	0	0	24
cSH	1700	1700	1383	1700	600	780
Volume to Capacity	0.05	0.07	0.01	0.15	0.13	0.03
Queue Length 95th (ft)	0	0	0	0	11	2
Control Delay (s)	0.0	0.0	7.6	0.0	11.9	9.8
Lane LOS			A		B	A
Approach Delay (s)	0.0		0.2		11.4	
Approach LOS					B	

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	23.6%	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	146	7	0	48	46	57	0	4	0	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	166	8	0	55	52	65	0	5	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	55			166			220	220	166	225	220	55
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55			166			220	220	166	225	220	55
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			91	100	99	100	100	100
cM capacity (veh/h)	1551			1412			736	678	876	727	678	1012

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	168	8	55	52	65	5
Volume Left	0	0	0	0	65	0
Volume Right	0	8	0	52	0	5
cSH	1700	1700	1700	1700	736	878
Volume to Capacity	0.10	0.00	0.03	0.03	0.09	0.01
Queue Length 95th (ft)	0	0	0	0	7	0
Control Delay (s)	0.0	0.0	0.0	0.0	10.4	9.1
Lane LOS					B	A
Approach Delay (s)	0.0		0.0		10.3	
Approach LOS					B	

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	17.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1/6/2005

4: Old Hwy 395 & I 15 NB RAMP
Existing PM Peak

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	146	7	0	48	46	57	0	4	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	155	7	0	51	49	61	0	4	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	51			155			206	206	155	211	206	51
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	51			155			206	206	155	211	206	51
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			92	100	100	100	100	100
cM capacity (veh/h)	1555			1425			751	690	890	743	690	1017

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	155	7	51	49	61	4
Volume Left	0	0	0	0	61	0
Volume Right	0	7	0	49	0	4
cSH	1700	1700	1700	1700	751	890
Volume to Capacity	0.09	0.00	0.03	0.03	0.08	0.00
Queue Length 95th (ft)	0	0	0	0	7	0
Control Delay (s)	0.0	0.0	0.0	0.0	10.2	9.1
Lane LOS					B	A
Approach Delay (s)	0.0		0.0		10.1	
Approach LOS					B	

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	17.7%	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)	0	528	202	54	253	0	0	0	0	15	2	660
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	556	213	57	266	0	0	0	0	16	2	695
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	266			556			1632	936	556	936	936	266
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	266			556			1632	936	556	936	936	266
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			94			100	100	100	93	99	10
cM capacity (veh/h)	1298			1015			8	250	531	235	250	772

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	556	213	57	266	713
Volume Left	0	0	57	0	18
Volume Right	0	213	0	0	695
cSH	1700	1700	1015	1700	731
Volume to Capacity	0.33	0.13	0.06	0.16	0.98
Queue Length 95th (ft)	0	0	4	0	381
Control Delay (s)	0.0	0.0	8.8	0.0	51.2
Lane LOS			A		F
Approach Delay (s)	0.0		1.5		51.2
Approach LOS					F

Intersection Summary			
Average Delay	20.5		
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
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	1116	145	55	262	0	0	0	0	5	2	611
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.98	0.96	0.96	0.96
Hourly flow rate (vph)	0	1162	151	57	273	0	0	0	0	5	2	636
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	273			1162			2188	1550	1162	1550	1550	273
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	273			1162			2188	1550	1162	1550	1550	273
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			90			100	100	100	94	98	17
cM capacity (veh/h)	1290			601			5	103	237	86	103	766

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	1162	151	57	273	644
Volume Left	0	0	57	0	5
Volume Right	0	151	0	0	636
cSH	1700	1700	601	1700	706
Volume to Capacity	0.68	0.09	0.10	0.16	0.91
Queue Length 95th (ft)	0	0	8	0	303
Control Delay (s)	0.0	0.0	11.6	0.0	40.1
Lane LOS			B		E
Approach Delay (s)	0.0		2.0		40.1
Approach LOS					E

Intersection Summary			
Average Delay	11.6		
Intersection Capacity Utilization	103.6%	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)	440	101	0	0	193	3	115	3	39	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	454	104	0	0	199	3	119	3	40	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	202			104			1212	1213	104	1254	1212	201
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	202			104			1212	1213	104	1254	1212	201
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 %	67			100			0	97	96	100	100	100
cM capacity (veh/h)	1370			1487			118	122	951	104	122	840

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	454	104	202	119	43
Volume Left	454	0	0	119	0
Volume Right	0	0	3	0	40
cSH	1370	1700	1700	118	639
Volume to Capacity	0.33	0.06	0.12	1.00	0.07
Queue Length 95th (ft)	37	0	0	167	5
Control Delay (s)	8.9	0.0	0.0	153.7	11.0
Lane LOS	A			F	B
Approach Delay (s)	7.3		0.0	115.5	
Approach LOS				F	

Intersection Summary				
Average Delay	24.7			
Intersection Capacity Utilization	82.9%	ICU Level of Service	E	
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)	901	240	1	0	257	7	97	3	138	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	929	247	1	0	265	7	100	3	142	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	272			248			2374	2378	248	2518	2375	269
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	272			248			2374	2378	248	2518	2375	269
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 %	28			100			0	68	82	100	100	100
cM capacity (veh/h)	1291			1317			10	10	791	5	10	770

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	929	248	272	100	145
Volume Left	929	0	0	100	0
Volume Right	0	1	7	0	142
cSH	1291	1700	1700	10	291
Volume to Capacity	0.72	0.15	0.16	10.03	0.50
Queue Length 95th (ft)	168	0	0	Err	65
Control Delay (s)	14.6	0.0	0.0	Err	29.1
Lane LOS	B			F	D
Approach Delay (s)	11.5		0.0	4092.5	
Approach LOS				F	

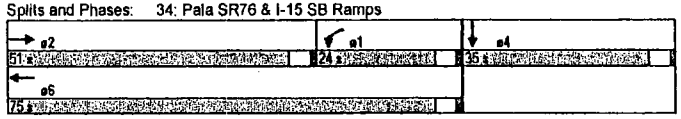
Intersection Summary			
Average Delay	600.4		
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	1770	1583
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1863	1583	1770	1863	0	0	0	0	0	1770	1583
Satd. Flow (RTOR)			387									408
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	0	474	356	79	418	0	0	0	0	37	0	375
Adj. Flow (vph)	0	515	387	86	454	0	0	0	0	40	0	408
Lane Group Flow (vph)	0	515	387	86	454	0	0	0	0	0	40	408
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2							4		4
Total Split (s)	0.0	51.0	51.0	24.0	75.0	0.0	0.0	0.0	0.0	35.0	35.0	35.0
Act Effct Green (s)		72.4	72.4	17.4	91.6						10.4	10.4
Actuated g/C Ratio		0.66	0.66	0.16	0.83						0.09	0.09
v/c Ratio		0.42	0.33	0.31	0.29						0.24	0.79
Control Delay		8.0	2.2	46.1	1.3						44.1	7.4
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		8.0	2.2	46.1	1.3						44.1	7.4
LOS		A	A	D	A						D	A
Approach Delay		5.5			8.5						10.7	
Approach LOS		A			A						B	
Queue Length 50th (ft)		132	22	58	6						27	0
Queue Length 95th (ft)		m174	m36	108	38						56	90
Internal Link Dist (ft)		664			1345			827			297	
Turn Bay Length (ft)												
Base Capacity (vph)		1227	1175	322	1552						499	739
Starvation Cap Reductn		0	0	0	0						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.42	0.33	0.27	0.29						0.08	0.55

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 7.6 — Intersection LOS: A
Intersection Capacity Utilization 53.3% — ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 34: Pala SR76 & I-15 SB Ramps



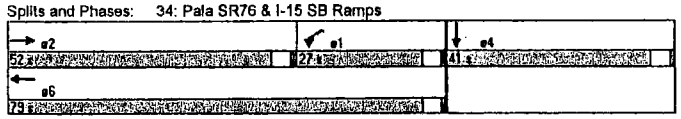
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.954	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	1777	1583
Flt Permitted				0.950							0.954	
Satd. Flow (perm)	0	1863	1583	1770	1863	0	0	0	0	0	1777	1583
Satd. Flow (RTOR)			201									293
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	0	698	256	105	570	1	0	0	0	83	4	467
Adj. Flow (vph)	0	776	284	117	633	1	0	0	0	92	4	519
Lane Group Flow (vph)	0	776	284	117	634	0	0	0	0	0	96	519
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2							4		4
Total Split (s)	0.0	52.0	52.0	27.0	79.0	0.0	0.0	0.0	0.0	41.0	41.0	41.0
Act Effct Green (s)		48.0	48.0	23.0	75.0						37.0	37.0
Actuated g/C Ratio		0.40	0.40	0.19	0.62						0.31	0.31
v/c Ratio		1.04	0.38	0.35	0.54						0.18	0.75
Control Delay		70.0	4.2	44.7	11.4						31.5	23.5
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		70.0	4.2	44.7	11.4						31.5	23.5
LOS		E	A	D	B						C	C
Approach Delay		52.4			16.6						24.7	
Approach LOS		D			B						C	
Queue Length 50th (ft)		~657	18	89	298						54	162
Queue Length 95th (ft)		#898	m36	m135	374						98	306
Internal Link Dist (ft)		664			1345			827			297	
Turn Bay Length (ft)												
Base Capacity (vph)		745	754	339	1164						548	691
Starvation Cap Reductn		0	0	0	0						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		1.04	0.38	0.35	0.54						0.18	0.75

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 34.3 Intersection LOS: C
Intersection Capacity Utilization 65.6% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Splits and Phases: 34: Pala SR76 & I-15 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	1775	1583	0	0	0
Flt Permitted	0.950							0.953				
Satd. Flow (perm)	1770	1863	0	0	1863	1583	0	1775	1583	0	0	0
Satd. Flow (RTOR)						60			117			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	376	171	0	0	211	56	204	2	109	0	0	0
Adj. Flow (vph)	404	184	0	0	227	60	219	2	117	0	0	0
Lane Group Flow (vph)	404	184	0	0	227	60	0	221	117	0	0	0
Turn Type	Prot					Perm	Perm		Perm			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		8			
Total Split (s)	18.0	72.0	0.0	0.0	54.0	54.0	38.0	38.0	38.0	0.0	0.0	0.0
Act Effct Green (s)	14.0	83.5			65.5	65.5		18.5	18.5			
Actuated g/C Ratio	0.13	0.76			0.60	0.60		0.17	0.17			
v/c Ratio	1.80	0.13			0.20	0.06		0.74	0.32			
Control Delay	398.9	3.0			11.7	3.2		44.9	7.5			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	398.9	3.0			11.7	3.2		44.9	7.5			
LOS	F	A			B	A		D	A			
Approach Delay		275.0			9.9			32.0				
Approach LOS		F			A			C				
Queue Length 50th (ft)	~438	16			69	0		150	0			
Queue Length 95th (ft)	#607	37			127	20		218	46			
Internal Link Dist (ft)		1345			435			582			857	
Turn Bay Length (ft)												
Base Capacity (vph)	225	1415			1110	967		549	570			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	1.80	0.13			0.20	0.06		0.40	0.21			

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 99 (90%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.80
Intersection Signal Delay: 144.6 Intersection LOS: F
Intersection Capacity Utilization 53.3% ICU Level of Service A
Analysis Period (min) 15

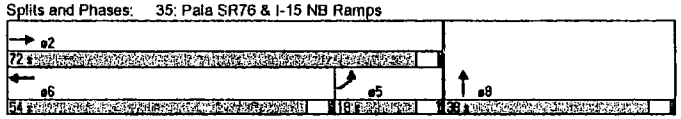
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings
1/6/2005

35: Pala SR76 & I-15 NB Ramps
Existing AM Peak Hour

Splits and Phases: 35: Pala SR76 & I-15 NB Ramps



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R Peaslee
Darnell & Associates, Inc.

Synchro 6 Report
Cummulative Projects Analysis

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	1775	1583	0	0	0
Flt Permitted	0.950							0.953				
Satd. Flow (perm)	1770	1863	0	0	1863	1583	0	1775	1583	0	0	0
Satd. Flow (RTOR)						83			161			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	553	185	0	0	285	80	389	10	155	0	0	0
Adj. Flow (vph)	576	193	0	0	297	83	405	10	161	0	0	0
Lane Group Flow (vph)	576	193	0	0	297	83	0	415	161	0	0	0
Turn Type	Prot					Perm	Perm		Perm			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		8			
Total Split (s)	22.0	78.0	0.0	0.0	56.0	56.0	42.0	42.0	42.0	0.0	0.0	0.0
Act Effct Green (s)	18.0	74.0			52.0	52.0		38.0	38.0			
Actuated g/C Ratio	0.15	0.62			0.43	0.43		0.32	0.32			
v/c Ratio	2.17	0.17			0.37	0.11		0.74	0.26			
Control Delay	551.1	10.9			24.6	4.6		45.8	5.6			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	551.1	10.9			24.6	4.6		45.8	5.6			
LOS	F	B			C	A		D	A			
Approach Delay		415.5			20.2			34.6				
Approach LOS		F			C			C				
Queue Length 50th (ft)	~704	46			152	0		286	0			
Queue Length 95th (ft)	m#694	m47			224	30		409	49			
Internal Link Dist (ft)		1345			435			582			857	
Turn Bay Length (ft)												
Base Capacity (vph)	266	1149			807	733		562	611			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	2.17	0.17			0.37	0.11		0.74	0.26			

Intersection Summary

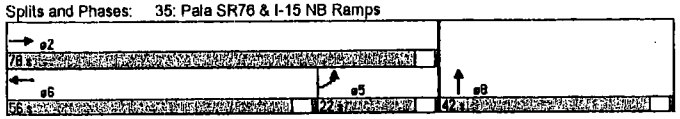
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 111 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.17
Intersection Signal Delay: 201.2 — Intersection LOS: F
Intersection Capacity Utilization 77.7% — ICU Level of Service D
Analysis Period (min) 15

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

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

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

Splits and Phases: 35: Pala SR76 & I-15 NB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.979			0.977	
Satd. Flow (prot)	1770	1846	0	1770	1859	0	0	1824	1583	0	1820	1583
Flt Permitted	0.950			0.950				0.979			0.977	
Satd. Flow (perm)	1770	1846	0	1770	1859	0	0	1824	1583	0	1820	1583
Satd. Flow (RTOR)		3			1				113			127
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	37	634	43	112	1015	16	53	69	103	23	26	116
Adj. Flow (vph)	41	697	47	123	1115	18	58	76	113	25	29	127
Lane Group Flow (vph)	41	744	0	123	1133	0	0	134	113	0	54	127
Turn Type	Prot			Prot			Split		pm+ov	Split		pm+ov
Protected Phases	5	2		1	6		8	8	1	4	4	5
Permitted Phases									8			4
Total Split (s)	20.5	79.0	0.0	25.0	83.5	0.0	20.5	20.5	25.0	20.5	20.5	20.5
Act Effct Green (s)	25.7	75.0		30.2	79.5			15.8	50.0		10.1	34.5
Actuated g/C Ratio	0.18	0.52		0.21	0.55			0.11	0.34		0.07	0.24
v/c Ratio	0.13	0.78		0.33	1.11			0.67	0.18		0.43	0.27
Control Delay	56.9	35.2		55.2	95.5			73.4	6.7		67.0	6.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	56.9	35.2		55.2	95.5			73.4	6.7		67.0	6.2
LOS	E	D		E	F			E	A		E	A
Approach Delay		36.3			91.6			42.9			24.3	
Approach LOS		D			F			D			C	
Queue Length 50th (ft)	34	552		102	~1223			123	0		50	0
Queue Length 95th (ft)	75	731		178	#1492			193	46		95	42
Internal Link Dist (ft)		1819			724			1268			626	
Turn Bay Length (ft)												
Base Capacity (vph)	314	956		369	1020			221	620		207	473
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.13	0.78		0.33	1.11			0.61	0.18		0.26	0.27

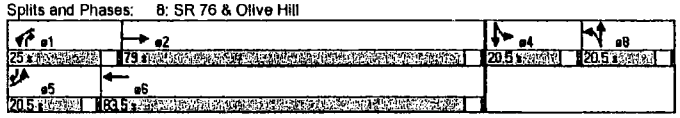
Intersection Summary

Cycle Length: 145
Actuated Cycle Length: 145
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 64.2 — Intersection LOS: E
Intersection Capacity Utilization 81.0% — ICU Level of Service D
Analysis Period (min) 15

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

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

Splits and Phases: 8: SR 76 & Olive Hill



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.979			0.977	
Satd. Flow (prot)	1770	1846	0	1770	1859	0	0	1824	1583	0	1820	1583
Flt Permitted	0.950			0.950				0.979			0.977	
Satd. Flow (perm)	1770	1846	0	1770	1859	0	0	1824	1583	0	1820	1583
Satd. Flow (RTOR)		3			1				106			120
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	37	634	43	112	1015	16	53	69	103	23	26	116
Adj. Flow (vph)	38	654	44	115	1046	16	55	71	106	24	27	120
Lane Group Flow (vph)	38	698	0	115	1062	0	0	126	106	0	51	120
Turn Type	Prot			Prot			Split		pm+ov	Split		pm+ov
Protected Phases	5	2		1	6		8	8	1	4	4	5
Permitted Phases									8			4
Total Split (s)	20.5	79.0	0.0	23.0	81.5	0.0	21.0	21.0	23.0	22.0	22.0	20.5
Act Effct Green (s)	28.0	86.5		19.0	77.5			15.8	35.6		9.8	36.5
Actuated g/C Ratio	0.19	0.60		0.13	0.53			0.11	0.25		0.07	0.25
v/c Ratio	0.11	0.63		0.50	1.07			0.64	0.23		0.41	0.25
Control Delay	55.1	24.3		66.6	81.7			70.3	5.9		66.4	6.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	55.1	24.3		66.6	81.7			70.3	5.9		66.4	6.0
LOS	E	C		E	F			E	A		E	A
Approach Delay		25.9			80.2			40.9			24.0	
Approach LOS		C			F			D			C	
Queue Length 50th (ft)	31	423		102	~1108			116	0		47	0
Queue Length 95th (ft)	71	659		170	#1374			179	36		91	40
Internal Link Dist (ft)		1819			724			1268			626	
Turn Bay Length (ft)												
Base Capacity (vph)	341	1102		232	994			228	468		226	489
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.11	0.63		0.50	1.07			0.55	0.23		0.23	0.25

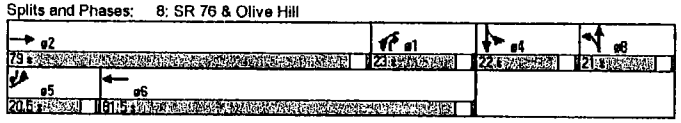
Intersection Summary

Cycle Length: 145
Actuated Cycle Length: 145
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 54.9 — Intersection LOS: D
Intersection Capacity Utilization 81.0% — ICU Level of Service D
Analysis Period (min) 15

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

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

Splits and Phases: 8: SR 76 & Olive Hill



APPENDIX D

- Near Term Cumulative Conditions Analysis Worksheets

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	0.992		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1755	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.992		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1755	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)			157			45			4			308
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	92	70	144	265	80	41	151	701	5	11	723	326
Adj. Flow (vph)	100	76	157	288	87	45	164	762	5	12	786	354
Lane Group Flow (vph)	86	90	157	288	87	45	164	762	5	12	786	354
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Free	Prot		Free
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8			Free			Free
Total Split (s)	20.5	20.5	21.0	35.5	35.5	14.0	21.0	40.0	0.0	14.0	33.0	0.0
Act Effct Green (s)	11.3	11.3	26.6	22.8	22.8	32.0	15.2	52.6	110.0	9.2	44.6	110.0
Actuated g/C Ratio	0.10	0.10	0.24	0.21	0.21	0.29	0.14	0.48	1.00	0.08	0.41	1.00
v/c Ratio	0.49	0.50	0.31	0.78	0.22	0.09	0.67	0.45	0.00	0.08	0.55	0.22
Control Delay	49.5	49.4	3.8	45.0	35.0	4.3	52.9	22.9	0.0	29.4	16.3	0.3
Queue Delay	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	49.4	3.8	52.1	35.0	4.3	52.9	22.9	0.0	29.4	16.3	0.3
LOS	D	D	A	D	D	A	D	C	A	C	B	A
Approach Delay		27.9			43.5			28.1			11.5	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	61	64	0	194	52	0	111	191	0	6	94	0
Queue Length 95th (ft)	110	114	22	266	88	15	178	301	0	m10	#296	0
Internal Link Dist (ft)		1201			151			346			674	
Turn Bay Length (ft)												
Base Capacity (vph)	252	263	532	507	533	504	283	1693	1583	161	1435	1583
Starvation Cap Reductn	0	0	0	171	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.34	0.30	0.86	0.16	0.09	0.58	0.45	0.00	0.07	0.55	0.22

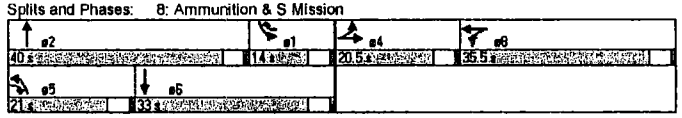
Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 59.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
1/5/2005

8: Ammunition & S Mission
Near Term Cumulative AM Peak Hour

Splits and Phases: 8: Ammunition & S Mission



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R Peaslee
Darnell & Associates, Inc.

Synchro 6 Report
Cummulative Projects Analysis

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	0.973		0.950			0.950			0.950		
Sald. Flow (prot)	1681	1722	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.973		0.950			0.950			0.950		
Sald. Flow (perm)	1681	1722	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Sald. Flow (RTOR)			46			34			9			82
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	615	180	245	430	155	85	188	706	10	51	900	118
Adj. Flow (vph)	654	191	261	457	165	90	200	751	11	54	957	126
Lane Group Flow (vph)	411	434	261	457	165	90	200	751	11	54	957	126
Turn Type	Split		pm+ov	Split		pm+ov	Prot		Free	Prot		Free
Protected Phases	4	4	5	8	8	1	5	2		1	6	
Permitted Phases			4			8			Free			Free
Total Split (s)	33.0	33.0	17.2	33.0	33.0	13.2	17.2	40.8	0.0	13.2	36.8	0.0
Act Effct Green (s)	29.0	29.0	42.2	29.0	29.0	41.4	13.2	37.6	120.0	8.4	32.8	120.0
Actuated g/C Ratio	0.24	0.24	0.35	0.24	0.24	0.34	0.11	0.31	1.00	0.07	0.27	1.00
v/c Ratio	1.01	1.04	0.44	1.07	0.37	0.16	1.03	0.68	0.01	0.44	0.99	0.08
Control Delay	93.3	100.3	14.8	106.5	40.7	17.9	123.9	39.8	0.0	62.1	70.2	0.1
Queue Delay	0.0	0.0	0.0	329.8	8.2	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.3	100.3	14.8	436.3	48.9	19.3	123.9	39.8	0.0	62.1	70.2	0.1
LOS	F	F	B	F	D	B	F	D	A	E	E	A
Approach Delay		77.6			293.8			56.8			62.1	
Approach LOS		E			F			E			E	
Queue Length 50th (ft)	~343	~383	60	~392	107	29	~165	268	0	41	389	0
Queue Length 95th (ft)	#563	#596	98	#598	173	67	#317	339	0	84	#533	0
Internal Link Dist (ft)		1201			151			346			674	
Turn Bay Length (ft)												
Base Capacity (vph)	406	416	587	428	450	579	195	1110	1583	136	967	1583
Starvation Cap Reductn	0	0	0	177	241	350	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.04	0.44	1.82	0.79	0.39	1.03	0.68	0.01	0.40	0.99	0.08

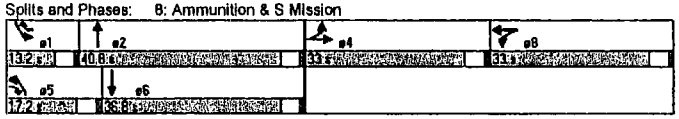
Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 107.3 Intersection LOS: F
Intersection Capacity Utilization 94.2% ICU Level of Service F
Analysis Period (min) 15

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

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

Splits and Phases: 8: Ammunition & S Mission

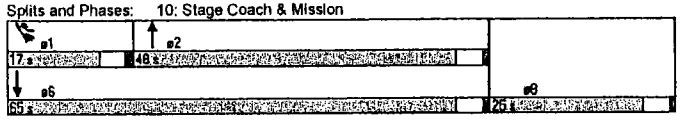


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850	0.956			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3383	0	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3383	0	3433	3539
Satd. Flow (RTOR)		389	100			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	288	327	875	367	355	1017
Adj. Flow (vph)	351	399	1067	448	433	1240
Lane Group Flow (vph)	351	399	1515	0	433	1240
Turn Type		Over			Prot	
Protected Phases		1	2		1	6
Permitted Phases	8					
Total Split (s)	25.0	17.0	48.0	0.0	17.0	65.0
Act Effct Green (s)	19.5	12.8	40.9		12.8	57.7
Actuated g/C Ratio	0.23	0.15	0.48		0.15	0.68
v/c Ratio	0.87	0.70	0.91		0.84	0.52
Control Delay	49.3	11.8	26.1		51.0	7.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	49.3	11.8	26.1		51.0	7.9
LOS	D	B	C		D	A
Approach Delay	29.3		26.1			19.0
Approach LOS	C		C			B
Queue Length 50th (ft)	192	5	371		125	160
Queue Length 95th (ft)	#289	58	399		#175	176
Internal Link Dist (ft)	1397		400			1872
Turn Bay Length (ft)						
Base Capacity (vph)	431	572	1740		528	2441
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.81	0.70	0.87		0.82	0.51

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 85.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 23.7 — Intersection LOS: C
Intersection Capacity Utilization 72.0% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Stage Coach & Mission

