

San Diego County Traffic Advisory Committee



Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
(858) 694-3843

Represented Agencies

County of San Diego Fire Authority
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
Pacific Safety Center
San Diego County Sheriff's
Department

July 18, 2023

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the July 28, 2023 meeting of the Traffic Advisory Committee (TAC).

Join on your computer, mobile app or room device

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Meeting ID: 274 843 775 804

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Your community group may have previously provided formal input on these matters and your group's recommendations would be included as part of the Chief Administrative Officer's report to the Board of Supervisors along with TAC recommendations. The Board of Supervisors will make a final decision as to what action will be taken after reviewing TAC recommendations and community group input, when available.

If your community planning/sponsor group representative would like to attend the TAC meeting and participate in the discussion of an item on this agenda, or if you do have any questions or need additional information regarding this procedure, please contact me at (858) 694-3843. TAC staff is available to provide background information on items and to answer questions you may have.

Very truly yours,

Kenton R. Jones, Secretary
San Diego County Traffic Advisory Committee

KRJ:bb
Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**July 28, 2023 ~ 9:00 AM
5510 Overland Ave, Room 271
San Diego CA, 92123**

AGENDA

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	HA HANA ROAD LOS COCHES ROAD TO LAKEVIEW ROAD	LAKESIDE/ LAKESIDE CPG
2-B. RADAR CERTIFICATION	LA CRESTA BOULEVARD MOUNTAIN VIEW ROAD TO SUNCREST BL	LA CRESTA/ C-D-HC-GH CPG
2-C. INTERSECTION CONTROLS	RIOS CANYON ROAD & CALLE DE ERNESTO	GLENVIEW/ LAKESIDE CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	PEPPER TREE LANE/CALAVO RD MCDONALD ROAD TO STAGE COACH LANE	FALLBROOK/ FALLBROOK CPG
5-B. TRUCK RESTRICTION	MONTEZUMA VALLEY ROAD SAN FELIPE ROAD TO PALM CANYON DRIVE	RANCHITA/ BORREGO SPRINGS CSG/ WARNER SPRINGS CSG

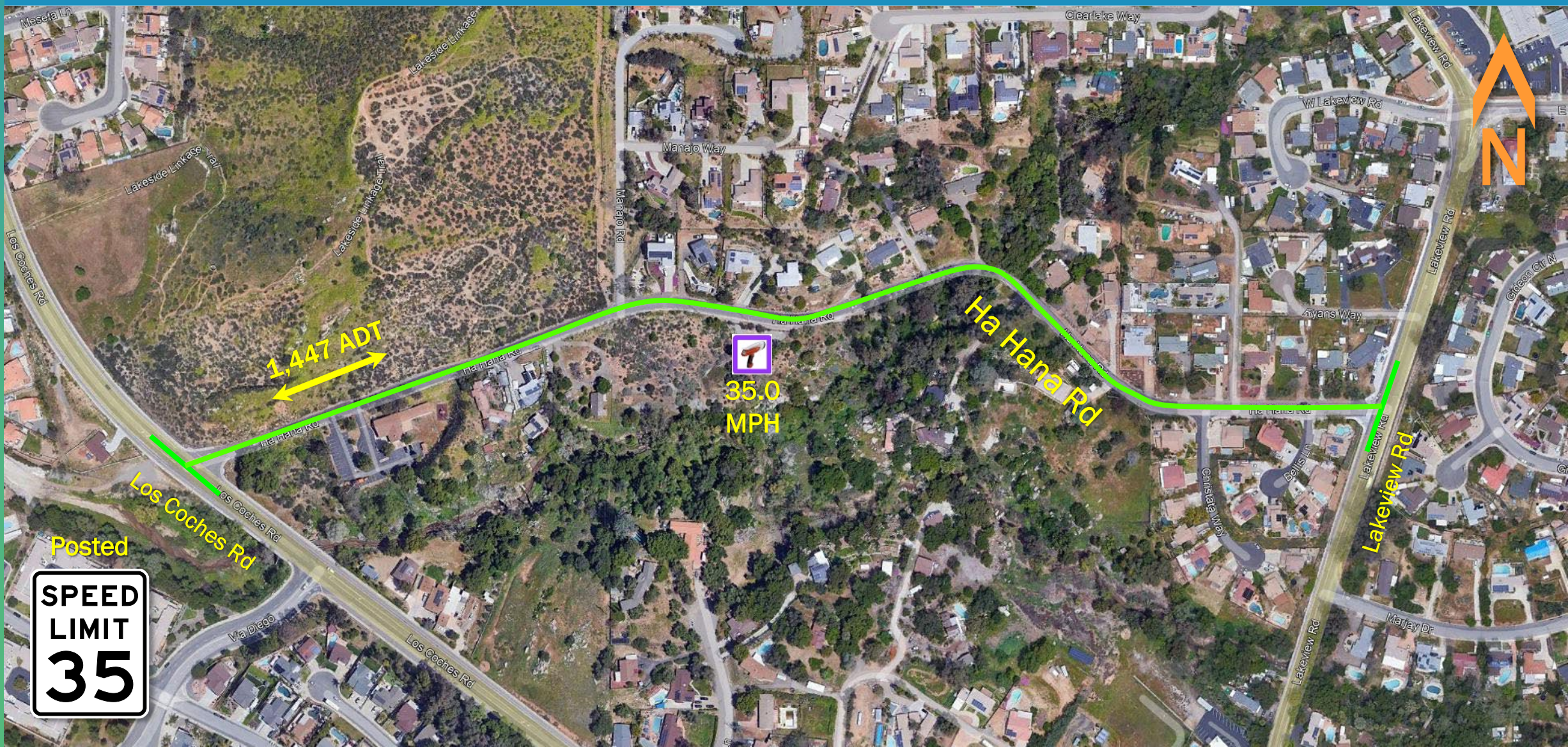
For information on joining the meeting via Microsoft Teams, please look for the meeting agenda on the Traffic Advisory Committee website at:

<https://www.sandiegocounty.gov/content/sdc/dpw/transportation/tacagenda.html>

Ha Hana Road

Los Coches Road to Lakeview Road

0.59 miles



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 28, 2023

Item **2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Ha Hana Road from Los Coches Road to Lakeview Road (a distance of 0.59 miles) LAKESIDE (Thos. Bros. 1232-C6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Ha Hana Road from Los Coches Road to Lakeview Road is currently posted with a 35 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 35 MPH speed limit.

Existing Traffic Devices

Ha Hana Road is a striped 2-lane undivided highway that is 24 to 36 feet wide. The road is striped with a no passing centerline. Ha Hana Road is posted with, stop ahead signs, head on arrow advisory sign, and curve advisory signs. Ha Hana Road is currently unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

Average Daily Traffic Volumes

06/23

Ha Hana Road:

350' E/o Los Coches Road 1,447

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Ha Hana Road:

230' E/o Manajo Road (2023) 35.0 MPH 26-35 83.0%

Collision Data

There have been 1 reported collisions, 1 of which involved an injury, along this segment of roadway in a 3-year period (2020-04-01 to 2023-03-31). This collision results in a segment accident rate of 1.07 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

VOLUME

Ha Hana Rd 350' E/O Los Coches Rd

Day: Thursday
Date: 6/8/2023City: Lakeside
Project #: CA23_040123_001

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						799	648	1,447
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			1	2	3		12:00			12	4	16		
00:15			1	0	1		12:15			10	11	21		
00:30			1	0	1		12:30			10	5	15		
00:45			0	3	1	3	12:45			14	46	4	24	18 70
01:00			2	0	2		13:00			7	3	10		
01:15			0	0	0		13:15			10	10	20		
01:30			1	0	1		13:30			9	4	13		
01:45			1	4	1	4	13:45			18	44	9	26	27 70
02:00			0	0	0		14:00			13	8	21		
02:15			1	1	2		14:15			13	4	17		
02:30			0	1	1		14:30			34	13	47		
02:45			0	1	0	2	14:45			43	103	6	31	49 134
03:00			1	2	3		15:00			17	56	73		
03:15			0	0	0		15:15			19	14	33		
03:30			0	0	0		15:30			31	16	47		
03:45			0	1	1	3	15:45			22	89	7	93	29 182
04:00			0	0	0		16:00			18	10	28		
04:15			0	2	2		16:15			11	11	22		
04:30			1	1	2		16:30			17	17	34		
04:45			0	1	3	6	16:45			21	67	8	46	29 113
05:00			0	5	5		17:00			19	8	27		
05:15			1	7	8		17:15			21	6	27		
05:30			1	11	12		17:30			11	6	17		
05:45			1	3	11	34	17:45			16	67	5	25	21 92
06:00			2	9	11		18:00			20	6	26		
06:15			1	9	10		18:15			12	11	23		
06:30			5	3	8		18:30			13	5	18		
06:45			7	15	12	33	18:45			10	55	4	26	14 81
07:00			1	7	8		19:00			14	5	19		
07:15			11	11	22		19:15			14	11	25		
07:30			12	19	31		19:30			13	8	21		
07:45			12	36	19	56	19:45			9	50	2	26	11 76
08:00			44	14	58		20:00			7	0	7		
08:15			20	32	52		20:15			11	2	13		
08:30			4	17	21		20:30			6	9	15		
08:45			2	70	11	74	20:45			7	31	5	16	12 47
09:00			3	14	17		21:00			9	4	13		
09:15			5	7	12		21:15			10	1	11		
09:30			4	5	9		21:30			6	2	8		
09:45			11	23	10	36	21:45			4	29	4	11	8 40
10:00			5	11	16		22:00			1	4	5		
10:15			7	11	18		22:15			3	3	6		
10:30			6	6	12		22:30			4	3	7		
10:45			5	23	5	33	22:45			0	8	1	11	1 19
11:00			5	4	9		23:00			1	0	1		
11:15			10	6	16		23:15			1	0	1		
11:30			3	9	12		23:30			0	0	0		
11:45			8	26	13	32	23:45			2	4	1	1	3 5
TOTALS			206	312	518		TOTALS			593	336	929		
SPLIT %			39.8%	60.2%	35.8%		SPLIT %			63.8%	36.2%	64.2%		

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						799	648	1,447
AM Peak Hour			07:30	07:30	07:30		PM Peak Hour			14:30	15:00	14:30		
AM Pk Volume			88	84	172		PM Pk Volume			113	93	202		
Pk Hr Factor			0.500	0.656	0.741		Pk Hr Factor			0.657	0.415	0.692		
7 - 9 Volume	0	0	106	130	236		4 - 6 Volume	0	0	134	71	205		
7 - 9 Peak Hour			07:30	07:30	07:30		4 - 6 Peak Hour			16:30	16:00	16:30		
7 - 9 Pk Volume	0	0	88	84	172		4 - 6 Pk Volume	0	0	78	46	117		
Pk Hr Factor	0.000	0.000	0.500	0.656	0.741		Pk Hr Factor	0.000	0.000	0.929	0.676	0.860		



RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Ha Hana Rd	From: Los Cocheros Rd	To: Lakeview Rd
Position:	230' E/o Manajo Rd	Direction:	EB/WB

Date:	6/28/2023	Weather:	Clear	Project Number:	N/A
Time Start:	10:25 AM	Road Condition:	Dry	Observer:	County
Time End:	12:25 PM	Posted Speed:	35 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24	2	2.0%
25		
26	6	8.0%
27	9	17.0%
28	8	25.0%
29	11	36.0%
30	12	48.0%
31	8	56.0%
32	9	65.0%
33	4	69.0%
34	8	77.0%
35	8	85.0%
36	4	89.0%
37	3	92.0%
38	4	96.0%
39	3	99.0%
40	1	100.0%
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	100	

Number of Vehicles

Speed (mph)

Cumulative Percent

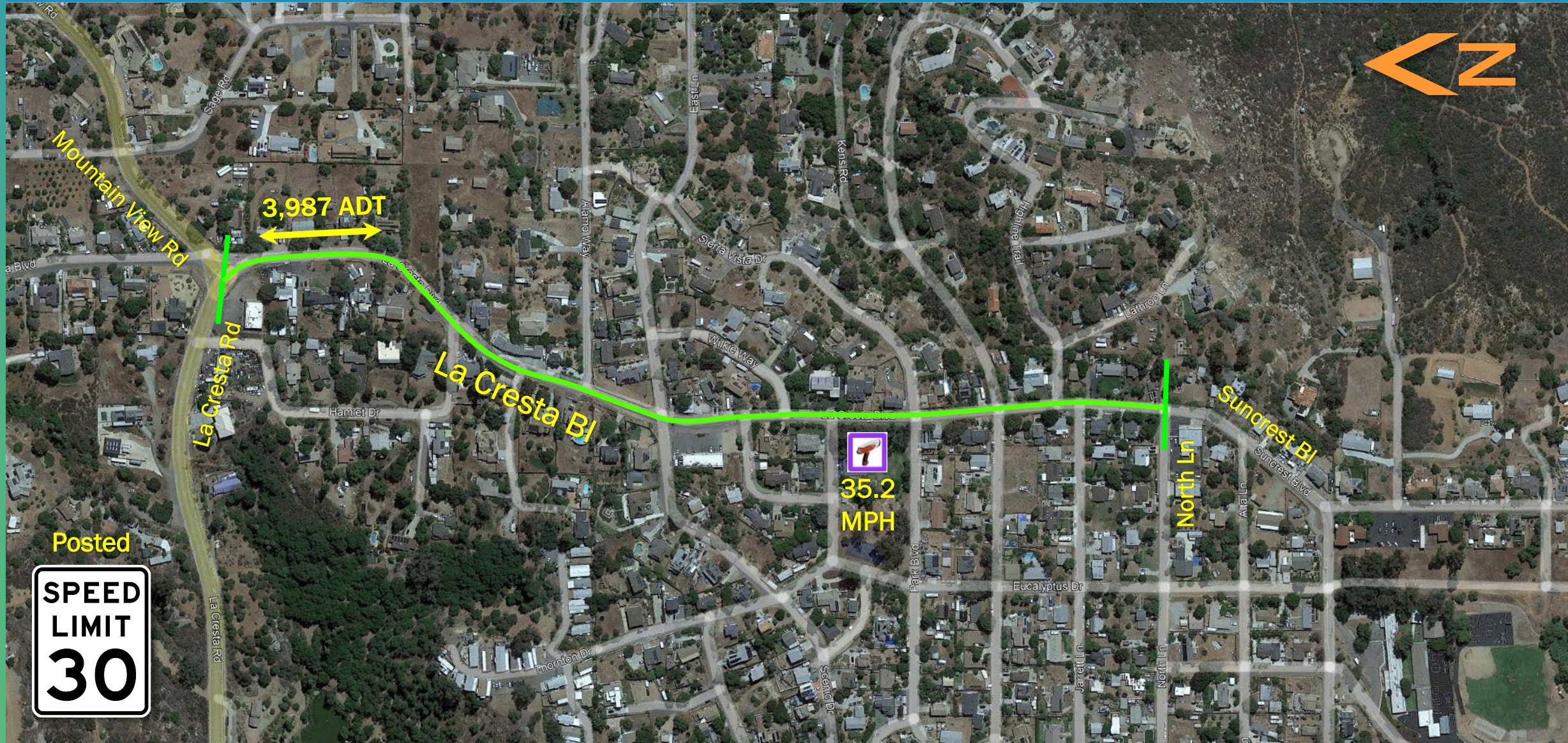
Speed (mph)

— Data Plot — 50th Percentile — 85th Percentile
— 90th Percentile — 95th Percentile

DATA ANALYSIS			
Average Speed	31.3	Range	24 - 40
50th Percentile	30.3	10 mph Pace	26 - 35
85th Percentile	35.0	Number in Pace	83
90th Percentile	36.3	Percent in Pace	83%
95th Percentile	37.8		

La Cresta Boulevard

Mountain View Road/La Cresta Road to North Lane/Suncrest Boulevard
0.55 miles



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 28, 2023

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: La Cresta Boulevard from Mountain View Road to North Lane (a distance of 0.55 miles) LA CRESTA (Thos. Bros. 1252-J2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

La Cresta Boulevard from Mountain View Road to North Lane is currently posted with a 30 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 30 MPH speed limit.

Existing Traffic Devices

La Cresta Boulevard is a striped 2-lane undivided highway that is 30 feet wide. The road is striped with a no passing centerline throughout and a white edgeline from Mountain View Road to Scenic Drive/Sierra Vista Drive. La Cresta Boulevard is posted with a school bus stop ahead sign. The through highway is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 30 MPH speed limit.

Average Daily Traffic Volumes

04/23

La Cresta Boulevard:	
330' S/o Mountain View Road	3,987

Speed Data

85th
Percentile

10 MPH
Pace

% in
Pace

La Cresta Boulevard:				
100' S/o North Park Drive	(2023)	35.2 MPH	27-36	81.0%

Collision Data

There have been 4 reported collisions, 2 of which involved an injury, along this segment of roadway in a 3-year period (2020-04-01 to 2023-03-31). These collisions result in a segment accident rate of 1.67 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

VOLUME

La Cresta Blvd 330' S/O Mountain View Rd

Day: Tuesday
Date: 4/11/2023City: El Cajon
Project #: CA23_040063_009

DAILY TOTALS					NB	SB	EB					WB	Total
					2,012	1,975						0	0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
0:00	3	5			8	12:00	39	29			68		
0:15	0	6			6	12:15	26	34			60		
0:30	0	6			6	12:30	22	33			55		
0:45	1	4	3	20	4	12:45	22	109	35	131	57	240	
1:00	3	0			3	13:00	34	48			82		
1:15	3	1			4	13:15	31	39			70		
1:30	1	3			4	13:30	42	32			74		
1:45	0	7	2	6	2	13:45	25	132	44	163	69	295	
2:00	0	0			0	14:00	24	33			57		
2:15	1	2			3	14:15	29	26			55		
2:30	2	0			2	14:30	25	31			56		
2:45	0	3	2	4	2	14:45	32	110	46	136	78	246	
3:00	1	1			2	15:00	36	59			95		
3:15	2	0			2	15:15	21	41			62		
3:30	6	0			6	15:30	29	44			73		
3:45	1	10	1	2	2	15:45	35	121	53	197	88	318	
4:00	9	0			9	16:00	39	48			87		
4:15	7	0			7	16:15	34	66			100		
4:30	8	0			8	16:30	33	62			95		
4:45	14	38	1	1	15	16:45	27	133	39	215	66	348	
5:00	18	0			18	17:00	22	46			68		
5:15	24	2			26	17:15	17	57			74		
5:30	19	1			20	17:30	21	58			79		
5:45	34	95	3	6	37	17:45	25	85	56	217	81	302	
6:00	38	5			43	18:00	32	38			70		
6:15	32	3			35	18:15	21	48			69		
6:30	48	8			56	18:30	30	45			75		
6:45	47	165	6	22	53	18:45	23	106	32	163	55	269	
7:00	44	8			52	19:00	20	30			50		
7:15	33	10			43	19:15	18	37			55		
7:30	63	11			74	19:30	19	27			46		
7:45	30	170	18	47	48	19:45	25	82	31	125	56	207	
8:00	44	14			58	20:00	17	35			52		
8:15	43	12			55	20:15	7	22			29		
8:30	28	13			41	20:30	12	20			32		
8:45	28	143	19	58	47	20:45	11	47	20	97	31	144	
9:00	43	18			61	21:00	14	19			33		
9:15	29	15			44	21:15	5	11			16		
9:30	36	22			58	21:30	6	12			18		
9:45	35	143	13	68	48	21:45	7	32	17	59	24	91	
10:00	36	24			60	22:00	6	12			18		
10:15	25	22			47	22:15	5	7			12		
10:30	21	21			42	22:30	2	9			11		
10:45	39	121	26	93	65	22:45	3	16	4	32	7	48	
11:00	44	30			74	23:00	2	5			7		
11:15	26	18			44	23:15	3	3			6		
11:30	28	30			58	23:30	4	2			6		
11:45	33	131	24	102	57	23:45	0	9	1	11	1	20	
TOTALS	1030	429			1459	TOTALS	982	1546			2528		
SPLIT %	70.6%	29.4%			36.6%	SPLIT %	38.8%	61.2%			63.4%		

DAILY TOTALS				NB	SB	EB				WB	Total			
				2,012	1,975					0				
AM Peak Hour	6:45	11:45			11:30	PM Peak Hour	15:45	15:45			15:45			
AM Pk Volume	187	120			243	PM Pk Volume	141	229			370			
Pk Hr Factor	0.742	0.882			0.893	Pk Hr Factor	0.904	0.867			0.925			
7 - 9 Volume	313	105	0	0	418	4 - 6 Volume	218	432	0	0	650			
7 - 9 Peak Hour	7:30	8:00			7:30	4 - 6 Peak Hour	16:00	17:00			16:00			
7 - 9 Pk Volume	180	58	0	0	235	4 - 6 Pk Volume	133	217	0	0	348			
Pk Hr Factor	0.714	0.763	0.000	0.000	0.794	Pk Hr Factor	0.853	0.935	0.000	0.000	0.870			