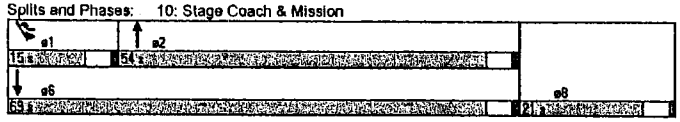


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850	0.975			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3451	0	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3451	0	3433	3539
Satd. Flow (RTOR)		287	42			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	221	278	1320	266	262	1093
Adj. Flow (vph)	228	287	1361	274	270	1127
Lane Group Flow (vph)	228	287	1635	0	270	1127
Turn Type		Over			Prot	
Protected Phases		1	2		1	6
Permitted Phases	8					
Total Split (s)	21.0	15.0	54.0	0.0	15.0	69.0
Act Effct Green (s)	15.4	10.8	51.9		10.8	66.6
Actuated g/C Ratio	0.17	0.12	0.58		0.12	0.74
v/c Ratio	0.75	0.65	0.82		0.66	0.43
Control Delay	46.5	12.1	19.6		45.3	5.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	46.5	12.1	19.6		45.3	5.3
LOS	D	B	B		D	A
Approach Delay	27.3		19.6			13.0
Approach LOS	C		B			B
Queue Length 50th (ft)	122	0	374		76	114
Queue Length 95th (ft)	#215	74	483		117	147
Internal Link Dist (ft)	1397		400			1872
Turn Bay Length (ft)						
Base Capacity (vph)	334	446	2006		423	2620
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.68	0.64	0.82		0.64	0.43

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 18.1 — Intersection LOS: B
Intersection Capacity Utilization 74.7% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Stage Coach & Mission



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	76	50	847	57	25	818
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	78	52	873	59	26	843
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1797	903			932	
vC1, stage 1 conf vol	903					
vC2, stage 2 conf vol	895					
vCu, unblocked vol	1797	903			932	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	64	85			96	
cM capacity (veh/h)	217	336			734	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	130	932	26	843
Volume Left	78	0	26	0
Volume Right	52	59	0	0
cSH	252	1700	734	1700
Volume to Capacity	0.51	0.55	0.04	0.50
Queue Length 95th (ft)	68	0	3	0
Control Delay (s)	33.5	0.0	10.1	0.0
Lane LOS	D		B	
Approach Delay (s)	33.5	0.0	0.3	
Approach LOS	D			

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	59	35	977	92	35	820
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	61	36	1007	95	36	845
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	1972	1055			1102	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1972	1055			1102	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	6	87			94	
cM capacity (veh/h)	65	274			633	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	97	1102	36	845
Volume Left	61	0	36	0
Volume Right	36	95	0	0
cSH	90	1700	633	1700
Volume to Capacity	1.07	0.65	0.06	0.50
Queue Length 95th (ft)	161	0	5	0
Control Delay (s)	200.9	0.0	11.0	0.0
Lane LOS	F		B	
Approach Delay (s)	200.9	0.0	0.5	
Approach LOS	F			

Intersection Summary			
Average Delay	9.6		
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.88
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1863	3539	1583	3433	2787
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1863	3539	1583	3433	2787
Satd. Flow (RTOR)				21		504
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	523	1516	1588	241	283	792
Adj. Flow (vph)	551	1596	1672	254	298	834
Lane Group Flow (vph)	551	1596	1672	254	298	834
Turn Type	Prot			pm+ov		Perm
Protected Phases	5	2	6	4	4	
Permitted Phases				6		4
Total Split (s)	26.9	99.0	72.1	21.0	21.0	21.0
Act Effct Green (s)	22.2	95.0	68.8	89.8	17.0	17.0
Actuated g/C Ratio	0.18	0.79	0.57	0.75	0.14	0.14
v/c Ratio	0.87	1.08	0.82	0.21	0.61	1.01
Control Delay	60.5	64.2	25.3	4.7	54.5	53.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	64.2	25.3	4.7	54.5	53.9
LOS	E	E	C	A	D	D
Approach Delay		63.3	22.6		54.1	
Approach LOS		E	C		D	
Queue Length 50th (ft)	213	~1384	532	47	113	~168
Queue Length 95th (ft)	#297	#1648	640	74	161	#321
Internal Link Dist (ft)		1604	796		1522	
Turn Bay Length (ft)						
Base Capacity (vph)	651	1475	2030	1191	486	827
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	1.08	0.82	0.21	0.61	1.01

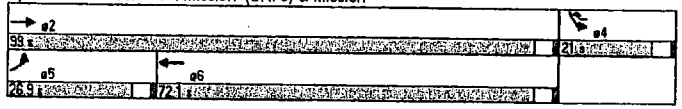
Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 46.2 — Intersection LOS: D
Intersection Capacity Utilization 94.5% — ICU Level of Service F
Analysis Period (min) 15

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

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

Splits and Phases: 11: Mission (SR76) & Mission



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.989			0.912			0.977	
Flt Protected	0.950			0.950				0.993			0.988	
Satd. Flow (prot)	1770	1863	1583	1770	1842	0	0	1687	0	0	1798	0
Flt Permitted	0.950			0.950				0.953			0.765	
Satd. Flow (perm)	1770	1863	1583	1770	1842	0	0	1819	0	0	1392	0
Satd. Flow (RTOR)			5		9			93			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	11	1007	5	158	468	37	36	56	175	23	56	16
Adj. Flow (vph)	11	1049	5	165	477	39	38	58	182	24	58	17
Lane Group Flow (vph)	11	1049	5	165	516	0	0	278	0	0	99	0
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2				8			4		
Total Split (s)	8.5	53.5	53.5	16.0	61.0	0.0	20.5	20.5	0.0	20.5	20.5	0.0
Act Effct Green (s)	5.1	52.0	52.0	11.5	65.8			14.5			14.5	
Actuated g/C Ratio	0.06	0.58	0.58	0.13	0.73			0.16			0.16	
v/c Ratio	0.11	0.97	0.01	0.73	0.38			0.82			0.43	
Control Delay	43.5	43.3	5.8	54.2	6.2			37.2			34.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	43.5	43.3	5.8	54.2	6.2			37.2			34.1	
LOS	D	D	A	D	A			D			C	
Approach Delay		43.1			17.9			37.2			34.1	
Approach LOS		D			B			D			C	
Queue Length 50th (ft)	6	~608	0	91	90			100			45	
Queue Length 95th (ft)	23	#878	5	#180	198			#218			93	
Internal Link Dist (ft)		746			809			556			807	
Turn Bay Length (ft)												
Base Capacity (vph)	101	1076	916	238	1349			373			263	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.11	0.97	0.01	0.69	0.38			0.75			0.38	

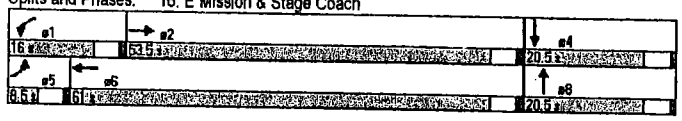
Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 37.9 (42%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 33.8 — Intersection LOS: C
Intersection Capacity Utilization 89.9% — ICU Level of Service E
Analysis Period (min) 15

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

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

Splits and Phases: 16: E Mission & Stage Coach



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	19	20	27	305	15	456	5	124	300	328	92	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	20	21	28	314	15	470	5	128	309	338	95	5

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	68	314	486	442	438
Volume Left (vph)	20	314	0	5	338
Volume Right (vph)	28	0	470	309	5
Hadj (s)	-0.15	0.53	-0.64	-0.38	0.18
Departure Headway (s)	9.1	8.3	7.1	7.0	7.5
Degree Utilization, x	0.17	0.73	0.96	0.86	0.91
Capacity (veh/h)	375	428	502	498	475
Control Delay (s)	14.0	29.2	55.3	38.8	49.0
Approach Delay (s)	14.0	45.0		38.8	49.0
Approach LOS	B	E		E	E

Intersection Summary			
Delay	43.2		
HCM Level of Service	E		
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	5	17	166	5	503	5	166	175	438	134	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	8	5	19	182	5	553	5	182	192	481	147	11

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	32	182	558	380	640
Volume Left (vph)	8	182	0	5	481
Volume Right (vph)	19	0	553	192	11
Hadj (s)	-0.27	0.53	-0.66	-0.27	0.17
Departure Headway (s)	8.7	7.9	6.7	6.9	7.0
Degree Utilization, x	0.08	0.40	1.04	0.73	1.24
Capacity (veh/h)	384	445	541	512	529
Control Delay (s)	12.4	14.9	75.6	26.2	145.8
Approach Delay (s)	12.4	60.6		26.2	145.8
Approach LOS	B	F		D	F

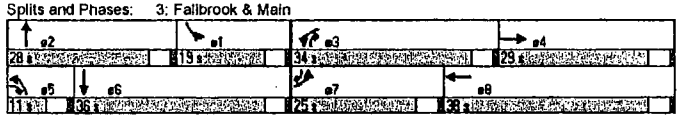
Intersection Summary				
Delay		82.9		
HCM Level of Service		F		
Intersection Capacity Utilization	93.0%		ICU Level of Service	F
Analysis Period (min)		15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.948				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1766	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1766	0	1770	1863	1583	1770	1863	1583
Satd. Flow (RTOR)			34		25				192			90
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	65	218	30	221	292	155	26	363	171	98	254	80
Adj. Flow (vph)	73	245	34	248	328	174	29	408	192	110	285	90
Lane Group Flow (vph)	73	245	34	248	502	0	29	408	192	110	285	90
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Total Split (s)	25.0	29.0	11.0	34.0	38.0	0.0	11.0	28.0	34.0	19.0	36.0	25.0
Act Effct Green (s)	10.3	26.5	37.4	20.6	36.7		6.9	34.9	55.4	12.1	42.0	56.4
Actuated g/C Ratio	0.09	0.24	0.34	0.19	0.33		0.06	0.32	0.50	0.11	0.38	0.51
v/c Ratio	0.44	0.55	0.06	0.75	0.83		0.26	0.69	0.22	0.57	0.40	0.11
Control Delay	53.9	27.1	5.6	45.3	41.6		54.7	43.6	1.7	52.1	30.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	27.1	5.6	45.3	41.6		54.7	43.6	1.7	52.1	30.3	4.0
LOS	D	C	A	D	D		D	D	A	D	C	A
Approach Delay		30.6			42.8			31.3			30.4	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	49	82	2	168	300		20	260	0	75	156	0
Queue Length 95th (ft)	m82	166	m8	231	416		50	#484	20	128	251	27
Internal Link Dist (ft)		642			529			916			1887	
Turn Bay Length (ft)												
Base Capacity (vph)	338	467	564	483	631		115	590	1012	241	714	1000
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.52	0.06	0.51	0.80		0.25	0.69	0.19	0.46	0.40	0.09

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 37 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 34.9 Intersection LOS: C
Intersection Capacity Utilization 66.3% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Fallbrook & Main

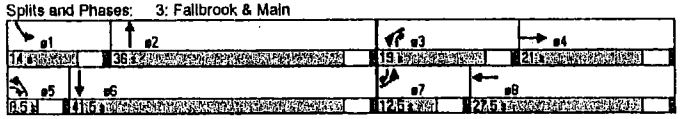


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.959				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1786	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1786	0	1770	1863	1583	1770	1863	1583
Satd. Flow (RTOR)			38		21				165			156
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	90	283	36	211	264	101	35	585	316	121	480	150
Adj. Flow (vph)	94	295	38	220	275	105	36	609	329	126	500	156
Lane Group Flow (vph)	94	295	38	220	380	0	36	609	329	126	500	156
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Total Split (s)	12.5	21.0	8.5	19.0	27.5	0.0	8.5	36.0	19.0	14.0	41.5	12.5
Act Effct Green (s)	8.1	15.7	23.1	13.6	24.5		4.7	29.0	46.9	9.2	33.0	44.9
Actuated g/C Ratio	0.10	0.19	0.28	0.17	0.30		0.06	0.36	0.58	0.11	0.41	0.54
v/c Ratio	0.55	0.82	0.08	0.74	0.69		0.36	0.92	0.33	0.64	0.66	0.17
Control Delay	49.7	47.2	8.6	46.0	35.3		51.8	39.5	6.0	50.4	24.1	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	47.2	8.6	46.0	35.3		51.8	39.5	6.0	50.4	24.1	2.2
LOS	D	D	A	D	D		D	D	A	D	C	A
Approach Delay		44.3			39.3			28.8			24.0	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	52	163	0	120	191		20	327	42	70	221	0
Queue Length 95th (ft)	#110	#300	23	#227	#331		51	#535	88	#144	331	26
Internal Link Dist (ft)		642			529			916			1887	
Turn Bay Length (ft)												
Base Capacity (vph)	185	400	468	335	562		100	723	998	216	829	933
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.74	0.08	0.66	0.68		0.36	0.84	0.33	0.58	0.60	0.17

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 81.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 32.0 — Intersection LOS: C
Intersection Capacity Utilization 77.4% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Fallbrook & Main



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	620	20	93	639	5	122
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	689	22	103	710	6	136
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			711		1617	700
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			711		1617	700
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			88		94	69
cM capacity (veh/h)			888		101	439

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	711	813	141
Volume Left	0	103	6
Volume Right	22	0	136
cSH	1700	888	388
Volume to Capacity	0.42	0.12	0.36
Queue Length 95th (ft)	0	10	41
Control Delay (s)	0.0	2.9	19.5
Lane LOS		A	C
Approach Delay (s)	0.0	2.9	19.5
Approach LOS			C

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	1085	10	113	637	5	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1179	11	123	692	5	126
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			1190		2123	1185
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1190		2123	1185
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			79		88	45
cM capacity (veh/h)			587		44	230

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1190	815	132
Volume Left	0	123	5
Volume Right	11	0	126
cSH	1700	587	196
Volume to Capacity	0.70	0.21	0.67
Queue Length 95th (ft)	0	20	102
Control Delay (s)	0.0	5.7	54.6
Lane LOS		A	F
Approach Delay (s)	0.0	5.7	54.6
Approach LOS			F

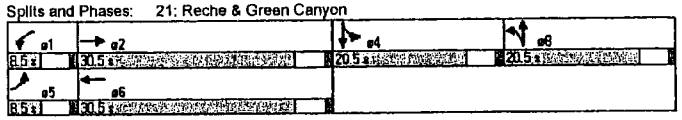
Intersection Summary			
Average Delay		5.6	
Intersection Capacity Utilization		114.9%	ICU Level of Service H
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.999				0.850		0.917	
Flt Protected	0.950			0.950				0.954			0.990	
Satd. Flow (prot)	1770	1824	0	1770	1861	0	0	1777	1583	0	1691	0
Flt Permitted	0.950			0.950				0.954			0.990	
Satd. Flow (perm)	1770	1824	0	1770	1861	0	0	1777	1583	0	1691	0
Satd. Flow (RTOR)		11			1				138		16	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	5	424	69	61	572	5	138	5	128	5	5	15
Adj. Flow (vph)	5	458	74	66	615	5	148	5	138	5	5	16
Lane Group Flow (vph)	5	530	0	66	620	0	0	153	138	0	26	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			
Total Split (s)	8.5	30.5	0.0	8.5	30.5	0.0	20.5	20.5	20.5	20.5	20.5	0.0
Act Effct Green (s)	4.6	25.6		4.6	28.9			17.0	17.0		6.7	
Actuated g/C Ratio	0.07	0.43		0.07	0.49			0.29	0.29		0.10	
v/c Ratio	0.04	0.67		0.52	0.69			0.30	0.25		0.14	
Control Delay	33.2	20.7		47.0	19.5			21.9	6.2		18.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	33.2	20.7		47.0	19.5			21.9	6.2		18.8	
LOS	C	C		D	B			C	A		B	
Approach Delay		20.8			22.2			14.5			18.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	2	137		22	119			39	0		3	
Queue Length 95th (ft)	12	#354		#84	#451			108	40		25	
Internal Link Dist (ft)		3897			422			347			478	
Turn Bay Length (ft)												
Base Capacity (vph)	122	819		128	918			507	551		385	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.65		0.52	0.68			0.30	0.25		0.07	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 59.4
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 20.2 — Intersection LOS: C
Intersection Capacity Utilization 58.3% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Reche & Green Canyon

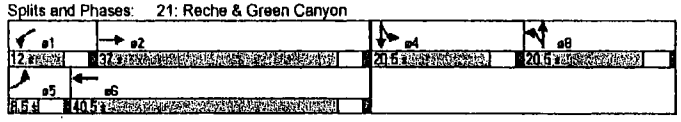


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.999				0.850		0.955	
Flt Protected	0.950			0.950				0.955			0.984	
Satd. Flow (prot)	1770	1822	0	1770	1861	0	0	1779	1583	0	1750	0
Flt Permitted	0.950			0.950				0.955			0.984	
Satd. Flow (perm)	1770	1822	0	1770	1861	0	0	1779	1583	0	1750	0
Satd. Flow (RTOR)		11							50		5	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	10	417	72	68	652	5	72	5	46	5	5	5
Adj. Flow (vph)	11	453	78	74	709	5	78	5	50	5	5	5
Lane Group Flow (vph)	11	531	0	74	714	0	0	83	50	0	15	0
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			
Total Split (s)	8.5	37.0	0.0	12.0	40.5	0.0	20.5	20.5	20.5	20.5	20.5	0.0
Act Effct Green (s)	4.5	35.4		7.6	43.3			34.6	34.6		6.6	
Actuated g/C Ratio	0.05	0.39		0.08	0.48			0.38	0.38		0.07	
v/c Ratio	0.12	0.73		0.49	0.80			0.12	0.08		0.11	
Control Delay	44.1	31.3		49.5	29.1			20.2	7.0		31.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	44.1	31.3		49.5	29.1			20.2	7.0		31.7	
LOS	D	C		D	C			C	A		C	
Approach Delay		31.6			31.0			15.3			31.7	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	6	260		41	314			28	0		5	
Queue Length 95th (ft)	23	#422		85	#616			72	26		24	
Internal Link Dist (ft)		3897			422			347			478	
Turn Bay Length (ft)												
Base Capacity (vph)	89	723		157	896			684	640		325	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.12	0.73		0.47	0.80			0.12	0.08		0.05	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 52 (58%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 29.8 Intersection LOS: C
Intersection Capacity Utilization 58.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Reche & Green Canyon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	179	820	55	265	689	60
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	213	976	65	315	820	71
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	1777	65			65	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1777	65			65	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	2			47	
cM capacity (veh/h)	42	998			1536	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	213	976	65	315	820	71
Volume Left	213	0	0	0	820	0
Volume Right	0	976	0	315	0	0
cSH	42	998	1700	1700	1536	1700
Volume to Capacity	5.04	0.98	0.04	0.19	0.53	0.04
Queue Length 95th (ft)	Err	445	0	0	83	0
Control Delay (s)	Err	43.7	0.0	0.0	10.0	0.0
Lane LOS	F	E			A	
Approach Delay (s)	1827.5		0.0		9.2	
Approach LOS	F					

Intersection Summary			
Average Delay	886.2		
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	194	858	50	255	1240	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	213	943	55	280	1363	60
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	2841	55			55	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2841	55			55	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	7			12	
cM capacity (veh/h)	2	1012			1550	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	213	943	55	280	1363	60
Volume Left	213	0	0	0	1363	0
Volume Right	0	943	0	280	0	0
cSH	2	1012	1700	1700	1550	1700
Volume to Capacity	92.24	0.93	0.03	0.16	0.88	0.04
Queue Length 95th (ft)	Err	374	0	0	344	0
Control Delay (s)	Err	34.8	0.0	0.0	20.8	0.0
Lane LOS	F	D			C	
Approach Delay (s)	1872.3		0.0		20.0	
Approach LOS	F					

Intersection Summary			
Average Delay	752.4		
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850		0.983	
Flt Protected	0.950			0.950				0.976			0.964	
Satd. Flow (prot)	1770	3529	0	1770	3539	1583	0	1818	1583	0	1765	0
Flt Permitted	0.950			0.950				0.976			0.964	
Satd. Flow (perm)	1770	3529	0	1770	3539	1583	0	1818	1583	0	1765	0
Satd. Flow (RTOR)		2				267			24		7	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	55	1912	42	51	1894	256	76	76	23	538	100	91
Adj. Flow (vph)	57	1992	44	53	1973	267	79	79	24	560	104	95
Lane Group Flow (vph)	57	2036	0	53	1973	267	0	158	24	0	759	0
Turn Type	Prot			Prot		pm+ov	Split		Perm	Split		
Protected Phases	5	2		1	6	4	8	8		4	4	
Permitted Phases						6			8			
Total Split (s)	8.5	45.0	0.0	8.5	45.0	36.0	20.5	20.5	20.5	36.0	36.0	0.0
Act Effct Green (s)	4.5	42.7		4.5	42.7	78.7		16.5	16.5		32.0	
Actuated g/C Ratio	0.04	0.39		0.04	0.39	0.72		0.15	0.15		0.29	
v/c Ratio	0.79	1.49		0.74	1.44	0.22		0.58	0.09		1.47	
Control Delay	112.2	250.4		62.3	227.4	0.6		52.9	16.3		250.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	112.2	250.4		82.3	227.4	0.8		52.9	16.3		250.7	
LOS	F	F		E	F	A		D	B		F	
Approach Delay		246.6			197.1			48.1			250.7	
Approach LOS		F			F			D			F	
Queue Length 50th (ft)	41	~1077		37	~1021	4		105	0		~739	
Queue Length 95th (ft)	#116	#1219		m25	m#532	m0		175	24		#975	
Internal Link Dist (ft)		2362			664			245			362	
Turn Bay Length (ft)												
Base Capacity (vph)	72	1371		72	1374	1208		273	258		518	
Starvation Cap Reductn	0	0		0	0	0		0	0		0	
Spillback Cap Reductn	0	0		0	0	0		0	0		0	
Storage Cap Reductn	0	0		0	0	0		0	0		0	
Reduced v/c Ratio	0.79	1.49		0.74	1.44	0.22		0.58	0.09		1.47	

Intersection Summary

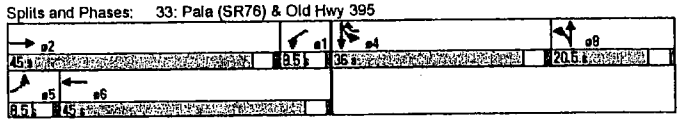
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 99 (90%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 219.1 — Intersection LOS: F
Intersection Capacity Utilization 108.1% — ICU Level of Service G
Analysis Period (min) 15

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

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

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

Splits and Phases: 33: Pala (SR76) & Old Hwy 395



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850		0.984	
Flt Protected	0.950			0.950				0.984			0.965	
Satd. Flow (prot)	1770	3529	0	1770	3539	1583	0	1833	1583	0	1769	0
Flt Permitted	0.950			0.950				0.984			0.965	
Satd. Flow (perm)	1770	3529	0	1770	3539	1583	0	1833	1583	0	1769	0
Satd. Flow (RTOR)		2				248			45		5	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	113	2136	46	98	2176	531	57	120	41	434	91	70
Adj. Flow (vph)	123	2322	50	107	2365	577	62	130	45	472	99	76
Lane Group Flow (vph)	123	2372	0	107	2365	577	0	192	45	0	647	0
Turn Type	Prot			Prot		pm+ov	Split		Perm	Split		
Protected Phases	5	2		1	6	4	8	8		4	4	
Permitted Phases						6			8			
Total Split (s)	10.0	55.5	0.0	10.0	55.5	34.0	20.5	20.5	20.5	34.0	34.0	0.0
Act Effct Green (s)	6.0	51.5		6.0	51.5	85.5		16.5	16.5		30.0	
Actuated g/C Ratio	0.05	0.43		0.05	0.43	0.71		0.14	0.14		0.25	
v/c Ratio	1.38	1.56		1.20	1.56	0.48		0.76	0.18		1.45	
Control Delay	269.2	285.2		148.2	278.5	1.2		69.9	14.8		249.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	269.2	285.2		148.2	278.5	1.2		69.9	14.8		249.0	
LOS	F	F		F	F	A		E	B		F	
Approach Delay		284.4			221.5			59.5			249.0	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)	~127	~1381		~100	~1365	26		145	0		~686	
Queue Length 95th (ft)	#253	#1517		m43	m398	m0		#256	35		#917	
Internal Link Dist (ft)		2362			664			245			362	
Turn Bay Length (ft)												
Base Capacity (vph)	89	1516		89	1519	1199		252	256		446	
Starvation Cap Reductn	0	0		0	0	0		0	0		0	
Spillback Cap Reductn	0	0		0	0	0		0	0		0	
Storage Cap Reductn	0	0		0	0	0		0	0		0	
Reduced v/c Ratio	1.38	1.56		1.20	1.56	0.48		0.76	0.18		1.45	

Intersection Summary

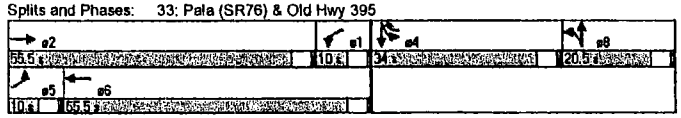
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 6 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.56
Intersection Signal Delay: 242.7 Intersection LOS: F
Intersection Capacity Utilization 116.2% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 33: Pala (SR76) & Old Hwy 395



HCM Unsignalized Intersection Capacity Analysis
1/6/2005

2: West Lilac Road & Old Hwy 395
Near Term Cumulative With Projects AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	80	5	71	21	11	20	50	71	11	5	337	137
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	116	7	103	30	16	29	72	103	16	7	488	199
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	858	866	343	518	957	111	687			119		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	858	866	343	518	957	111	687			119		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	46	97	84	91	93	97	92			100		
cM capacity (veh/h)	215	265	652	340	234	921	903			1467		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	123	103	46	29	72	119	7	326	361
Volume Left	116	0	30	0	72	0	7	0	0
Volume Right	0	103	0	29	0	16	0	0	199
cSH	218	652	294	921	903	1700	1467	1700	1700
Volume to Capacity	0.57	0.16	0.16	0.03	0.08	0.07	0.00	0.19	0.21
Queue Length 95th (ft)	77	14	14	2	7	0	0	0	0
Control Delay (s)	41.1	11.6	19.5	9.0	9.3	0.0	7.5	0.0	0.0
Lane LOS	E	B	C	A	A		A		
Approach Delay (s)	27.7		16.5		3.5		0.1		
Approach LOS	D		C						