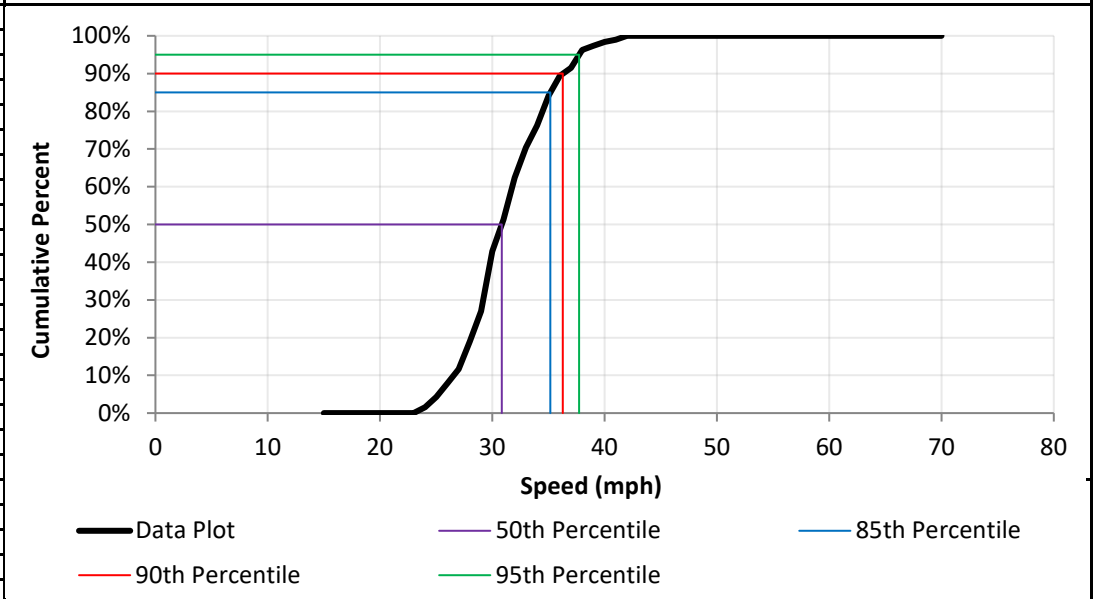
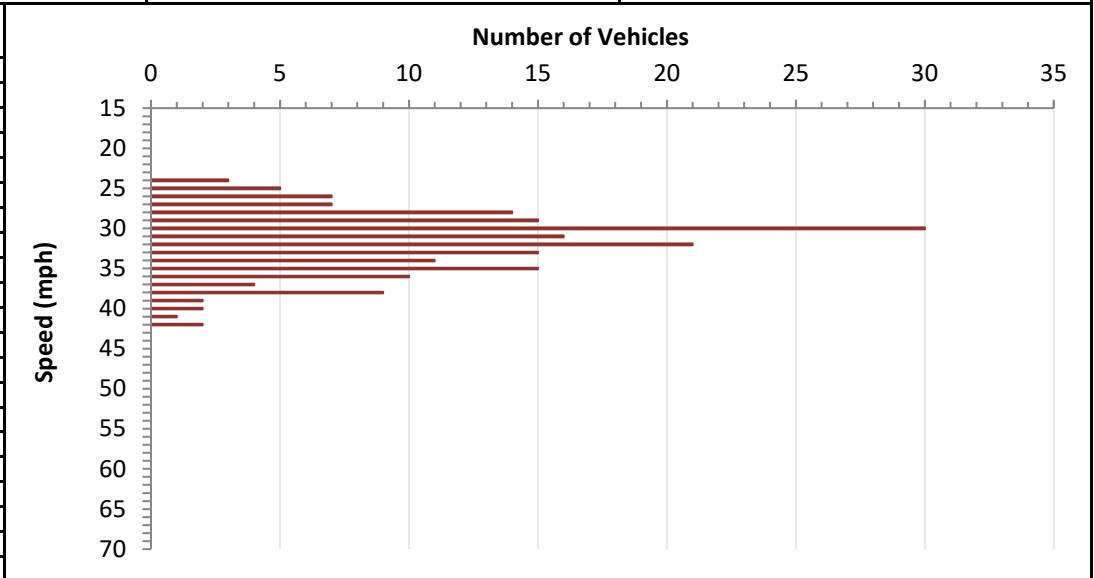
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	La Cresta Bl	From: Mountain View Rd	To: Suncrest Bl
Position:	100' S/o North Park Dr	Direction:	EB/WB

Date:	4/18/2023	Weather:	Clear	Project Number:	23-040064-006
Time Start:	11:10 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	1:10 AM	Posted Speed:	30 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24	3	1.6%
25	5	4.2%
26	7	7.9%
27	7	11.6%
28	14	19.0%
29	15	27.0%
30	30	42.9%
31	16	51.3%
32	21	62.4%
33	15	70.4%
34	11	76.2%
35	15	84.1%
36	10	89.4%
37	4	91.5%
38	9	96.3%
39	2	97.4%
40	2	98.4%
41	1	98.9%
42	2	100.0%
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	189	



DATA ANALYSIS

Average Speed	31.7	Range	24 - 42
50th Percentile	30.8	10 mph Pace	27 - 36
85th Percentile	35.2	Number in Pace	154
90th Percentile	36.3	Percent in Pace	81%
95th Percentile	37.7		

Rios Canyon Road & Calle de Ernesto

2-C. Intersection Controls



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 28, 2023

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Controls

LOCATION: Rios Canyon Road & Calle de Ernesto
GLENVIEW (Thos. Bros. 1232-G6)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Rios Canyon Road and Calle de Ernesto has been identified by Traffic Engineering as meeting Option C, an intersection where which lacks corner sight distance, and, Option D, an intersection of two residential collectors of similar design and the all way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore all-way stop controls should be considered. All-way stop controls at these intersections will enhance the safety of the vehicular traffic as well as the resident bicyclists and pedestrians within the community and provide a network of intersection controls for an overall community safety of all road users.

Existing Traffic Devices

Rios Canyon Road is a 2-lane highway that is 24 to 36 feet wide. Rios Canyon Road is striped with a no passing centerline. Rios Canyon Road is posted with a no outlet and school zone signage. Rios Canyon Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

The west leg of the intersection, Calle de Ernesto, is a 2-lane private road that is 20 to 28 feet wide. Calle de Ernesto is stop controlled at Rios Canyon Road. The east leg of the intersection is 2-lane driveway for Rios Elementary Computer Magnet School that is 24 feet wide. The driveway is stop controlled at Rios Canyon Road.

Average Daily Traffic Volumes

04/23

Rios Canyon Road:

S/o Calle de Ernesto	745
N/o Calle de Ernesto	1,587

Calle de Ernesto:

E/o Rios Canyon Road	484
W/o Rios Canyon Road	240

Rios Canyon Road &
Calle de Ernesto

2

Item 2-C

Average Daily Traffic Volumes

04/23

AM Peak Hour Crossings

6 Peds

PM Peak Hour Crossings

15 Peds

Collision Data

There have been 0 reported collisions, along this segment of roadway in a 3-year period (2020-04-01 to 2023-03-31).



County of San Diego

DEREK R. GADE
INTERIM DIRECTOR

DEPARTMENT OF PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410
SAN DIEGO, CA 92123-1237
(858) 694-2212
www.sdcounty.ca.gov/dpw/

TRAFFIC ENGINEERING RECOMMENDATION

Date: June 22, 2023

Item Title: All-Way Stop Control

Location: Rios Canyon Road and Calle De Ernesto Intersection,
Harbison Canyon

MLK

CTE Recommendation: **Install an All-Way Stop Control**

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.07 "Multi-Way Stop Applications" of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Option C of Section 2B.07 – All-Way Stop Control may be considered at an intersection which lacks corner sight distance.
- In addition, Option D of section 2B.07 - An all-way stop control may be considered at an intersection of two residential collectors of similar design and the all-way stop would enhance the traffic operations of said intersection. Both Rios Canyon Road and Calle De Ernesto are residential collectors.
- Pursuant to CVC section 21354 coupled with traffic conditions noted above in accordance with Section 2B.07 of the California MUTCD, it is the County Traffic Engineering Section's recommendation that an All-Way Stop Control is appropriate and safe for the intersection of Rios Canyon Road and Calle De Ernesto.
- The installation of stop controls will enhance the intersection operational lines of sight along Rios Canyon Road from Calle De Ernesto and school driveway.
- The installation of stop controls will also enhance the traffic operational characteristics of the intersection since Rios Canyon Road and Calle De Ernesto are both residential collectors with similar design and operating characteristics.

VOLUME

Rios Canyon Rd & Calle De Ernesto

Day: Tuesday
Date: 4/18/2023City: Lakeside
Project #: CA23_040067_002

DAILY TOTALS						NB	SB	EB						WB	Total						
						745	1,587							240	484	3,056					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL										
00:00	0	2	1	0	3	12:00	10	15	3	4	32										
00:15	1	1	0	0	2	12:15	8	17	6	2	33										
00:30	0	5	0	0	5	12:30	9	16	3	1	29										
00:45	0	1	2	10	0	1	0	4	31	15	63	2	14	2	9	23	117				
01:00	0	0	0	0	0	13:00	13	20	1	6	40										
01:15	0	1	0	0	1	13:15	13	22	6	3	44										
01:30	0	1	0	0	1	13:30	16	13	2	1	32										
01:45	0	0	2	0	0	13:45	9	51	23	78	6	15	4	14	42	158					
02:00	1	0	0	0	1	14:00	12	23	4	9	48										
02:15	0	1	0	0	1	14:15	14	26	2	4	46										
02:30	0	1	1	0	2	14:30	17	34	2	6	59										
02:45	0	1	1	3	0	1	0	8	51	42	125	2	10	10	29	62	215				
03:00	0	0	1	0	1	15:00	16	43	5	61	125										
03:15	1	1	1	0	3	15:15	16	33	3	17	69										
03:30	4	1	0	0	5	15:30	9	42	4	12	67										
03:45	4	9	0	2	0	2	0	12	53	50	168	3	15	21	111	86	347				
04:00	2	0	2	0	4	16:00	9	48	2	25	84										
04:15	2	1	0	0	3	16:15	7	43	4	17	71										
04:30	2	2	2	0	6	16:30	7	39	4	16	66										
04:45	3	9	1	4	1	5	0	11	34	32	162	4	14	4	62	51	272				
05:00	3	1	1	0	5	17:00	10	37	1	11	59										
05:15	4	2	1	0	7	17:15	11	35	5	7	58										
05:30	14	2	2	0	18	17:30	17	29	2	2	50										
05:45	9	30	2	7	2	6	0	10	48	32	133	3	11	2	22	47	214				
06:00	12	3	5	0	20	18:00	13	23	3	9	48										
06:15	11	6	3	2	22	18:15	8	22	4	0	34										
06:30	11	10	8	4	33	18:30	9	19	1	0	29										
06:45	20	54	9	28	4	20	2	8	5	35	18	82	5	13	0	9	28	139			
07:00	10	9	5	0	24	19:00	10	23	3	0	36										
07:15	25	10	5	3	43	19:15	4	20	0	0	24										
07:30	19	17	9	4	49	19:30	5	27	1	0	33										
07:45	20	74	35	71	5	24	7	14	4	23	13	83	1	5	0	0	18	111			
08:00	15	26	5	11	57	20:00	7	18	0	0	25										
08:15	14	36	4	13	67	20:15	8	16	2	0	26										
08:30	24	56	3	14	97	20:30	7	12	5	0	24										
08:45	19	72	85	203	6	18	93	131	203	424	20:45	2	24	15	61	1	8	0	18	93	
09:00	10	27	5	31	73	21:00	6	13	2	0	21										
09:15	15	17	5	5	42	21:15	5	18	1	1	25										
09:30	11	10	3	1	25	21:30	4	7	1	0	12										
09:45	7	43	16	70	6	19	1	38	30	170	21:45	2	17	11	49	0	4	0	1	13	71
10:00	10	11	6	4	31	22:00	4	7	1	0	12										
10:15	12	15	5	2	34	22:15	0	10	2	0	12										
10:30	9	14	5	5	33	22:30	2	10	0	1	13										
10:45	8	39	15	55	3	19	2	13	28	126	22:45	2	8	5	32	0	3	0	1	7	44
11:00	10	16	2	2	30	23:00	0	6	0	0	6										
11:15	5	26	5	8	44	23:15	2	8	1	0	11										
11:30	11	14	3	10	38	23:30	1	8	0	0	9										
11:45	8	34	15	71	2	12	2	22	27	139	23:45	1	4	3	25	0	1	0	4	30	
TOTALS	366		526		127	226	1245	TOTALS	379		1061		113	258		1811					
SPLIT %	29.4%		42.2%		10.2%	18.2%	40.7%	SPLIT %	20.9%		58.6%		6.2%	14.2%		59.3%					

DAILY TOTALS						NB	SB							Total
						745	1,587							3,056
AM Peak Hour	07:15	08:15	07:00	08:15	08:15	PM Peak Hour	14:30	15:30	13:15	15:00	15:00			
AM Pk Volume	79	204	24	151	440	PM Pk Volume	57	183	18	111	347			
Pk Hr Factor	0.790	0.600	0.667	0.406	0.542	Pk Hr Factor	0.838	0.915	0.750	0.455	0.694			
7 - 9 Volume	146	274	42	145	607	4 - 6 Volume	82	295	25	84	486			
7 - 9 Peak Hour	07:15	08:00	07:00	08:00	08:00	4 - 6 Peak Hour	16:45	16:00	16:00	16:00	16:00			
7 - 9 Pk Volume	79	203	24	131	424	4 - 6 Pk Volume	49	162	14	62	272			
Pk Hr Factor	0.790	0.597	0.667	0.352	0.522	Pk Hr Factor	0.721	0.844	0.875	0.620	0.810			

Pepper Tree Lane / Calavo Road

McDonald Road to Stage Coach Lane
0.55 miles



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 28, 2023

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane (a distance of 0.55 miles)
FALLBROOK (Thos. Bros. 1027-H5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 35 MPH speed limit.

Existing Traffic Devices

Pepper Tree Lane is a striped 2-lane undivided highway that is 20 to 28 feet wide. The road is striped with a no passing centerline. Pepper Tree Lane is posted with head on arrow advisory sign, and 15 MPH turn intersection advisory signs. Pepper Tree Lane is currently classified as a Light Collector Road on the County General Plan Mobility Element Network. The road is posted with a 40 MPH radar enforced speed limit.

Calavo Road is a striped 2-lane undivided highway that is 24 to 40 feet wide. The road is striped with a no passing centerline. Calavo Road is posted with stop ahead signs, head on arrow advisory sign, and curve advisory signs. Calavo Road is currently unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH radar enforced speed limit.

Average Daily Traffic Volumes

Pepper Tree Lane:

160' E/o McDonald Road

06/23

2,020

07/15

2,020

Speed Data

Calavo Road:

460' S/o Pepper Tree Lane

**85th
Percentile**

(2023) 36.7 MPH
(2015) 36.1 MPH

**10 MPH
Pace**

29-38
28-37

**% in
Pace**

80.0%
69.0%

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3-year period (2020-04-01 to 2023-03-31).

VOLUME

Pepper Tree Ln 160' E/O McDonald Rd

Day: Thursday
Date: 6/15/2023City: Fallbrook
Project #: CA23_040123_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						986	1,034	2,020	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00			0	0	0		12:00			8	12	20			
0:15			0	0	0		12:15			19	14	33			
0:30			2	0	2		12:30			19	17	36			
0:45			1	3	1	1	12:45			15	61	17	60	32	121
1:00			0	2	2		13:00			18	11	29			
1:15			1	0	1		13:15			18	18	36			
1:30			1	0	1		13:30			17	19	36			
1:45			2	4	0	2	13:45			22	75	19	67	41	142
2:00			1	2	3		14:00			17	21	38			
2:15			1	1	2		14:15			20	15	35			
2:30			1	1	2		14:30			18	21	39			
2:45			0	3	0	4	14:45			20	75	19	76	39	151
3:00			1	3	4		15:00			27	23	50			
3:15			2	1	3		15:15			23	14	37			
3:30			0	4	4		15:30			30	17	47			
3:45			0	3	2	10	15:45			18	98	17	71	35	169
4:00			1	3	4		16:00			26	11	37			
4:15			1	9	10		16:15			22	16	38			
4:30			2	4	6		16:30			25	21	46			
4:45			0	4	8	24	16:45			31	104	25	73	56	177
5:00			0	4	4		17:00			20	13	33			
5:15			2	14	16		17:15			31	15	46			
5:30			4	10	14		17:30			21	18	39			
5:45			2	8	12	40	17:45			19	91	13	59	32	150
6:00			3	14	17		18:00			13	9	22			
6:15			3	17	20		18:15			17	20	37			
6:30			1	18	19		18:30			14	12	26			
6:45			7	14	14	63	18:45			22	66	18	59	40	125
7:00			9	21	30		19:00			14	9	23			
7:15			8	18	26		19:15			17	9	26			
7:30			15	15	30		19:30			9	10	19			
7:45			12	44	22	76	19:45			12	52	9	37	21	89
8:00			10	16	26		20:00			12	12	24			
8:15			14	22	36		20:15			13	10	23			
8:30			10	22	32		20:30			8	8	16			
8:45			12	46	17	77	20:45			9	42	5	35	14	77
9:00			9	16	25		21:00			12	7	19			
9:15			7	15	22		21:15			9	2	11			
9:30			11	10	21		21:30			5	3	8			
9:45			15	42	14	55	21:45			9	35	3	15	12	50
10:00			13	14	27		22:00			7	3	10			
10:15			13	17	30		22:15			3	3	6			
10:30			7	13	20		22:30			7	2	9			
10:45			15	48	12	56	22:45			4	21	3	11	7	32
11:00			10	17	27		23:00			1	0	1			
11:15			9	11	20		23:15			2	2	4			
11:30			10	14	24		23:30			2	3	5			
11:45			11	40	15	57	23:45			2	7	1	6	3	13
TOTALS			259	465	724		TOTALS			727	569	1296			
SPLIT %			35.8%	64.2%	35.8%		SPLIT %			56.1%	43.9%	64.2%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						986	1,034	2,020	
AM Peak Hour			11:45	7:45	7:45		PM Peak Hour			16:30	14:15	16:30			
AM Pk Volume			57	82	128		PM Pk Volume			107	78	181			
Pk Hr Factor			0.750	0.932	0.889		Pk Hr Factor			0.863	0.848	0.808			
7 - 9 Volume	0	0	90	153	243		4 - 6 Volume	0	0	195	132	327			
7 - 9 Peak Hour			7:30	7:45	7:45		4 - 6 Peak Hour			16:30	16:15	16:30			
7 - 9 Pk Volume	0	0	51	82	128		4 - 6 Pk Volume	0	0	107	75	181			
Pk Hr Factor	0.000	0.000	0.850	0.932	0.889		Pk Hr Factor	0.000	0.000	0.863	0.750	0.808			