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1/6/2005

2: West Lilac Road & Old Hwy 395
Near Term Cumulative With Project PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	38	6	45	36	5	15	50	217	37	25	126	46
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	49	8	58	46	6	19	64	278	47	32	162	59
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	665	709	110	579	715	302	221			326		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	665	709	110	579	715	302	221			326		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	98	94	87	98	97	95			97		
cM capacity (veh/h)	313	332	922	347	329	694	1346			1231		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	56	58	53	19	64	326	32	108	113
Volume Left	49	0	46	0	64	0	32	0	0
Volume Right	0	58	0	19	0	47	0	0	59
cSH	315	922	344	694	1346	1700	1231	1700	1700
Volume to Capacity	0.18	0.06	0.15	0.03	0.05	0.19	0.03	0.06	0.07
Queue Length 95th (ft)	16	5	13	2	4	0	2	0	0
Control Delay (s)	18.9	9.2	17.3	10.3	7.8	0.0	8.0	0.0	0.0
Lane LOS	C	A	C	B	A		A		
Approach Delay (s)	14.0		15.5		1.3		1.0		
Approach LOS	B		C						

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	36.1%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
1/6/2005

3: Old Hwy 395 & I 15 SB RAMP
Near Term Cumulative With Projects AM Peak

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	172	250	10	137	0	0	0	0	77	0	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	193	281	11	154	0	0	0	0	87	0	11
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	154			474			381	370	193	370	651	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	154			474			381	370	193	370	651	154
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			100	100	100	85	100	99
cM capacity (veh/h)	1426			1088			565	554	846	582	384	892

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	193	281	11	154	87	11
Volume Left	0	0	11	0	87	0
Volume Right	0	281	0	0	0	11
cSH	1700	1700	1088	1700	582	892
Volume to Capacity	0.11	0.17	0.01	0.09	0.15	0.01
Queue Length 95th (ft)	0	0	1	0	13	1
Control Delay (s)	0.0	0.0	8.3	0.0	12.3	9.1
Lane LOS			A		B	A
Approach Delay (s)	0.0		0.6		11.9	
Approach LOS					B	

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1/6/2005

3: Old Hwy 395 & I 15 SB RAMP
Near Term Cumulative With Project PM Peak

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	110	134	10	378	0	0	0	0	100	0	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	117	143	11	402	0	0	0	0	106	0	33
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	402			260			573	540	117	540	683	402
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	402			280			573	540	117	540	683	402
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			100	100	100	76	100	95
cM capacity (veh/h)	1157			1305			406	445	935	450	369	648

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	117	143	11	402	106	33
Volume Left	0	0	11	0	106	0
Volume Right	0	143	0	0	0	33
cSH	1700	1700	1305	1700	450	648
Volume to Capacity	0.07	0.08	0.01	0.24	0.24	0.05
Queue Length 95th (ft)	0	0	1	0	23	4
Control Delay (s)	0.0	0.0	7.8	0.0	15.5	10.9
Lane LOS			A		C	B
Approach Delay (s)	0.0		0.2		14.4	
Approach LOS					B	

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	32.1%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
1/6/2005

4: Old Hwy 395 & I 15 NB RAMP
Near Term Cumulative With Projects AM Peak

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	226	11	0	74	64	78	0	5	0	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	257	12	0	84	73	89	0	6	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	84			257			341	341	257	347	341	84
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	84			257			341	341	257	347	341	84
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			86	100	99	100	100	100
cM capacity (veh/h)	1513			1308			613	581	782	603	581	975

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	257	12	84	73	89	6
Volume Left	0	0	0	0	89	0
Volume Right	0	12	0	73	0	6
cSH	1700	1700	1700	1700	613	782
Volume to Capacity	0.15	0.01	0.05	0.04	0.14	0.01
Queue Length 95th (ft)	0	0	0	0	13	1
Control Delay (s)	0.0	0.0	0.0	0.0	11.9	9.6
Lane LOS					B	A
Approach Delay (s)	0.0		0.0		11.7	
Approach LOS					B	

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	22.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1/6/2005

4: Old Hwy 395 & I 15 NB RAMP
Near Term Cumulative With Project PM Peak

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	174	40	0	207	192	177	0	30	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	185	43	0	220	204	188	0	32	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	220			185			405	405	185	437	405	220
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	220			185			405	405	185	437	405	220
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			66	100	96	100	100	100
cM capacity (veh/h)	1349			1390			556	535	857	510	535	819

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	185	43	220	204	188	32
Volume Left	0	0	0	0	188	0
Volume Right	0	43	0	204	0	32
cSH	1700	1700	1700	1700	556	857
Volume to Capacity	0.11	0.03	0.13	0.12	0.34	0.04
Queue Length 95th (ft)	0	0	0	0	37	3
Control Delay (s)	0.0	0.0	0.0	0.0	14.8	9.4
Lane LOS					B	A
Approach Delay (s)	0.0		0.0		14.0	
Approach LOS					B	

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	27.4%	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	650	244	60	320	0	0	0	0	15	0	764
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	684	257	63	337	0	0	0	0	16	0	804
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	337			684			1952	1147	684	1147	1147	337
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	337			684			1952	1147	684	1147	1147	337
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			0	100	100	91	100	0
cM capacity (veh/h)	1222			909			0	185	449	167	185	705

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	684	257	63	337	820
Volume Left	0	0	63	0	16
Volume Right	0	257	0	0	804
cSH	1700	1700	909	1700	664
Volume to Capacity	0.40	0.15	0.07	0.20	1.24
Queue Length 95th (ft)	0	0	6	0	746
Control Delay (s)	0.0	0.0	9.3	0.0	139.5
Lane LOS			A		F
Approach Delay (s)	0.0		1.5		139.5
Approach LOS					F

Intersection Summary			
Average Delay	53.2		
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1/5/2005

13: E Mission & I-15 SB Ramp
Near Term Cumulative PM Peak Hour

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	1359	171	60	346	0	0	0	0	5	0	713
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	1416	178	62	360	0	0	0	0	5	0	743
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	360			1416			2644	1901	1416	1901	1901	360
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	360			1416			2644	1901	1416	1901	1901	360
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			0	100	100	89	100	0
cM capacity (veh/h)	1198			481			0	60	168	47	60	684

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	1416	178	62	360	748
Volume Left	0	0	62	0	5
Volume Right	0	178	0	0	743
cSH	1700	1700	481	1700	625
Volume to Capacity	0.83	0.10	0.13	0.21	1.20
Queue Length 95th (ft)	0	0	11	0	652
Control Delay (s)	0.0	0.0	13.6	0.0	125.8
Lane LOS			B		F
Approach Delay (s)	0.0		2.0		125.8
Approach LOS					F

Intersection Summary			
Average Delay	34.4		
Intersection Capacity Utilization	129.3%	ICU Level of Service	H
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1/5/2005

12: E Mission & I-15 NB Ramp
Near Term Cumulative AM Peak Hour

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)	510	125	0	0	240	5	140	0	45	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	526	129	0	0	247	5	144	0	46	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	253			129			1430	1433	129	1477	1430	250
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	253			129			1430	1433	129	1477	1430	250
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 %	60			100			0	100	95	100	100	100
cM capacity (veh/h)	1313			1457			77	80	921	68	81	789

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	526	129	253	144	46
Volume Left	526	0	0	144	0
Volume Right	0	0	5	0	46
cSH	1313	1700	1700	77	921
Volume to Capacity	0.40	0.08	0.15	1.87	0.05
Queue Length 95th (ft)	49	0	0	317	4
Control Delay (s)	9.6	0.0	0.0	526.0	9.1
Lane LOS	A			F	A
Approach Delay (s)	7.7		0.0	400.3	
Approach LOS				F	

Intersection Summary			
Average Delay	74.1		
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1/5/2005

12: E Mission & I-15 NB Ramp
Near Term Cumulative PM Peak Hour

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)	1034	300	0	0	320	10	136	0	160	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1066	309	0	0	330	10	140	0	165	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	340			309			2776	2781	309	2941	2776	335
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	340			309			2776	2781	309	2941	2776	335
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 %	13			100			0	100	77	100	100	100
cM capacity (veh/h)	1219			1251			3	2	731	2	2	707

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	1066	309	340	140	165
Volume Left	1066	0	0	140	0
Volume Right	0	0	10	0	165
cSH	1219	1700	1700	3	731
Volume to Capacity	0.87	0.18	0.20	45.02	0.23
Queue Length 95th (ft)	315	0	0	Err	22
Control Delay (s)	24.0	0.0	0.0	Err	11.4
Lane LOS	C			F	B
Approach Delay (s)	18.6		0.0	4600.3	
Approach LOS				F	

Intersection Summary			
Average Delay	707.4		
Intersection Capacity Utilization	129.3%	ICU Level of Service	H
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	1770	1583
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1863	1583	1770	1863	0	0	0	0	0	1770	1583
Satd. Flow (RTOR)			148									18
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	0	1982	467	837	1778	0	0	0	0	1002	0	452
Adj. Flow (vph)	0	2154	508	910	1933	0	0	0	0	1089	0	491
Lane Group Flow (vph)	0	2154	508	910	1933	0	0	0	0	0	1089	491
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2							4		4
Total Split (s)	0.0	51.0	51.0	24.0	75.0	0.0	0.0	0.0	0.0	35.0	35.0	35.0
Act Effct Green (s)		47.0	47.0	20.0	71.0						31.0	31.0
Actuated g/C Ratio		0.43	0.43	0.18	0.65						0.28	0.28
v/c Ratio		2.71	0.67	2.83	1.81						2.18	1.07
Control Delay		783.9	5.7	839.0	293.9						561.8	99.3
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		783.9	5.7	839.0	293.9						561.8	99.3
LOS		F	A	F	F						F	F
Approach Delay		635.3			468.4						418.1	
Approach LOS		F			F						F	
Queue Length 50th (ft)		~2564	51	~1096	~1932						~1237	~376
Queue Length 95th (ft)		m#1588	m23	m#380	m52						#1489	#585
Internal Link Dist (ft)		664			1345			827			297	
Turn Bay Length (ft)												
Base Capacity (vph)		796	761	322	1202						499	459
Starvation Cap Reductn		0	0	0	0						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		2.71	0.67	2.83	1.61						2.18	1.07

Intersection Summary

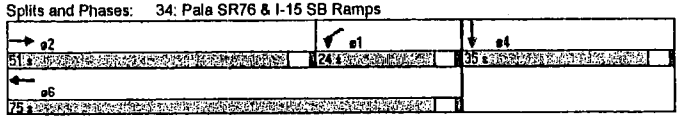
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.83
Intersection Signal Delay: 519.9 Intersection LOS: F
Intersection Capacity Utilization 216.2% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 34: Pala SR76 & I-15 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑						↰	↱
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	1770	1583
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1863	1583	1770	1863	0	0	0	0	0	1770	1583
Satd. Flow (RTOR)			81									5
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	0	2418	355	989	2205	0	0	0	0	1232	0	585
Adj. Flow (vph)	0	2687	394	1099	2450	0	0	0	0	1369	0	650
Lane Group Flow (vph)	0	2687	394	1099	2450	0	0	0	0	0	1369	650
Turn Type			Perm	Prot						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2							4		4
Total Split (s)	0.0	52.0	52.0	27.0	79.0	0.0	0.0	0.0	0.0	41.0	41.0	41.0
Act Effct Green (s)		46.0	48.0	23.0	75.0						37.0	37.0
Actuated g/C Ratio		0.40	0.40	0.19	0.62						0.31	0.31
v/c Ratio		3.61	0.58	3.24	2.10						2.51	1.32
Control Delay		1187.6	19.1	1024.7	515.3						704.7	192.8
Queue Delay		0.0	0.0	0.0	177.0						0.0	1.2
Total Delay		1187.6	19.1	1024.7	692.3						704.7	194.0
LOS		F	B	F	F						F	F
Approach Delay		1038.1			795.2						540.3	
Approach LOS		F			F						F	
Queue Length 50th (ft)		~3721	111	~1493	~2989						~1767	~653
Queue Length 95th (ft)		m#2356	m68	m#514	m193						#2030	#886
Internal Link Dist (ft)		664			1345			827			297	
Turn Bay Length (ft)												
Base Capacity (vph)		745	682	339	1164						546	492
Starvation Cap Reductn		0	0	0	0						0	0
Spillback Cap Reductn		0	0	0	286						0	1
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		3.61	0.58	3.24	2.79						2.51	1.32

Intersection Summary

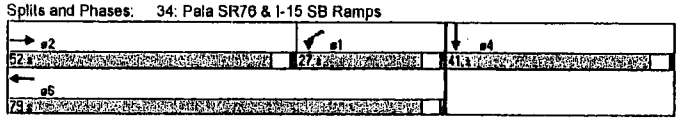
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 3.61
Intersection Signal Delay: 822.2 Intersection LOS: F
Intersection Capacity Utilization 260.3% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 34: Pala SR76 & I-15 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	1770	1583	0	0	0
Flt Permitted	0.950							0.950				
Satd. Flow (perm)	1770	1863	0	0	1863	1583	0	1770	1583	0	0	0
Satd. Flow (RTOR)						272			2			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	504	2526	0	0	2266	933	279	0	944	0	0	0
Adj. Flow (vph)	542	2716	0	0	2437	1003	300	0	1015	0	0	0
Lane Group Flow (vph)	542	2716	0	0	2437	1003	0	300	1015	0	0	0
Turn Type	Prot					Perm	Perm		Perm			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		8			
Total Split (s)	18.0	72.0	0.0	0.0	54.0	54.0	38.0	38.0	38.0	0.0	0.0	0.0
Act Effct Green (s)	14.0	66.0			50.0	50.0		34.0	34.0			
Actuated g/C Ratio	0.13	0.62			0.45	0.45		0.31	0.31			
v/c Ratio	2.41	2.36			2.88	1.16		0.55	2.07			
Control Delay	657.3	628.8			865.2	105.6		36.2	511.1			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	657.3	628.8			865.2	105.6		36.2	511.1			
LOS	F	F			F	F		D	F			
Approach Delay		633.5			643.7			402.7				
Approach LOS		F			F			F				
Queue Length 50th (ft)	~632	~3153			~2966	~729		176	~1147			
Queue Length 95th (ft)	m148	m445			#3224	#981		265	#1401			
Internal Link Dist (ft)		1345			435			582			857	
Turn Bay Length (ft)												
Base Capacity (vph)	225	1152			847	868		547	491			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	2.41	2.36			2.88	1.16		0.55	2.07			

Intersection Summary

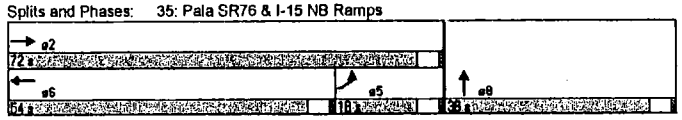
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 99 (90%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.88
Intersection Signal Delay: 600.0 — Intersection LOS: F
Intersection Capacity Utilization 216.2% — ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 35: Pala SR76 & I-15 NB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	1770	1583	0	0	0
Flt Permitted	0.950							0.950				
Satd. Flow (perm)	1770	1863	0	0	1863	1583	0	1770	1583	0	0	0
Satd. Flow (RTOR)						240			1			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	677	2909	0	0	2691	1110	530	0	1123	0	0	0
Adj. Flow (vph)	705	3030	0	0	2803	1156	552	0	1170	0	0	0
Lane Group Flow (vph)	705	3030	0	0	2803	1156	0	552	1170	0	0	0
Turn Type	Prot					Perm	Perm		Perm			
Protected Phases	5	2			6			8				
Permitted Phases						6	8		8			
Total Split (s)	22.0	78.0	0.0	0.0	56.0	56.0	42.0	42.0	42.0	0.0	0.0	0.0
Act Effct Green (s)	18.0	74.0			52.0	52.0		38.0	38.0			
Actuated g/C Ratio	0.15	0.62			0.43	0.43		0.32	0.32			
v/c Ratio	2.65	2.64			3.47	1.41		0.98	2.33			
Control Delay	763.6	753.0			1131.3	214.6		75.5	627.3			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	763.6	753.0			1131.3	214.6		75.5	627.3			
LOS	F	F			F	F		E	F			
Approach Delay		755.0			863.6			450.4				
Approach LOS		F			F			F				
Queue Length 50th (ft)	~922	~3955			~3867	~1097		423	~1499			
Queue Length 95th (ft)	m158	m287			#4107	#1359		#657	#1761			
Internal Link Dist (ft)		1345			435			582			857	
Turn Bay Length (ft)												
Base Capacity (vph)	266	1149			807	822		561	502			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	2.65	2.64			3.47	1.41		0.98	2.33			

Intersection Summary

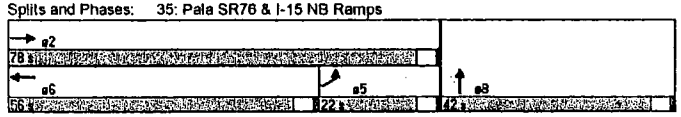
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 111 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 3.47
Intersection Signal Delay: 745.0 Intersection LOS: F
Intersection Capacity Utilization 260.3% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 35: Pala SR76 & I-15 NB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.984			0.981	
Satd. Flow (prot)	1770	1853	0	1770	1850	0	0	1833	1583	0	1827	1583
Flt Permitted	0.950			0.950				0.984			0.981	
Satd. Flow (perm)	1770	1853	0	1770	1850	0	0	1833	1583	0	1827	1583
Satd. Flow (RTOR)		2			3				99			93
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	46	1688	54	325	2049	102	62	124	198	59	97	141
Adj. Flow (vph)	51	1855	59	357	2252	112	68	136	218	65	107	155
Lane Group Flow (vph)	51	1914	0	357	2364	0	0	204	218	0	172	155
Turn Type	Prot			Prot			Split		pm+ov	Split		pm+ov
Protected Phases	5	2		1	6		8	8	1	4	4	5
Permitted Phases									8			4
Total Split (s)	20.5	79.0	0.0	25.0	83.5	0.0	20.5	20.5	25.0	20.5	20.5	20.5
Act Effct Green (s)	16.5	75.0		21.0	79.5			17.0	42.0		16.0	32.5
Actuated g/C Ratio	0.11	0.52		0.14	0.55			0.12	0.29		0.11	0.22
v/c Ratio	0.25	2.00		1.39	2.33			0.95	0.41		0.86	0.36
Control Delay	62.3	475.6		243.6	620.9			111.7	24.8		92.9	15.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	62.3	475.6		243.8	620.9			111.7	24.8		92.9	15.3
LOS	E	F		F	F			F	C		F	B
Approach Delay		464.9			571.4			66.8			56.2	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)	45	~2835		~448	~3672			195	89		162	37
Queue Length 95th (ft)	89	#3097		#652	#3916			#362	168		#288	87
Internal Link Dist (ft)		1819			724			1268			626	
Turn Bay Length (ft)												
Base Capacity (vph)	201	959		256	1018			215	529		208	427
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.25	2.00		1.39	2.33			0.95	0.41		0.83	0.36

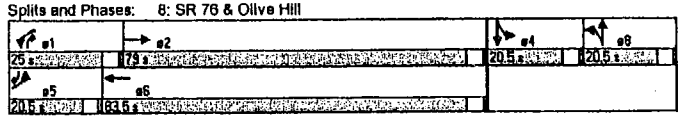
Intersection Summary

Cycle Length: 145
Actuated Cycle Length: 145
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.33
Intersection Signal Delay: 462.7 — Intersection LOS: F
Intersection Capacity Utilization 149.0% — ICU Level of Service H
Analysis Period (min) 15

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

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

Splits and Phases: 8: SR 76 & Olive Hill



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.992				0.850			0.850
Flt Protected	0.950			0.950				0.980			0.976	
Satd. Flow (prot)	1770	1859	0	1770	1848	0	0	1825	1583	0	1818	1583
Flt Permitted	0.950			0.950				0.980			0.976	
Satd. Flow (perm)	1770	1859	0	1770	1848	0	0	1825	1583	0	1818	1583
Satd. Flow (RTOR)		1			3				53			65
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	81	2431	27	288	2011	113	105	150	337	132	140	301
Adj. Flow (vph)	84	2506	28	297	2073	116	108	155	347	136	144	310
Lane Group Flow (vph)	84	2534	0	297	2189	0	0	263	347	0	280	310
Turn Type	Prot			Prot			Split		pm+ov	Split		pm+ov
Protected Phases	5	2		1	6		8	8	1	4	4	5
Permitted Phases									8			4
Total Split (s)	20.5	79.0	0.0	23.0	81.5	0.0	21.0	21.0	23.0	22.0	22.0	20.5
Act Effct Green (s)	16.5	75.0		19.0	77.5			17.0	36.0		18.0	34.5
Actuated g/C Ratio	0.11	0.52		0.13	0.53			0.12	0.25		0.12	0.24
v/c Ratio	0.42	2.63		1.28	2.21			1.23	0.80		1.24	0.73
Control Delay	66.8	757.5		203.4	571.0			188.1	44.9		189.8	38.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	66.8	757.5		203.4	571.0			188.1	44.9		189.8	38.6
LOS	E	F		F	F			F	D		F	D
Approach Delay		735.3			527.1			106.6			110.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	75	~4065		~355	~3351			~308	199		~327	165
Queue Length 95th (ft)	132	#4299		#545	#3601			#488	#318		#514	253
Internal Link Dist (ft)		1819			724			1268			626	
Turn Bay Length (ft)												
Base Capacity (vph)	201	962		232	989			214	433		226	426
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.42	2.63		1.28	2.21			1.23	0.80		1.24	0.73

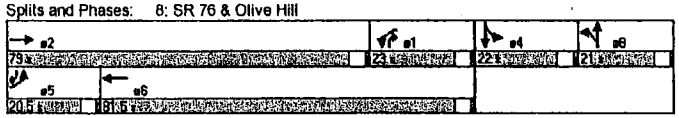
Intersection Summary

Cycle Length: 145
Actuated Cycle Length: 145
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.63
Intersection Signal Delay: 533.9 — Intersection LOS: F
Intersection Capacity Utilization 187.2% — ICU Level of Service H
Analysis Period (min) 15

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

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

Splits and Phases: 8: SR 76 & Olive Hill



ATTACHMENT A

- Cumulative Analysis of Fallbrook & Analysis

TRAFFIC STUDY

For

Cumulative Project Analysis for the Fallbrook and Bonsall Communities

in the County of San Diego

Submitted By:

Darnell & Associates, Inc.

Original January 7, 2005

ATTACHMENT A

TRAFFIC STUDY

FOR

Cumulative Project Analysis for the Fallbrook and Bonsall Communities

in the
County of San Diego

Submitted By:

Darnell & Associates, Inc.
1446 Front Street, Third Floor
San Diego, CA 92101
619-233-9373

January 7, 2005
Bonsall&Fallbrook Cumulative Rpt/01-05

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STATE OF CALIFORNIA

Date Signed: 1/7/05

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- Approved/Pending Project Data

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- Existing Conditions Analysis Worksheets

APPENDIX D

- Near Term Cumulative Conditions Analysis Worksheets

EXECUTIVE SUMMARY

There are 150 cumulative projects that will add traffic to the roadway segments and intersections in Fallbrook and Bonsall Communities. The result of the addition of the traffic from these projects onto the roadway network will be that fourteen (14) roadway segments and twelve (12) intersections will operate at LOS E or worse. See Section 3 for the impacted roadway segments and intersections.

SECTION I – INTRODUCTION

The study area encompasses the communities of Fallbrook and Bonsall. Figure 1 identifies the study area.

SCENARIOS STUDIED

Two traffic scenarios were analyzed in this report and are identified as follows:

Existing Conditions refers to that condition which exists on the ground today, including existing traffic counts and existing lane configurations at intersections and on roadway segments.

Near Term Cumulative With All Projects refers to that condition which includes approved/pending projects in the study area plus the existing traffic volumes with an ambient growth factor.

LEVEL OF SERVICE

Level of Service (LOS) is a professional industry standard by which the operating conditions of a given roadway segment or intersection are measured. Level of Service is defined on a scale of A to F; where LOS A represents the best operating conditions and LOS F represents the worst operating conditions. LOS A facilities are characterized as having free flowing traffic conditions with no restrictions on maneuvering or operating speeds; traffic volumes are low and travel speeds are high. LOS F facilities are characterized as having forced flow with many stoppages and low operating speeds. Table 1 shows the average daily traffic volumes (ADT) and delay ranges that are equivalent to each level of service.

Table 1 - Level of Service Ranges

LOS	Intersections		Roadway Segments
	Signalized- Delay (Seconds/Vehicle)[1]	Unsignalized Delay (Seconds/Vehicle)[1]	Daily Average Daily Traffic (ADT)[2]
A	Less than or Equal to 10.0	Less than or Equal to 10.0	Less than 1,900
B	10.1 to 20.0	10.1 to 15.0	1,900 to 4,100
C	20.1 to 35.0	15.1 to 25.0	4,100 to 7,100
D	35.1 to 55.0	25.1 to 35.0	7,100 to 10,900
E	55.1 to 80.0	35.1 to 50.0	10,900 to 16,200
F	Greater Than 80.0	Greater Than 50.1	Greater than 16,200

[1] The delay ranges shown are based on the 2000 Highway Capacity Manual (HCM)
[2] The volume ranges are based on the County of San Diego Circulation Element of a Light Collector, the average daily volume ranges for the other roadway classifications has been provided in Appendix A.
LOS = Level of Service;

The County of San Diego has determined that LOS D is an acceptable level of service at roadway segments and intersections. The County of San Diego has determined that if the cumulative traffic degrades a roadway or intersection to levels of service of E or worse, that there is a cumulative impact. A project is considered to be a portion of that impact if it sends one trip to that intersection or roadway segment.