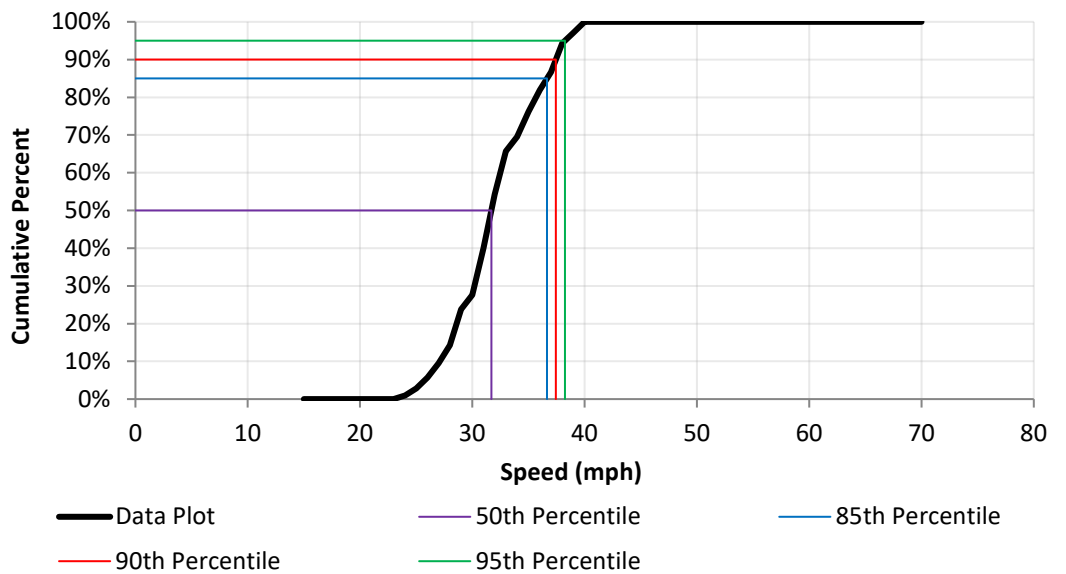
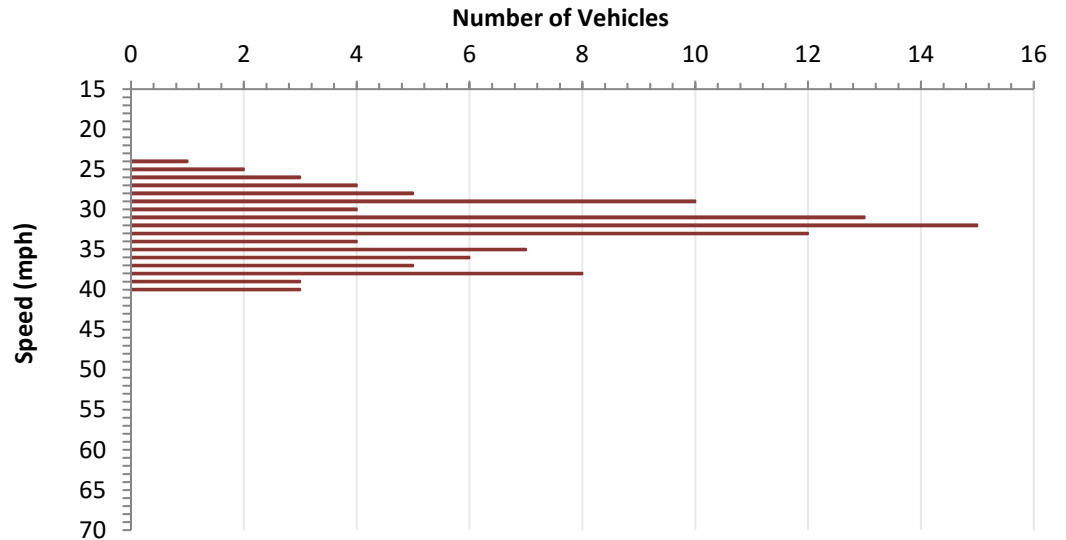
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Calavo Rd	From:	Stage Coach Ln	To:	Pepper Tree Ln
Position:	Calavo Rd 460' S/o Pepper Tree Ln			Direction:	NB/SB

Date:	6/27/2023	Weather:	Clear	Project Number:	0
Time Start:	12:00PM	Road Condition:	Dry	Observer:	County
Time End:	1:06PM	Posted Speed:	40 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24	1	1.0%
25	2	2.9%
26	3	5.7%
27	4	9.5%
28	5	14.3%
29	10	23.8%
30	4	27.6%
31	13	40.0%
32	15	54.3%
33	12	65.7%
34	4	69.5%
35	7	76.2%
36	6	81.9%
37	5	86.7%
38	8	94.3%
39	3	97.1%
40	3	100.0%
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	105	



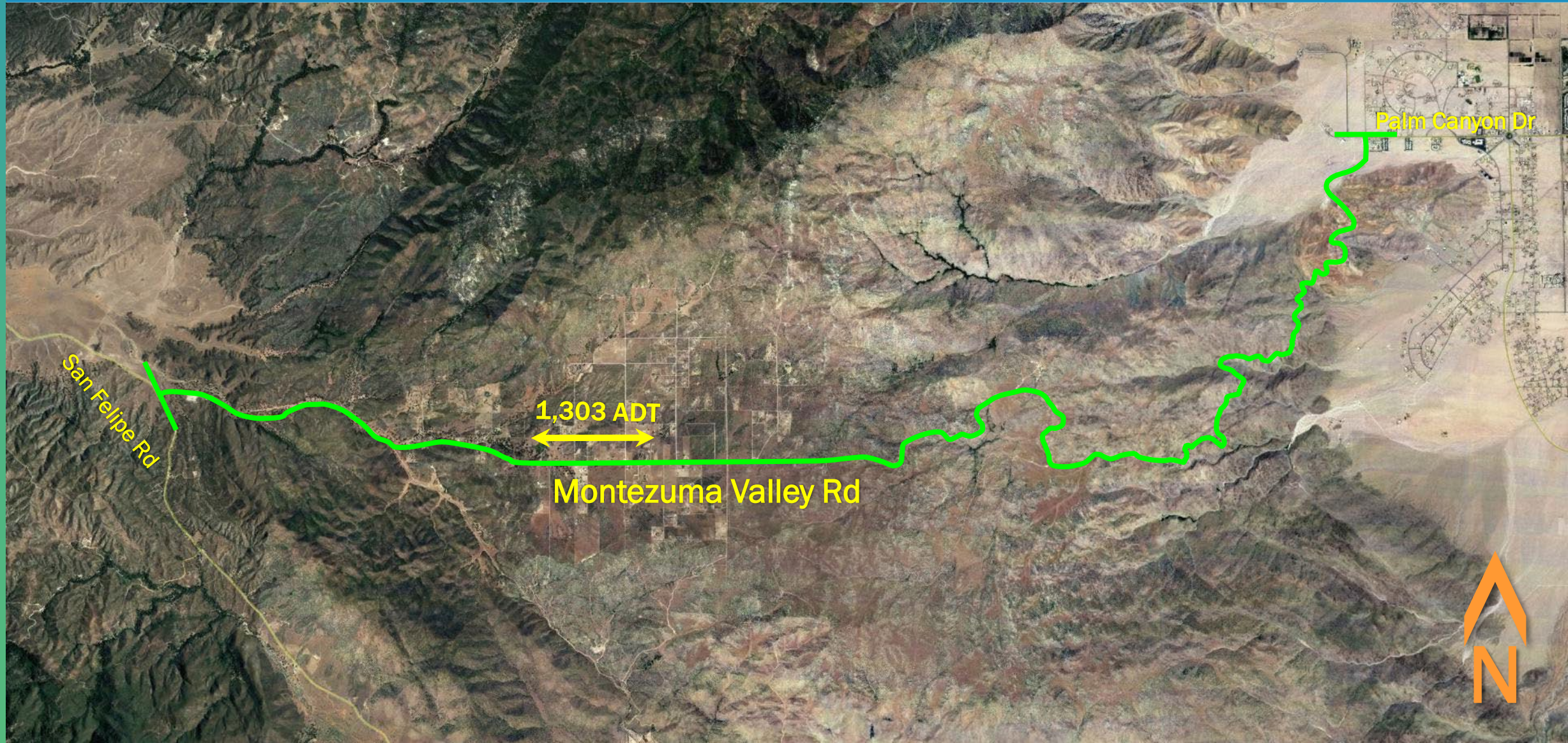
DATA ANALYSIS

Average Speed	32.5	Range	24 - 40
50th Percentile	31.7	10 mph Pace	29 - 38
85th Percentile	36.7	Number in Pace	84
90th Percentile	37.4	Percent in Pace	80%
95th Percentile	38.3		

Montezuma Valley Road

San Felipe Road to Palm Canyon Drive

17.41 miles



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 28, 2023

Item **5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Truck Restriction

LOCATION: Montezuma Valley Road from San Felipe Road to Palm Canyon Drive (a distance of 17.41 miles)
RANCHITA (Thos. Bros. MAP D)

INITIATED BY: DPW Traffic Engineering

REQUEST: Establish Truck Length Restriction

PROBLEM AS STATED BY REQUESTER:

An engineering study to evaluate curves along Montezuma Valley Road for commercial truck traffic was commissioned by the County of San Diego and completed by Linscott, Law, and Greenspan, Engineers (LLG). The purpose of the study was to determine what size vehicle can maneuver the horizontal curves on Montezuma Valley Road. The LLG assessment concluded that trucks with a total length over 60 feet cannot maneuver the horizontal curves on Montezuma Valley Road without crossing over the road centerline. Therefore, a prohibition of trucks longer than 60 feet on Montezuma Valley Road between San Felipe Road and Palm Canyon Drive can be considered. Recommended unobstructed alternative route has been identified as: San Felipe Road, State Route 78, and Borrego Springs Road.

Existing Traffic Devices

Montezuma Valley Road is a striped 2-lane undivided highway that is 28 to 48 feet wide. The roadway is striped with a no passing centerline and white edgeline. There are intermittent turn-out areas and passing lanes. Montezuma Valley Road is also striped with bike lane from 1.41 miles west of Palm Canyon Drive to Palm Canyon Drive. The road is posted with turn signage, curve warning signs, rockslide advisory, wind advisory signs, grade advisory signs, truck-camper lower gear advisory signs, and 25' truck length advisory signs. Montezuma Valley Road has several speed advised turns and curves with advisory speeds ranging from 40 to 20 MPH. The through highway is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 55 MPH state maximum speed limit.

Average Daily Traffic Volumes

Montezuma Valley Road:

12/22

1,303

7-Day Vehicle Classification Count

	Vehicle Classification*													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Average Vehicle Count	31	615	319	24	107	3	0	2	11	0	0	0	0	1,112
Percent of Average	2.7%	55.3 %	28.7 %	2.1%	9.6%	0.2%	0%	0.2%	1.0%	0%	0%	0%	0%	100%

* Vehicles classes 1 through 8 include motorcycles and 4-axle or less passenger and commercial vehicles and combinations; classes 9 through 13 include vehicles and combinations with 5 or more axles

Collision Data

There have been 41 collisions, 23 of which involved in injury, 2 of which involved a fatality, along this roadway in a 3-year period (04-01-20 to 03-31-23). 2 of these collisions involved a large truck (5% of total collisions). Both collisions involved injury (9% of total collisions involving injury).



County of San Diego

WILLIAM P. MORGAN, P.E.
INTERIM DIRECTOR

DEPARTMENT OF PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410
SAN DIEGO, CA 92123-1237
(858) 694-2212
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COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: July 7, 2023

Item Title: Length Restriction

Location: Montezuma Valley Road

CTE Staff Recommendation: Establish Truck Length Restriction

MLK

Conditions:

- *California Vehicle Code* (CVC) Section 21101 "Regulation of Highways" permits local authorities to adopt ordinance or resolution to prohibit certain vehicles, such as trucks on highways under their jurisdiction.
- An engineering study to evaluate curves along Montezuma Valley Road for commercial truck traffic was commissioned by the County of San Diego and completed by Linscott, Law, and Greenspan, Engineers (LLG). The purpose of the study was to determine what size vehicle can maneuver the horizontal curves on Montezuma Valley Road.
- The LLG assessment concluded that trucks with a total length over 60 feet cannot maneuver the horizontal curves on Montezuma Valley Road without crossing over the road centerline.
- Therefore, it is staff's recommendation to prohibit trucks longer than 60 feet on Montezuma Valley Road between San Felipe Road and Palm Canyon Drive.

March 16, 2023

Mr. Richard Chin
County of San Diego
5510 Overland Avenue, Suite 410
San Diego, CA 92123

LLG Reference: 3-22-3576

Subject: **Montezuma Valley Road Truck Assessment**
County of San Diego, CA

Dear Mr. Chin:

Linscott, Law & Greenspan, Engineers (LLG) has been commissioned by the County of San Diego to conduct a transportation assessment for Montezuma Valley Road (also known as S22). The purpose of the transportation assessment is to determine if trucks can maneuver the horizontal curves of the roadway, as it is currently existing.

Figure 1 depicts the Vicinity Map. **Figure 2** depicts the Study Area Map.

This assessment includes the following components:

- Background Information
- Existing Conditions
- Transportation Assessment
- Conclusion and Recommendations

Figures and attachments are provided at the end of this letter report.

BACKGROUND INFORMATION

The Borrego Springs community has voiced safety concerns with larger trucks using Montezuma Valley Road to go through the community and encroaching into the opposing travel lane along Montezuma Valley Road.

California Vehicle Code (CVC) Section 21101 “Regulation of Highways” permits local authorities to adopt ordinance or resolution to prohibit certain vehicles, such as trucks on highways under their jurisdiction. See **Attachment A** for the section excerpt.

Pursuant to the community safety concerns, the County of San Diego has commissioned this assessment to determine if trucks are encroaching into the opposing lane, when

Engineers & Planners

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Philip M. Linscott, PE (1924-2000)
William A. Law, PE (1921-2018)
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Paul W. Wilkinson, PE (Ret.)
John P. Keating, PE (Ret.)
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE (Ret.)
Richard E. Barretto, PE
Keil D. Maberry, PE
Kalyan C. Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE
An LG2WB Company Founded 1966

travel eastbound toward Borrego Springs community, which would warrant restricting and/or imposing speed limits for trucks along Montezuma Valley Road.

EXISTING CONDITIONS

Montezuma Valley Road is an east-west roadway located in the rural Desert Community under the jurisdiction of the County of San Diego. Montezuma Valley Road connects Borrego Springs to the Ranchita and San Felipe area.

Montezuma Valley Road is a 17.5-mile roadway classified as a Light Collector in the *County of San Diego Desert Community Mobility Element* (June 2014). Montezuma Valley Road is currently constructed as a two-lane undivided roadway with intermittent turn-out areas and passing lanes. Montezuma Valley Road is a mountainous roadway with numerous horizontal curves. The posted speed limit is 55 MPH and curve warning signs are displayed with advisory speeds ranging from 30 MPH to 35 MPH.

24-hour average daily traffic (ADT) were conducted the week of Saturday, December 3, 2022 to Friday, December 9, 2022. The highest observed ADT is 1,303 vehicles. **Attachment B** contains the counts.

Vehicular classification counts were also conducted the entire week of December 3, 2022. With respect to vehicle classification, the *Federal Highway Administration* (FHWA) has grouped vehicle types into 13 classifications ranging from motorcycles (Class 1) and passenger vehicles (Class 2) to 7+ axle trucks with multiple trailers (Class 13). **Table 1** summarizes the 7-day average vehicular classification. **Attachment B** contains the counts. **Attachment C** contains the FHWA vehicle category classification figure.

Attachment C contains the FHWA vehicle category classification figure. **Table 1** shows the FHWA vehicle class with the associated number of vehicles collected during the week of December 3, 2022.

TABLE 1
7-DAY VEHICULAR CLASSIFICATION COUNT SUMMARY

	Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Average Vehicle Count	31	615	319	24	107	3	0	2	11	0	0	0	0	1,112
Percent of Average	2.7%	55.3%	28.7%	2.1%	9.6%	0.2%	0.0%	0.2%	1.0%	0.0%	0.0%	0.0%	0.0%	100%
Maximum	62	778	425	30	160	8	2	5	24	0	1	2	0	-
Minimum	9	514	277	14	57	0	0	1	2	0	0	0	0	-

As shown in **Table 1**, approximately 1.0% percent of all traffic traveling on Montezuma Valley Road are trucks classified as Class 9 or higher (5-Axle or more). This is below the typical 2% truck traffic representation for most roadways.

TRANSPORTATION ASSESSMENT

The *American Association of State Highway and Transportation Officials* (AASHTO) and the *Caltrans Highway Design Manual* (HDM) have set forth standard design vehicles for truck turning analyses. AASHTO categorizes their truck design vehicles based on their wheelbase (WB) length, while HDM categorizes their truck design vehicles based on turning radius. These design vehicles were utilized in the truck turning assessment. **Attachment D** contains excerpts from both AASHTO and HDM of the design vehicles used in the truck turning analyses.

Using the Records of Survey of Montezuma Valley Road provided by the County of San Diego, the centerline and travel way were modeled in AutoCAD software and AutoTurn software was used to conduct the truck turning analyses. The truck turning analyses was conducted on the most restrictive curve along Montezuma Valley Road (i.e., the curve with the tightest radius, which is 153 ft) starting at a minimum design speed of 10 mph set forth in HDM Section 404.3 and AASHTO 2.8.2.

The truck turning analyses were also conducted based on a speed progression. If the truck turning analysis showed that the truck can maneuver the curve without encroaching into the opposing travel lane, then the design speed was increased to determine the speed at which to restrict that truck if needed.

Table 2 summarizes which design vehicles can or cannot maneuver the most restrictive curve along Montezuma Valley Road. **Table 3** summarizes the results of the speeds at which a WB-40 can or cannot maneuver the most restrictive curve along Montezuma Valley Road.

Standard	Design Vehicle	FHWA Classification	Truck Length (feet)	Travels Within the Travel Lane?
				10 MPH
AASHTO	WB-40	8	45.5	✓
	WB-62	9	69	X
HDM	CV-50ft	9	65	X
	STAA-56ft	9	72	X

- ✓ = Truck turning analysis shows the design vehicle staying within the travel way.
- ✗ = Truck turning analysis shows the vehicle encroaching the opposing travel way.
- WB – Wheel Base
- CV – California Vehicle
- STAA – Surface Transportation Assistance Act of 1982
- 10 mph is the minimum design speed set forth in HDM Section 404.3 and AASHTO Section 2.8.2

Diagram illustrating the dimensions of a truck (Figure 10.10.1). The truck is shown in profile, facing right. The dimensions are as follows:

- Overall Length:** 45.5 ft [13.87 m]
- Trailer Length:** 33.0 ft [10.06 m]
- Trailer Width:** 7.5 ft [2.29 m]
- Trailer Section Dimensions:**
 - Front section: 4.5 ft [1.37 m]
 - Middle section: 25.5 ft [7.77 m]
 - Rear section: 3.0 ft [0.91 m]
- Truck Cab Dimensions:**
 - Overall width: 7.5 ft [2.29 m]
 - Front overhang: 3.0 ft [0.91 m]
- Wheelbase and Axle Spacing:**
 - Distance from front of trailer to first axle: 0.7 ft [0.20 m]
 - Distance between first and second axles: 3.3 ft [1.01 m]*
 - Distance from second axle to third axle: 2.3 ft [0.71 m]
 - Distance from third axle to front of cab: 12.5 ft [3.81 m]
 - Distance from front of cab to rear of truck: 3.0 ft [0.91 m]
- Other Dimensions:**
 - Distance from front of trailer to third axle: 40.0 ft [12.19 m]
 - Distance from front of trailer to rear of truck: 45.5 ft [13.87 m]

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TABLE 3
TRUCK TURNING ANALYSIS RESULTS: TRUCK SPEED RESTRICTION FOR WB-40

Standard	Design Vehicle	FHWA Classification	Truck Length (feet)	Travels Within the Travel Lane?		
				10 MPH	15 MPH	20 MPH
AASHTO	WB-40	8	45.5	✓	✓	X

General Notes:

- ✓ = Truck turning analysis shows the design vehicle staying within the travel way.
- X = Truck turning analysis shows the vehicle encroaching the opposing travel way.
- WB – Wheel Base
- 10 mph is the minimum design speed set forth in HDM Section 404.3 and AASHTO Section 2.8.2

As shown in **Table 3**, an AASHTO WB-40 vehicle can maneuver the curve only at 15 mph or less. However, per CVC Section 22407 “Speed Laws,” a local authority cannot limit the speed of a vehicle with a weight rating of 10,000 pounds or more to lower than 20 mph. **For this reason, a speed restriction of 15 mph cannot be recommended.** See **Attachment A** for the CVC section excerpt.

The following is a list of the figures illustrating each truck turning analysis:

- AASHTO WB-40 Truck Turning – 15mph (**Figure 3**)
- AASHTO WB-40 Truck Turning – 20mph (**Figure 4**)
- AASHTO WB-62 Truck Turning – 15mph (**Figure 5**)
- HDM CV-50ft Truck Turning – 15mph (**Figure 6**)
- HDM STAA-56ft Truck Turning – 15mph (**Figure 7**)

CONCLUSION AND RECOMMENDATIONS

Based on the truck turning analyses, it is recommended that the County of San Diego implement the following action regarding truck travel on Montezuma Valley Road:

- a) Prohibit trucks longer than 60 feet on Montezuma Valley Road between San Felipe Road and Christmas Circle in the Borrego Springs Community using CA MUTCD regulatory signs R5-2 and R20D-4 (CA).