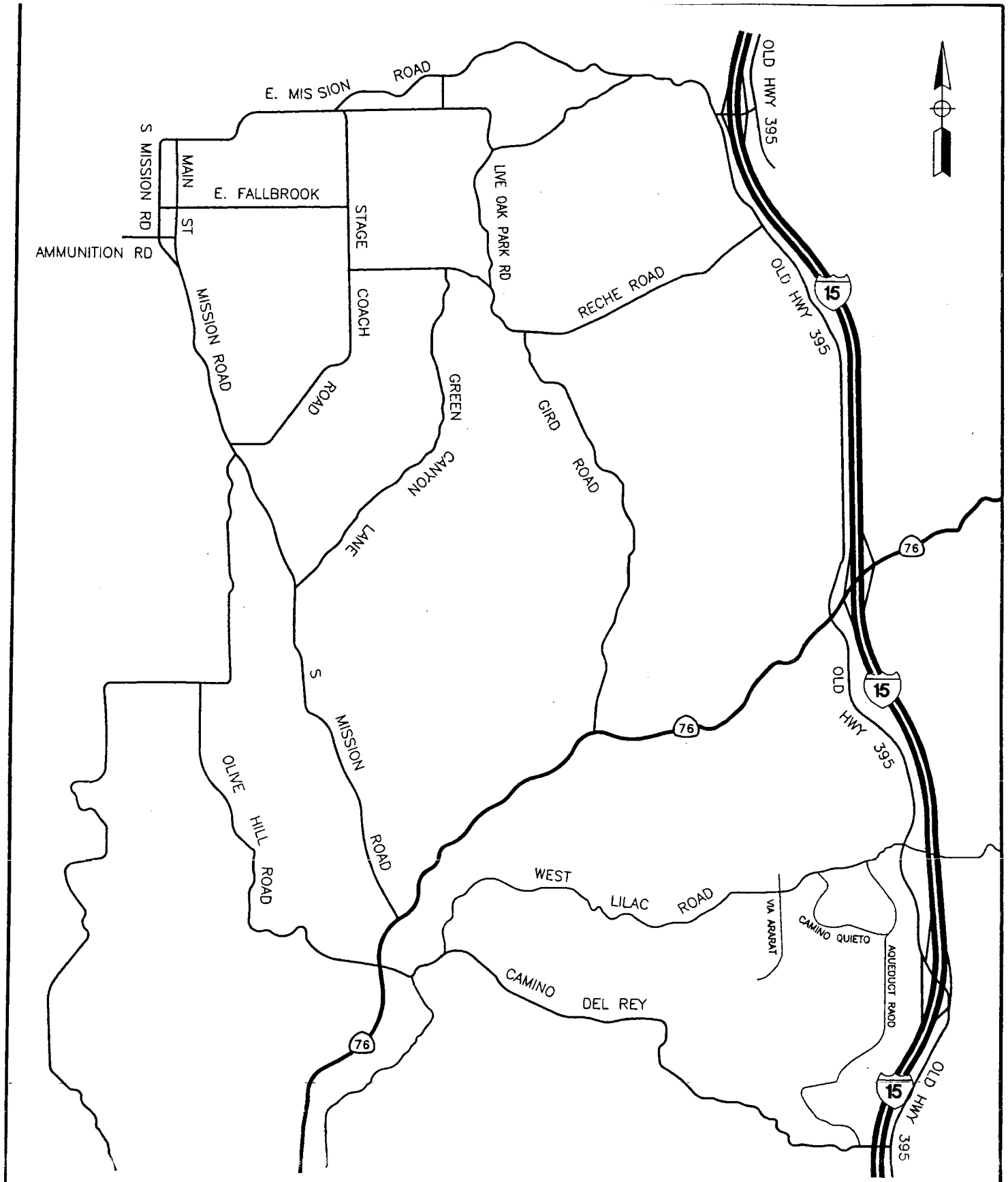

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FIGURE 1

VICINITY MAP

PUBLIC FACILITIES ELEMENT IN COUNTY

According to page XII-4-18 of the *Public Facility Element* for San Diego County, a discretionary project which has a significant impact on roadways will be required, as a condition of approval, to make "improvements or other measures necessary to mitigate traffic impacts to avoid reduction in the existing Level of Service below 'D' on off-site and on-site abutting Circulation Element roads. New development that would significantly impact congestion on roads at LOS 'E' or 'F', either currently or as a result of the project, will be denied unless improvements are scheduled to increase the LOS to 'D' or better or appropriate mitigation is provided. Appropriate mitigation would include a fair share contribution in the form of road improvements or a fair share contribution to an established program or project. If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to Section 15091(b) and 15093 of the State CEQA Guidelines."

The *Public Facility Element* for the County of San Diego also requires that all on-site Circulation Element roads operate at Level of Service C or better. If the Level of Service at an on-site Circulation Element road is reduced below LOS C, the proposed project must provide appropriate mitigation measures. A copy of excerpts from the County's *Public Facility Element* can be found in Appendix A.

ANALYSIS METHODOLOGY

The roadway segments daily LOS was determined by comparing the traffic volumes under existing and near term cumulative traffic conditions to the capacity of the roadway according to its roadway cross-section and classification. For the purpose of this report, the daily traffic volumes of the roadway segments in the study area were compared to the County of San Diego Level of Service classification thresholds. The daily (24-hour) traffic count sheets and a copy of the "Summary of County of San Diego Public Road Standards" are included in Appendix A.

Synchro, version 6, was utilized to analyze the morning and afternoon peak hour conditions of the intersections in the study area. The signalized intersection methodology defines LOS based on delay using variables such as lane configuration, traffic volumes, and signal timings. The unsignalized intersection methodology defines LOS based on the longest delay experienced by any single movement. Since the Synchro program calculates the average delay per vehicle, there may be instances where the Synchro analysis will show a reduction in delay with the addition of more traffic. This phenomenon occurs when the additional traffic is added to a movement that experiences a shorter amount of delay, thereby decreasing the intersections average delay per vehicle (i.e. a larger amount of vehicles will have to wait a shorter time while only a few vehicles have to wait an extended period of time). It should be noted, however, that even if the addition of traffic results in a lower average intersection delay per vehicle, the total delay at the intersection will gradually increase as more traffic is added to the intersection. The measure of effectiveness utilized within this report is the average intersection delay, not the total intersection delay. It should be noted that the Synchro software is based on the 2000 HCM.

REPORT ORGANIZATION

Following this section, Section II evaluates the existing roadway characteristics and traffic conditions surrounding the project area. Section III analyzes the traffic for near term cumulative conditions. Section IV summarizes the report's findings and conclusions.

SECTION II - EXISTING CONDITIONS

This section of the traffic study is intended to assess the existing conditions of the roadways and intersections within the study area to determine travel flow and/or delay difficulties, if any, that currently exist prior to adding the traffic generated by the cumulative projects.

Darnell & Associates, Inc. (D&A) conducted a field review of the area surrounding the project in November, 2004.

EXISTING ROADWAY CHARACTERISTICS

The key segments analyzed in the study area are identified below:

South Mission Road (S13) is generally a north/south circulation element roadway. Between East Mission Road and Clemmens Lane , South Mission Road has two (2) travel lanes in each direction and a center two-way left turn lane. The posted speed limit is 35 miles per hour (mph) and parking is not permitted. The cross-section of this portion of South Mission Road is equivalent to that of a Major Road, with a capacity of 33,400 average daily traffic (ADT) at Level of Service (LOS) D.

Between Clemmens Lane and Almond Street, South Mission Road has one (1) travel lane in each direction and a center two-way left turn lane and between Almond Street and Pepper Tree Lane, South Mission Road has two (2) southbound travel lanes, one (1) northbound travel lane and a center two-way left turn lane. The cross section of this portion of South Mission Road is equivalent to that of a Town Collector, capacity of 13,500 at LOS D. The posted speed limit is 35 miles per hour (mph) and parking is not allowed.

Between Pepper Tree Lane and Winter Haven Road, South Mission Road has two (2) travel lanes in each direction and a center raised median. The cross-section of this portion of South Mission Road is equivalent to that of a Major Road, capacity of 33,400 ADT at LOS D. The posted speed limit is 50 mph and parking is not permitted.

Between Winter Haven Road and Quail Knoll Lane, South Mission has one (1) travel lane in each direction and a center two-way left turn lane. The cross section of this portion of South Mission Road is equivalent to that of a Town Collector, capacity of 13,500 at LOS D.

Between Quail Knoll Lane and Pala (SR76), South Mission Road has one (1) travel lane in each direction and a double yellow line for the median. The cross section of this portion of South Mission Road is equivalent to that of a Light Collector, capacity of 10,900 ADT at LOS D.

Fallbrook Street is generally an east/west circulation element roadway with one (1) travel lane in each direction. The cross section is equivalent to that of a Light Collector, capacity of 10,900 ADT at LOS D.

Main Avenue is generally a north/south circulation element roadway with one (1) travel lane in each direction and a center two-way left turn lane. The cross section is equivalent to that of a Town Collector, capacity of 13,500 at LOS D.

East Mission Road is generally an east west circulation element roadway. From Main Street to just west of Stage Coach Lane, East Mission Road has one (1) travel lane in each direction and a center two-way left turn lane. The cross section is equivalent to that of a Town Collector, capacity of 13,500 at LOS D. From just west of Stage Coach Lane to Interstate 15, East Mission road has one (1) travel lane in each direction. The cross section is equivalent to that of a Light Collector, capacity of 10,900 ADT at LOS D.

Stage Coach Lane is generally a north/south circulation element roadway with one (1) travel lane in each direction. The cross section is equivalent to that of a Light Collector, capacity of 10,900 ADT at LOS D.

Green Canyon Road is generally a north/south circulation element roadway with one (1) travel lane in each direction. The cross section is equivalent to that of a Light Collector, capacity of 10,900 ADT at LOS D.

Reche Road is generally an east/west circulation element roadway with one (1) travel lane in each direction. The cross section is equivalent to that of a Light Collector, capacity of 10,900 ADT at LOS D.

State Route 76 is constructed as a north/south undivided two-lane circulation element roadway providing one travel lane in each direction. The cross section is equivalent to that of a Light Collector, capacity of 10,900 ADT at LOS D. At buildout, State Route 76 has a County Circulation Element classification of a Prime Arterial, capacity of 50,000 ADT at LOS D.

Old Highway 395 is constructed as a north south undivided circulation element roadway. North of State Route 76, Old Highway 395 provides one (1) travel lane in each direction. The cross section of this portion of Old Highway 395 is equivalent to that of a Light Collector, capacity of 10,900 ADT at LOS D. South of State Route 76, Old Highway 395 provides and additional southbound lane due to the slope of the roadway. The cross section in this portion of Old Highway 395 is equivalent to that of a Town Collector, capacity of 13,500 at LOS D.

West Lilac Road is generally an east/west circulation element roadway with one (1) travel lane in each direction. The cross section is equivalent to that of a Light Collector, capacity of 10,900 ADT at LOS D.

ROADWAY SEGMENT DAILY TRAFFIC

Twenty-four hour traffic counts were collected for the analyzed roadway segments in October 2004, November, and December 2004. Figure 2 presents the existing conditions daily traffic volumes used in this analysis. Count summaries are included in Appendix A.

KEY INTERSECTIONS

The key intersections analyzed in the study area are identified below:

- South Mission Road/Ammunition Road (Signalized);
- South Mission Road/South Stage Coach Lane (Signalized);
- South Mission Road/Green Canyon Road (One-Way Stop Controlled);
- South Mission Road/Pala Road (State Route 76) (Signalized);
- Stage Coach Lane/East Mission Road (Signalized);
- Stage Coach Lane/Reche Road (All-Way Stop-Controlled);
- Main Avenue/Fallbrook Road (Signalized)
- Live Oak Park/East Mission Road (One Way Stop Controlled)
- Green Canyon Road/Reche Road (Signalized);
- Old Highway 395/East Mission Road (One Way Stop Controlled);
- Old Highway 395/Pala Road (State Route 76) (Signalized);
- Old Highway 395/West Lilac Road (Two Way Stop Controlled);
- Old Highway 395/Interstate 15 Southbound Ramps; (One Way Stop Controlled);
- Old Highway 395/Interstate 15 Northbound Ramps (One Way Stop Controlled);

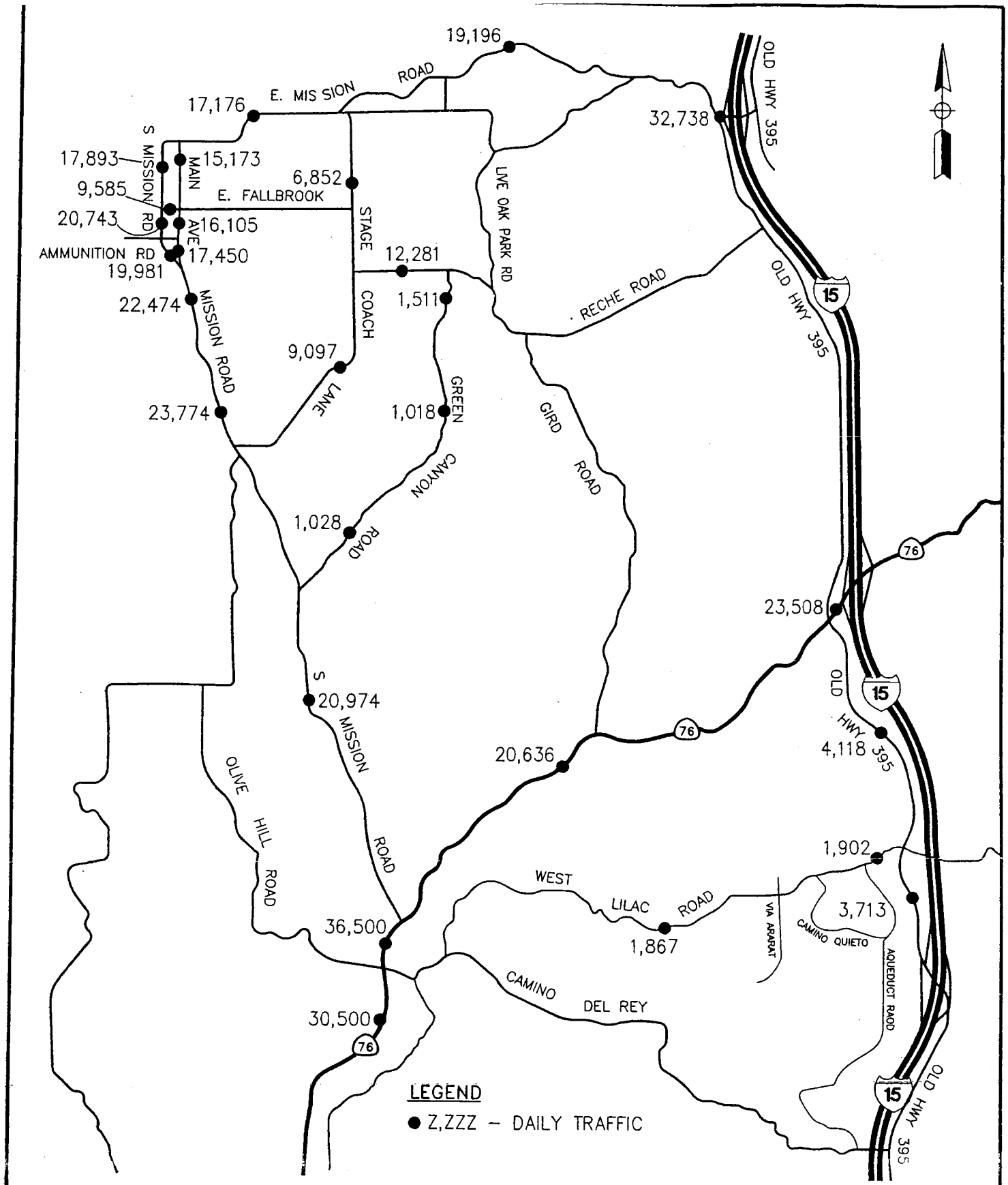

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FIGURE 2

EXISTING TRAFFIC VOLUMES

- Interstate 15 Southbound Ramps/East Mission Road (One Way Stop Controlled);
- Interstate 15 Northbound Ramps/East Mission Road (One Way Stop Controlled)
- Interstate 15 Southbound Ramps/State Route 76 (Signalized)
- Interstate 15 Northbound Ramps/State Route 76 (Signalized) and
- Olive Hill-Camino Del Rey/State Route 76 (Signalized).

INTERSECTION TRAFFIC COUNTS

Intersection counts were obtained in October, November, and December 2004. Count summaries are included in Appendix A.

EXISTING LEVEL OF SERVICE CONDITIONS

Roadway Segments

The levels of service for the existing roadway segments are summarized in Table 2. As can be seen from Table 2 South Mission Road between Clemmens Lane and Laurine Lane, South Mission Road between South Stage Coach Lane and Pala Road (State Route 76), East Mission Road between Main Street and Interstate 15, Main Avenue between East Mission Road and Clemens Lane, Reche Road between South State Coach and Green Canyon, and State Route 76 between North River Road and East of Old Highway 395 operate at LOS E or worse under existing conditions. All other roadway segments operate at LOS D or better.

Intersections

The existing conditions levels of service for the analyzed intersections are summarized in Table 3. As can be seen in Table 3, the South Mission Road/Ammunition Road, Stage Coach Lane/Reche Road, Live Oak Park/East Mission Road, Old Highway 395/East Mission Road, Interstate 15 Southbound Ramps/East Mission Road, Interstate 15 Northbound Ramps/East Mission Road, Interstate 15 Northbound Ramps/State Route 76, and Olive Hill-Camino del Rey/State Route 76 intersections all operate with a critical movement at LOS E or worse during at least one of the peak hours. All other intersections operate at LOS D or better.

A copy of the Synchro worksheets for existing conditions can be found in Appendix C.

Table 2 - Existing Roadway Segment Level of Service Summary					
Roadway Segment	Classification	Capacity (a)	ADT	LOS	Exceeds LOS D
S Mission Road					
North of Fallbrook	Major	33,400	17,893	B	No
Fallbrook to Ammunition	Major	33,400	20,743	B	No
Ammunition to Clemmens	Major	33,400	19,981	B	NO
Clemens to Laurine	Town Collector	13,500	**22,474**	**F**	**Yes**
Laurine Lane to S Stage Coach	Major	33,400	23,774	B	No
S Stage Coach to Pala	Light Collector	10,900	**20,974**	**F**	**Yes**
East Mission Road					
Main to Stage Coach	Town Collector	13,500	17,176	**E**	**Yes**
Stage Coach to Old Hwy 395	Light Collector	10,900	19,196	**F**	**Yes**
Old Hwy 395 to I-15	Light Collector	10,900	32,738	**F**	**Yes**
Fallbrook Street					
S Mission to Main	Light Collector	10,900	9,585	D	No
Main Avenue					
E Mission to Fallbrook	Town Collector	13,500	**15,173**	**E**	**Yes**
Fallbrook to Ammunition	Town Collector	13,500	**16,105**	**E**	**Yes**
Ammunition to Clemmens	Town Collector	13,500	**17,450**	**E**	**Yes**
Stage Coach Lane					
East Mission to Reche	Light Collector	10,900	6,852	C	No
Reche to S Mission	Light Collector	10,900	9,097	D	No
Green Canyon Road					
Reche to Tourmaline	Light Collector	10,900	1,511	A	No
Tourmaline to Maravido	Light Collector	10,900	1,018	A	No
Maravido to S Mission	Light Collector	10,900	1,028	A	No
Reche Road					
S Stage Coach to Green Canyon	Light Collector	10,900	**12,281**	**E**	**Yes**
State Route 76					
N River Road to Olive Hill	Light Collector	10,900	**30,500**	**F**	**Yes**
Olive Hill to S Mission	Light Collector	10,900	**36,500**	**F**	**Yes**
S Mission to Old Hwy 395	Light Collector	10,900	**20,636**	**F**	**Yes**
East of Old Hwy 395	Light Collector	10,900	**23,508**	**F**	**Yes**
Old Highway 395					
SR76 to West Lilac	Town Collector	13,500	4,118	B	No
West Lilac to I-15	Light Collector	10,900	3,713	B	No
West Lilac Road					
Camino del Rey to Caminito Quieto	Light Collector	10,900	1,867	A	No
Caminito Quieto to Old Hwy 395	Light Collector	10,900	1,902	B	No

Capacity is based on upper limit of LOS D per San Diego County Thresholds
ADT = Average Daily Traffic; LOS = Level of Service

Table 3 - Existing Intersection Level of Service Summary					
Intersection	Critical Movement	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
S Mission/Ammunition (Sig)	Int	22.1	C	**105.2**	**F**
S Mission/S Stage Coach (Sig)	Int	17.6	B	15.5	B
S Mission/Green Canyon (OWSC)	WB	20.7	C	31.4	D
S Mission/Pala (SR76) (Sig)	Int	11.3	B	27.7	C
Stage Coach/E Mission (Sig)	Int	15.3	B	25.6	C
Stage Coach/Reche Rd (AWSC)	EB	12.3	B	11.6	B
	WB	27.3	D	**41.9**	**E**
	NB	22.9	C	18.3	C
	SB	28.4	D	**76.0**	**F**
	Int	26.1	D	**49.2**	**E**
Main Ave/Fallbrook (Sig)	Int	34.3	C	29.8	C
Live Oak Park/East Mission	NB	16.2	C	**37.7**	**E**
Green Canyon/Reche (Sig)	Int	16.8	B	25.8	C
Old Hwy 395/E Mission (OWSC)	WB	**127.8**	**F**	**1652.2**	**F**
Old Hwy 395/Pala (SR76) (Sig)	Int	31.5	C	30.0	C
Old Hwy 395/West Lilac (TWSC)	EB	16.1	C	14.2	B
	WB	12.0	B	11.4	B
Old Hwy 395/Interstate 15 SB ramp (OWSC)	SB	10.5	B	11.4	B
Old Hwy 395/Interstate 15 NB ramp (OWSC)	NB	10.3	B	10.1	B
Interstate 15 SB Ramps/East Mission Rd (OWSC)	SB	**51.2**	**F**	**40.1**	**E**
Interstate 15 NB Ramps/East Mission Rd (OWSC)	NB	**115.5**	**F**	**4092.5**	**F**
Interstate 15 SB Ramps/SR76 (Sig)	Int	7.6	A	34.3	C
Interstate 15 NB Ramps/SR76 (Sig)	Int	**144.6**	**F**	**201.2**	**F**
Olive Hill-Camino del Rey/SR76 (Sig)	Int	**64.2**	**E**	54.9	D

sec/veh = seconds of delay per vehicle; LOS = Level of Service; TWSC=Two Way Stop Controlled; OWSC=One Way Stop Controlled; Sig = Signalized; EB = Eastbound; WB = Westbound; NBL = Northbound Left; SBL = Southbound Left

SECTION III – NEAR TERM CUMULATIVE

APPROVED/PENDING PROJECTS

D&A obtained the Discretionary Project Map for the Fallbrook and Bonsall Communities from the Department of Planning and Land Use. Utilizing this map, D&A investigated all the projects in the study area to determine whether or not they would affect the roadway segments and intersections in the study area. Through our investigation, it was determined that 150 projects in the area would need to be included in the analysis.

Cumulative Approved/Pending Projects Traffic

The 150 projects contribute a total of 123,937 daily trips, 10,650 AM peak hour trips, and 12,888 PM peak hour trips. The project location, description, trip generation, and trip distribution for each cumulative project can be found in Appendix B.

Ambient Growth

In order to account for any additional projects that come on line within the next 2 years, an ambient growth factor was applied to the existing counts. The ambient growth factor was determined by determining the average growth per year from the SANDAG 2000 and 2030 forecast volumes. It is assumed that the cumulative projects will be constructed by 2006, so the growth per year for 2 years was added on to the existing traffic volumes. The cumulative approved/pending project traffic was then added onto the existing with ambient growth traffic volumes to obtain the near term cumulative traffic volumes.

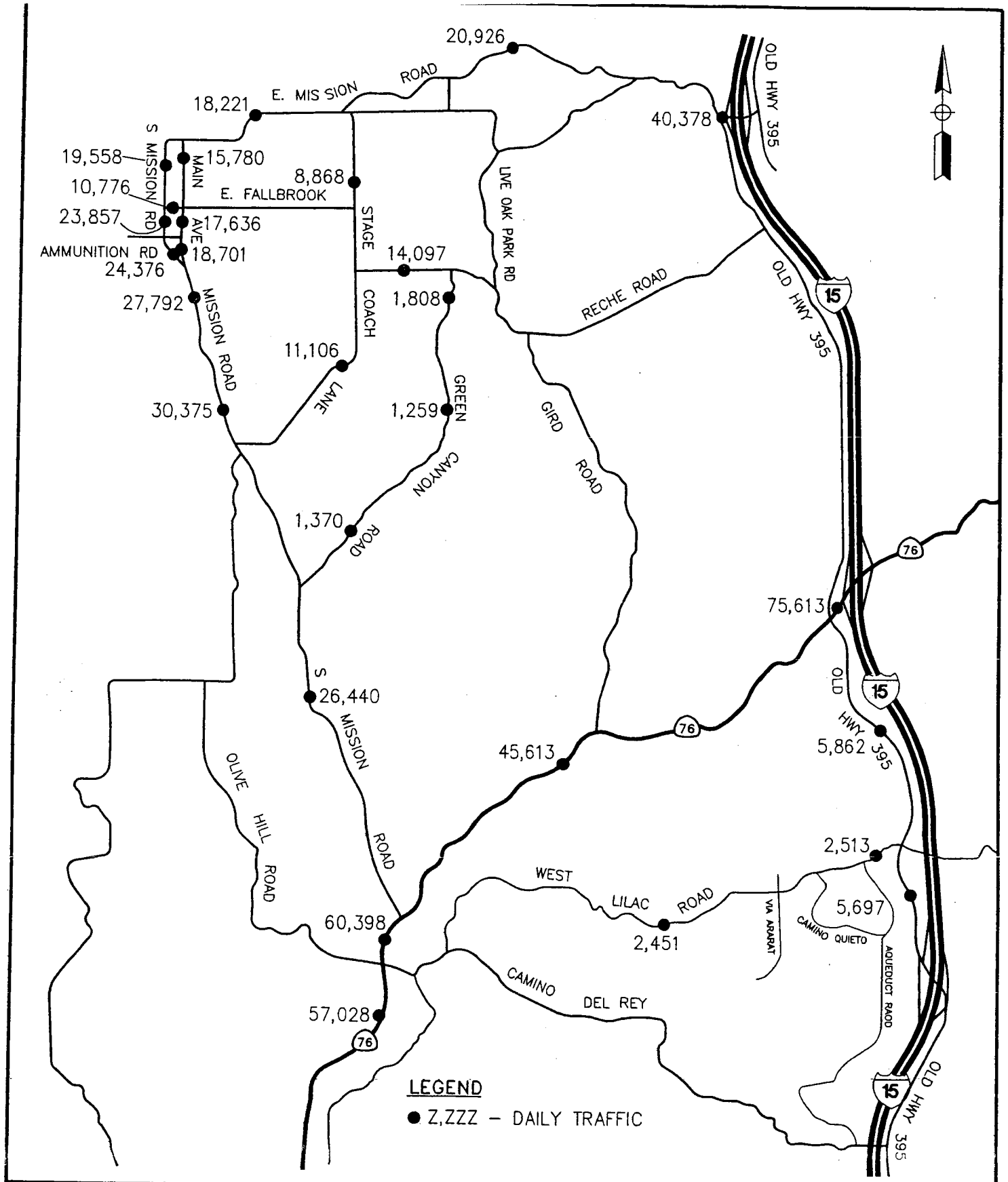
The near term cumulative daily traffic volumes are illustrated in Figure 3.