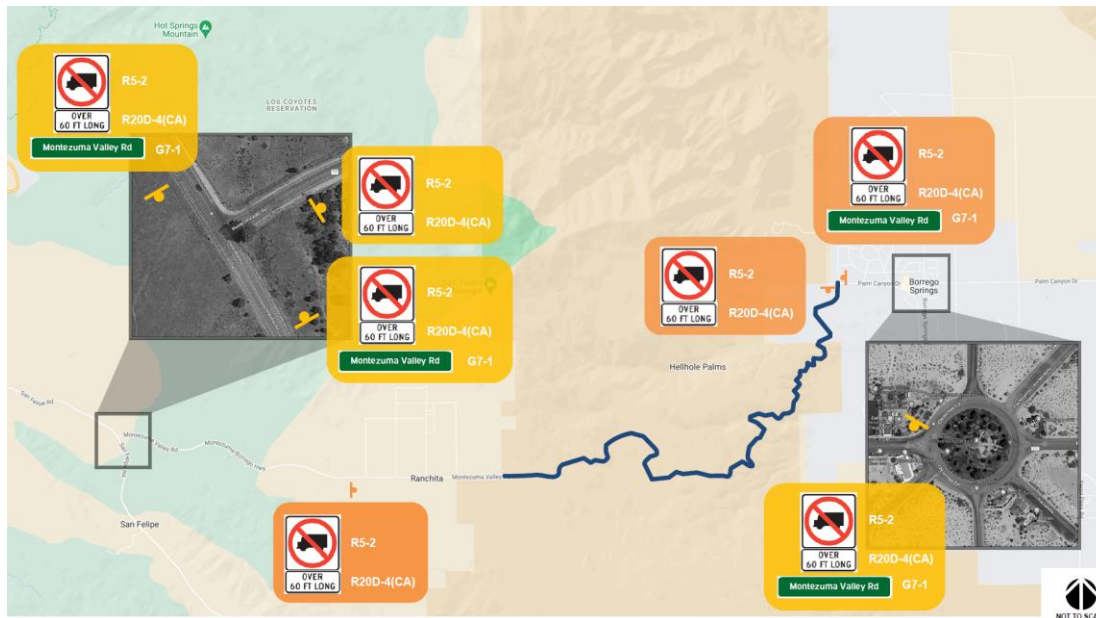


Exhibit 1, found both above and as a separate exhibit, illustrates the proposed signs and locations regarding truck restrictions on Montezuma Valley Road.

Please call if you have any questions.

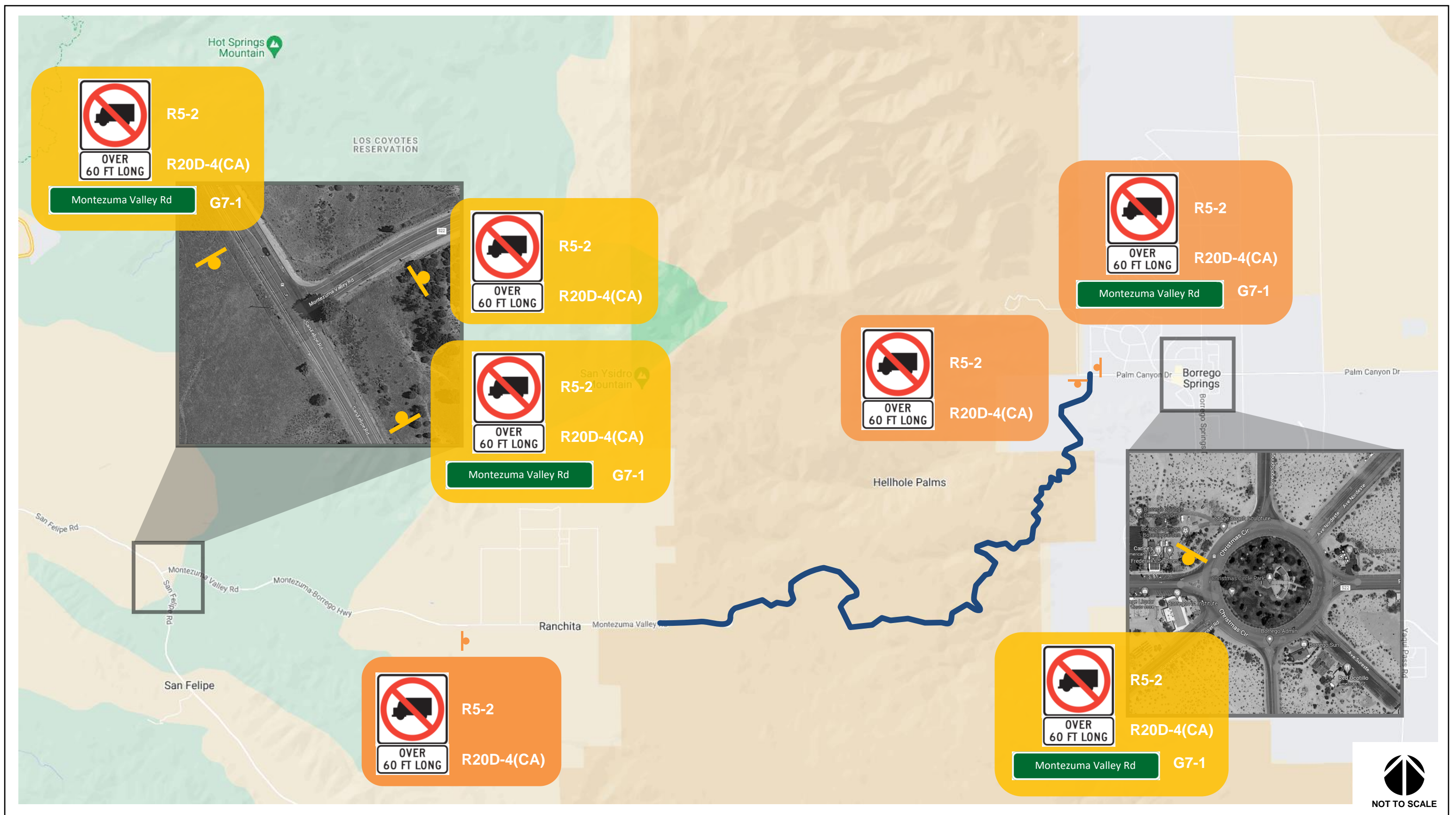
Sincerely,

Linscott, Law & Greenspan, Engineers

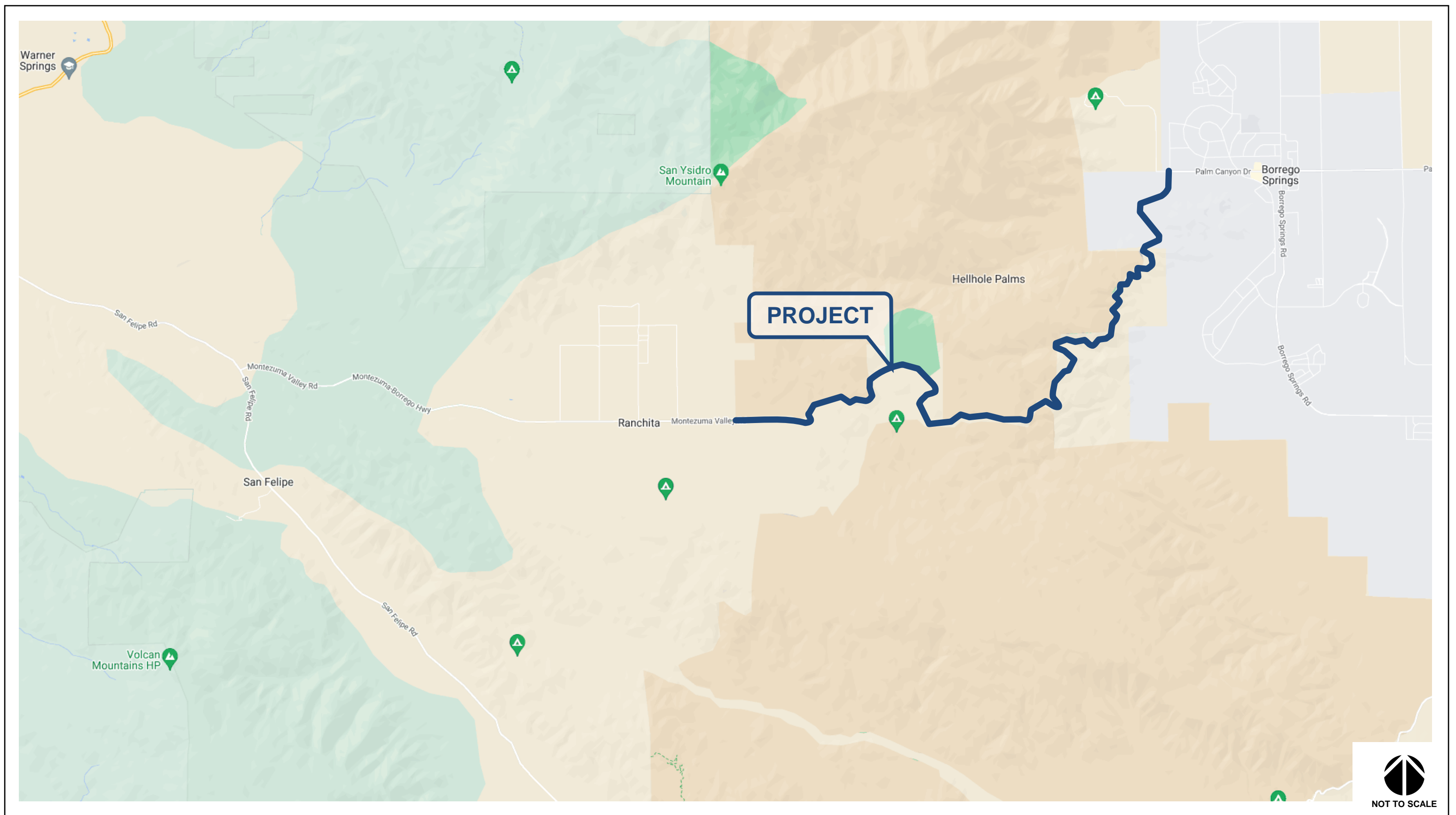
Erika Carino, PE, RSP
Transportation Engineer III

Jesus Espinoza, EIT
Transportation Engineer II

KC/ZO

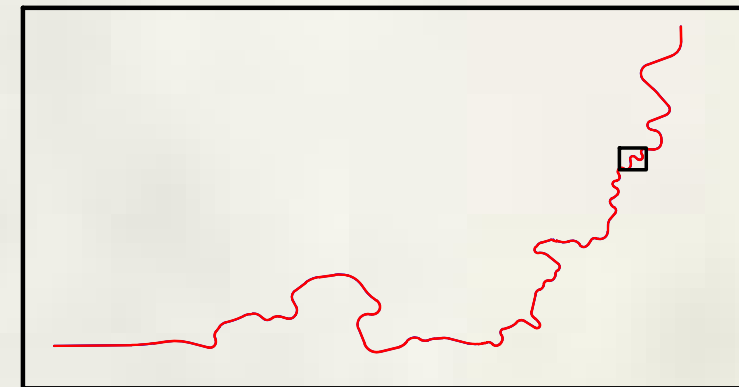
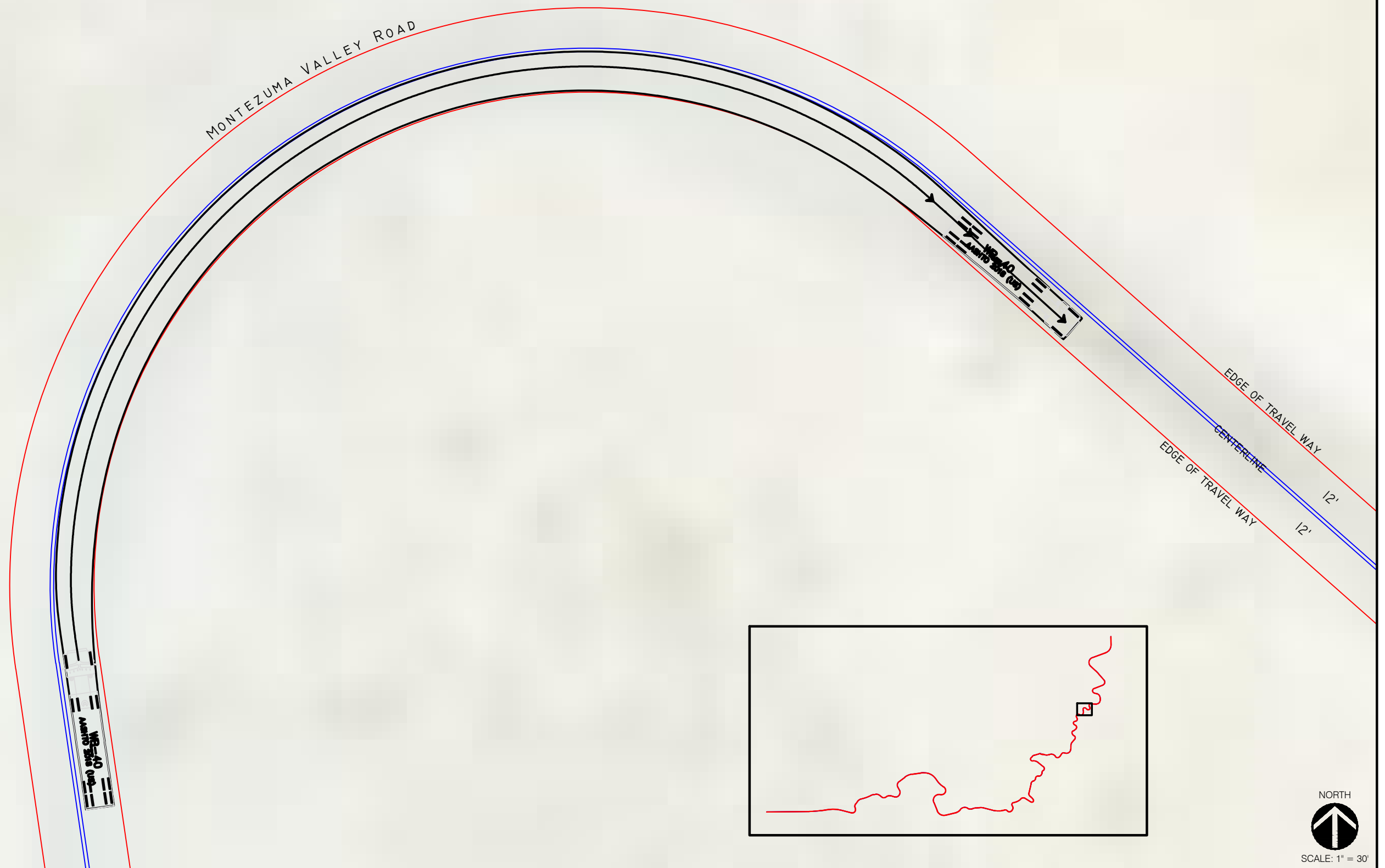
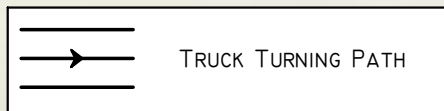
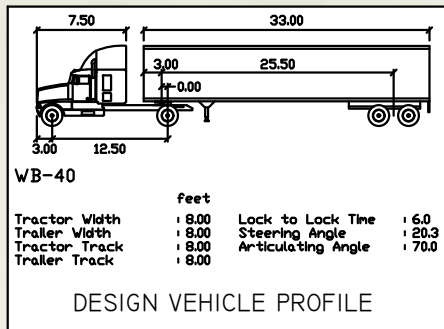


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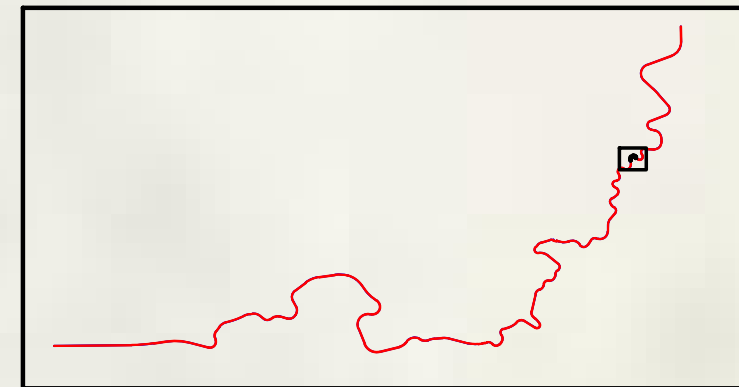
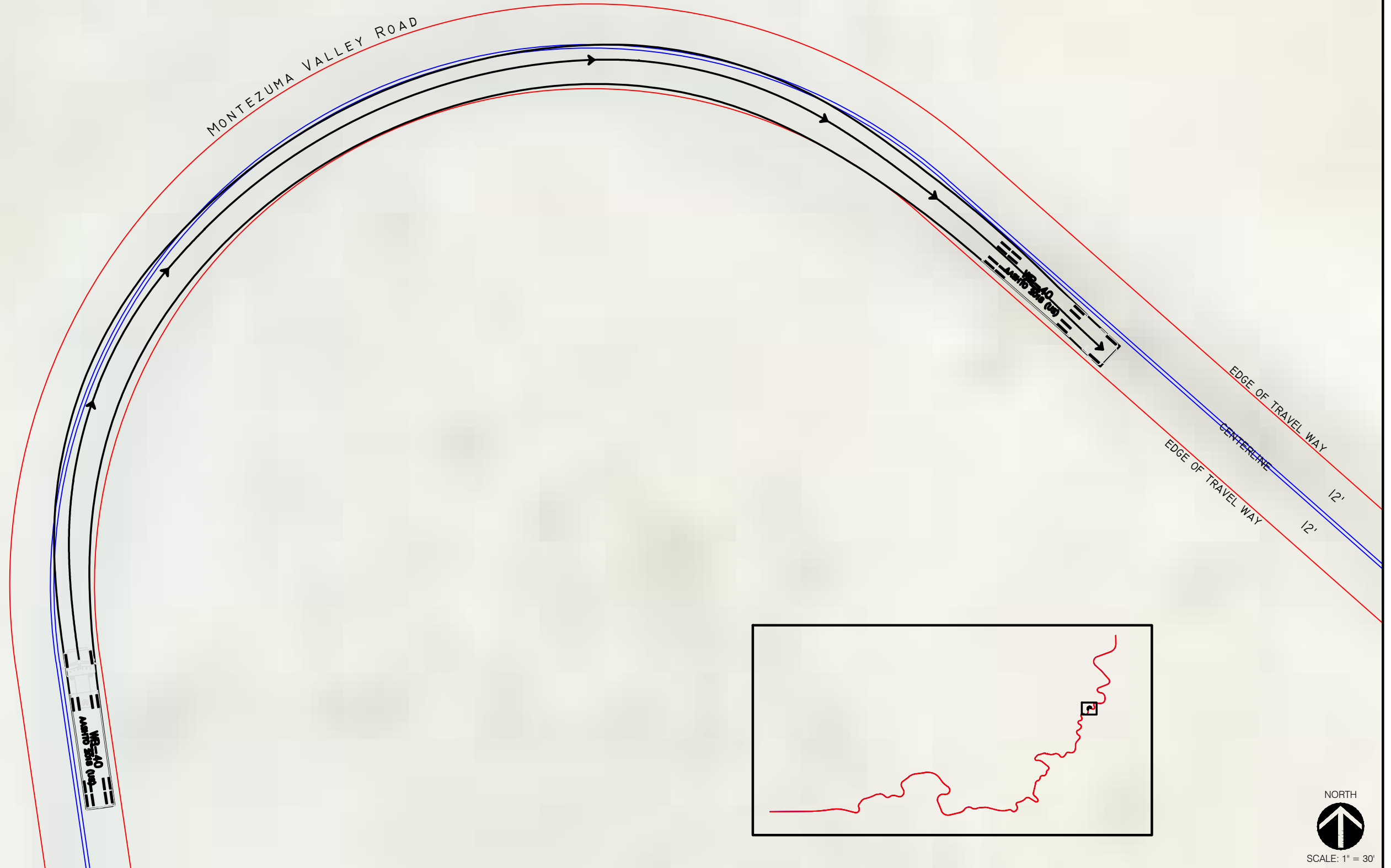
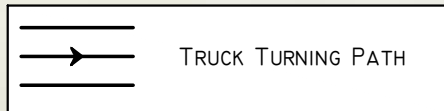
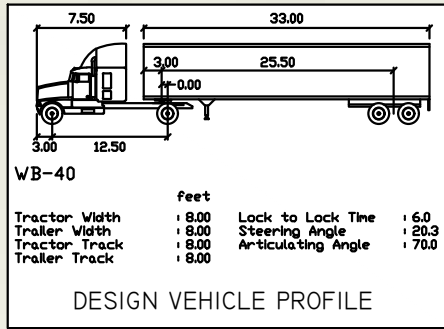