NEAR TERM CUMULATIVE CONDITIONS

Roadway Segments

The roadway segments were analyzed under near term cumulative conditions. The roadway segments daily levels of service are summarized in Table 4.

As can be seen from Table 4, the roadway segments of South Mission Road between Clemmens Lane and Laurine Lane, South Mission Road between South Stage Coach Lane and Pala Road (State Route 76), East Mission Road between Main Avenue and Interstate 15, Main Avenue between East Mission Road and Clemmens Lane, Stage Coach Lane between Reche Road and South Mission Road, Reche Road between South Stage Coach Lane and Green Canyon Road, and State Route 76 from North River Road to east of Old Highway 395 all operate at LOS E or worse under near term conditions and there is a cumulative impact on these segments. All other segments continue to operate at LOS D or better under near term cumulative conditions.



Darnell & ASSOCIATES, INC.

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FIGURE 3
NEAR TERM CUMULATIVE TRAFFIC VOLUMES

Table 4 Near Term Cumulative Segment Level of Service Summary

Roadway Segment	Capacity	Existing		Near Term Cum		Cumulative Impact?
		ADT	LOS	ADT	LOS	
S Mission Road						
North of Fallbrook	33,400	17,893	B	19,558	B	No
Fallbrook to Ammunition	33,400	20,743	B	23,857	B	No
Ammunition to Clemmens	33,400	19,981	B	24,376	B	No
Clemmens to Laurine	13,500	**22,474**	**F**	**27,792**	**F**	**Yes**
Laurine to S Stage Coach	33,400	23,774	B	30,375	D	No
S Stage Coach to Pala	10,900	**20,974**	**F**	**26,440**	**F**	**Yes**
East Mission Road						
Main to Stage Coach	13,500	**17,176**	**E**	**18,221**	**E**	**Yes**
Stage Coach to Old Hwy 395	10,900	**19,196**	**F**	**20,926**	**F**	**Yes**
Old Hwy 395 to I-15	10,900	**32,738**	**F**	**40,378**	**F**	**Yes**
Fallbrook Street						
S Mission to Main	10,900	9,585	D	10776	D	No
Main Avenue						
E Mission to Fallbrook	13,500	**15,173**	**E**	**15780**	**E**	**Yes**
Fallbrook to Ammunition	13,500	**16,105**	**E**	**17636**	**E**	**Yes**
Ammunition to Clemmens	13,500	**17,450**	**E**	**18701**	**E**	**Yes**
Stage Coach Lane						
E Mission to Reche	10,900	6,852	C	8868	D	No
Reche to S Mission	10,900	9,097	D	**11106**	**E**	**Yes**

ADT = Average Daily Traffic; LOS = Level of Service;
Capacity is based on the upper limit of LOS D per the County of San Diego Level of Service Thresholds; Significance is based on County of San Diego's *Guidelines for Determining Significance*

Table 4 Near Term Cumulative Segment Level of Service Summary (cont.)

Roadway Segment	Capacity	Existing		Near Term Cum		Cumulative Impact?
		ADT	LOS	ADT	LOS	
Green Canyon Road						
Reche to Tourmaline	10,900	1,511	A	1808	A	No
Tourmaline to Maravido	10,900	1,018	A	1259	A	No
Maravido to S Mission	10,900	1,028	A	1370	A	No
Reche Road						
S Stage Coach to Green Canyon	10,900	**12,281**	**E**	**14097**	**E**	**Yes**
State Route 76						
N River Road to Olive Hill	10,900	**30,500**	**F**	**57,028**	**F**	**Yes**
Olive Hill to S Mission	10,900	**36,500**	**F**	**60,398**	**F**	**Yes**
S Mission to Old Hwy 395	10,900	**20,636**	**F**	**45,613**	**F**	**Yes**
East of Old Hwy 395	10,900	**23,508**	**F**	**75,613**	**F**	**Yes**
Old Highway 395						
SR76 to West Lilac	13,500	4,118	B	5862	B	No
West Lilac to I-15	10,900	3,713	B	5697	C	No
West Lilac						
Camino del Rey to Caminito Quieto	10,900	1,867	A	2451	B	No
Caminito Quieto to Old Hwy 395	10,900	1,902	B	2513	B	No

ADT = Average Daily Traffic; LOS = Level of Service;
Capacity is based on the upper limit of LOS D per the County of San Diego Level of Service Thresholds; Significance is based on County of San Diego's *Guidelines for Determining Significance*

Intersections

The intersections were analyzed under near term cumulative conditions. The intersections' levels of service for near term cumulative conditions during the AM and PM peak hours are summarized in Tables 5 and 6, respectively. A copy of the Synchro analysis worksheets for near term conditions can be found in Appendix D.

As can be seen in Tables 5 & 6, the South Mission Road/Ammunition Road, South Mission Road/Green Canyon Road, South Mission Road/State Route 76, Stage Coach Lane/Reche Road, Live Oak Park/East Mission Road, Old Highway 395/East Mission Road, Old Highway 395/State Route 76, Interstate 15 Southbound Ramps/East Mission Road, Interstate 15 Northbound Ramps/East Mission Road, Interstate 15 Southbound Ramps/State Route 76. Interstate 15 Northbound Ramps/State Route 76, and Olive Hill-Camino del Rey/State Route 76 intersections all operate with critical movements at LOS E or worse during at least one of the peak hours. The cumulative projects have a signification impact at these intersections. All other intersections operate at LOS D or better.

Table 5 Near Term Cumulative Intersection LOS Summary - AM Peak Hour

Intersection	Critical Movement	Existing		Near Term Cumulative With Project		Cumulative Impact?
		Delay	LOS	Delay	LOS	
S Mission/Ammunition (Sig)	Int	22.1	C	23.6	C	No
S Mission/S Stage Coach (Sig)	Int	17.6	B	23.7	C	No
S Mission/Green Canyon (OWSC)	WB	20.7	C	33.5	D	No
S Mission/Pala (SR76) (Sig)	Int	11.3	B	46.2	D	No
Stage Coach/E Mission (Sig)	Int	15.3	B	18.1	B	No
Stage Coach/Reche Rd (AWSC)	EB	12.3	B	14.0	B	Yes
	WB	27.3	D	**45.0**	**E**	
	NB	22.9	C	**38.8**	**E**	
	SB	28.4	D	**49.0**	**E**	
	Int	26.1	D	**43.2**	**E**	
Main Ave/Fallbrook (Sig)	Int	34.3	C	34.9	C	No
Live Oak Park/East Mission	NB	16.2	C	19.5	C	No
Green Canyon/Reche (Sig)	Int	16.8	B	20.2	C	No
Old Hwy 395/E Mission (OWSC)	WB	**127.8**	**F**	**1827.5**	**F**	**Yes**
Old Hwy 395/Pala (SR76) (Sig)	Int	31.5	C	**219.1**	**F**	**Yes**
Old Hwy 395/West Lilac (TWSC)	EB	16.1	C	27.7	D	No
	WB	12.0	B	15.5	C	
Old Hwy 395/Interstate 15 SB ramp (OWSC)	SB	10.5	B	11.9	B	No
Old Hwy 395/Interstate 15 NB ramp (OWSC)	NB	10.3	B	11.7	B	No
Interstate 15 SB Ramps/East Mission Rd (OWSC)	SB	**51.2**	**F**	**139.5**	**F**	**Yes**
Interstate 15 NB Ramps/East Mission Rd (OWSC)	NB	**115.5**	**F**	**400.3**	**F**	**Yes**
Interstate 15 SB Ramps/SR76 (Sig)	Int	7.6	A	**519.9**	**F**	**Yes**
Interstate 15 NB Ramps/SR76 (Sig)	Int	**144.6**	**F**	**600.0**	**F**	**Yes**
Olive Hill-Camino del Rey/SR76 (Sig)	Int	**64.2**	**E**	**462.7**	**F**	**Yes**

Delay is measured in seconds of delay per vehicle; Δ Delay= Change in delay; LOS= Level of Service; Int=Intersection; EB=Eastbound; EBL=Eastbound Left; WB=Westbound; WBL=Westbound Left; NB=Northbound; SB=Southbound; TWSC=Two Way Stop Controlled; OWSC=One Way Stop Controlled; Sig=Signalized

Table 6 Near Term Cumulative Intersection LOS Summary - PM Peak Hour

Intersection	Critical Movement	Existing		Near Term Cumulative With Project		Cumulative Impact?
		Delay	LOS	Delay	LOS	
S Mission/Ammunition (Sig)	Int	**105.2**	**F**	**107.3**	**F**	**Yes**
S Mission/S Stage Coach (Sig)	Int	15.5	B	18.1	B	No
S Mission/Green Canyon (OWSC)	WB	31.4	D	**200.9**	**F**	**Yes**
S Mission/Pala (SR76) (Sig)	Int	27.7	C	**77.1**	**E**	**Yes**
Stage Coach/E Mission (Sig)	Int	25.6	C	33.8	C	No
Stage Coach/Reche Rd (AWSC)	EB	11.6	B	12.4	B	**Yes**
	WB	**41.9**	**E**	**60.6**	**F**	
	NB	18.3	C	26.2	D	
	SB	**76.0**	**F**	**145.8**	**F**	
	Int	**49.2**	**E**	**82.9**	**F**	
Main Ave/Fallbrook (Sig)	Int	29.8	C	32.0	C	No
Live Oak Park/East Mission	NB	**37.7**	**E**	**54.6**	**F**	**Yes**
Green Canyon/Reche (Sig)	Int	25.8	C	29.8	C	No
Old Hwy 395/E Mission (OWSC)	WB	**1652.2**	**F**	**1872.3**	**F**	**Yes**
Old Hwy 395/Pala (SR76) (Sig)	Int	30.0	C	**242.7**	**F**	**Yes**
Old Hwy 395/West Lilac (TWSC)	EB	14.2	B	14.0	B	No
	WB	11.4	B	15.5	C	
Old Hwy 395/Interstate 15 SB ramp (OWSC)	SB	11.4	B	14.4	B	No
Old Hwy 395/Interstate 15 NB ramp (OWSC)	NB	10.1	B	14.0	B	No
Interstate 15 SB Ramps/East Mission Rd (OWSC)	SB	**40.1**	**E**	**125.8**	**F**	**Yes**
Interstate 15 NB Ramps/East Mission Rd (OWSC)	NB	**4092.5**	**F**	**4600.3**	**F**	**Yes**
Interstate 15 SB Ramps/SR76 (Sig)	Int	34.3	C	**822.2**	**F**	**Yes**
Interstate 15 NB Ramps/SR76 (Sig)	Int	**201.2**	**F**	**745.0**	**F**	**Yes**
Olive Hill-Camino del Rey/SR76 (Sig)	Int	54.9	D	**533.9**	**F**	**Yes**

Delay is measured in seconds of delay per vehicle; Δ Delay= Change in delay; LOS= Level of Service; Int=Intersection; EB=Eastbound; EBL=Eastbound Left; WB=Westbound; WBL=Westbound Left; NB=Northbound; SB=Southbound; TWSC=Two Way Stop Controlled; OWSC=One Way Stop Controlled; Sig=Signalized

SECTION VI - SUMMARY OF FINDINGS AND CONCLUSIONS

- There are 150 cumulative projects that contribute a total of 123,937 daily trips, 10,650 AM peak hour trips, and 12,888 PM peak hour trips to the study area.

- The cumulative projects have a cumulative impact at fourteen (14) of the analyzed roadway segments. See Table 4.

- The cumulative projects have a cumulative impact at twelve (12) of the analyzed intersections. See Table 5 and 6.

ATTACHMENT B

- Excerpts from the County of San Diego's Guidelines for Determining Significance

COUNTY OF SAN DIEGO

REPORT FORMAT & CONTENT REQUIREMENTS

TRANSPORTATION AND TRAFFIC

LAND USE AND ENVIRONMENT GROUP

Department of Planning and Land Use
Department of Public Works

First Revision
December 5, 2007

B1

APPROVAL

I hereby certify that these **Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic** are a part of the County of San Diego, Land Use and Environment Group's Guidelines for Determining Significance and Technical Report Format and Content Requirements and were considered by the Director of Planning and Land Use, in coordination with the Director of Public Works on the 5th day of December, 2007.

ERIC GIBSON
Interim Director of Planning and Land Use

JOHN SNYDER
Director of Public Works

I hereby certify that these **Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic** are a part of the County of San Diego, Land Use and Environment Group's Guidelines for Determining Significance and Technical Report Format and Content Requirements and have hereby been approved by the Deputy Chief Administrative Officer (DCAO) of the Land Use and Environment Group on the 5th day of December, 2007. The Director of Planning and Land Use is authorized to approve revisions to these Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic, except any revisions to Section 4.0 of the Guidelines for Determining Significance for Transportation and Traffic must be approved by the Deputy CAO.

Approved, December 5, 2007

Text
First Revision
December 5, 2007

Approved
September 26, 2006

CHANDRA WALLAR
Deputy CAO

PURPOSE

These Transportation and Traffic Report Format and Content Requirements provide guidance on conducting traffic impact studies and preparing reports for discretionary projects being processed by the Land Use and Environment Group. These guidelines are designed to:

1. Ensure the quality, accuracy and completeness of traffic impact studies and reports.

2. Aid in staff's efficient and consistent review of maps and documents from different consultants.

3. Provide adequate information to make appropriate planning decisions and to make determinations regarding conformance with applicable regulations.

4. Increase the efficiency of the environmental review process and avoid unnecessary time delays.

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TABLE

Table 1 - County Criteria for the Need to Prepare a Traffic Impact Study (TIS) 2

FIGURE

Figure 1 - Significant Project Traffic Impact Assessment Flow Chart 18

ATTACHMENT

Attachment A - Ramp Metering Analysis 19

1.0 INTRODUCTION

The purpose of a traffic impact study is to evaluate potential project level and cumulative traffic impacts that may result from a proposed project. Substantial traffic volume increases on roadways or intersections may cause congestion at existing or future roads and intersections. Traffic volume increases may occur from trips generated by the proposed project or a redistribution of traffic that would result from the proposed project. A detailed analysis of the traffic generated or redirected by a proposed project, assessment of potential impacts, and identification of mitigation measures for significant traffic impacts are the main focus of a traffic impact study.

For all discretionary development and public works projects, County staff will evaluate the need for a Traffic Impact Study (TIS). Guidelines for determining when and the type of traffic study are provided in Section 2.1 below. These are intended to serve as a guideline and are not intended to replace sound traffic engineering judgment. The analysis of traffic issues, evaluation of traffic impacts, and development of mitigation measures for traffic impacts are complex tasks. The type and scope of a traffic impact study will vary based upon the size of a project, its location and other factors. Typically, a traffic impact study will include several components as outlined in Section 3.1.

2.0 TRAFFIC IMPACT STUDY GUIDANCE

Under CEQA, traffic impacts will be evaluated for every discretionary land use project, however not all projects require a TIS. The different types of traffic impact studies and the typical criteria that trigger them are discussed below:

2.1 Criteria for Need to Prepare & Types of Traffic Impact Studies

All discretionary projects and public works projects are required to be evaluated to determine the potential for project-level (direct) or cumulative traffic impacts that may result from implementation of the proposed project. Table 1 below, highlights the typical criteria used (based on ADTs) to determine if a TIS is required and what type of TIS is most appropriate. Figure 1 - Significant Project Traffic Impact Assessment Flow Chart is also a useful tool for assessing traffic impacts.

Table 1 - County Criteria for the Need to Prepare a Traffic Impact Study (TIS)

PROJECT GENERATED TRAFFIC*	FOCUSED TIS	FULL TIS NEEDED	CONGESTION MANAGEMENT ANALYSIS NEEDED
Less than 200 Average Daily Trips OR Less than 20 Peak Hour Trips	No	No	No
500 Average Daily Trips OR 50 Peak Hour Trips	Yes	No	No
1,000 Average Daily Trips OR 100 Peak Hour Trips	No	Yes	No
2,400 Average Daily Trips OR 200 Peak Hour Trips	No	Yes	Yes

* Other situations could result in a request for an Issue Specific or Focused Traffic Impact Study. These include, but are not limited to, those issues addressed in this report.
NOTE: Analysis of cumulative traffic impacts may require a Traffic Impact Study, even when project generated traffic volumes alone do not.

2.1.1 Issue Specific Traffic Impact Study

Generally, an issue specific TIS will be required for projects that generate between 200 and 500 average daily trips (ADT) or between 20 and 50 peak hour trips that may potentially impact or alter the design of a nearby intersection or road segment. Typically, the scope of an issue specific traffic study is limited to nearby roads receiving over 200 ADT (100 ADT is adjacent road is operating at LOS F) and intersections receiving over 20 peak hour trips (5 peak hour trips on a critical move for an adjacent intersection operating at LOS F). County staff may also based upon a field review, public comment, or recommendations of a planning group require an issue specific TIS to address particular traffic issues. For example, an examination of available sight distance, driveway access, access road geometrics and capacity, parking capacity, intersection analysis or a signal timing study are issue specific/focused studies that could be required.

All discretionary projects are required to evaluate project-level (direct) and cumulative traffic impacts that may include preparation of a TIS. When a proposed project generates less than 200 average daily trips (ADT), in most cases (given the distribution of traffic onto County Circulation Element roads and the traffic impact criteria identified

in Table 1), the proposed project will not result in direct traffic impacts. If the proposed project distributes over 100 ADT onto a County Circulation Element Road operating at LOS F, however, a direct impact may be identified. Improvements to mitigate the added delay caused by the project would need to be identified. A traffic assessment to assist in the identification of appropriate mitigation may be required.

When the applicant/proposed project participates fully in the County's TIF program, no additional cumulative traffic impact assessment will be required unless the proposed project is adjacent to or nearby another local jurisdiction where the potential for direct or cumulative traffic impacts exists. If the proposed project is located adjacent to another jurisdiction or in close proximity to a freeway ramp, additional cumulative traffic impacts outside the unincorporated area and not identified in the County's TIF program may occur. The applicant should coordinate with those jurisdictions or agencies regarding any potential need for traffic studies or mitigation.

2.1.2 Focused Traffic Impact Study (TIS)

A focused TIS shall be prepared for all discretionary projects that generate between 500 and 1,000 total average daily trips (ADT) or between 50 and 100 peak-hour trips. The focused TIS shall assess potential traffic impacts to nearby local roads (streets) and intersections. The scope of the assessment of direct traffic impacts should include the assessment of transportation facilities that would receive 25 or more peak hour trips from the proposed project. Other criteria for determining whether a focused traffic analysis is required may include the following:

- The proposed project includes a driveway to be located on a Circulation Element Road within 150 feet of an intersection with another Circulation Element Road.
- The proximity of transportation facilities currently operating at LOS E or F.
- The project includes a driveway that intersects an on-street bicycle lane or crosswalk in an area of high pedestrian activity.
- There are access risks or deficiencies associated with the adjoining street system due to curves, slopes, walls or other barriers to adequate lines of sight.
- The proposed project will result in a road alignment or design, which is inconsistent with the General Plan or community plan for the area or does not align with adjoining or proposed roads.

When the applicant/proposed project participates fully in the County's TIF program, only a focused cumulative traffic impact assessment will be required. Per the TIF Ordinance, the County may require a developer to install improvements with supplemental size, length, or capacity in order to ensure efficient and timely construction of the transportation facilities network. The focused cumulative traffic assessment will aide in this determination. When required the scope of the cumulative traffic assessment

should include the same intersections and roads that were assessed in the direct portion of the traffic study. In addition, if the proposed project is located adjacent to another jurisdiction or in close proximity to a freeway ramp, additional cumulative traffic impacts out side the unincorporated area and not identified in the County's TIF program may occur. The applicant should coordinate with those jurisdictions or agencies regarding any potential need for traffic studies or mitigation.

When the applicant/proposed project does not fully participate in the County's TIF Program a full, complete and detailed cumulative traffic assessment will be required. Scoping of the detailed cumulative traffic assessment will extend beyond the 25 peak hour trip limit specified above and should include all roads and intersections that may be cumulatively impacted by the proposed project. The detailed cumulative traffic analysis must be based upon the summary of projects approach and include an assessment forecast of the traffic volumes and impacts that would result from build-out of the general land uses/projects that would be constructed in the future.

2.1.3 Full Traffic Impact Study (TIS)

A full TIS shall be prepared for all discretionary projects that generate 1,000 or more total average daily trips (ADT) or 100 or more peak-hour trips. The full TIS shall assess potential impacts to regional arterials and state highways in addition to the potential impacts to nearby local roads (streets) and intersections.

A Congestion Management Program (CMP) analysis is required for all large projects, which are defined as generating 2,400 or more average daily trips or 200 or more peak-hour trips. Computerized long-range forecasts and select zone assignments are required by the CMP for these large projects to aide in the determination of the proposed project's trip distribution. In addition, Caltrans may require a TIS when a proposed project will likely generate or redirect traffic that impacts a State highway or freeway (especially entrance and exit ramps). Please refer to the flow chart (Figure 1) for TIS requirements.

The geographic area examined in the full TIS or CMP analysis should include the following:

- Local roads and intersections as determined through coordination with the local planning group and County staff. Typically, this will include the access roads and the intersection of local roads with a Circulation Element road.

- All regional arterials (including all State surface routes), intersections, and mainline freeway locations where the proposed project will add 50 or more peak-hour trips in either direction to the existing roadway traffic.

- Freeway entrance and exit ramps as determined by coordination with Caltrans. These are defined as entrance and exit ramps that are currently experiencing a 15-min delay, which, combined with the proposed project, will add 20 or more

peak hour trips to the ramp. (NOTE: Care must be taken to include other ramps and intersections that may receive project traffic diverted as a result of already existing, or projected congestion at freeway entrances and exits.)

All full traffic impact studies shall include a cumulative traffic assessment that evaluates the near-term cumulative traffic impacts of the proposed project. The scope of the full cumulative traffic assessment shall include those roads and intersections that will receive 25 peak hour trips. Roads and intersections in the vicinity of the proposed project that are operating at LOS E or F may require additional analysis if they were not addressed in the County's TIF Program. Per the County's TIF Ordinance, the County may require a developer to install improvements with supplemental size, length, or capacity in order to ensure efficient and timely construction of the transportation facilities network. The full cumulative traffic assessment will aide in this determination. The full cumulative traffic assessment will also allow for more detailed discussion of the projects potential traffic impacts during public review and in any environmental documents that are prepared for the proposed project. If the proposed project is located adjacent to another jurisdiction or in close proximity to a freeway ramp, additional cumulative traffic impacts outside the unincorporated area and not identified in the County's TIF program may occur. The applicant should coordinate with those jurisdictions or agencies regarding any potential need for traffic studies or mitigation.

If an applicant/proposed project chooses not to fully participate in the County's TIF Program a full, a complete and detailed cumulative traffic assessment will be required. Scoping of the cumulative traffic assessment will extend beyond the 25 peak hour trip limit specified above and should include all roads and intersections that may be cumulatively impacted by the proposed project. The detailed cumulative traffic analysis must be based upon the summary of projects approach and include an assessment forecast of the traffic volumes and impacts that would result from build-out of the general land uses/projects that would be constructed in the future.

2.1.4 Traffic Impact Study for Projects Proposing to Amend the County's General Plan

Projects that propose changes to the County's General Plan or zoning and that will increase the density or intensity of development above that of the adopted General Plan must prepare a plan-to-plan analysis. The plan-to-plan analysis must assess potential impacts to the County's General Plan Circulation Element Roads at build-out of the County's General Plan. Projects that include near-term development and propose a change to the County's General Plan or existing zoning must provide an overall analysis assessing existing, cumulative and build-out conditions.

2.1.5 Traffic Impact Study for a Publicly Initiated Road Improvement Project

Publicly initiated road improvement projects do not, in themselves, generate additional trips. They may, however, cause a redistribution of trips on the local or regional road network. Whenever the proposed road improvement project redistributes 500 or more

average daily trips or 50 or more peak hour trips, a focused or full TIS shall be prepared as per the criteria outlined above. A separate or communal traffic needs assessment may also be performed to help establish the purpose and need of the road improvement project.

2.2 Traffic Impact Study Methodology

Evaluations of traffic safety impacts and hazards to pedestrians or bicyclists shall be based upon a field review and the collection of both qualitative and quantitative data. An evaluation of compliance with the County of San Diego Public Road Standards and the San Diego County Standards for Private Streets may be made. If a design modification is requested, the provisions and criteria outlined in the design modification shall apply. When applicable, a summary of existing accident data on a road segment or at an intersection may also be provided.

Levels of Service for arterial road segments may be estimated on an ADT/24-hour traffic volume basis. Table 1 (page 9) of the County of San Diego Public Road Standards may be used for roads located within the unincorporated area of San Diego County. Similar LOS Tables from the appropriate local jurisdiction should be used for local roads outside of the unincorporated area. Upon concurrence with County staff, Highway Capacity Manual (HCM) analysis methods may be used for specified arterials.

The County of San Diego Public Road Standards includes a table which establishes levels of service for County Circulation Element roads based upon average daily trips. This table shall be used in determining the level of service for County Circulation Element roads. The Highway Capacity Manual (HCM) includes analysis criteria for the assessment of the level of service for two-lane highways. The Director of Public Works may, based upon a review of the operational characteristics of the roadway, designate that a HCM analysis be used to determine the level of service for a two-lane County arterial in lieu of the level of service table provided in the County of San Diego Public Road Standards.

In determining the level of service for road segments and intersections outside of the County of San Diego's jurisdiction, the level of service standards for the jurisdiction or agency (Caltrans) shall be used. Early coordination with the affected jurisdiction or agency (Caltrans) should be conducted during the preparation of the traffic impact study.

All level of service measurements for intersections and State highways shall be based upon HCM procedures for peak-hour conditions. The following methodologies for TIS analysis should be used (unless early consultation with the lead agency and Caltrans has established other methods), along with some suggested software packages and options:

- Arterials, Multi-lane and Two-lane Highways, and all other Local Streets - current Highway Capacity Manual [HCM]: w/Highway Capacity Software [HCS].

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- Signalized Intersections – HCM: w/HCS, TRAFFIX, SigCinema, and SYNCHRO acceptable to Caltrans; and, HCS, TRAFFIX, SIGNAL 94, and NCAP acceptable to local jurisdictions.

- Unsignalized Intersections – HCM.

- Freeway Segments – HCM or Caltrans District 11 freeway LOS definitions (refer to Attachment A of the Guidelines for Determining Significance for Transportation and Traffic).

- Freeway Weaving Areas – Caltrans Highway Design Manual (Chapter 500).

- Freeway Ramps – Caltrans District 11 Ramp Metering Analysis (Attachment A), and Caltrans Ramp Meter Design Guidelines (August 1995), HCS (for ramp design only).

- Freeway Interchanges – HCM: for diamond interchanges where the timing and phasing of the two signals must be coordinated to ensure queue clearances, consider Passer III-90.

- Transit, Pedestrians, and Bicycles – HCM.

- Warrants for Traffic Signals, Stop Signs, School Crossings, Freeway Lighting, etc. – Manual For Uniform Traffic Control Devices (MUTCD) and California Supplement.

- Channelization and Intersection Geometry - Caltrans' Traffic Manual and Guidelines for Reconstruction of Intersections, City of San Diego's Traffic Impact Study Manual -Appendix 4.

Note: Neither the County nor Caltrans officially advocate the use of any special software packages, especially since new ones are being developed all the time. However, consistency with the Highway Capacity Manual (HCM) is advocated in most cases. The above-mentioned software packages have been utilized locally. Because it is so important to have consistent end results, always consult with all affected jurisdictions, including Caltrans, regarding the analytical techniques and software being considered (especially if they differ from above) for the TIS.

3.0 REPORT FORMAT REQUIREMENTS

A thorough traffic impact study (TIS) will consider the potential effects of all aspects of a project (including all potential on- and off-site transportation impacts and improvements). The study should identify whether impacts are direct or cumulative in nature, determine whether the impacts are significant and proposed mitigation measures for any identified impacts. Direct traffic impacts are those that are caused by

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and immediately related to the project. Cumulative traffic impacts are traffic impacts that would result from traffic generated or redirected by the proposed project and past, present or future projects.

3.1 Typical Traffic Impact Study Outline

The required sections of a typical TIS are provided in the outline/Table of Contents below:

COVER PAGE

TABLE OF CONTENTS (Including a list of tables, maps & figures)

GLOSSARY OF TERMS AND ACRONYMS

EXECUTIVE SUMMARY

1.0 INTRODUCTION

- 1.1 **Purpose of the Report**
- 1.2 **Project Location and Description**
  (Including map of proposed project location & map of TIS Study Area; discuss construction and/or operational traffic, if applicable)
- 1.3 **Summary of Significance Criteria**
- 1.4 **Congestion Management Program Requirements** (if applicable)

2.0 EXISTING CONDITIONS

- 2.1 **Existing Transportation Conditions**
- 2.2 **Existing Parking, Transit, & On-site Circulation**

3.0 PROJECT IMPACT ANALYSIS

- 3.1 **Analysis Methodology**
- 3.2 **Project Trip Generation**
- 3.3 **Project Trip Distribution**
- 3.4 **Existing + Project Conditions**
- 3.5 **Near-Term + Existing Conditions**
- 3.6 **Near-Term + Existing + Project Conditions**
- 3.7 **Horizon Year** (if applicable)
- 3.8 **Horizon Year Transportation + Proposed Project Conditions**
- 3.9 **Ramps** (if applicable)
- 3.10 Congestion Management Plan (if applicable)
- 3.11 **Hazards due to an Existing Transportation Design Feature** (if applicable)

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3.12 Hazards to Pedestrians or Bicyclists (if applicable)
3.13 Parking Capacity (if applicable)
3.14 Alternative Transportation (if applicable)
3.15 Project Access and On-Site Circulation

4.0 IMPACT SUMMARY

4.1 Impact Summary Table
4.2 Road Segments
4.2.1 Guidelines for the Determination of Significance
4.2.2 Significance of Impacts Prior to Mitigation
4.2.3 Mitigation Measures and Design Considerations
4.2.4 Conclusions
4.3 Intersections (Signalized & Unsignalized)
4.3.1 Guidelines for the Determination of Significance
4.3.2 Significance of Impacts prior to Mitigation
4.3.3 Mitigation Measures and Design Considerations
4.3.4 Conclusions
4.4 Two-lane Highways
4.4.1 Guidelines for the Determination of Significance
4.4.2 Significance of Impacts prior to Mitigation
4.4.3 Mitigation Measures and Design Considerations
4.4.4 Conclusions
4.5 Ramps (if applicable)
4.5.1 Guidelines for the Determination of Significance
4.5.2 Significance of Impacts prior to Mitigation
4.5.3 Mitigation Measures and Design Considerations
4.5.4 Conclusions
4.6 Congestion Management Plan (if applicable)
4.6.1 Guidelines for the Determination of Significance
4.6.2 Significance of Impacts prior to Mitigation
4.6.3 Mitigation Measures and Design Considerations
4.6.4 Conclusions
4.7 Hazards Due To An Existing Transportation Design Feature (if applicable)
4.7.1 Guidelines for the Determination of Significance
4.7.2 Significance of Impacts prior to Mitigation
4.7.3 Mitigation Measures and Design Considerations
4.7.4 Conclusions
4.8 Hazards To Pedestrians Or Bicyclists (if applicable)
4.8.1 Guidelines for the Determination of Significance
4.8.2 Significance of Impacts prior to Mitigation
4.8.3 Mitigation Measures and Design Considerations
4.8.4 Conclusions
4.9 Parking Capacity (if applicable)
4.9.1 Guidelines for the Determination of Significance

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4.9.2 Significance of Impacts prior to Mitigation
4.9.3 Mitigation Measures and Design Considerations
4.9.4 Conclusions

4.10 Alternative Transportation (if applicable)
4.10.1 Guidelines for the Determination of Significance
4.10.2 Significance of Impacts prior to Mitigation
4.10.3 Mitigation Measures and Design Considerations
4.10.4 Conclusions

5.0 SUMMARY OF RECOMMENDED PROJECT DESIGN FEATURES, IMPACTS AND MITIGATION (Include project access and on-site circulation)

6.0 REFERENCES

7.0 LIST OF PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

TECHNICAL ATTACHMENTS (order will be determined by reference in report)

3.2 General Content Guidance

Cover Page
The cover page shall include the following information:

- Project common name
- Project numbers (i.e. TM, ZAP, etc.) including the environmental log number (ER)
- Date (original report date plus all revisions) must be revised during each iteration of the draft report)
- Name of County Approved CEQA Consultant preparing document, firm name (if applicable) and address
- Signature of County Approved CEQA Consultant
- Project proponent's name and address
- The following statement: Prepared for The County of San Diego

Table of Contents (Including a list of tables, maps & figures)
The table of contents should follow the recommended order and format outlined in this document. Page numbers should be assigned when possible especially to all the pertinent tables and figures. Titles of each attachment/appendix should be listed in the order in which they are referenced in the document.

Glossary of Terms and Acronyms
Provide a list of terms and acronyms used in the study.

Executive Summary
Provide a brief summary of the project, the potential impacts and proposed mitigation. No new information should be provided in the summary that is not further explained

elsewhere in the document. The purpose of the summary is to provide a quick reference for the public and decision-makers. Therefore, the language should be less technical than that used in the remainder of the document.

Existing Conditions

Documentation of the existing traffic volumes, levels of service, and geometrics for roads and intersections that may be potentially impacted by the proposed project must be provided. This assessment is typically based upon traffic counts that are less than two years old, unless it can be demonstrated that traffic volumes have not significantly changed since the prior counts were taken. The study should include the following:

- Figure identifying roadway conditions including raised medians, median openings, separate left and right turn lanes, roadway and intersection dimensions, bike lanes, parking, number of travel lanes, posted speed.
- Figure indicating the daily (ADT) and peak-hour volumes.
- Figure or table showing LOS for intersections during peak hours and roadway sections within the study area (include analysis sheets on an appendix).

Analysis Methodology

See Section 2.2 above.

Trip Generation

Estimates of the number of trips that will be generated by the proposed project must be provided. Typically, SANDAG's Brief Guide of Vehicular Traffic Generation rates for the San Diego Region is used to prepare this estimate. Where a specific project is not defined in the Brief Guide then rates recommended by the Institute of Traffic Engineers or detailed case studies may be used to establish the trip rate assumption. The study should include the following:

- Table showing the calculated project generated (ADT) and peak hour volumes.

Trip Distribution

The assignment of the estimated trips generated by the project or redistribution of existing traffic onto the existing and, if applicable, future road networks must be provided. For small projects this is typically done manually based upon traffic engineering judgment. For large projects, trips are distributed onto the road network based upon SANDAG's regional forecasting model, by using a select zone assignment. Per the CMP, large projects must distribute project trips based upon a computer model approved by SANDAG. This is typically, the SANDAG Regional model.

The study should include the following:

- Project Trip Distribution using the current Regional Computer Traffic Model (provide a computer plot) or manual assignment if previously approved. (Identify which method was used.)
- Traffic signal warrant analysis (Caltrans Traffic manual) for appropriate sections.

Site Access

Project site access is analyzed in quantitative or qualitative terms, in conjunction with a review of internal site circulation and access to parking areas. In addition, peak hour LOS may be quantified for primary access points, using the procedures outlined herein. Conflicts that may be created by driveway configuration, placement of the driveway in areas of poor visibility, that are close or adjacent to bicycle or pedestrian facilities or in close proximity to busy or congested intersections should be identified. Conflicts with or restrictions of access to publicly or privately owned land should also be identified.

Assessment of adequate primary and secondary access to the project site will be made in coordination with the local fire protection district and, where warranted, other emergency response agencies, such as the Sheriff and California Highway Patrol. Documentation and assessment of existing road and intersection geometry may be required to verify whether adequate access may be required. If deficiencies are identified recommendations to correct any deficiencies must be made.

The TIS analysis shall determine the effect that a project will have for each of the previously outlined study scenarios. Peak-hour capacity analyses for freeways, roadway segments (ADTs may be used in lieu of V/C ratios), intersections, and freeway ramps must be conducted for both the near-term and long-term conditions. The methodologies used in determining the traffic impact are not only critical to the validity of the analysis; they are pertinent to the credibility and confidence the decision-makers have in the resulting findings, conclusions, and recommendations. Key assumptions made in the TIS should be documented in the report.

Project-Level & Cumulative Traffic Impacts

State CEQA Guidelines requires that environmental assessments, which include a TIS, take into account the "whole of the action" involved, including on-site, off-site, construction, and operational impacts. This requires impact assessments to evaluate project-level and cumulative impacts.

Project Level

Project-level impacts are impacts that would result solely from the implementation of the project. Since CEQA requires a plan to ground assessment, project impacts are typically evaluated by assessing the existing conditions with the proposed project in place against the existing conditions. Where it can be demonstrated that the proposed project will reasonably come on-line after the completion of nearby transportation projects an opening day assessment may also be required. Coordination with County staff is recommended to ensure that proper assumptions are used in the preparation of an opening day assessment. Project-level impacts would occur when the significance criteria outlined herein is exceeded

Cumulative

CEQA section 15130 provides guidance for assessment of cumulative impacts. Cumulative impact assessments should be based upon 1) a list of projects approach or 2) a General Plan summary of projects approach. The list of projects approach includes a list of past, present and probable future projects producing related or cumulative impacts (includes all projects and if necessary, those projects outside the control of the agency). The General Plan summary of projects approach includes a summary of projects contained in an adopted general plan or related planning document, or in a prior certified/adopted environmental document which described or evaluated regional or area wide conditions contributing to the cumulative impact.

Large projects may be required to provide both levels of evaluation.

Section 15130(a) of the State CEQA Guidelines state that cumulative impacts of a project should be discussed when the project's incremental effect, is considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In evaluating cumulative traffic impacts two situations must be evaluated: 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 cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts. Specific mitigation measures must be identified to mitigate each cumulative traffic impact. Mitigation measures can be fairshare contributions toward scheduled Capital Improvement Projects or the construction of improvements that would mitigate the proposed project's cumulative traffic impacts.

When the applicant/proposed project participates fully in the County's TIF program, no additional cumulative traffic impact assessment will be required unless the proposed project is adjacent to or nearby another local jurisdiction where the potential for direct or cumulative traffic impacts exists. If the proposed project is located adjacent to another jurisdiction or in close proximity to a freeway ramp, additional cumulative traffic impacts out side the unincorporated area and not identified in the County's TIF program may occur. The applicant should coordinate with those jurisdictions or agencies regarding any potential need for traffic studies or mitigation.

In addition, if the applicant/proposed project does not fully participate in the County's TIF Program, a full, complete and detailed cumulative traffic assessment will be required and should include all roads and intersections that may be cumulatively impacted by the proposed project. The detailed cumulative traffic analysis must be based upon the summary of projects approach and include an assessment forecast of

the traffic volumes and impacts that would result from build-out of the general land uses/projects that would be constructed in the future.

Analysis of Potential Impacts

Detailed analysis of the potential traffic impacts, as detailed later in this document, must be provided. Direct and cumulative traffic impacts should be identified. This may necessitate the computation of the percentage of increase of trips at specified road segments or delay at intersections in addition to level of service calculations. More detailed analysis of specific potentially significant impacts may also be required. The following summary tables should be included:

- A summary table showing the comparison of Existing + Project, Existing + Proposed Project, Near-term Cumulative, Existing + Near Term Cumulative, Conditions.
- A summary table showing the project's "significant traffic impacts."

Scenarios to be Studied

An assessment of the proposed project's effects on existing conditions, cumulative conditions and at build-out conditions is required by CEQA. Existing conditions analysis assesses the effects the proposed project would have on the existing road infrastructure and network in the vicinity of the proposed project. The cumulative analysis assesses the effects of the proposed project with other planned development projects in the area. Where noted above, the cumulative traffic assessment may be based upon the County's overall TIF Program and reference this planning document or upon a detailed cumulative analysis based upon the General Plan summary of projects approach. Where a specific plan or the County General Plan includes a summary of projects and the cumulative impacts have previously been assessed and environmental documents certified, the TIS may reference the prior study and show conformity with the specific plan and certified environmental document. Build-out conditions assess the project's impacts to the County's General Plan road network (Circulation Element).

All of the scenarios that may be addressed in the TIS are described below:

Existing

Document existing traffic volumes and peak-hour levels of service in the study area. The existing deficiencies and potential mitigation should be identified.

Existing + Project

Analyze the impacts of the proposed project on top of existing conditions. The study should include the following:

- Figure indicating the daily (ADT) and peak-hour volumes.
- Figure or table showing the projected LOS for intersections during peak hours and roadway sections within the study area (analysis sheets included in the appendix).

Existing + Near-Term Cumulative
Analyze the cumulative condition impacts from "other" approved and "reasonably foreseeable" pending projects (application on file or in the pipeline) that are expected to influence the study area. This is the baseline against which project impacts are assessed. Agencies under which the projects are being developed should make available copies of the traffic studies for the "other" projects. If data is not available for near-term cumulative projects, an ambient growth factor should be used. An ambient growth factor is an estimate of the annual traffic increase in the area. This factor may be based upon a trend analysis of the population or traffic growth from the previous five years.

Existing + Near-Term Cumulative + Proposed Project
Analyze the impacts of the proposed project on top of existing conditions and the identified list of projects (along with their committed or funded mitigation measures, if any). The study should include the following:

- Figure or table showing the projected LOS for intersections during peak hours and roadway sections with the project (analysis sheets included in the appendix).
- Figure showing other projects that were included in the study, and the assignment of their site traffic.

Horizon Year
Identify Year 2030 traffic forecasts or 20-year future conditions through the use of a SANDAG model forecast or other computer model approved by the local agency (If the proposed project generated trips are at or below the trips consistent with the land uses represented in the model, a trip generation comparison may be all that is needed). Include the following in the study:

- Horizon Year ADT and street classification that reflect the Community Plan
- Figure or table showing the horizon LOS for intersections during peak hours and roadway sections with the project (analysis sheets included in the appendix).

Horizon Year + Proposed Project
If the project land uses are more traffic intense than what was assumed in the horizon year model forecasts, analyze the additional project traffic impacts to the horizon year condition. When justified, and particularly in the case of very large developments or new general/community plans, a transportation model should be run with, and without, the additional development to show the net impacts on all parts of the area's transportation system.

For large projects, an opening day or other phasing scenarios may also be required.

For projects that propose to provide an independent cumulative traffic study in lieu of reliance on the County TIF Program traffic study and reports, a comprehensive cumulative traffic study must be provided. Due to the large number of ongoing near-term cumulative projects, extensive scope for a comprehensive list of project near-term cumulative analysis and difficulty to mitigate cumulative traffic impacts on an individual project-by-project basis, the County will typically rely on the General Plan summary of

projects approach for assessment of cumulative traffic impacts. Build-out of the County's General Plan for the area must be assessed and a plan to ground comparison be made to assess potential cumulative traffic impacts onto the existing County road network. Include the following in the study:

- Horizon Year ADT and street classification as shown in the Community Plan.
- Horizon Year ADT and street classification for two scenarios: with the proposed project and with the land use assumed in the Community Plan.
- Figure or table showing the horizon LOS for intersections during peak hours and roadway sections for two scenarios: with and without the proposed project and with the land use assumed in the Community plan (analysis sheets in the appendix).
- For General Plan Amendment projects provide a trip generation summary table. For projects more intense than the existing General Plan, provide a summary table of the Horizon Year analysis with and without the proposed project.

Identification of Mitigation Measures

Specific improvements to mitigate direct impacts must be identified. Fairshare contributions toward improvements will not mitigate a direct impact, The County has adopted a TIF program for the unincorporated area which may be utilized to mitigate cumulative traffic impacts of a proposed project. If cumulative traffic impacts have been identified on roads not included within the TIF program, a project may make a fairshare contribution toward cumulative traffic impacts where the County has a specifically approved capital improvement project, scheduled for completion. If a scheduled capital improvement project is not identified, then specific improvements must be constructed or other appropriate measures implemented to mitigate the cumulative traffic impacts. A list of potential mitigation measures is provided in Section 5.0 of the Guidelines for Determining Significance for Transportation & Traffic. The study should include the following:

- Whenever traffic signals are recommended as a mitigation measure, a traffic signal warrant analysis (Caltrans Traffic manual) must be completed to verify that warrants are met.
- Table identifying the mitigations required that are the responsibility of the developer and others. A phasing plan is required if mitigations are proposed in phases.
- Figure showing all proposed mitigations that include: intersection lane configurations, lane widths, raised medians, median openings, roadway and intersection dimensions, right-of-way, offset, etc.

Other Applicable Concerns

Where applicable, traffic impact studies may also include an inventory and assessment of existing road geometrics for roads and intersections used by project traffic. Assessment of the design features (sharp curves, sight distance at intersections/driveways, and other features) and incompatible uses (farm equipment, oversized loads, etc.) should be provided where the project may significantly increase

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hazards due to these items. Refer to the Section 4.5 of the Guidelines for Determining Significance for Transportation & Traffic.

Where parking demand is high or the existing parking supply is low, traffic impact studies should include an assessment of the project's potential impact to parking availability/capacity. The study must demonstrate compliance with the standards set forth by the County of San Diego Zoning Ordinance (Sections 6750-6799) and the County of San Diego Off-Street Parking Design Manual. Projects will be evaluated case-by-case, and an additional parking capacity analysis may be required. Refer to the Section 4.7 of the Guidelines for Determining Significance for Transportation and Traffic for a detailed discussion of parking.

The traffic impact study should also identify adopted policies, plans, and programs supporting alternative transportation modes such as transit. Any conflicts that may result from implementation of the proposed project should be assessed and identified. Project design features such as bus turnouts, bicycle racks, pathways, etc. to help implement the adopted policies, and plans or programs should also be identified. Refer to the Section 4.8 of the Guidelines for Determining Significance for Transportation and Traffic for a detailed discussion of parking

Emergency access should be coordinated with the local fire district, and the Department of Planning and Land Use (DPLU). Although an assessment of the need and adequacy of emergency access is not typically evaluated in a traffic impact study, if it is determined that a secondary access is required, the traffic distribution should include this access if it is open to through traffic. An evaluation of separate access alternatives may be required by DPLU to fully evaluate potential access routes to the proposed project.

Impact Summary Table

An impact summary table should be prepared for all TIS. This table should identify the type of impacts (direct or cumulative), the recommended mitigation measures, and the status of impacts after mitigation (fully mitigated or not).

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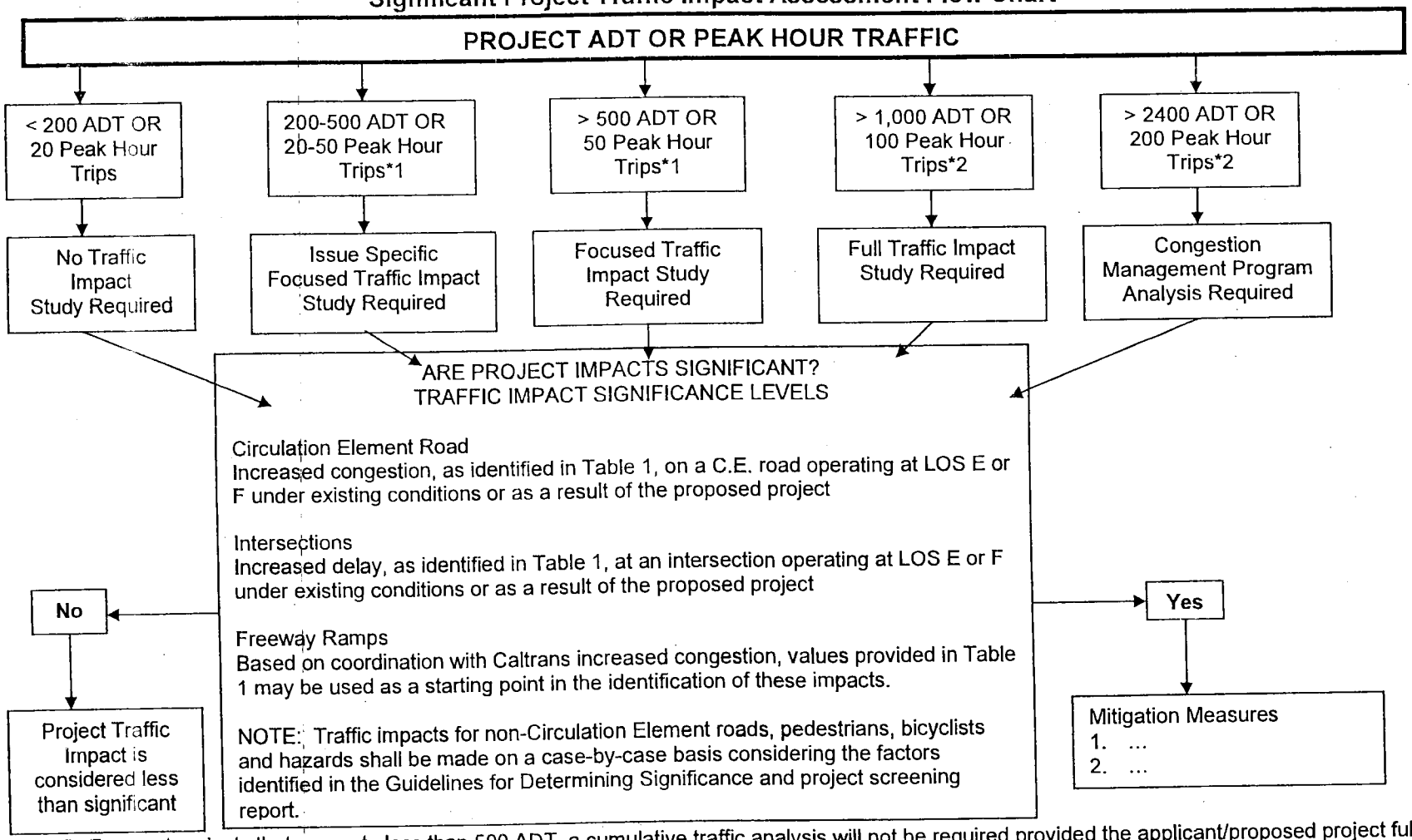
Figure 1
Significant Project Traffic Impact Assessment Flow Chart



NOTE: For most projects that generate less than 500 ADT, a cumulative traffic analysis will not be required provided the applicant/proposed project fully participates in the County's TIF program. For projects that generate over 500 ADT, a cumulative traffic analysis that assesses cumulative traffic impacts to transportation facilities that will receive 25 or more peak hour trips from the proposed project will be required. For projects that do not fully comply with the County's TIF Program a full, complete and detailed cumulative traffic assessment is required that fully assesses all potential cumulative traffic impacts. The scope of the detailed cumulative traffic assessment will assess roads operating or projected to operate at LOS E or F and that will receive project traffic.