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Figure 2
Study Area Map



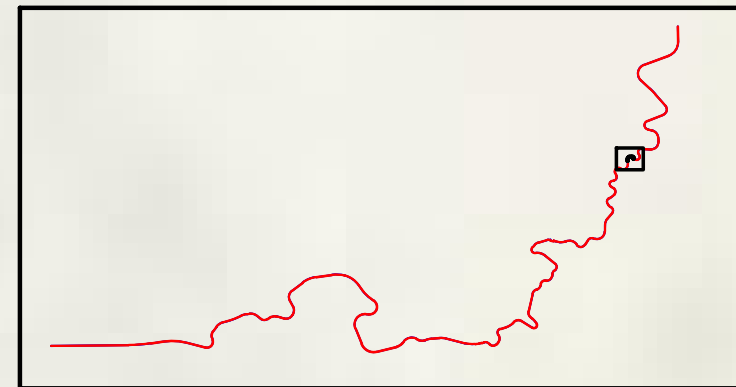
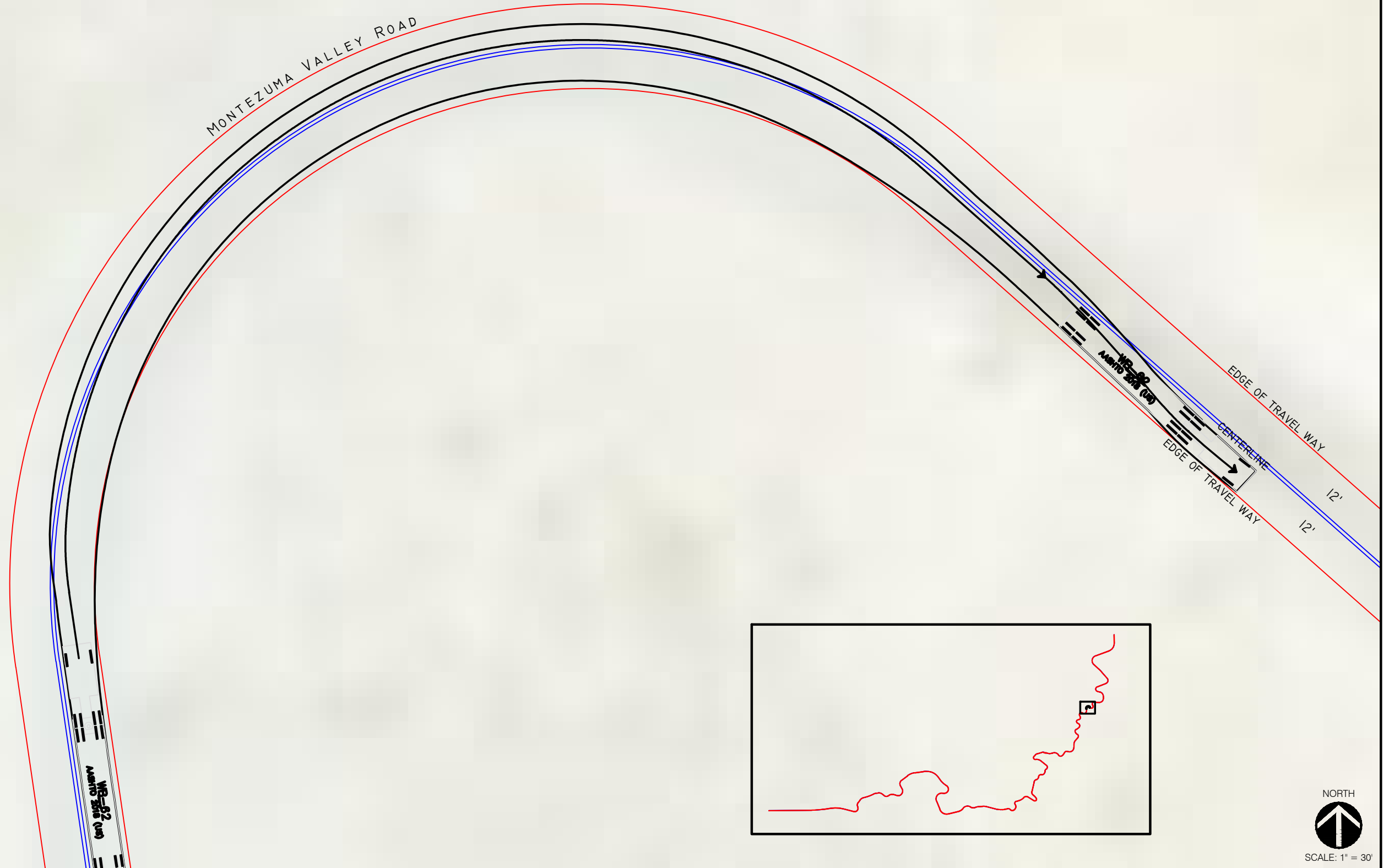
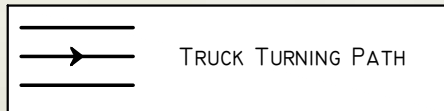
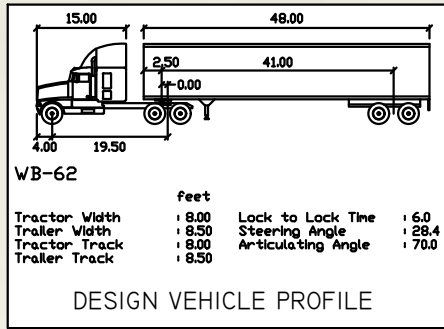
SCALE: 1" = 30'



SCALE: 1" = 30'

Figure 4

AASHTO WB-40 Truck Turning - 20mph



SCALE: 1" = 30'

Figure 5

AASHTO WB-62 Truck Turning - 15mph

MONTEZUMA VALLEY ROAD TRUCK TURNING ANALYSIS

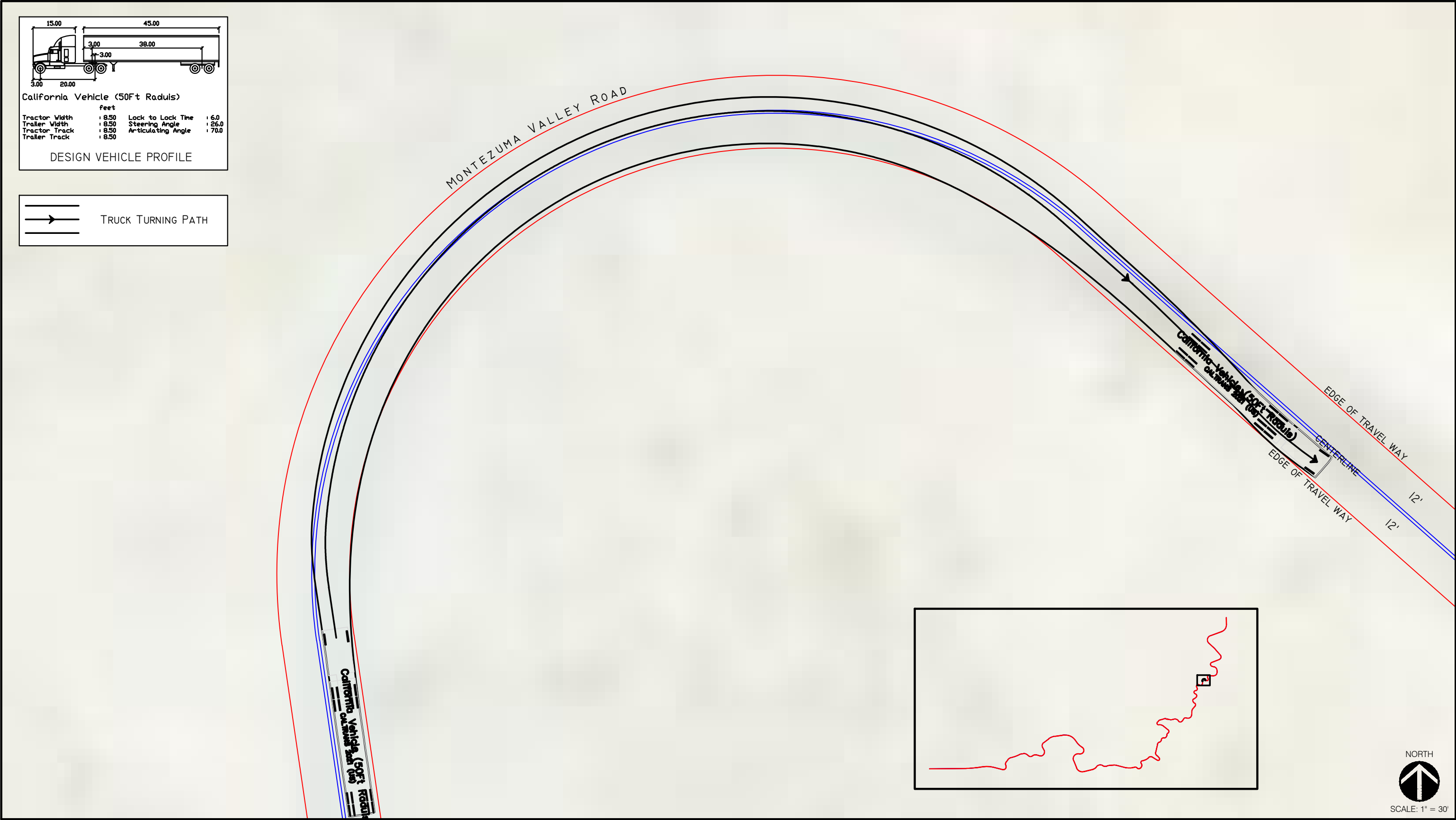
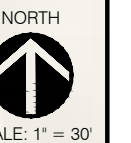
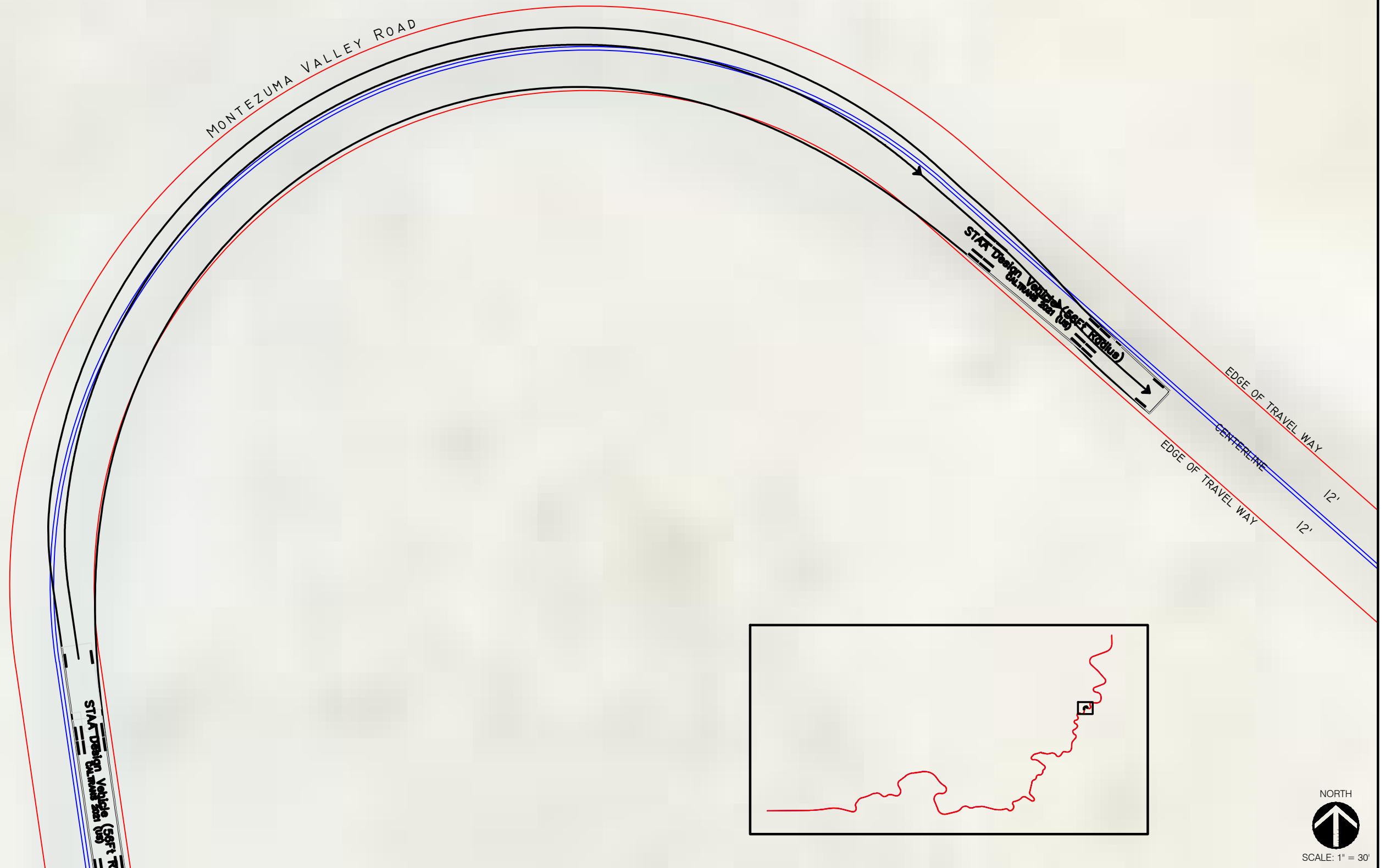
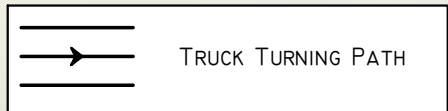
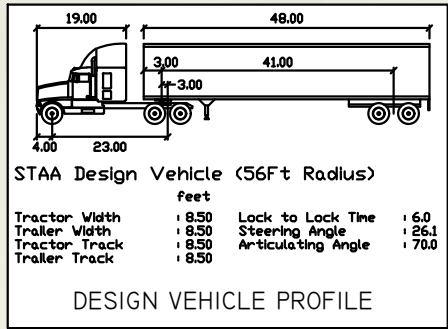


Figure 6

HDM CV-50ft Truck Turning - 15mph



SCALE: 1" = 30'

Figure 7

HDM STAA-56ft Truck Turning - 15mph

ATTACHMENT A
CALIFORNIA VEHICLE CODE SECTION EXCERPTS

(4) Any legal owner who knowingly releases or causes the release of a vehicle to a registered owner or the person in possession of the vehicle at the time of the impoundment or any agent of the registered owner in violation of this subdivision shall be guilty of a misdemeanor and subject to a civil penalty in the amount of two thousand dollars (\$2,000).

(5) The legal owner, registered owner, or person in possession of the vehicle shall not change or attempt to change the name of the legal owner or the registered owner on the records of the department until the vehicle is released from the impoundment.

(g) Notwithstanding any other provision of this section, the registered owner and not the legal owner shall remain responsible for any towing and storage charges related to the impoundment and the administrative charges authorized under Section 22850.5 and any parking fines, penalties, and administrative fees incurred by the registered owner.

(h) The law enforcement agency and the impounding agency, including any storage facility acting on behalf of the law enforcement agency or impounding agency, shall comply with this section and shall not be liable to the registered owner for the improper release of the vehicle to the legal owner or the legal owner's agent if the release complies with this section. The legal owner shall indemnify and hold harmless a storage facility from any claims arising out of the release of the vehicle to the legal owner or the legal owner's agent and from any damage to the vehicle after its release, including the reasonable costs associated with defending any such claims. A law enforcement agency shall not refuse to issue a release to a legal owner or the agent of a legal owner on the grounds that it previously issued a release.

(Amended by Stats. 2011, Ch. 536, Sec. 14. (AB 957) Effective January 1, 2012.)

21100.5. Notwithstanding any other provisions of law, local authorities of any city which is on a natural island with an area in excess of 20,000 acres and which is within a county having a population in excess of 4,000,000, may, if they determine such rules and regulations to be necessary in view of the special problem existing thereon with respect to the size and nature of the streets of the city and with respect to the characteristics and nature of the city itself, adopt rules and regulations by ordinance or resolution on the following matters:

- (a) Regulating the size of vehicles used on streets under their jurisdiction.
- (b) Regulating the number of vehicles permitted on streets under their jurisdiction.
- (c) Prohibiting the operation, on streets under their jurisdiction, of designated classes of vehicles.
- (d) Establishing noise limits, which are different from those prescribed by this code, for vehicles operated on streets under their jurisdiction and prohibiting the operation of vehicles which exceed such limits.
- (e) Establishing a maximum speed limit lower than that which the local authority otherwise permitted by this code to establish.

This section shall not apply to vehicles of utilities which are under the jurisdiction of the Public Utilities Commission while engaged in maintenance and construction type service work.

(Amended by Stats. 1974, Ch. 286.)

21101. Local authorities, for those highways under their jurisdiction, may adopt rules and regulations by ordinance or resolution, except as provided in subdivision (f), on the following matters:

(a) Closing any highway to vehicular traffic when, in the opinion of the legislative body having jurisdiction, the highway is either of the following:

- (1) No longer needed for vehicular traffic.
- (2) The closure is in the interests of public safety and all of the following conditions and requirements are met:
 - (A) The street proposed for closure is located in a county with a population of 6,000,000 or more.
 - (B) The street has an unsafe volume of traffic and a significant incidence of crime.
 - (C) The affected local authority conducts a public hearing on the proposed street closure.
 - (D) Notice of the hearing is provided to residents and owners of property adjacent to the street proposed for closure.

(E) The local authority makes a finding that closure of the street likely would result in a reduced rate of crime.

(b) Designating any highway as a through highway and requiring that all vehicles observe official traffic control devices before entering or crossing the highway or designating any intersection as a stop intersection and requiring all vehicles to stop at one or more entrances to the intersection.

(c) Prohibiting the use of particular highways by certain vehicles, except as otherwise provided by the Public Utilities Commission pursuant to Article 2 (commencing with Section 1031) of Chapter 5 of Part 1 of Division 1 of the Public Utilities Code.

(d) Closing particular streets during regular school hours for the purpose of conducting automobile driver training programs in the secondary schools and colleges of this state.

(e) Temporarily closing a portion of any street for celebrations, parades, local special events, and other purposes when, in the opinion of local authorities having jurisdiction or a public officer or employee that the local authority designates by resolution, the closing is necessary for the safety and protection of persons who are to use that portion of the street during the temporary closing.

(f) Implementing a slow streets program. For purposes of this section, a "slow streets program" may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations, such as a business district, that are within walking distance, or green space. A local authority may implement a slow streets program by adopting an ordinance that provides for the closing of streets to vehicular traffic or limiting access and speed on a street using roadway design features, including, but not limited to, islands, curbs, or traffic barriers. A local authority may implement a slow streets program if it meets all of the following requirements:

(1) Conducts an outreach and engagement process that includes notification to residents and owners of property abutting any street being considered for inclusion in the slow streets program.

(2) Determines that the closure or traffic restriction leaves a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic.

(3) Provides advance notice of the closure or traffic restriction to residents and owners of property abutting the street.

(4) Clearly designates the street closure or traffic restriction with signage in compliance with the California Manual on Uniform Traffic Control Devices.

(5) Determines that the closure or traffic restriction is necessary for the safety and protection of persons who are to use that portion of the street during the closure or traffic restriction.

(6) Maintains a publically available internet website with information about its slow streets program, a list of streets that are included in the program or are being evaluated for inclusion in the program, and instructions for participating in the public engagement process.

(g) Prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan adopted pursuant to Article 6 (commencing with Section 65350) of Chapter 3 of Division 1 of Title 7 of the Government Code. The rules and regulations authorized by this subdivision shall be consistent with the responsibility of local government to provide for the health and safety of its citizens.

(Amended by Stats. 2022, Ch. 28, Sec. 154. (SB 1380) Effective January 1, 2023.)

21101.2. Local authorities may adopt rules and regulations by ordinance or resolution to provide that if a peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, determines that the traffic load on a particular street or highway, or a portion thereof, is such that little or no vehicular flow is occurring and, additionally, if the peace officer finds that a significant number of vehicles are not promptly moving when an opportunity arises to do so, then the peace officer may divert vehicles, excepting public safety or emergency vehicles, from that street or highway, or portion thereof, subject to traffic congestion until such time as reasonably flowing traffic is restored.

(Added by Stats. 1982, Ch. 710, Sec. 3. Effective September 8, 1982.)

21101.4. (a) A local authority may, by ordinance or resolution, adopt rules and regulations for temporarily closing to through traffic a highway under its jurisdiction when all of the following conditions are, after a public hearing, found to exist:

specifying the maximum speed so determined at a distance of not more than 500 feet from each end of the bridge, elevated structure, tube, tunnel, or any approach thereto.

(Amended by Stats. 1974, Ch. 545.)

22405. (a) No person shall drive a vehicle on any bridge, elevated structure, tube, or tunnel constituting a part of a highway, at a speed which is greater than the maximum speed which can be maintained with safety to such structure.

(b) Upon the trial of any person charged with a violation of this section with respect to a sign erected under Section 22404, proof of the determination of the maximum speed by the Department of Transportation or local authority and the erection and maintenance of the speed signs shall constitute prima facie evidence of the maximum speed which can be maintained with safety to the bridge, elevated structure, tube, or tunnel.

(Amended by Stats. 1974, Ch. 545.)