1. Additional criteria for determining whether a Focused Traffic Study will be required: A) Whether or not residential streets will be used to access the project; B) Levels of Service at intersections & road segments in the vicinity of the project; C) Existing road conditions; D) Public Comment.
2. Typically ramp analysis is not required unless it is a CMP project. The need for a ramp analysis is based on the size & proximity of the road system.

[Attachment A]

Ramp Metering Analysis

RAMP METERING ANALYSIS

Ramp metering analysis should be performed for each horizon year scenario in which ramp metering is expected. The following table shows relevant information that should be included in the ramp meter analysis "Summary of Freeway Ramp Metering Impacts."

LOCATION	DEMAND (veh/hr)[1]	METER RATE (veh/hr)[2]	EXCESS DEMAND (veh/hr)[3]	DELAY (min)[4]	QUEUE (feet)[5]

NOTES:

[1] DEMAND is the peak hour demand expected to use the on-ramp.

[2] METER RATE is the peak hour capacity expected to be processed through the ramp meter. This value should be obtained from Caltrans. Contact Carolyn Rumsey at (619) 467-3029.

[3] EXCESS DEMAND = (DEMAND) – (METER RATE) or zero, whichever is greater.

[4] $\text{DELAY} = \dfrac{\text{EXCESS DEMAND}}{\text{METER RATE}} \times 60 \text{ MINUTES/HOUR}$

[5] QUEUE = (EXCESS DEMAND) X 29 feet/vehicle

NOTE: Delay will be less at the beginning of metering. However, since peaks will almost always be more than one hour, delay will be greater after the first hour of metering. (See discussion on next page.)

SUMMARY OF FREEWAY RAMP METERING IMPACTS
(Lengthen as necessary to include all impacted meter locations)

LOCATION(S)	PEAK HOUR	PEAK HOUR DEMAND D	FLOW (METER RATE) F	EXCESS DEMAND E	DELAY (MINUTES)	QUEUE Q (feet)
	AM PM					
	AM PM					
	AM PM					

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ATTACHMENT C

- Excerpts from the January 28, 2008 TIF Program

COUNTY OF SAN DIEGO

TRANSPORTATION IMPACT FEE

TIF PROGRAM UPDATE

JANUARY 2008

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EXECUTIVE SUMMARY

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BACKGROUND

Working with stakeholder groups, the County of San Diego (County) identified the need to develop a County transportation impact fee (TIF) program to mitigate the cumulative traffic impacts of development throughout the unincorporated areas of the County. The TIF program, approved by the Board of Supervisors in 2005 pursuant to the provisions of Government Code §§ 66000 et seq. (Mitigation Fee Act or the "Act"), funds the improvement and/or construction of identified transportation facilities and allocates the associated costs equitably among future developing properties. The TIF program does not collect funding to address existing roadway deficiencies.

The 2008 TIF Update utilizes the same core methodology and land use assumptions as the 2005 TIF program as outlined in prior reports titled "County of San Diego Transportation Impact Fee Report" dated January 2005, "Fallbrook and Ramona Transportation Impact Fee Report" dated January 2005 and the addendums to the reports dated March 2005 and September 2005 (collectively referred to as "Prior Reports").

PURPOSE

The purpose of this report is to document recommendations for updating the 2005 TIF program pursuant to the provisions of the Act. The current update focused on the following:

- Evaluating the non-residential rates
- Evaluating potential cost savings and/or other revenue sources
- Adding freeway interchanges/ramps and at-grade highway intersections to the TIF program
- Identifying program changes to facilitate easier administration
- Providing additional detail regarding TIF roadway segment limits

The overall objectives of the update included 1) preserving the integrity of the TIF program, and 2) maintaining CEQA compliance regarding cumulative impacts.

RECOMMENDED TIF RATES

The TIF program differentiates between "local" transportation facilities (collectors and minor streets) that benefit primarily the community in which they are located, and "regional" facilities (state routes, prime arterials, major roads, and other regionally significant roadways) that benefit both the community and surrounding area – in this case identified as the North, South or East regions. A different TIF rate is applied to each community based upon growth and related transportation needs. The rates are comprised of a local component and a regional component. The interchange/ramp and highway intersection improvements are identified as "regional" facilities within each of the three regions.

Based on recommended program adjustments, cost reductions and additional revenues, $826 million of revenue will need to be generated by the TIF program. The recommended update and resulting changes result in residential rates increasing by no more than three and one-half percent (3.5%) measured by cost per single family dwelling unit with the non-residential rates (measured by cost per trip) decreasing by 40% or more.

The update resulted in the following facility costs and recommended TIF rates:

- Local facilities totaling $370 million were identified, including streets of collector classification and below. This resulted in local TIF rates varying by community plan area (CPA) from $0 to $5,940 per single family dwelling unit.
- Regional facilities totaling $645 million were identified, including state routes, prime arterials, and major roads. This resulted in regional TIF rates per single family home of $5,942 for the North region, $3,294 for the South region, and $2,195 for the East region.
- Regional freeway interchange/ramp facilities costing a total of $303 million of which $105 million are related to growth were identified. Ten percent, typical of a local match, (or $10.5 million) in costs were identified to be included in the TIF program. This resulted in an additional component to the regional TIF rate of $41 for the North region, $150 for the South region, and $3 for the East region per single family home.
- Combining the local and regional components, total TIF rates vary from $2,199 to $12,295 per single family home.

As stated in the 2005 Report, further studies, including required environmental review, may result in the identification of different project alternatives with different costs. An update to the TIF program will likely be needed upon completion of the General Plan Update currently in progress. In addition, the TIF rates are indexed to adjust annually each January to keep up with future changes in the costs of construction.

INTRODUCTION

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OVERVIEW

The County of San Diego (County) identified the need for additional transportation improvements to address the projected cumulative traffic impacts of future development within the unincorporated area (see **Figure 1**). In 2005, the Board of Supervisors approved a transportation impact fee (TIF) program. The purpose of the TIF program is to fund construction of identified transportation facilities, and allocate the costs equitably among future developing properties.

TRANSPORTATION IMPACT FEES

An impact fee is a commonly used and well-accepted means of mitigating the impacts to public facilities and infrastructure created by future growth. As part of the TIF program process, the transportation infrastructure needs were characterized as either existing deficiencies, direct impacts of future development, or indirect (cumulative) impacts of future development. Existing roadway deficiencies are the responsibility of existing developed land uses and government agencies and can not be financed with impact fees. The proposed TIF program is not intended to mitigate direct impacts which will continue to be the responsibility of individual development projects. The TIF program therefore is designed to address the cumulative impacts associated with new growth.

The rationale supporting development of the County TIF program is future development in the unincorporated area being required by law to mitigate cumulative traffic impacts on the County's road network. Without a TIF, future development would cause a continued decrease in roadway level-of-service with overall network capacity falling behind the needs of future growth. A TIF program is a suitable mechanism for identifying needed transportation facilities to mitigate these cumulative traffic impacts and allocating the associated costs in an equitable manner.

This report is an update to the Prior Reports. The County TIF program assesses the fee on all new development that results in new/added traffic. The primary purpose of the TIF is twofold: (1) to fund the construction of identified facilities needed to reduce, or mitigate, projected cumulative traffic impacts resulting from future development within the County; and (2) to allocate the costs of these facilities proportionally among future developing properties based upon traffic contribution.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts. To that end, local agencies generally require that a project's potential direct and cumulative impacts and corresponding mitigation measures, be identified as part of the required environmental review process.

CUMULATIVE IMPACTS

Cumulative impacts are those impacts caused collectively by all development within the community. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time (CEQA Guidelines §15355). The CEQA Guidelines recognize that mitigation for cumulative impacts may involve the adoption of ordinances or regulations (CEQA Guidelines §15130).

Recognizing that an individual development project is not wholly responsible for cumulative traffic impacts, each development project is required to contribute to mitigation in proportion to the project's estimated traffic generation. This report proposes the continued use of the TIF to fund improvements to identified transportation facilities in response to the total projected cumulative traffic impacts associated with future development within the County. Transportation facilities and other infrastructure necessary to either address existing deficiencies or mitigate the direct impacts of a given development project are not within the scope of the TIF.

ENVIRONMENTAL STUDIES & REVIEW

The facilities identified in this report are intended to provide increased road capacity to mitigate the cumulative traffic impacts of future development. No facilities will actually be constructed until all necessary environmental reviews have been conducted. Further studies, including environmental review, may show superior alternative projects that also satisfy the increased capacity need.

EXEMPTION FROM CEQA REQUIREMENTS

The fees collected through the TIF will be used for capital projects for transportation infrastructure projects necessary to maintain service within the unincorporated County. The County has determined that the act of adopting the proposed County TIF program and establishing the proposed TIF rates is statutorily exempt from the requirements of CEQA under §15273(a)(4) of the CEQA Guidelines.

STATUTORY FRAMEWORK

Development and implementation of impact fees must conform to the statutory requirements of California Government Code §§66000 et seq. (commonly referred to as the "Mitigation Fee Act"). Prior to establishing, increasing or imposing an impact fee, the Mitigation Fee Act requires the local agency to make the following findings:

- Identify the purpose of the fee (§66001(a) (1)).
- Identify the use for the fee and the facilities to be built (§66001(a) (2)).
- Determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed (§66001(a) (3)).
- Determine a reasonable relationship between the need for the public facility and the type of development project (§66001(a) (4)).
- Determine a reasonable relationship between the amount of the fee and the cost of the facility attributable to development (§66001(b)).

For purposes of the County TIF program, a statement of requisite findings is presented in the "Program Implementation" section of this report.

FEE DEVELOPMENT PROCESS

The remainder of this report summarizes the basis for the TIF program and the recommended changes resulting in updated fee rates:

- Development Forecast
- Facilities and Costs
- Fee Methodology
- Funding Requirements
- Proposed Fee Schedule
- Program Implementation

TIF ANALYSIS

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This report documents recommendation for updating to the 2005 TIF program. Unless otherwise outlined in the report, growth and facility needs are the same as identified in the Prior Reports. This section reiterates the trip growth forecast and required roadway facilities to suitably address cumulative traffic impacts. The 2008 TIF Update report also describes the changes to the program including:

- Identified program cost reductions due to changing roadway standards.
- Costed Direct Project mitigations by non-residential projects.
- Identified additional revenue available to the County to offset the costs to non-residential projects.
- Clarified TIF roadway segment limits.
- Revised TIF rate tables.

GROWTH FORECAST

Analysis of land use changes between 2004 and build-out, as outlined in the Prior Reports, provided the basis for determining both the amount of expected future development and the types of transportation improvements needed to address cumulative traffic impacts consistent with the SANDAG Transportation Model. For fee calculation purposes, uniform trip generation rates per land use category were applied to the various land uses to estimate growth related trips and equitably allocate the fee between the various land uses. Based on typical trip generation rates, shown in **Table 1**, and the identified forecast growth, both identified in the Prior Reports, the trips attributable to future development are shown in **Table 2**.

TABLE 1
TRIP GENERATION RATES

LAND USE	Trip Rate (1)
Single Family Residential	12 trips/unit
/ ulti-Family 4esiFential	5 – 8 triRs/unit
a ommercial/Services	360 trips/acre
Industrial	150 trips/acre
mffice	300 trips/acre
narks	5 trips/acre
Roads & Freeways	0 trips/acre
Schools	50 trips/acre

(1) Based on adopted County TIF program.

TABLE 2
FORECAST TRIPS ATTRIBUTABLE TO FUTURE DEVELOPMENT

Community Planning Area	Forecast Trips by TIF Region(1)		
	North	South	East
Alpine		76,176	
Bonsall	33,852		
a entral Mountain			7,992
a ounty Islands		4,884	
a rest-Dehesa		6,468	
Desert			322,860
Fallbrook (2)(3)	166,140		
Jamul-Dulzura		74,676	
Julian			11,220
Lakeside		153,492	
Mountain Empire			112,092
I orth a ounty Metro	184,992		
I orth Mountain			18,480
mtay		232,752	
nala-nauma	48,504		
nendleton-De Luz	5,100		
Rainbow	27,912		
Ramona(2)			138,144
San Dieguito	117120		
Spring t alley		50,892	
Sweetwater		15,072	
t alle De mro		21,348	
t alley a enter	130,344		
TOTAL FUTURE TRIPS	**713,964**	**635,760**	**610,788**

(1) Forecast trips based on build-out projections per the 2005 TIF program.

(2) Fallbrook local rate based on 160,992 trips for 2004 to 2030 and Ramona local rate based on 118,824 trips for 2004 to 2030.

(3) An additional 5,076 trips is reflected for North Region (Fallbrook) based on the September 2005 Addendum (423 EDUs x 12 trips/EDU).

Trip generation rates are commonly used to apportion the benefits associated with transportation infrastructure improvements. Note that the Prior Reports made reference to Equivalent Dwelling Units (1 equivalent dwelling unit equaling 12 trips), but for simplicity this report references trips instead.

FACILITIES AND COSTS

The SANDAG Regional Transportation Model was utilized to analyze base year (Year 2000) and projected build-out development conditions on the roadway network throughout the unincorporated area of the County. The TIF modeling assumptions for the road network and projected land uses are summarized in the Prior Reports.

A list of County TIF program facilities (deficient Base Year road segments) is contained in **Appendix A**. The facilities identified in this report are intended to address future deficiencies in road capacity caused by the cumulative traffic impacts of future development. Further studies, including required environmental reviews, may result in the identification of other alternatives for dealing with cumulative traffic impacts. The County TIF program may be periodically reviewed and/or amended to permit funding the construction of these alternatives. The Appendix identifies the roadway segments and provides additional detail as to TIF roadway segment limits.

FREEWAY INTERCHANGES/RAMPS & AT-GRADE HIGHWAY INTERSECTIONS

As part of this update, the County identified specific Freeway ramp interchanges and at-grade highway intersections to be funded in part by the TIF program. These facilities were not included in the Prior Reports. Based on currently available traffic data, a number of freeway ramp interchanges and at-grade highway intersections were identified as necessary to accommodate growth. **Table 3** identifies the facility location, the percent of total 2030 traffic related to growth, and the resulting amount to be funded via the TIF program. Addition of these improvements will enable projects to meet its obligations regarding cumulative impacts via the TIF program. It should be noted that the overall cost is estimated on a per Region basis, recognizing that some of the costs will likely exceed the estimate while others may be lower than shown in the table.

Only 10% of future growth's costs for freeway interchanges/ramps are recommended to be included in the program. This percentage is representative of the typical local match required when competing for funds for these State highway improvements. Addition of these improvements will enable projects to meet their obligations regarding cumulative impacts via the TIF program. It should be noted that the overall cost is estimated on a per Region basis, recognizing that some of the costs will likely exceed the estimate while others may be lower than shown in the table.

TABLE 3
INTERCHANGES AND COSTS

Location	County Growth (%)	Proportional Cost	Region
I-8 EB/Lake Jennings nark Rd	45%	$516,000	South
I-8 u B/Lake Jenning nark Rd	49%	561,000	South
I-8 EB/Dunbar Ln	54%	618,000	South
I-8 u B/Dunbar Ln	57%	654,000	South
I-8 EB/r avern Rd	40%	459,000	South
I-8 u B/r avern Rd	58%	667,000	South
I-8 EB/u . u illows Rd	60%	686,000	South

Location	County Growth (%)	Proportional Cost	Region
I-8 u B/u . u illows Rd	65%	751,000	South
I-8 EB/e reenfield Dr. ŒI a ajon)	1%	7,000	South
I-8 u B/e reenfield Dr. ŒI a ajon)	3%	29,000	South
I-15 I B/E. Mission Rd	36%	418,000	I orth
I-15 SB/E. Mission Rd	36%	411,000	I orth
I-15 I B/e opher a anyon Rd	39%	451,000	I orth
I-15 SB/e opher a anyon Rd	6%	65,000	I orth
I-15 I B/Deer Springs Rd	54%	627,000	I orth
I-15 SB/Deer Springs Rd	41%	470,000	I orth
SR-67 I B/Bradley Ave	11%	130,000	South
SR-67 SB/Bradley Ave	14%	164,000	South
SR-67 I B/u inter e ardens Blvd	12%	135,000	South
54—67 5$ 9 inter) arFens $IvF	25%	291,000	5outJ
SR-67 I B/Riverford Rd	31%	352,000	South
SR-67 SB/Riverford Rd	43%	499,000	South
SR-67 I B/Mapleview St	33%	378,000	South
SR-67 SB/Mapleview St	34%	396,000	South
SR-67/Archie Moore Rd ŒRamona) Œ2)	31%	40,000	East
SR-67/Montecito Rd ŒRamona) Œ2)	39%	51,000	East
SR-67/SR-78 ŒRamona) Œ2)	38%	49,000	East
SR-94 EB/Sweetwater Springs Blvd	26%	299,000	South
SR-94 u B/Sweetwater Springs Blvd	29%	335,000	South
TOTAL COST OF GROWTH		$10,509,000	

(1) Cost based on $11,500,000 per interchange intersection except as outlined in note (2) below.

(2) Costs for SR-67 at Archie Moore, Montecito, SR 78 in Ramona based on $130,000 perat-grade highway intersection.

(3) South Region totals $7,927,000, North Region total $2,442,000 and the East Region totals $140,000.

REGIONAL AND LOCAL COSTS

Table 4 outlines the planning level costs associated with the TIF program based on the cost assumptions outlined in the Prior Reports and then increased by ENR-CCI. These planning-level costs were based in part on estimates made in SANDAG's Regional Transportation Plan and include all planning, design, right-of-way, environmental, construction and program administration (2%) costs. Based on available information, these planning level costs are sufficient to include intersections along the facilities and at the endpoints of the TIF facilities, including signalization.

TABLE 4
COST OF FACILITIES ATTRIBUTABLE TO FUTURE DEVELOPMENT

Community Planning Area	Estimated Cost (in millions)				
	Regional (1)			Local	
	State Route	Prime Arterial	Major Road (2)	Collector & Below	TOTAL
Alpine		$0.63	$1.13	$11.50	$13.26
Bonsall	77.61		30.67	17.81	126.10
Central Mountain	0.89				0.89
County Islands					0
Crest-Dehesa			24.82	.54	25.36
Desert				8.31	8.31
Fallbrook	27.82		67.91	81.69	177.42
Jamul-Dulzura	90.10			13.56	103.66
Julian					
Lakeside		.87	1.78	51.51	54.16
Mountain Empire	24.62				24.62
North County Metro	35.64	18.96		26.54	81.14
North Mountain	22.74				22.74
Otay		56.64		12.79	69.43
Pala-Pauma	20.97			4.76	25.73
Pendleton-De Luz		5.95		0	5.95
Rainbow				10.38	10.38
Ramona (3)	30.79		33.65	58.80	123.23
San Dieguito		7.28	.28	31.64	39.20
Spring Valley		.01		2.81	2.82
Sweetwater				1.64	1.64
Valle De Oro	.03			8.20	8.24
Valley Center		29.52	1.07	27.95	58.55
Misc. North Region	32.83				32.83
TOTAL COSTS	**$364.04**	**$119.86**	**$161.32**	**$370.44**	**$1015.65**

(1) Refer to Prior Reports regarding Regional facility costs reduction of 7% to account for future traffic volumes not attributable to development within the unincorporated area.

(2) Major and other regionally significant roadways.

The table reflects a reduction to the costs for the East region based upon review of the SANDAG Transportation Model output and roadway needs resulting in a reduction of the estimated cost of Regional lane-miles to $0.89 million for the Central Mountain CPA.

Of the costs identified in the table, it is estimated that approximately $75.0 million is associated with the direct impacts of non-residential properties within the County. As part of the 2008 TIF update, it is recommended that the $75.0 million be credited to the non-residential properties in lieu of those projects requesting reimbursements for direct impact improvements on TIF roadways. This credit is reflected in the non-residential Regional rates.

Based on the continuing efforts to update the County's General Plan, including the Circulation Element, cost savings related to anticipated roadway design standards that eliminate parking on certain roadways have also been quantified. Note that such a change would not affect the capacity of the roadway. The savings is estimated to be $5.05 million in the Regional costs and is reflected in the rates.

FEE METHODOLOGY

The TIF program apportions the costs of the proposed transportation improvements equitably to future development projects based on typical trip generation rates. The program recognizes certain "local" transportation facilities (collectors and minor streets) benefit primarily the community in which they are located, while "regional" facilities (state routes, prime arterials, major roads and interchanges/ramps) benefit both the community and surrounding areas. Therefore, a portion of the total TIF fee was calculated based on the cost of local facilities and apportioned to development only within the boundary of each community (**Figure 1**), while the remainder of the fee was calculated based on the need for regional facilities and apportioned to development within three TIF Regions covering the unincorporated areas of the County. Those three regions are shown in **Figure 2** and are labeled North, South and East.

Lma AL FAa ILIr IES

Each community's TIF rate includes a Local TIF Rate and a Regional TIF Rate. The purpose of the Local TIF Rate is to apportion eligible costs of local TIF facilities (i.e., collectors and other minor roads) to future growth within the community. Total estimated local facility costs, projected local growth within the community, and calculated Local TIF Rates are summarized in **Table 5**.

TABLE 5
LOCAL FACILITY COSTS & TIF RATES

Community Plan Area	Local Cost ($ millions)	Local Growth (trips)	Local TIF Rate (per trip) (2) (3)
Alpine	$11.50	76,176	$151
Bonsall	17.81	33,852	526
a entral Mountain	0	7,992	0
a ounty Islands	0	4,884	0
a rest-Dehesa	0.54	6,468	84
Desert	8.31	322,860	26
Fallbrook	81.69	160,992	507
Jamul-Dulzura	13.56	74,676	182
Julian	0	11,220	0
Lakeside (including nepper Dr-Bostonia)	51.51	153,492	336

Community Plan Area	Local Cost (1) ($ millions)	Local Growth (trips)	Local TIF Rate (per trip) (2) (3)
Mountain Empire	0	112,092	0
I orth a ounty Metro	26.54	184,992	143
I orth Mountain	0	18,480	0
mtay	12.79	232,752	55
nala-nauma	4.76	48,504	98
nendleton-De Luz (4)	0	5,100	1
Rainbow	10.38	27,912	372
Ramona	58.80	118,824	495
San Dieguito	31.64	117,120	270
Spring t alley	2.81	50,892	55
Sweetwater	1.64	15,072	109
t alle De mro	8.20	21,348	384
t alley a enter	27.95	130,344	214

(1) Local facility costs eligible for TIF funding.
(2) TIF rates may vary from calculated table values due to rounding and display of significant digits.
(3) Cost reductions are not reflected.
(4) Pendleton-De Luz local cost equals 427 x $7 per the 2005 TIF report.

REe Iml AL FAa ILIr IES

The purpose of the Regional TIF Rate is to apportion eligible costs of regional TIF facilities (i.e., freeway interchanges/ramps, state routes, prime arterials, major roads, and other regionally significant roadways) to future growth within the applicable region. Total estimated regional facility costs, projected regional growth, and calculated Regional TIF Rates are summarized in **Tables 6 and 7.** Table 6 displays the portion of the Regional TIF rate apportioned to state routes, primes, and majors and Table 7 displays the portion of the Regional TIF rate apportioned to Freeway interchanges/ramps.

TABLE 6
REGIONAL FACILITY COSTS & TIF RATES (SRS/PRIME ARTERIALS/MAJOR ROADS)

TIF Region (1)	Regional Cost (2) ($ millions)	Regional Growth (trips)	Regional TIF Rate ($/trip) (3)
I orth	$356.27	713,964	$499
South	$176.14	635,760	$277
East	$112.40	610,788	$184

*(1) Refer to **Figure 2** for location of TIF Regions.*

(2) Portion of Regional facility costs related to SRs/prime arterials and major roads identified for TIF funding.

(3) Cost reduction for lane-miles in East region is reflected. Other cost reductions are not reflected.

TABLE 7
INTERCHANGE/RAMP COSTS & TIF RATES - REGIONAL

TIF Region	Regional Cost	Regional Growth (trips)	Regional TIF Rate (1) (2) ($/trip)
I orth	$2,442,000	713,964	$ 3.42
South	$7,927,000	635,760	$12.47
East	$ 140,000	610,788	$ 0.23

*(1) Refer to **Figure 2** for location of TIF Regions.*

(2) Interchange/ramp facility costs identified for TIF funding – IPENFeU10% . oECN CEh.

FUNDING REQUIREMENTS

In the typical County CIP road improvement project that is constructed for the purpose of addressing existing capacity deficiencies, excess capacity results due to the impracticality of constructing only partial lanes. It is estimated that the value of this capacity for future development averages $5.5 million annually. This value functions as a revenue to be included in the TIF program and as a policy decision, will be allocated to offset non-residential fee rates.

The overall financial requirements of the updated TIF program are identified in **Table 8.**

TABLE 8
TIF PROGRAM FINANCIAL REQUIREMENTS

Program Description	Cost (in millions)	Applicable Project Type
2008 nrogram	$1,053	Residential & I on-residential in each Region
Adjusted East Region lane-miles	-38.0	Residential & I on-residential in East Region
Freeway Included interchanges/ramps F10% local match)	10.5	I on-residential in each Region
Excluded non-residential direct impact costs.	-74.5	I on-residential in each Region
Included cost savings for modified e n2020 roadway design standards	-5.05	Residential & I on-residential in each Region
Apply available a In revenues	-121	I on-residential in each Region
TOTAL	**$826**	**TIF Funding Requirements**

Based on allocating the costs for local and regional facilities and reflecting the recommended program reductions, the cost per single family home and the cost per non-residential trip are identified in **Table 9** and **Table 10**, respectively.

TABLE 9
COST OF FACILITIES ATTRIBUTABLE TO FUTURE DEVELOPMENT - RESIDENTIAL

Community Planning Area By Region	Cost Per Single Family Home				
	Local	Regional	Interchange	Program Reductions	Total
South Region					
Alpine	$1,812	$3,322	$150	F27)	$5,257
a ounty Islands	0	3,322	150	F27)	3,445
a rest-Dehesa	1,008	3,322	150	F27)	4,453
Jamul-Dulzura	2,184	3,322	150	F27)	5,629
Lakeside	4,032	3,322	150	F27)	7,477
mtay	660	3,322	150	F27)	4,105
Spring t alley	660	3,322	150	F27)	4,105
Sweetwater	1,308	3,322	150	F27)	4,753

410.50

Community Planning Area By Region	Cost Per Single Family Home				
	Local	Regional	Interchange	Program Reduction (1)	Total
t alle de mro	4,608	3,322	150	F27)	8,053
North Region					
Bonsall	6,312	5,990	41	F48)	12,295
Fallbrook	6,084	5,990	41	F48)	12,067
I orth a ounty Metro	1,716	5,990	41	F48)	7,699
nala-nauma	1,176	5,990	41	F48)	7,159
nendleton-De Luz	8	5,990	41	F48)	5,991
Rainbow	4,464	5,990	41	F48)	10,447
San Dieguito	3,240	5,990	41	F48)	9,223
t alley a enter	2,568	5,990	41	F48)	8,551
East Region					
a entral Mountain	0	2,214	3	F18)	2,199
Desert	312	2,214	3	F18)	2,511
Julian	0	2,214	3	F18)	2,199
Mountain Empire	0	2,214	3	F18)	2,199
I orth Mountain	0	2,214	3	F18)	2,199
Ramona	5,940	2,214	3	F18)	8,139

(1) Reflects program reductions for anticipated changes in roadway design standards..

TABLE 10
COST OF FACILITIES ATTRIBUTABLE TO FUTURE DEVELOPMENT – NON RESIDENTIAL

Community Planning Area By Region	Cost Per Trip				
	Local	Regional	Interchange	Program Reduction	Total
South Region					
Alpine	151	277	12	F184)	256
a ounty Islands	0	277	12	F122)	167
a rest-Dehesa	84	277	12	F157)	216
Jamul-Dulzura	182	277	12	F196)	275
Lakeside	336	277	12	F259)	366
mtay	55	277	12	F145)	199
Spring t alley	55	277	12	F145)	199
Sweetwater	109	277	12	F167)	231
t alle de mro	384	277	12	F278)	395

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Community Planning Area By Region	Cost Per Trip				
	Local	Regional	Interchange	Program Reduction	Total
North Region					
Bonsall	526	499	3	F418)	610
Fallbrook	507	499	3	F410)	599
I orth a ounty Metro	143	499	3	F263)	382
nala-nauma	98	499	3	F245)	355
nendleton-De Luz	.66	499	3	F205)	298
Rainbow	372	499	3	F356)	518
San Dieguito	270	499	3	F314)	458
t alley a enter	214	499	3	F291)	425
East Region					
Central Mountain	0	184	.23	F43)	141
Desert	26	184	.23	F44)	166
Julian	0	184	.23	F43)	141
Mountain Empire	0	184	.23	F43)	141
I orth Mountain	0	184	.23	F43)	141
Ramona	495	184	.23	F234)	445

(1) Reflects program reductions for anticipated changes in roadway design standards, cost reductions for Direct Impacts and County CIIP revenues of $121 million.

As already mentioned, the TIF program differentiates between local and regional facilities. The following facility costs and residential TIF rates were determined:

- Local facilities costing a total of $370 million were identified, including streets of collector classification and below. This resulted in local TIF rates varying by community from $0 to $5,940 per single family home (see Table 11).
- Regional facilities costing a total of $645 million were identified, including state routes, prime arterials, and major roads. This resulted in a component of the regional residential TIF rates of $5,942 for the North region, $3,294 for the South region, and $2,195 for the East region (see Table 11) per single family home.
- Regional facilities costing a total of $10.5 million were identified, including interchange intersections and ramps. This resulted in a component of the regional residential TIF rates of $41 for the North region, $150 for the South region, and $3 for the East region (see Table 11) per single family home
- Combining the local and regional components, total residential TIF rates vary from $2,198 to $12,295 in Bonsall (see Table 8).

PROPOSED FEE SCHEDULE

The TIF applicable to a given project will be based on estimated vehicular trip generation rates generally pursuant to Table 1. For residential projects, the fee is based on number and type of dwelling units. For non-residential projects, the fee is reflected as a cost per square foot. The current TIF program bases the project's TIF obligation on an average cost per trip multiplied by the number of trips. This update proposes to modify that approach by assigning a single trip generation rate per land use category (with several exceptions) and converting that to a cost per square foot basis for non-residential projects. There are two advantages to making this change. First, the approach more closely reflects the trip generation assumption in the 2005 TIF program and the SANDAG Transportation Model, and secondly, it should significantly simplify fee calculations for project applicants.

Table 11 summarizes the proposed total TIF rates for each community within the County based on the local and regional TIF rates identified in Tables 5, 6 and 7. The rates reflect the aforementioned program reductions and county funding.

TABLE 11
PROPOSED TOTAL TIF RATES PER SINGLE FAMILY DWELLING (SFD)

Community Plan Area	Local TIF Rate	Regional TIF Rate	Regional Interchange /Ramp TIF Rate	Total TIF Rate (1)
Alpine	$1,812	$3,294	$150	$5,256
Bonsall	6,312	5,942	41	12,295
Central Mountain	0	2,195	3	2,198
County Islands	0	3,294	150	3,444
Crest-Dehesa	1,008	3,294	150	4,452
Desert	312	2,196	3	2,511
Fallbrook	6,084	5,942	41	12,067
Jamul-Dulzura	2,184	3,294	150	5,628
Julian	0	2,195	3	2,198
Lakeside	4,032	3,294	150	7,476
Mountain Empire	0	2,195	3	2,198
North County Metro	1,716	5,942	41	7,699
North Mountain	0	2,195	3	2,198
Otay	660	3,294	150	4,104
Pala-Pauma	1,176	5,,942	41	7,159
Pendleton-De Luz	8	5,942	41	5,991
Rainbow	4,464	5,942	41	10,447
Ramona	5,940	2,196	3	8,139
San Dieguito	3,240	5,942	41	9,223
Spring Valley	660	3,294	150	4,104

Community Plan Area	Local TIF Rate	Regional TIF Rate	Regional Interchange /Ramp TIF Rate	Total TIF Rate (1)
Sweetwater	1,308	3,294	150	4,752
Valle De Oro	4,608	3,294	150	8,052
Valley Center	2,568	5,942	41	8,551

(1) The rate for a multi-family home is 67% of the single-family rate, senior housing is 33% of the single-family rate and congregate care is 20% of the single-family rate based on relative trip generation rates.

The General Commercial rates are summarized in **Table 12** for each community within the County based on the local and regional TIF rates identified in Tables 5, 6 and 7. The rates reflect the aforementioned program reductions and County funding.

Based on 0.23 PAL 10,019 SF

TABLE 12
PROPOSED TOTAL GENERAL COMMERCIAL TIF RATE PER 1,000 SF

Community Plan Area	Local TIF Rate	Regional TIF Rate	Regional Interchange /Ramp TIF Rate	Total TIF Rate (1)
Alpine	5,426	3,342	467	9,235
Bonsall	18,901	2,946	108	21,955
Central Mountain	0	5,066	9	5,075
County Islands	0	5,534	467	6,001
Crest-Dehesa	3,018	4,312	467	7,797
Desert	934	5,067	9	6,010
Fallbrook	18,217	3,234	108	21,559
Jamul-Dulzura	6,539	2,874	467	9,880
Julian	0	5,066	9	5,075
Lakeside	12,073	647	467	13,187
Mountain Empire	0	5,066	9	5,075
North County Metro	5,138	8,516	108	13,762
North Mountain	0	5,066	9	5,075
Otay	1,976	4,743	467	7,186
~~Pala-Pauma~~	~~3,521~~	~~9,163~~	~~108~~	~~12,792~~
Pendleton-De Luz	36	10,564	108	10,708
Rainbow	13,367	5,174	108	18,649
Ramona	16,026	0	9	16,035
San Dieguito	9,702	6,647	108	16,457
Spring Valley	1,976	4,743	467	7,186
Sweetwater	3,916	3,916	467	8,299

Included to Rego

Community Plan Area	Local TIF Rate	Regional TIF Rate	Regional Interchange /Ramp TIF Rate	Total TIF Rate (1)
Valle De Oro	13,762	0	467	14,229
Valley Center	7,689	7,474	108	15,271

(1) The rate for Furniture is .143 multiplied by General Commercial Rate, General Industrial is .369 multiplied by General Commercial Rate, Warehouse/Storage is .137 multiplied by the General Commercial Rate, Office is .564 multiplied by the General Commercial Rate, and School is .319 multiplied by the General Commercial Rate.

The TIF is assessed on all new development associated with the generation of traffic. For purposes of assigning the fee, the following land use category explanations are provided:

Furniture Store means a commercial facility for the sale of moveable articles such as tables, chairs, sofas, desks, or cabinets required for use or ornament in a residence, office, or the like.

General Commercial includes but is not limited to shopping centers, strip development and commercial clusters, retail sales facilities including grocery stores and department stores, convenience stores, auto sales and repair facilities, hardware and lumber stores, gardening and nursery stores, eating and drinking establishments, and any other retail uses other than furniture stores that are not specifically included in other TIF category definitions.

General Industrial means facilities for manufacturing, processing, assembling, distribution services, and for construction equipment sales and repair and any industrial use other than warehouse and storage that are not specifically included in other Transportation Impact Fee categories.

Office means facilities for administrative or professional services and includes but is not limited to hospitals, medical clinics, insurance sales, banks, savings and loans, and real estate services.

Schools mean institutions for instruction in a particular skill or field.

Warehousing and Storage means all types of warehouses or facilities with the primary purpose being to provide storage space.

Winery means an establishment for producing wine and may include wine tasting rooms.

OTHER FUNDING SOURCES

The TIF is intended to fund identified transportation facilities, or portions thereof, needed to mitigate the cumulative traffic impacts of future development. Other revenue sources will be required to fund existing network deficiencies or portions of capacity not attributable to new growth. Sources of additional revenue may include funding of ramp and interchange improvements by the state. With the passage and extension of TransNet, additional Gas Tax revenues will be freed up from maintenance activities that can be applied to the County's CIP program.

The TIF funds will be used for the specific improvements identified in this report to accommodate future growth, and non-TIF funds will be used to address existing deficiencies. Gas Tax and TranNet revenues will be the most reliable source of non-TIF funds. However, having TIF funds available can help the County leverage other funding sources, including state and federal grants. Grant programs often require a high level of difficult-to-find matching funds. Having a TIF

program demonstrates a committed plan of action for road network improvements and TIF revenue can provide a ready source of matching funds. Both of these factors can provide a competitive edge when vying for grants.

PROGRAM IMPLEMENTATION

STATEMENT OF FINDINGS

The following information is provided to assist the County with satisfaction of the requisite statutory findings contained in §66001 of the Mitigation Fee Act:

Purpose of the Fee. The purpose of the TIF is to fund program implementation and construction of identified transportation facilities in response to the anticipated cumulative traffic impacts associated with future development within the unincorporated area.

Use of the Fee. The TIF will be used to fund program implementation and construction of certain local transportation facilities within each community in the County. The TIF will also be used to fund program implementation and construction of certain regional facilities within the applicable TIF region.

Reasonable Use (Benefit). Future development will have a significant, not easily mitigated, cumulative traffic impact on each community's local and regional road network. The TIF will be used to fund additional transportation infrastructure to accommodate future development and facilitate better traffic circulation within the individual communities in the County, and the applicable region, and thus mitigate this cumulative impact.

Reasonable Need (Burden). Future development will have a significant, and not easily mitigated, cumulative traffic impact on each community's road network. The TIF will be used to fund additional transportation infrastructure alleviating some of the impacts associated with future development within the unincorporated area.

Reasonable Apportionment. The TIF facilities, or portions thereof, were identified based on an analysis of existing and future deficiencies and roadway requirements. The costs of TIF facilities will be apportioned to future development based on relative vehicular trip generation rates assigned to land use category and converted to a rate per dwelling unit or rate per square foot as identified in this report.

GENERAL PLAN UPDATE

It should be noted that the County is currently in the process of performing a General Plan update. The County has reviewed the TIF facilities identified in this report and concluded that they do not conflict with current GP update efforts. Upon adoption of the updated General Plan (or any other significant modification to the existing General Plan), it is recommended that the development forecast, traffic modeling, and funding requirements to address future roadway demands for the TIF program be reviewed and updated accordingly.

CAPITAL IMPROVEMENT PROGRAM

The following facility information is provided to assist the County with satisfaction of the Capital Improvement Program (CIP) requirements set forth in §66002 of the Mitigation Fee Act:

Approximate location. The approximate location of each identified transportation facility is conceptually depicted and described in the Prior Reports and are incorporated herein by reference. The **Appendix** provides additional detail regarding the limits of the TIF roadway segments.

Size. The size and/or characteristics of each identified transportation facility are provided in the Prior Reports and are incorporated herein by reference.

Time of Availability. The identified transportation facilities will be constructed based on availability of funding, and when necessary to address the cumulative traffic impacts of future development in the County.

Estimated Cost. Additional detail for the estimated cost of the identified transportation facilities (in September 2004 dollars) is provided in the Prior Reports.

INTER-AGENCY COORDINATION

Collection of TIF funds and construction of identified TIF facilities may involve varying degrees of inter-agency coordination. For example, Caltrans has jurisdiction over state routes, portions of which may be improved as part of the County TIF program. The financial aspects and timing of construction activities for such projects will certainly require considerable attention and coordination.

The TransNet sales tax extension (Proposition A), approved by voters in 2004, requires local jurisdictions to collect a fee for each new residential dwelling unit to fund the Regional Arterial System (as defined in SANDAG's most recent and adopted Regional Transportation Plan). Since State Routes and other facilities in the Regional Transportation Plan are included in the improvements for which the County TIF is collected, the County has determined that the obligation to collect the SANDAG fee is already met. In other words, there will be no additional fees collected beyond the County TIF amount in order to satisfy the TransNet requirement.

ATTACHMENT D

- Response to Comments

GARY L. PRYOR
DIRECTOR

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

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March 18, 2005

David Lowen
ACAL Engineering & Surveying
145 N. Melrose Drive
Vista, CA 92083

RE: DANIELS TENTATIVE MAP (TM5364 RPL1)
FIRST ITERATION REVIEW OF PLANS AND TECHNICAL ANALYSES

Dear Mr. Lowen:

The Department of Planning and Land Use (DPLU) has completed the review of your Replacement Tentative Map and requested technical analyses and determined it to be "incomplete" as defined by the California Environmental Quality Act (CEQA). At this time, additional information or revisions will be required to determine your project's potential impacts on the environment and complete the CEQA Environmental Initial Study. The reasons for this determination and the revisions/information required are as follows:

REVISIONS AND ADDITIONAL INFORMATION:

The Tentative Map currently includes the proposed grading plan. However, to reduce the number of Replacement maps that may occur during the project review process, we are requesting that the Tentative Map and Grading Plan be separated into two sheets for resubmittal.

Replacement Tentative Map

1. As discussed in the meeting held January 27, 2005, please include notes on the Replacement Tentative Map identifying the access controls for the gated emergency access at the north end of the parcel adjacent to Fuerte Street.
2. The emergency access road that extends from the on site cul-de-sac to the northern property boundary is shown on the Replacement Tentative Map to be 24 feet in width, which is wider than the access shown on the originally submitted

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Cumulative Traffic Analysis

Transportation Planning/Route Locations staff has reviewed the traffic analysis and Tentative Map prepared and submitted for the proposed Daniels subdivision. The following are our comments on the Traffic Study prepared by Darnell & Associates, dated January 7, 2005, and Tentative Map prepared by ACAL Engineering & Surveying, dated December 8, 2004:

1. The traffic study should provide a copy of the project Site Plan.
2. The traffic study should include a description of existing conditions along Green Canyon Road. The description should include paved road width and shoulder availability.
3. The traffic study should provide a LOS analysis of the Green Canyon Road/Reche Road intersection. 96% (Fig.2) of the project-related trips will travel through the intersection. ?
4. The Board of Supervisors will soon be considering adoption of a Traffic Impact Fee (TIF) Program for the County. If adopted, this program will provide opportunities for cumulative traffic impact mitigation that could significantly affect the analysis of potential cumulative traffic impacts for your proposed project. We recommend that you consider waiting for the Board of Supervisors to consider adoption of the TIF before proceeding with additional cumulative traffic analysis. However, we are providing you comments on your current draft traffic study should you decide to proceed with revisions at this time. Should you decide to wait, please contact your DPLU Project Manager in order to determine how this may affect other submittal requirements. The Board of Supervisors is tentatively scheduled to consider adoption of the TIF on March 2, 2005.
5. The project engineer will need to certify the adequacy of the corner sight distance at the project access driveway (Street "A") along Green Canyon Road.
6. It should be noted that the project's mitigation measures (Pg.28) may require access improvements to Green Canyon Road.
7. The project applicant/consultant should coordinate with County staff regarding the suitability of the project's proposed mitigation measures.
8. The Tentative Map shows a proposed 24-foot gated access street connecting to Fuerte Street, which will be used for emergency vehicles only. The local fire district should review and approve the project's access plan, including the design/location of the security gate and turnaround along Street "A".
9. The intersection/driveway spacing for the project's access driveway should be consistent with the County's Public Road Standards (PRS Section 6).
10. The map (Note A) identifies as a private road easement along the project site's southern boundary that appears to be aligned with Mardavido Place. The project engineer should research the easement and determine if the easement is or can be continued to Green Canyon Road.

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INFORMATION/DOCUMENT	NO. OF COPIES	LEAD REVIEW DEPT./SECTION
Replacement Tentative Map, Grading Plan and Landscape Plans	28	PPCC for full distribution
Revised Cumulative Traffic Analysis	3	Regulatory Planning (1), DPW (2)
Revised Stormwater Management Plan	3	Regulatory Planning (1); DPW (2)
Revised Agricultural Analysis	2	Regulatory Planning (2)
Letter addressing staff comments as described above in #3 of the "Submittal Requirements".	3	Regulatory Planning (1), Regulatory Resource (1), DPW (1)

To assure accurate processing of your project, all items must be submitted concurrently and delivered to DPLU Zoning Counter at 5201 Ruffin Road, Suite B, San Diego, CA 92123.

RESUBMITTAL DUE DATE: In order to maintain adequate progress in processing of your project, the DPLU requires that all of the revisions/information requested in this letter be submitted in conformance with the above submittal requirements by **May 2, 2005**. Please note that an extension of this date may be granted at the discretion of the Director of the DPLU. To request an extension, submit a written request, signed and dated by the project applicant. The request must include the proposed new submittal date and a brief reasoning for the extension request. If the revised document(s) are not received, or an approved extension request is not granted by the Director by the above date, the Department may make a recommendation for denial of your project to the appropriate decision-making authority based upon inadequate progress pursuant to CEQA Guidelines Section 15109.

PROJECT ISSUE RESOLUTION PROCESS: If you have disagreements with the requirements within this letter you may, after trying to resolve issues with project staff, have these issues referred to the Project Issue Resolution process to provide you with an opportunity to quickly and inexpensively have issues considered by senior County management. Issues considered under this procedure can include disagreements with staff interpretations of codes or ordinances, requests for additional information or studies, or disagreements regarding project related processing requirements. This

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arnell & ASSOCIATES, INC.
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

MEMORANDUM

E: April 25, 2005
County of San Diego

M: Jessica Bavos

Ref. No: 041002

Responses to the County of San Diego's Comments dated March 18, 2005 on our January 7, 2005 traffic study for the The Daniels Tract (TM-5364).

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ollowing is a list of the County of San Diego's March 18, 2005 comments on our January 7, 2005 traffic for the The Daniels Tract (TM-5364) and Darnell and Associates Inc. (D&A) response to each general pecific comment. These responses will be incorporated into our next submittal of the traffic study.

ERAL:

ment 1. The traffic study should provide a copy of the project Site Plan.

onse 1. Figure 2 provides the project Site Plan.

ment 2. The traffic study should include a description of existing conditions along Green Canyon Road. The description should include paved road width and shoulder availability.

onse 2. See Attachment A and Appendix A of County Roadway Classification.

ment 3 The traffic study should provide a LOS analysis of the Green Canyon Road/Reche Road intersection. 96% (Fig.2) of the project-related trips will travel through the intersection.

onse 3 Currently Green Canyon Road/Reche Road operates at LOS C or better see Attachment A (Table 3).

ment 4 The Board of Supervisors will soon be considering adoption of a Traffic Impact Fee (TIF) Program for the County. If adopted, this program will provide opportunities for cumulative traffic impact mitigation that could significantly affect the analysis of potential cumulative traffic impacts for your proposed project. We recommend that you consider waiting for the Board of Supervisors to consider adoption of the TIF before proceeding with additional

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cumulative traffic analysis. However, we are providing you comments on your current draft traffic study should you decide to proceed with revisions at this time. Should you decide to wait, please contact your DPLU Project Manager in order to determine how this may affect other submittal requirements. The Board of Supervisors is tentatively scheduled to consider adoption of the TIF on March 2, 2005.

Response 4 See mitigation section concerning TIF program.

Comment 5 The project engineer will need to certify the adequacy of the corner sight distance at the project access driveway (Street "A") along Green Canyon Road.

Response 5 The Civil Engineer will have to verify the adequacy of site distance available once the site grading is finished.

Comment 6 It should be noted that the project's mitigation measures (Pg. 28) may require access improvements to Green Canyon Road.

Response 6 See mitigation section concerning access improvements.

Comment 7 The project applicant/consultant should coordinate with County staff regarding the suitability of the project's proposed mitigation measures.

Comment 7 So noted.

Comment 8 The Tentative Map shows a proposed 24-foot gated access street connecting to Fuerte Street, which will be used for emergency vehicles only. The local fire district should review and approve the project's access plan, including the design/location of the security gate and turnaround along Street "A".

Response 8 So noted.

Comment 9 The intersection/driveway spacing for the project's access driveway should be consistent with the County's Public Road Standards (PRS Section 6).

Response 9 See project description for intersection/driveway spacing standards.

Comment 10 The map (Note A) identifies as a private road easement along the project site's southern boundary that appears to be aligned with Mardavido Place. The project engineer should research the easement and determine if the easement is or can be continued to Green Canyon Road.

Response 10 So noted.

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Darnell & ASSOCIATES, INC.
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

MEMORANDUM

DATE: February 26, 2008

TO: Geoff Daniels

FROM: Bill Daniels

D&A Ref. No: 041002

RE: The Daniels Tract (TM-5364).Responses to the County of San Diego's Comments dated January 28, 2008.

We have revised our April 25, 2005 Traffic Study to respond to the County's Comments. The following are our responses.

Comment 1. Department of Public Works (DPW) staff reviewed and commented on the Traffic Study prepared by Darnell & Associates, Inc DPLU received 1-11-05, However subsequently, the Board of Supervisors adopted a Transportation Impact Fee (TIF) ordinance (on April 20, 2005, which became effective on June 19, 2005) which alleviates the need for a Traffic Study for Tm 5364 and DPW recommends that the Traffic Study DPLU received 1-11-05 be kept for general file purposes only and need not be updated nor included in the projects technical studies included for public review. The TIF program requires the payment of an impact fee, usually assessed at the time of issuance of building permits, which is used to fund many future circulation element roadway improvements and is an important component of an overall program that is relied on to mitigate cumulative traffic impacts, including most of TM 5364's cumulative impacts, However, TM5364 impacts the I-15/East Mission Road ramp interchange, which is not included in the current TIF program. Consequently, in addition to agreeing to pay the TIF. The developer before the final map is approved will be required to mitigate TM 5364's impacts to I-15/ East Mission Road ramp interchange by 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/ I-15 interchange to the satisfaction of the Director of Public Works. (The County TIF program does not currently included 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 currently unknown and could be very high); or 2) Conduct improvements to E. Mission Road/ I-15 interchange in proportion to TM 5364 impacts to these facilities tot eh satisfaction of the Director of Public Works and Caltrans.

Response to Comment 1. The traffic study was revised to add a discussion on the County Board of Supervisors adoption of changes to the County TIF program to include traffic signals and various freeway interchange improvements. The revised TIF adopted by the Board of Supervisors includes improvements to the I-15/ E. Mission Road interchange.

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Comment 2. This will be required to pay the County of San Diego Transportation Impact Fee (TIF) in accordance with County Ordinance #9712. Additionally, prior to approval of the tentative map, the developers shall agree to Condition C.7.a. related to the mitigation of project impact to E. Mission Road/I-15 interchange ramps. (The County's TIF program does not currently include E. Mission Road/ I-15 interchange ramps. 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 ramps are adopted into the TIF, the TIF costs for these freeway ramps is currently unknown and could be very high); or 2) construct improvements to E. Mission Road/ I-15 interchange ramps in proportion to Tm 5364 impacts to these facilities to the satisfaction of the Director of Public Works. (See requirements C.7.a).

Response to Comment 2. The applicant agrees to pay the Transportation Traffic Impact Fees (TIF) that was approved by the Board of Supervisors on January 28, 2008. Payment of these fees will mitigate the projects cumulative impacts.