22406. No person may drive any of the following vehicles on a highway at a speed in excess of 55 miles per hour:

(a) A motortruck or truck tractor having three or more axles or any motortruck or truck tractor drawing any other vehicle.

(b) A passenger vehicle or bus drawing any other vehicle.

(c) A schoolbus transporting any school pupil.

(d) A farm labor vehicle when transporting passengers.

(e) A vehicle transporting explosives.

(f) A trailer bus, as defined in Section 636.

(Amended by Stats. 2000, Ch. 787, Sec. 22. Effective January 1, 2001.)

22406.1. (a) A person who operates a commercial motor vehicle, as defined in subdivision (b) of Section 15210, upon a highway at a speed exceeding a posted speed limit established under this code by 15 miles per hour or more, is guilty of a misdemeanor.

(b) A person who holds a commercial driver's license, as defined in subdivision (a) of Section 15210, and operates a noncommercial motor vehicle upon a highway at a speed exceeding a posted speed limit established under this code by 15 miles per hour or more, is guilty of an infraction.

(c) A violation of either subdivision (a) or (b) is a "serious traffic violation," as defined in subdivision (p) of Section 15210, and is subject to the sanctions provided under Section 15306 or 15308, in addition to any other penalty provided by law.

(d) This section shall become operative on September 20, 2005.

(Amended by Stats. 2004, Ch. 952, Sec. 29. Effective January 1, 2005. Amended version operative September 20, 2005, pursuant to earlier operation of new subdivision (d).)

22406.5. Any person who drives a tank vehicle subject to Division 14.7 (commencing with Section 34000) while transporting more than 500 gallons of flammable liquid at a speed greater than the applicable speed limit or in willful or wanton disregard for the safety of persons or property is, in addition to any other applicable penalty, subject to a fine of not less than five hundred dollars (\$500) for a first offense and, for a second or subsequent offense within two years of a prior offense, to a fine of not less than two thousand dollars (\$2,000) and a suspension of up to six months of a hazardous materials or cargo tank endorsement, or both.

(Added by Stats. 1991, Ch. 1043, Sec. 1.)

22407. Whenever the Department of Transportation or local authority determines upon the basis of engineering studies and a traffic survey that the speed of 55 miles per hour is more than is reasonable or safe for vehicles mentioned in subdivision (a) of Section 22406, which have a manufacturer's gross vehicle weight rating of 10,000 pounds or more, in descending a grade upon any portion of a highway, the department or local authority, with respect to highways under their respective jurisdiction, may determine and declare a speed limit of 50, 45, 40, 35, 30, 25, or 20 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared speed limit shall be effective for such vehicles when appropriate signs giving notice thereof are erected upon the highway.

(Amended by Stats. 1973, Ch. 82, Sec. 1.)

22409. No person shall operate any vehicle equipped with any solid tire when such vehicle has a gross weight as set forth in the following table at any speed in excess of the speed set forth opposite such gross weight:

When gross weight	Maximum speed
of vehicle and	in miles
load is:	per hour:
10,000 lbs. or more but less than 16,000 lbs.	25
16,000 lbs. or more but less than 22,000 lbs.	15
22,000 lbs. or more	12

(Enacted by Stats. 1959, Ch. 3.)

22410. No person shall operate any vehicle equipped with any metal tire in contact with the surface of the highway at a speed in excess of six miles per hour.

(Enacted by Stats. 1959, Ch. 3.)

22411. No person shall operate a motorized scooter at a speed in excess of 15 miles per hour.

(Added by Stats. 1999, Ch. 722, Sec. 7. Effective January 1, 2000.)

22413. Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie limit of 25 miles per hour is more than is reasonable and safe on any portion of a street having a grade in excess of 10 percent, the local authority may by ordinance determine and declare a maximum limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared maximum speed shall be effective when appropriate signs giving notice thereof are erected upon the street.

(Added by Stats. 1959, Ch. 318.)

ATTACHMENT B
TRAFFIC COUNTS

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Montezuma Valley Rd (Borrego Highway)**

Date: Saturday, December 3, 2022					Total Daily Volume: 1133										Description: Total Volume								
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
8	2	3	4	4	9	34	51	63	69	99	104	105	91	96	98	100	67	45	33	18	14	7	9
2	0	2	1	0	1	6	12	12	18	15	21	33	21	26	26	28	21	10	10	6	3	2	4
2	0	1	0	1	3	5	18	16	11	27	32	27	16	25	19	21	20	12	7	3	3	1	3
2	2	0	1	1	3	9	13	19	13	19	31	21	24	23	25	26	18	15	6	7	5	2	1
2	0	0	2	2	2	14	8	16	27	38	20	24	30	22	28	25	8	8	10	2	3	2	1

Date: Saturday, December 3, 2022						Total Daily Volume: 649											Description: Northbound Volume							
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
6	2	2	0	1	3	25	37	42	39	55	60	73	57	51	56	41	24	23	21	14	8	5	4	
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2	0	0	0	1	1	8	7	11	14	28	13	14	22	14	19	11	2	3	6	2	1	1	1	

Date: Saturday, December 3, 2022					Total Daily Volume: 484										Description: Southbound Volume									
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Report Generated by "Count Data" all rights reserved

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Montezuma Valley Rd (Borrego Highway)**

Date: Sunday, December 4, 2022					Total Daily Volume: 1229										Description: Total Volume									
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
6	4	2	3	6	7	15	38	86	129	85	136	122	126	120	104	77	52	50	21	13	9	11	7	
3	1	1	0	1	2	2	13	14	33	22	38	29	31	28	26	27	12	14	5	3	4	2	3	
0	1	0	3	0	1	4	7	18	18	22	29	27	37	28	30	11	10	12	4	4	0	4	0	
0	1	0	0	2	0	5	6	18	42	25	32	33	28	29	23	23	19	13	9	4	4	4	3	
3	1	1	0	3	4	4	12	36	36	16	37	33	30	35	25	16	11	11	3	2	1	1	1	

Date: Sunday, December 4, 2022					Total Daily Volume: 443										Description: Northbound Volume									
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4	2	2	0	2	5	3	11	37	31	29	63	41	48	41	32	23	16	21	10	8	3	7	4	
3	0	1	0	0	1	0	3	6	8	9	20	12	9	5	7	6	3	5	2	2	0	1	3	
0	1	0	0	0	1	0	0	4	3	9	10	7	15	15	7	5	2	7	3	2	0	3	0	
0	1	0	0	0	0	2	2	7	13	8	15	14	12	10	8	7	8	7	4	2	3	2	1	
1	0	1	0	2	3	1	6	20	7	3	18	8	12	11	10	5	3	2	1	2	0	1	0	

Date: Sunday, December 4, 2022					Total Daily Volume: 786										Description: Southbound Volume									
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
2	2	0	3	4	2	12	27	49	98	56	73	81	78	79	72	54	36	29	11	5	6	4	3	
0	1	0	0	1	1	2	10	8	25	13	18	17	22	23	19	21	9	9	3	1	4	1	0	
0	0	0	3	0	0	4	7	14	15	13	19	20	22	13	23	6	8	5	1	2	0	1	0	
0	0	0	0	2	0	3	4	11	29	17	17	19	16	19	15	16	11	6	5	2	1	2	2	
2	1	0	0	1	1	3	6	16	29	13	19	25	18	24	15	11	8	9	2	0	1	0	1	

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Montezuma Valley Rd (Borrego Highway)**

Date: Monday, December 5, 2022					Total Daily Volume: 1066										Description: Total Volume								
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	4	4	6	19	36	49	79	83	80	77	74	68	66	66	87	75	68	51	34	20	11	2	2
3	0	1	4	5	11	14	20	20	17	20	22	17	17	24	23	19	19	13	8	11	4	0	0
1	2	0	0	7	8	10	13	27	20	17	16	14	17	10	25	25	18	15	7	2	2	0	0
0	1	2	0	5	7	10	17	23	21	20	21	22	18	20	19	17	12	13	8	2	3	0	1
1	1	1	2	2	10	15	29	13	22	20	15	15	14	12	20	14	19	10	11	5	2	2	1

Date: Monday, December 5, 2022					Total Daily Volume: 519										Description: Northbound Volume								
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	1	1	0	2	11	20	53	41	35	34	21	39	31	31	43	35	30	35	25	14	9	2	2
2	0	1	0	1	2	5	13	12	5	7	4	5	6	11	7	7	11	7	5	7	3	0	0
1	0	0	0	1	3	5	7	9	7	6	3	11	10	5	16	11	6	12	7	1	1	0	0
0	0	0	0	0	2	1	12	14	11	12	9	10	7	9	9	8	2	7	7	1	3	0	1
1	1	0	0	0	4	9	21	6	12	9	5	13	8	6	11	9	11	9	6	5	2	2	1

Date: Monday, December 5, 2022					Total Daily Volume: 547										Description: Southbound Volume								
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	3	3	6	17	25	29	26	42	45	43	53	29	35	35	44	40	38	16	9	6	2	0	0
1	0	0	4	4	9	9	7	8	12	13	18	12	11	13	16	12	8	6	3	4	1	0	0
0	2	0	0	6	5	5	6	18	13	11	13	3	7	5	9	14	12	3	0	1	1	0	0
0	1	2	0	5	5	9	5	9	10	8	12	12	11	11	10	9	10	6	1	1	0	0	0
0	0	1	2	2	6	6	8	7	10	11	10	2	6	6	9	5	8	1	5	0	0	0	0

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Montezuma Valley Rd (Borrego Highway)**

Date: Tuesday, December 6, 2022					Total Daily Volume: 955										Description: Total Volume									
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
5	3	7	6	10	24	36	60	67	74	88	65	58	93	66	75	64	64	30	21	16	11	11	1	
1	1	0	1	2	7	6	11	10	21	18	14	13	21	23	21	15	14	7	7	3	3	4	0	
0	0	2	1	2	9	8	15	21	18	22	19	21	24	10	12	17	20	11	2	3	4	3	0	
1	0	0	2	2	3	14	10	16	19	26	17	15	29	14	22	15	19	7	3	9	2	2	0	
3	2	5	2	4	5	8	24	20	16	22	15	9	19	19	20	17	11	5	9	1	2	2	1	

Date: Tuesday, December 6, 2022					Total Daily Volume: 468										Description: Northbound Volume									
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
0	1	0	0	0	7	20	30	30	31	48	32	29	48	31	32	22	37	24	13	13	10	9	1	
0	0	0	0	0	1	2	5	5	10	13	7	8	14	11	11	4	5	4	4	2	3	3	0	
0	0	0	0	0	2	4	7	8	4	13	10	9	11	2	2	5	10	8	2	3	4	2	0	
0	0	0	0	0	0	8	7	7	10	14	9	9	18	7	9	5	12	7	3	7	2	2	0	
0	1	0	0	0	4	6	11	10	7	8	6	3	5	11	10	8	10	5	4	1	1	2	1	

Date: Tuesday, December 6, 2022					Total Daily Volume: 487										Description: Southbound Volume									
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
5	2	7	6	10	17	16	30	37	43	40	33	29	45	35	43	42	27	6	8	3	1	2	0	
1	1	0	1	2	6	4	6	5	11	5	7	5	7	12	10	11	9	3	3	1	0	1	0	
0	0	2	1	2	7	4	8	13	14	9	9	12	13	8	10	12	10	3	0	0	0	1	0	
1	0	0	2	2	3	6	3	9	9	12	8	6	11	7	13	10	7	0	0	2	0	0	0	
3	1	5	2	4	1	2	13	10	9	14	9	6	14	8	10	9	1	0	5	0	1	0	0	

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Montezuma Valley Rd (Borrego Highway)**

Date: Wednesday, December 7, 2022						Total Daily Volume: 997											Description: Total Volume						
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	3	7	9	18	30	49	78	71	60	64	77	65	64	80	74	87	57	32	34	16	13	4	2
2	1	1	3	4	4	11	22	18	10	26	25	17	21	16	13	27	11	9	7	5	4	2	0
0	1	2	3	5	6	9	20	12	12	14	28	19	13	22	22	19	15	7	14	3	3	1	1
0	1	3	3	5	7	18	15	25	21	10	10	19	17	27	18	17	23	4	10	4	1	1	1
1	0	1	0	4	13	11	21	16	17	14	14	10	13	15	21	24	8	12	3	4	5	0	0

Date: Wednesday, December 7, 2022						Total Daily Volume: 501										Description: Northbound Volume									
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00		
0	1	1	0	2	12	28	46	38	22	33	37	38	33	44	27	35	31	23	21	13	10	4	2		
0	0	0	0	0	3	5	9	12	3	16	12	8	11	9	5	8	6	7	4	3	4	2	0		
0	1	1	0	1	1	4	14	6	2	5	14	12	8	12	10	4	10	5	8	3	2	1	1		
0	0	0	0	0	2	12	11	11	11	5	5	11	9	13	2	10	9	2	7	3	0	1	1		
0	0	0	0	1	6	7	12	9	6	7	6	7	5	10	10	13	6	9	2	4	4	0	0		

Date: Wednesday, December 7, 2022						Total Daily Volume: 496											Description: Southbound Volume						
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	2	6	9	16	18	21	32	33	38	31	40	27	31	36	47	52	26	9	13	3	3	0	0
2	1	1	3	4	1	6	13	6	7	10	13	9	10	7	8	19	5	2	3	2	0	0	0
0	0	1	3	4	5	5	6	6	10	9	14	7	5	10	12	15	5	2	6	0	1	0	0
0	1	3	3	5	5	6	4	14	10	5	5	8	8	14	16	7	14	2	3	1	1	0	0
1	0	1	0	3	7	4	9	7	11	7	8	3	8	5	11	11	2	3	1	0	1	0	0

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Montezuma Valley Rd (Borrego Highway)**

Date: Thursday, December 8, 2022					Total Daily Volume: 1101										Description: Total Volume									
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
6	2	0	4	13	27	47	73	66	76	75	84	72	87	103	84	81	76	49	33	17	11	10	5	
0	1	0	1	4	7	11	15	15	22	20	24	14	17	19	21	22	19	13	12	3	3	3	4	
4	0	0	1	2	8	8	22	15	20	16	26	15	22	24	15	21	15	11	10	9	1	3	0	
2	1	0	1	6	8	13	19	18	19	21	14	25	18	25	26	21	31	9	4	2	5	3	0	
0	0	0	1	1	4	15	17	18	15	18	20	18	30	35	22	17	11	16	7	3	2	1	1	

Date: Thursday, December 8, 2022						Total Daily Volume: 596										Description: Northbound Volume									
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00		
4	1	0	0	1	9	25	44	35	32	37	43	38	48	65	44	37	44	32	25	11	9	8	4		
0	0	0	0	0	3	5	9	9	5	8	18	7	5	14	12	9	13	6	10	1	2	3	4		
3	0	0	0	0	3	4	12	7	9	7	11	8	14	16	7	11	9	10	8	8	1	3	0		
1	1	0	0	0	2	5	12	10	8	13	3	12	11	15	13	8	16	5	3	0	4	2	0		
0	0	0	0	1	1	11	11	9	10	9	11	11	18	20	12	9	6	11	4	2	2	0	0		

Date: Thursday, December 8, 2022						Total Daily Volume: 505										Description: Southbound Volume									
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00		
2	1	0	4	12	18	22	29	31	44	38	41	34	39	38	40	44	32	17	8	6	2	2	1		
0	1	0	1	4	4	6	6	6	17	12	6	7	12	5	9	13	6	7	2	2	1	0	0		
1	0	0	1	2	5	4	10	8	11	9	15	7	8	8	8	10	6	1	2	1	0	0	0		
1	0	0	1	6	6	8	7	8	11	8	11	13	7	10	13	13	15	4	1	2	1	1	0		
0	0	0	1	0	3	4	6	9	5	9	9	7	12	15	10	8	5	5	3	1	0	1	1		

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **Montezuma Valley Rd (Borrego Highway)**

Date: Friday, December 9, 2022					Total Daily Volume: 1303										Description: Total Volume								
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	4	0	3	9	19	28	68	70	81	79	89	93	82	118	123	110	103	68	46	58	27	13	10
0	3	0	1	3	8	4	13	18	18	19	29	26	17	28	34	29	35	20	17	17	6	3	3
0	1	0	0	5	2	3	14	21	23	19	22	15	13	30	30	31	28	19	14	20	11	3	5
2	0	0	1	1	6	9	25	18	21	19	14	21	20	29	35	26	16	12	10	10	2	2	2
0	0	0	1	0	3	12	16	13	19	22	24	31	32	31	24	24	24	17	5	11	8	5	0

Date: Friday, December 9, 2022					Total Daily Volume: 794										Description: Northbound Volume								
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	1	0	1	0	10	21	43	38	42	42	43	48	39	65	88	69	62	57	36	47	22	11	8
0	1	0	0	0	3	1	6	10	11	12	15	13	7	15	27	18	22	15	12	15	5	3	2
0	0	0	0	0	1	3	9	13	12	10	5	7	3	13	23	22	18	18	11	14	9	3	5
1	0	0	0	0	3	7	16	12	13	10	7	9	16	18	21	15	8	9	9	7	2	2	1
0	0	0	1	0	3	10	12	3	6	10	16	19	13	19	17	14	14	15	4	11	6	3	0

Date: Friday, December 9, 2022					Total Daily Volume: 509										Description: Southbound Volume								
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	3	0	2	9	9	7	25	32	39	37	46	45	43	53	35	41	41	11	10	11	5	2	2
0	2	0	1	3	5	3	7	8	7	7	14	13	10	13	7	11	13	5	5	2	1	0	1
0	1	0	0	5	1	0	5	8	11	9	17	8	10	17	7	9	10	1	3	6	2	0	0
1	0	0	1	1	3	2	9	6	8	9	7	12	4	11	14	11	8	3	1	3	0	0	1
0	0	0	0	0	0	2	4	10	13	12	8	12	19	12	7	10	10	2	1	0	2	2	0

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Northbound Vehicle Classification and Volume*
 Date: **Saturday, December 3, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	6	0	2	2	2	0	0	4	0	1	0	0	0	1	0	0	0	0
1:00	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2:00	2	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00	3	0	2	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0
6:00	25	4	5	8	8	0	11	7	1	6	0	0	0	0	0	0	0	0
7:00	37	5	15	10	7	0	6	14	3	13	0	0	0	1	0	0	0	0
8:00	42	9	11	11	11	0	8	22	0	11	0	0	0	0	0	0	1	0
9:00	39	14	5	6	14	1	9	17	2	10	0	0	0	0	0	0	0	0
10:00	55	5	12	10	28	7	28	17	1	2	0	0	0	0	0	0	0	0
11:00	60	10	21	16	13	3	18	24	2	13	0	0	0	0	0	0	0	0
12:00	73	26	19	14	14	5	26	31	2	9	0	0	0	0	0	0	0	0
13:00	57	13	8	14	22	2	25	20	1	9	0	0	0	0	0	0	0	0
14:00	51	18	11	8	14	8	12	24	0	6	0	0	0	0	0	0	1	0
15:00	56	13	7	17	19	2	23	23	0	7	0	0	0	1	0	0	0	0
16:00	41	9	8	13	11	0	14	16	1	10	0	0	0	0	0	0	0	0
17:00	24	7	7	8	2	0	10	11	0	3	0	0	0	0	0	0	0	0
18:00	23	5	6	9	3	0	11	10	1	1	0	0	0	0	0	0	0	0
19:00	21	6	4	5	6	0	9	9	0	3	0	0	0	0	0	0	0	0
20:00	14	4	2	6	2	0	5	8	0	1	0	0	0	0	0	0	0	0
21:00	8	1	3	3	1	0	6	1	0	0	0	0	1	0	0	0	0	0
22:00	5	2	0	2	1	0	3	2	0	0	0	0	0	0	0	0	0	0
23:00	4	1	1	1	1	0	2	2	0	0	0	0	0	0	0	0	0	0
Total:	649	Classifications Totals:				28	229	265	14	107	0	0	1	3	0	0	2	0
% of total:		4.3%	35.3%	40.8%	2.2%	16.5%	0.0%	0.0%	0.2%	0.5%	0.0%	0.0%	0.3%	0.0%				

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
79	12.2%	130	20.0%	65	10.0%	375	57.8%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Southbound Vehicle Classification and Volume*
 Date: **Saturday, December 3, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00	4	1	0	1	2	0	2	1	0	0	0	0	0	1	0	0	0	0
4:00	3	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0
5:00	6	1	1	3	1	0	5	1	0	0	0	0	0	0	0	0	0	0
6:00	9	2	0	1	6	0	8	1	0	0	0	0	0	0	0	0	0	0
7:00	14	7	3	3	1	0	10	4	0	0	0	0	0	0	0	0	0	0
8:00	21	3	5	8	5	0	19	2	0	0	0	0	0	0	0	0	0	0
9:00	30	4	6	7	13	0	25	4	0	1	0	0	0	0	0	0	0	0
10:00	44	10	15	9	10	2	36	5	0	0	0	0	0	1	0	0	0	0
11:00	44	11	11	15	7	0	36	7	0	0	0	0	0	1	0	0	0	0
12:00	32	7	8	7	10	1	28	3	0	0	0	0	0	0	0	0	0	0
13:00	34	8	8	10	8	4	28	2	0	0	0	0	0	0	0	0	0	0
14:00	45	8	14	15	8	8	33	4	0	0	0	0	0	0	0	0	0	0
15:00	42	13	12	8	9	0	35	6	1	0	0	0	0	0	0	0	0	0
16:00	59	19	13	13	14	0	50	8	0	1	0	0	0	0	0	0	0	0
17:00	43	14	13	10	6	0	38	5	0	0	0	0	0	0	0	0	0	0
18:00	22	5	6	6	5	1	19	2	0	0	0	0	0	0	0	0	0	0
19:00	12	4	3	1	4	0	10	2	0	0	0	0	0	0	0	0	0	0
20:00	4	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0
21:00	6	2	0	2	2	0	5	1	0	0	0	0	0	0	0	0	0	0
22:00	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	5	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
Total:	484	Classifications Totals:				16	404	58	1	2	0	0	0	3	0	0	0	0
% of total:		3.3%	83.5%	12.0%		3.3%	83.5%	12.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
35	7.2%	66	13.6%	102	21.1%	281	58.1%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Northbound Vehicle Classification and Volume*
 Date: **Sunday, December 4, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	4	3	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0
1:00	2	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2:00	2	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00	5	1	1	0	3	0	2	2	1	0	0	0	0	0	0	0	0	0
6:00	3	0	0	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00	11	3	0	2	6	0	3	6	0	2	0	0	0	0	0	0	0	0
8:00	37	6	4	7	20	0	11	23	1	2	0	0	0	0	0	0	0	0
9:00	31	8	3	13	7	0	10	16	0	5	0	0	0	0	0	0	0	0
10:00	29	9	9	8	3	0	14	10	0	4	0	0	1	0	0	0	0	0
11:00	63	20	10	15	18	7	22	30	0	4	0	0	0	0	0	0	0	0
12:00	41	12	7	14	8	2	19	13	0	7	0	0	0	0	0	0	0	0
13:00	48	9	15	12	12	7	15	18	3	5	0	0	0	0	0	0	0	0
14:00	41	5	15	10	11	0	18	14	1	8	0	0	0	0	0	0	0	0
15:00	32	7	7	8	10	2	9	17	1	3	0	0	0	0	0	0	0	0
16:00	23	6	5	7	5	0	10	12	0	1	0	0	0	0	0	0	0	0
17:00	16	3	2	8	3	0	10	5	0	1	0	0	0	0	0	0	0	0
18:00	21	5	7	7	2	0	9	9	0	3	0	0	0	0	0	0	0	0
19:00	10	2	3	4	1	0	3	4	0	3	0	0	0	0	0	0	0	0
20:00	8	2	2	2	2	0	1	5	0	2	0	0	0	0	0	0	0	0
21:00	3	0	0	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0
22:00	7	1	3	2	1	0	2	4	0	1	0	0	0	0	0	0	0	0
23:00	4	3	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0
Total:	443	Classifications Totals:				18	165	200	7	52	0	0	1	0	0	0	0	0
% of total:		4.1%	37.2%	45.1%	1.6%	11.7%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume

%

Volume

%

Volume

%

Volume

%

48

10.8%

89

20.1%

39

8.8%

267

60.3%

Vehicle Classification

3 - 2-Axle, 4-Tire Single Units

5 - 2-Axle, 6-Tire Single Units

7 - 4-Axle Single Units

11 - 5-Axle Multi-Trailers

Definitions:

4 - Buses

6 - 3-Axle Single Units

8 - 4-Axle Single Trailers

12 - 6-Axle Multi-Trailers

1 - Motorcycles

5 - 2-Axle, 6-Tire Single Units

7 - 4-Axle Single Units

9 - 5-Axle Single Trailers

13 - 7-Axle Multi-Trailers

2 - Passenger Cars

6 - 3-Axle Single Units

8 - 4-Axle Single Trailers

10 - 6-Axle Single Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**

Description: *Southbound Vehicle Classification and Volume*

Date: **Sunday, December 4, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:00	2	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	3	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
4:00	4	1	0	2	1	0	2	2	0	0	0	0	0	0	0	0	0	0
5:00	2	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
6:00	12	2	4	3	3	0	12	0	0	0	0	0	0	0	0	0	0	0
7:00	27	10	7	4	6	0	21	4	1	0	0	0	0	1	0	0	0	0
8:00	49	8	14	11	16	0	41	8	0	0	0	0	0	0	0	0	0	0
9:00	98	25	15	29	29	0	80	17	1	0	0	0	0	0	0	0	0	0
10:00	56	13	13	17	13	3	38	13	2	0	0	0	0	0	0	0	0	0
11:00	73	18	19	17	19	3	52	17	1	0	0	0	0	0	0	0	0	0
12:00	81	17	20	19	25	11	58	9	0	3	0	0	0	0	0	0	0	0
13:00	78	22	22	16	18	11	59	7	1	0	0	0	0	0	0	0	0	0
14:00	79	23	13	19	24	7	63	7	1	1	0	0	0	0	0	0	0	0
15:00	72	19	23	15	15	9	58	4	0	0	0	1	0	0	0	0	0	0
16:00	54	21	6	16	11	0	44	9	0	0	0	1	0	0	0	0	0	0
17:00	36	9	8	11	8	0	29	6	0	1	0	0	0	0	0	0	0	0
18:00	29	9	5	6	9	0	25	4	0	0	0	0	0	0	0	0	0	0
19:00	11	3	1	5	2	0	9	2	0	0	0	0	0	0	0	0	0	0
20:00	5	1	2	2	0	0	4	1	0	0	0	0	0	0	0	0	0	0
21:00	6	4	0	1	1	0	5	0	0	0	0	0	0	1	0	0	0	0
22:00	4	1	1	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0
23:00	3	0	0	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0
Total:	786	Classifications Totals:				44	613	113	7	5	0	2	0	2	0	0	0	0
% of total:		5.6%	78.0%	14.4%	0.9%	0.6%	0.0%	0.3%	0.0%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
76	9.7%	159	20.2%	90	11.5%	461	58.7%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Northbound Vehicle Classification and Volume*
 Date: **Monday, December 5, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	4	2	1	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0
1:00	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	2	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
5:00	11	2	3	2	4	0	2	4	0	5	0	0	0	0	0	0	0	0
6:00	20	5	5	1	9	0	7	10	0	3	0	0	0	0	0	0	0	0
7:00	53	13	7	12	21	0	16	23	4	9	0	0	1	0	0	0	0	0
8:00	41	12	9	14	6	0	12	14	2	13	0	0	0	0	0	0	0	0
9:00	35	5	7	11	12	1	10	14	2	8	0	0	0	0	0	0	0	0
10:00	34	7	6	12	9	0	11	14	0	9	0	0	0	0	0	0	0	0
11:00	21	4	3	9	5	0	4	6	2	8	0	0	0	1	0	0	0	0
12:00	39	5	11	10	13	0	15	15	2	5	0	0	1	1	0	0	0	0
13:00	31	6	10	7	8	1	9	14	3	4	0	0	0	0	0	0	0	0
14:00	31	11	5	9	6	0	12	11	0	8	0	0	0	0	0	0	0	0
15:00	43	7	16	9	11	0	18	15	1	8	0	0	0	1	0	0	0	0
16:00	35	7	11	8	9	0	11	20	1	3	0	0	0	0	0	0	0	0
17:00	30	11	6	2	11	0	12	13	2	2	0	0	0	1	0	0	0	0
18:00	35	7	12	7	9	0	11	18	1	5	0	0	0	0	0	0	0	0
19:00	25	5	7	7	6	0	9	11	0	5	0	0	0	0	0	0	0	0
20:00	14	7	1	1	5	0	5	8	0	1	0	0	0	0	0	0	0	0
21:00	9	3	1	3	2	0	1	7	1	0	0	0	0	0	0	0	0	0
22:00	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
23:00	2	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0
Total:	519	Classifications Totals:				2	172	221	21	97	0	0	2	4	0	0	0	0

% of total: 0.4% 33.1% 42.6% 4.0% 18.7% 0.0% 0.0% 0.4% 0.8% 0.0% 0.0% 0.0% 0.0% 0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
94	18.1%	70	13.5%	65	12.5%	290	55.9%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Southbound Vehicle Classification and Volume*
 Date: **Monday, December 5, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00	3	0	2	1	0	0	1	1	0	0	0	0	0	1	0	0	0	0
2:00	3	0	0	2	1	0	2	0	0	0	0	0	0	1	0	0	0	0
3:00	6	4	0	0	2	0	2	0	0	0	0	0	0	4	0	0	0	0
4:00	17	4	6	5	2	0	13	2	0	0	0	0	0	2	0	0	0	0
5:00	25	9	5	5	6	0	24	0	0	1	0	0	0	0	0	0	0	0
6:00	29	9	5	9	6	0	28	1	0	0	0	0	0	0	0	0	0	0
7:00	26	7	6	5	8	0	17	5	0	1	0	0	0	3	0	0	0	0
8:00	42	8	18	9	7	0	36	6	0	0	0	0	0	0	0	0	0	0
9:00	45	12	13	10	10	0	38	3	0	0	0	0	0	4	0	0	0	0
10:00	43	13	11	8	11	0	27	10	2	0	0	0	0	4	0	0	0	0
11:00	53	18	13	12	10	3	42	8	0	0	0	0	0	0	0	0	0	0
12:00	29	12	3	12	2	2	19	8	0	0	0	0	0	0	0	0	0	0
13:00	35	11	7	11	6	1	30	4	0	0	0	0	0	0	0	0	0	0
14:00	35	13	5	11	6	0	31	4	0	0	0	0	0	0	0	0	0	0
15:00	44	16	9	10	9	0	33	9	0	0	0	1	0	1	0	0	0	0
16:00	40	12	14	9	5	1	35	2	1	1	0	0	0	0	0	0	0	0
17:00	38	8	12	10	8	0	33	5	0	0	0	0	0	0	0	0	0	0
18:00	16	6	3	6	1	0	15	1	0	0	0	0	0	0	0	0	0	0
19:00	9	3	0	1	5	0	7	1	1	0	0	0	0	0	0	0	0	0
20:00	6	4	1	1	0	0	5	1	0	0	0	0	0	0	0	0	0	0
21:00	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total:	547	Classifications Totals:				7	441	71	4	3	0	1	0	20	0	0	0	0
% of total:		1.3%	80.6%	13.0%		0.7%	0.5%	0.0%	0.2%	0.0%	0.2%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
68	12.4%	64	11.7%	78	14.3%	337	61.6%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**

Description: *Northbound Vehicle Classification and Volume*

Date: **Tuesday, December 6, 2022**

Vehicle Classifications:

Time:	0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	7	1	2	0	4	0	1	2	1	3	0	0	0	0	0	0	0
6:00	20	2	4	8	6	0	2	9	2	6	0	0	0	1	0	0	0
7:00	30	5	7	7	11	0	9	13	1	5	0	0	0	2	0	0	0
8:00	30	5	8	7	10	0	6	16	1	6	0	0	1	0	0	0	0
9:00	31	10	4	10	7	0	5	15	2	9	0	0	0	0	0	0	0
10:00	48	13	13	14	8	1	15	21	2	7	0	0	2	0	0	0	0
11:00	32	7	10	9	6	1	8	13	1	8	1	0	0	0	0	0	0
12:00	29	8	9	9	3	0	12	9	1	6	0	0	0	1	0	0	0
13:00	48	14	11	18	5	1	17	22	0	8	0	0	0	0	0	0	0
14:00	31	11	2	7	11	2	13	9	0	6	0	0	1	0	0	0	0
15:00	32	11	2	9	10	1	10	17	0	4	0	0	0	0	0	0	0
16:00	22	4	5	5	8	1	7	7	2	5	0	0	0	0	0	0	0
17:00	37	5	10	12	10	0	14	19	2	2	0	0	0	0	0	0	0
18:00	24	4	8	7	5	0	11	9	2	2	0	0	0	0	0	0	0
19:00	13	4	2	3	4	0	7	5	0	1	0	0	0	0	0	0	0
20:00	13	2	3	7	1	0	7	5	0	1	0	0	0	0	0	0	0
21:00	10	3	4	2	1	0	3	5	1	1	0	0	0	0	0	0	0
22:00	9	3	2	2	2	0	2	6	0	1	0	0	0	0	0	0	0
23:00	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Total:	468	Classifications Totals:				7	151	202	18	81	1	0	4	4	0	0	0
% of total:		1.5%	32.3%	43.2%	3.8%	17.3%	0.2%	0.0%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
60	12.8%	77	16.5%	59	12.6%	272	58.1%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**

Description: *Southbound Vehicle Classification and Volume*

Date: **Tuesday, December 6, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	5	1	0	1	3	0	3	1	0	1	0	0	0	0	0	0	0	0
1:00	2	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0
2:00	7	0	2	0	5	0	0	0	1	0	0	0	0	6	0	0	0	0
3:00	6	1	1	2	2	0	3	0	0	0	0	0	0	3	0	0	0	0
4:00	10	2	2	2	4	0	8	1	0	1	0	0	0	0	0	0	0	0
5:00	17	6	7	3	1	0	15	1	0	0	0	0	0	1	0	0	0	0
6:00	16	4	4	6	2	0	16	0	0	0	0	0	0	0	0	0	0	0
7:00	30	6	8	3	13	0	25	3	1	0	1	0	0	0	0	0	0	0
8:00	37	5	13	9	10	0	29	5	0	1	0	0	0	2	0	0	0	0
9:00	43	11	14	9	9	0	28	8	1	0	0	0	1	5	0	0	0	0
10:00	40	5	9	12	14	0	28	8	2	0	0	0	0	2	0	0	0	0
11:00	33	7	9	8	9	1	22	10	0	0	0	0	0	0	0	0	0	0
12:00	29	5	12	6	6	1	22	6	0	0	0	0	0	0	0	0	0	0
13:00	45	7	13	11	14	10	25	6	2	1	1	0	0	0	0	0	0	0
14:00	35	12	8	7	8	0	33	2	0	0	0	0	0	0	0	0	0	0
15:00	43	10	10	13	10	0	33	9	0	1	0	0	0	0	0	0	0	0
16:00	42	11	12	10	9	1	35	5	1	0	0	0	0	0	0	0	0	0
17:00	27	9	10	7	1	0	21	6	0	0	0	0	0	0	0	0	0	0
18:00	6	3	3	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0
19:00	8	3	0	0	5	0	6	2	0	0	0	0	0	0	0	0	0	0
20:00	3	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total:	487	Classifications Totals:				13	363	75	8	5	2	0	1	20	0	0	0	0
% of total:		2.7%	74.5%	15.4%	1.6%	1.0%	0.4%	0.0%	0.2%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
67	13.8%	74	15.2%	69	14.2%	277	56.9%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Northbound Vehicle Classification and Volume*
 Date: **Wednesday, December 7, 2022**

Vehicle Classifications:

Time:	0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2:00	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	2	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0
5:00	12	3	1	2	6	0	3	5	2	2	0	0	0	0	0	0	0
6:00	28	5	4	12	7	0	11	10	1	3	3	0	0	0	0	0	0
7:00	46	9	14	11	12	0	18	17	1	10	0	0	0	0	0	0	0
8:00	38	12	6	11	9	0	9	19	1	8	0	0	0	1	0	0	0
9:00	22	3	2	11	6	0	7	7	2	6	0	0	0	0	0	0	0
10:00	33	16	5	5	7	2	13	11	1	6	0	0	0	0	0	0	0
11:00	37	12	14	5	6	3	9	17	4	4	0	0	0	0	0	0	0
12:00	38	8	12	11	7	1	11	17	0	9	0	0	0	0	0	0	0
13:00	33	11	8	9	5	3	7	19	0	4	0	0	0	0	0	0	0
14:00	44	9	12	13	10	0	14	18	3	8	0	0	1	0	0	0	0
15:00	27	5	10	2	10	0	8	16	0	3	0	0	0	0	0	0	0
16:00	35	8	4	10	13	0	13	14	1	7	0	0	0	0	0	0	0
17:00	31	6	10	9	6	0	11	16	0	4	0	0	0	0	0	0	0
18:00	23	7	5	2	9	0	9	8	1	5	0	0	0	0	0	0	0
19:00	21	4	8	7	2	0	10	10	0	1	0	0	0	0	0	0	0
20:00	13	3	3	3	4	0	3	3	1	6	0	0	0	0	0	0	0
21:00	10	4	2	0	4	0	2	6	0	2	0	0	0	0	0	0	0
22:00	4	2	1	1	0	1	1	0	1	1	0	0	0	0	0	0	0
23:00	2	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Total:	501	Classifications Totals:				10	160	215	19	92	3	0	1	1	0	0	0
% of total:		2.0%	31.9%	42.9%	3.8%	18.4%	0.6%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
84	16.8%	71	14.2%	66	13.2%	280	55.9%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Southbound Vehicle Classification and Volume*
 Date: **Wednesday, December 7, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	3	2	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
1:00	2	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0
2:00	6	1	1	3	1	0	2	1	0	0	0	0	0	3	0	0	0	0
3:00	9	3	3	3	0	0	4	0	0	0	0	0	0	5	0	0	0	0
4:00	16	4	4	5	3	0	13	1	0	1	0	0	0	1	0	0	0	0
5:00	18	1	5	5	7	0	15	2	1	0	0	0	0	0	0	0	0	0
6:00	21	6	5	6	4	0	18	2	1	0	0	0	0	0	0	0	0	0
7:00	32	13	6	4	9	0	23	6	3	0	0	0	0	0	0	0	0	0
8:00	33	6	6	14	7	1	26	5	0	0	0	0	0	1	0	0	0	0
9:00	38	7	10	10	11	0	31	4	1	0	1	0	0	1	0	0	0	0
10:00	31	10	9	5	7	0	26	5	0	0	0	0	0	0	0	0	0	0
11:00	40	13	14	5	8	0	29	7	0	1	0	0	0	3	0	0	0	0
12:00	27	9	7	8	3	0	22	3	1	1	0	0	0	0	0	0	0	0
13:00	31	10	5	8	8	2	20	5	0	3	1	0	0	0	0	0	0	0
14:00	36	7	10	14	5	0	27	8	0	0	1	0	0	0	0	0	0	0
15:00	47	8	12	16	11	1	34	12	0	0	0	0	0	0	0	0	0	0
16:00	52	19	15	7	11	0	43	8	1	0	0	0	0	0	0	0	0	0
17:00	26	5	5	14	2	0	24	2	0	0	0	0	0	0	0	0	0	0
18:00	9	2	2	2	3	0	6	2	0	0	0	0	0	1	0	0	0	0
19:00	13	3	6	3	1	0	10	1	0	0	2	0	0	0	0	0	0	0
20:00	3	2	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0
21:00	3	0	1	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total:	496	Classifications Totals:				4	379	78	8	6	5	0	0	16	0	0	0	0
% of total:		0.8%	76.4%	15.7%	1.6%	1.2%	1.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:	Volume	%	Volume	%	Volume	%	Volume	%
	65	13.1%	58	11.7%	78	15.7%	295	59.5%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Northbound Vehicle Classification and Volume*
 Date: **Thursday, December 8, 2022**

Vehicle Classifications:

Time:	0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	4	0	3	1	0	1	1	1	1	0	0	0	0	0	0	0	0
1:00	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00	9	3	3	2	0	3	4	0	2	0	0	0	0	0	0	0	0
6:00	25	5	4	5	0	9	11	1	4	0	0	0	0	0	0	0	0
7:00	44	9	12	12	0	13	19	4	8	0	0	0	0	0	0	0	0
8:00	35	9	7	10	0	4	12	2	17	0	0	0	0	0	0	0	0
9:00	32	5	9	8	0	5	17	1	9	0	0	0	0	0	0	0	0
10:00	37	8	7	13	1	11	18	0	7	0	0	0	0	0	0	0	0
11:00	43	18	11	3	8	16	9	1	9	0	0	0	0	0	0	0	0
12:00	38	7	8	12	0	10	14	2	11	0	0	1	0	0	0	0	0
13:00	48	5	14	11	2	26	9	1	9	1	0	0	0	0	0	0	0
14:00	65	14	16	15	3	17	31	0	13	0	0	0	1	0	0	0	0
15:00	44	12	7	13	0	17	15	3	8	1	0	0	0	0	0	0	0
16:00	37	9	11	8	0	6	20	3	8	0	0	0	0	0	0	0	0
17:00	44	13	9	16	0	15	18	2	9	0	0	0	0	0	0	0	0
18:00	32	6	10	5	0	17	11	0	4	0	0	0	0	0	0	0	0
19:00	25	10	8	3	0	12	7	1	5	0	0	0	0	0	0	0	0
20:00	11	1	8	0	0	3	6	0	2	0	0	0	0	0	0	0	0
21:00	9	2	1	4	0	5	4	0	0	0	0	0	0	0	0	0	0
22:00	8	3	3	2	0	3	2	1	2	0	0	0	0	0	0	0	0
23:00	4	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Total:	596	Classifications Totals:				14	196	230	23	129	2	0	1	1	0	0	0
% of total:		2.3%	32.9%	38.6%	3.9%	21.6%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
79	13.3%	86	14.4%	81	13.6%	350	58.7%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Southbound Vehicle Classification and Volume*
 Date: **Thursday, December 8, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	2	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
1:00	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	4	1	1	1	1	0	3	0	0	0	0	0	0	1	0	0	0	0
4:00	12	4	2	6	0	0	7	3	0	2	0	0	0	0	0	0	0	0
5:00	18	4	5	6	3	0	13	2	1	1	0	0	0	1	0	0	0	0
6:00	22	6	4	8	4	0	20	2	0	0	0	0	0	0	0	0	0	0
7:00	29	6	10	7	6	0	20	5	2	0	1	0	0	1	0	0	0	0
8:00	31	6	8	8	9	3	24	3	1	0	0	0	0	0	0	0	0	0
9:00	44	17	11	11	5	1	34	8	0	1	0	0	0	0	0	0	0	0
10:00	38	12	9	8	9	0	28	8	0	2	0	0	0	0	0	0	0	0
11:00	41	6	15	11	9	1	32	8	0	0	0	0	0	0	0	0	0	0
12:00	34	7	7	13	7	0	27	6	0	1	0	0	0	0	0	0	0	0
13:00	39	12	8	7	12	1	29	8	0	1	0	0	0	0	0	0	0	0
14:00	38	5	8	10	15	0	27	9	1	1	0	0	0	0	0	0	0	0
15:00	40	9	8	13	10	0	36	2	1	0	0	0	1	0	0	0	0	0
16:00	44	13	10	13	8	0	34	8	0	2	0	0	0	0	0	0	0	0
17:00	32	6	6	15	5	0	27	5	0	0	0	0	0	0	0	0	0	0
18:00	17	7	1	4	5	0	15	2	0	0	0	0	0	0	0	0	0	0
19:00	8	2	2	1	3	0	6	2	0	0	0	0	0	0	0	0	0	0
20:00	6	2	1	2	1	0	5	0	1	0	0	0	0	0	0	0	0	0
21:00	2	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total:	505	Classifications Totals:				6	395	81	7	11	1	0	1	3	0	0	0	0
% of total:		1.2%	78.2%	16.0%	1.4%	2.2%	0.2%	0.0%	0.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
60	11.9%	73	14.5%	76	15.0%	296	58.6%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers

11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**

Description: *Northbound Vehicle Classification and Volume*

Date: **Friday, December 9, 2022**

Vehicle Classifications:

Time:	0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	10	3	1	3	3	0	1	2	2	5	0	0	0	0	0	0	0
6:00	21	1	3	7	10	0	3	11	0	7	0	0	0	0	0	0	0
7:00	43	6	9	16	12	0	12	18	2	11	0	0	0	0	0	0	0
8:00	38	10	13	12	3	0	9	19	0	10	0	0	0	0	0	0	0
9:00	42	11	12	13	6	2	13	20	1	6	0	0	0	0	0	0	0
10:00	42	12	10	10	10	1	12	19	3	6	1	0	0	0	0	0	0
11:00	43	15	5	7	16	3	12	15	1	12	0	0	0	0	0	0	0
12:00	48	13	7	9	19	6	18	15	0	9	0	0	0	0	0	0	0
13:00	39	7	3	16	13	5	9	20	2	3	0	0	0	0	0	0	0
14:00	65	15	13	18	19	2	20	29	1	13	0	0	0	0	0	0	0
15:00	88	27	23	21	17	3	26	40	4	14	0	0	0	0	1	0	0
16:00	69	18	22	15	14	4	16	35	3	10	0	0	0	1	0	0	0
17:00	62	22	18	8	14	0	23	25	4	9	0	0	1	0	0	0	0
18:00	57	15	18	9	15	0	12	31	1	13	0	0	0	0	0	0	0
19:00	36	12	11	9	4	0	15	14	0	7	0	0	0	0	0	0	0
20:00	47	15	14	7	11	0	16	22	0	8	1	0	0	0	0	0	0
21:00	22	5	9	2	6	0	4	12	0	6	0	0	0	0	0	0	0
22:00	11	3	3	2	3	0	7	4	0	0	0	0	0	0	0	0	0
23:00	8	2	5	1	0	0	1	4	0	3	0	0	0	0	0	0	0
Total:	794	Classifications Totals:				26	231	355	24	153	2	0	1	1	0	1	0
% of total:		3.3%	29.1%	44.7%	3.0%	19.3%	0.3%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume

%

Volume

%

Volume

%

Volume

%

81

10.2%

87

11.0%

131

16.5%

495

62.3%

Vehicle Classification

3 - 2-Axle, 4-Tire Single Units

5 - 2-Axle, 6-Tire Single Units

7 - 4-Axle Single Units

11 - 5-Axle Multi-Trailers

Definitions:

4 - Buses

6 - 3-Axle Single Units

8 - 4-Axle Single Trailers

12 - 6-Axle Multi-Trailers

1 - Motorcycles

5 - 2-Axle, 6-Tire Single Units

7 - 4-Axle Single Units

9 - 5-Axle Single Trailers

13 - 7-Axle Multi-Trailers

2 - Passenger Cars

6 - 3-Axle Single Units

8 - 4-Axle Single Trailers

10 - 6-Axle Single Trailers

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Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Vehicle Classification Study

Location: **Montezuma Valley Rd (Borrego Highway)**
 Description: *Southbound Vehicle Classification and Volume*
 Date: **Friday, December 9, 2022**

Vehicle Classifications:

Time:		0:00	0:15	0:30	0:45	1	2	3	4	5	6	7	8	9	10	11	12	13
0:00	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00	3	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	2	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00	9	3	5	1	0	0	8	0	0	1	0	0	0	0	0	0	0	0
5:00	9	5	1	3	0	0	7	1	1	0	0	0	0	0	0	0	0	0
6:00	7	3	0	2	2	0	7	0	0	0	0	0	0	0	0	0	0	0
7:00	25	7	5	9	4	0	21	4	0	0	0	0	0	0	0	0	0	0
8:00	32	8	8	6	10	0	24	7	0	1	0	0	0	0	0	0	0	0
9:00	39	7	11	8	13	0	33	6	0	0	0	0	0	0	0	0	0	0
10:00	37	7	9	9	12	0	25	9	0	0	2	0	0	1	0	0	0	0
11:00	46	14	17	7	8	4	35	5	0	2	0	0	0	0	0	0	0	0
12:00	45	13	8	12	12	6	32	7	0	0	0	0	0	0	0	0	0	0
13:00	43	10	10	4	19	8	28	4	2	1	0	0	0	0	0	0	0	0
14:00	53	13	17	11	12	0	44	9	0	0	0	0	0	0	0	0	0	0
15:00	35	7	7	14	7	1	30	3	0	1	0	0	0	0	0	0	0	0
16:00	41	11	9	11	10	0	33	6	1	1	0	0	0	0	0	0	0	0
17:00	41	13	10	8	10	0	35	6	0	0	0	0	0	0	0	0	0	0
18:00	11	5	1	3	2	0	9	2	0	0	0	0	0	0	0	0	0	0
19:00	10	5	3	1	1	0	10	0	0	0	0	0	0	0	0	0	0	0
20:00	11	2	6	3	0	0	10	1	0	0	0	0	0	0	0	0	0	0
21:00	5	1	2	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0
23:00	2	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total:	509	Classifications Totals:				19	405	70	4	7	3	0	0	1	0	0	0	0
% of total:		3.7%	79.6%	13.8%	0.8%	1.4%	0.6%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Peak Periods:

AM 7-9

NOON 12-2

PM 4-6

OFF PEAK HOURS

All Vehicle Classes:

Volume	%	Volume	%	Volume	%	Volume	%
57	11.2%	88	17.3%	82	16.1%	282	55.4%

Vehicle Classification

Definitions:

1 - Motorcycles

2 - Passenger Cars

3 - 2-Axle, 4-Tire Single Units

4 - Buses

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

5 - 2-Axle, 6-Tire Single Units

6 - 3-Axle Single Units

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

7 - 4-Axle Single Units

8 - 4-Axle Single Trailers

9 - 5-Axle Single Trailers

10 - 6-Axle Single Trailers




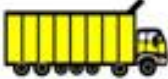












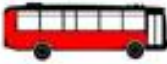













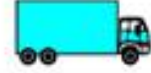



11 - 5-Axle Multi-Trailers

12 - 6-Axle Multi-Trailers

13 - 7-Axle Multi-Trailers

ATTACHMENT C
FHWA VEHICLE CATEGORY CLASSIFICATION

FHWA 13 VEHICLE CATEGORY CLASSIFICATION

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars		Class 8 Four or less axle, single trailer	
			
			
			
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
			
			
Class 4 Buses		Class 10 Six or more axle, single trailer	
		Class 11 Five or less axle, multi trailer	
			
Class 5 Two axle, six tire, single unit			
		Class 12 Six axle, multi-trailer	
		Class 13 Seven or more axle, multi-trailer	
Class 6 Three axle, single unit			
			
			

Source: Federal Highway Administration

ATTACHMENT D

DESIGN VEHICLES

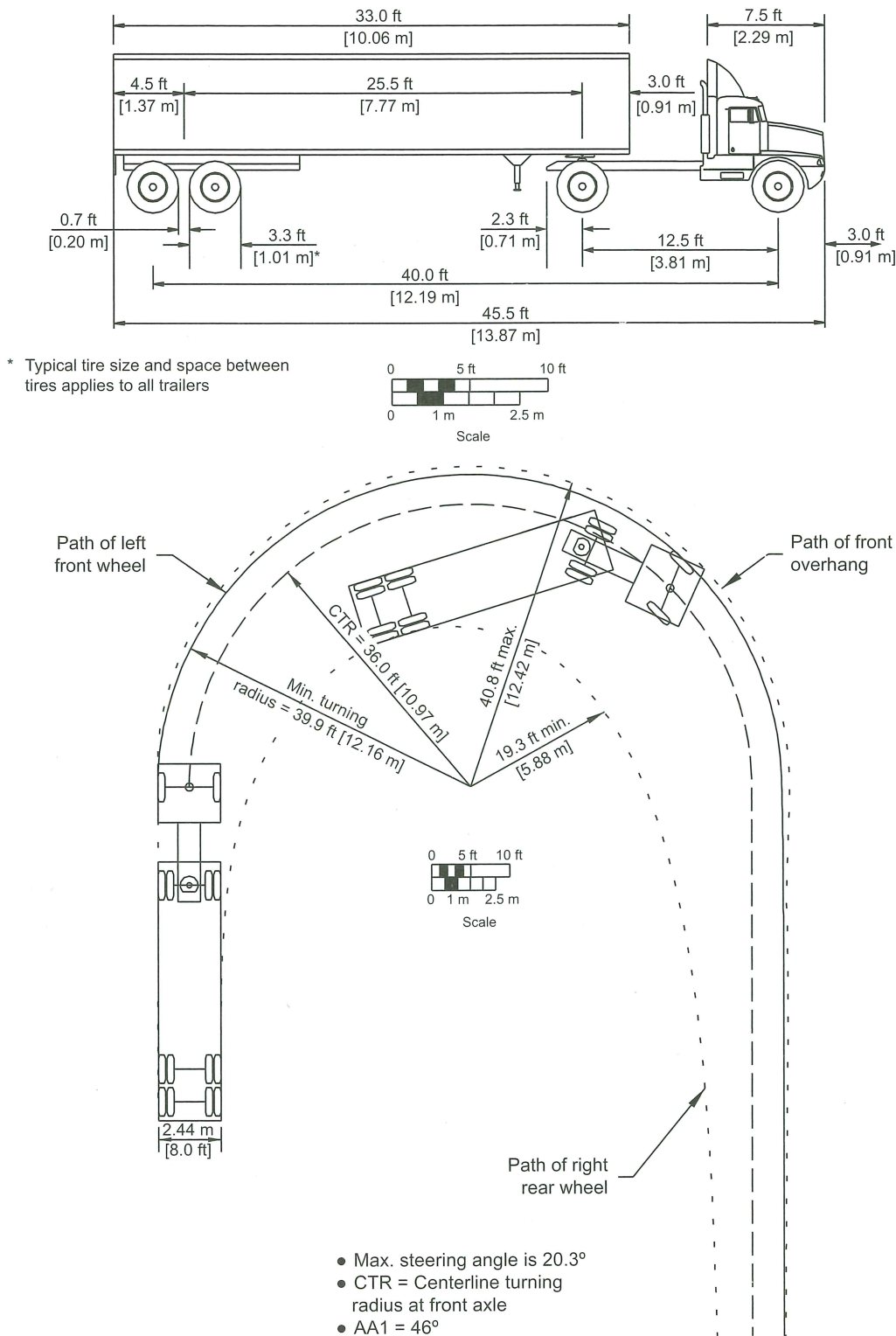


Figure 2-22. Minimum Turning Path for Intermediate Semitrailer (WB-40 [WB-12]) Design Vehicle

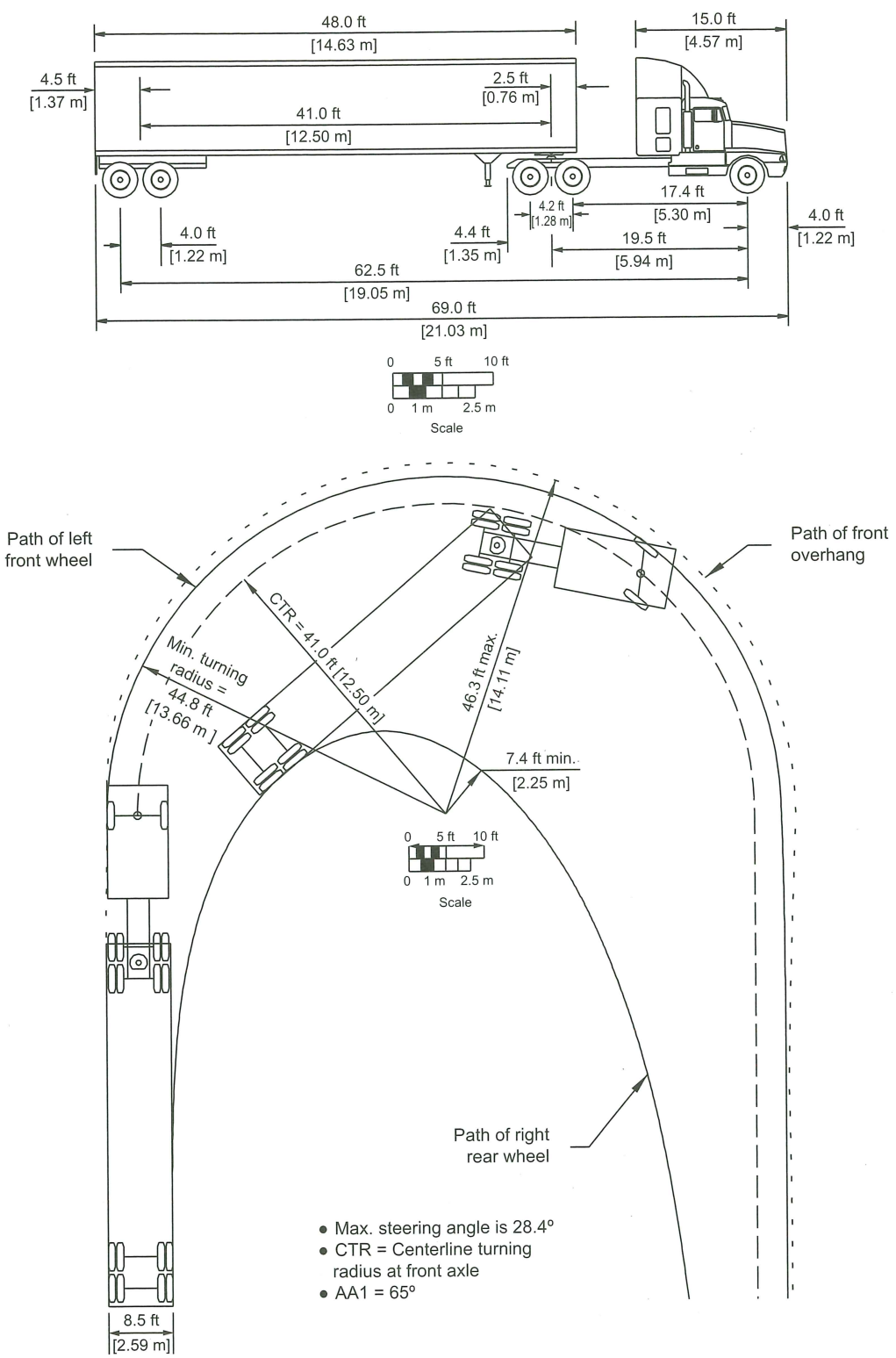
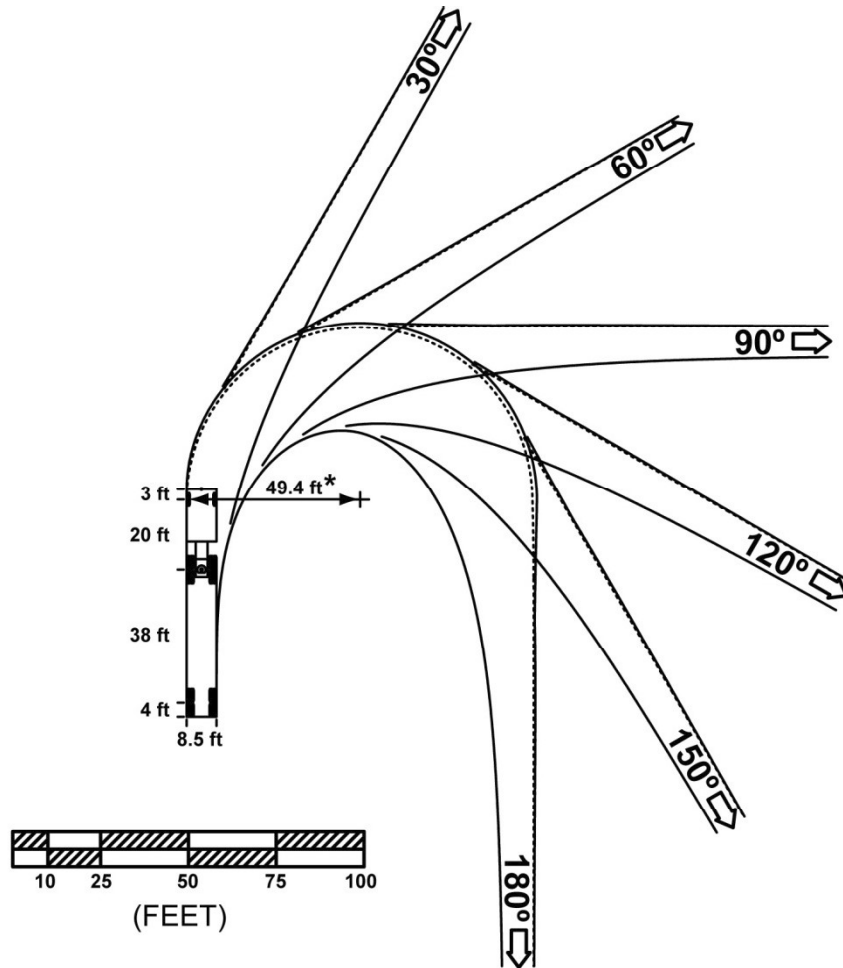


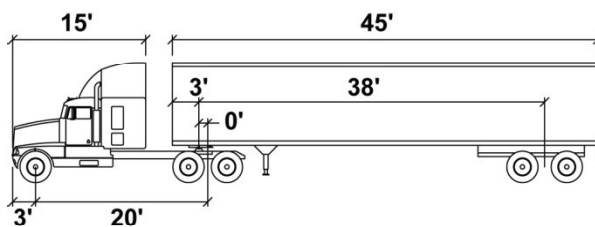
Figure 2-23. Minimum Turning Path for Interstate Semitrailer (WB-62 [WB-19]) Design Vehicle

Figure 404.5C

California Legal Design Vehicle 50-Foot Radius



* Radius to outside wheel at beginning of curve.



LEGEND

—	Swept Width (Body)
- - -	Tracking Width (Tires)

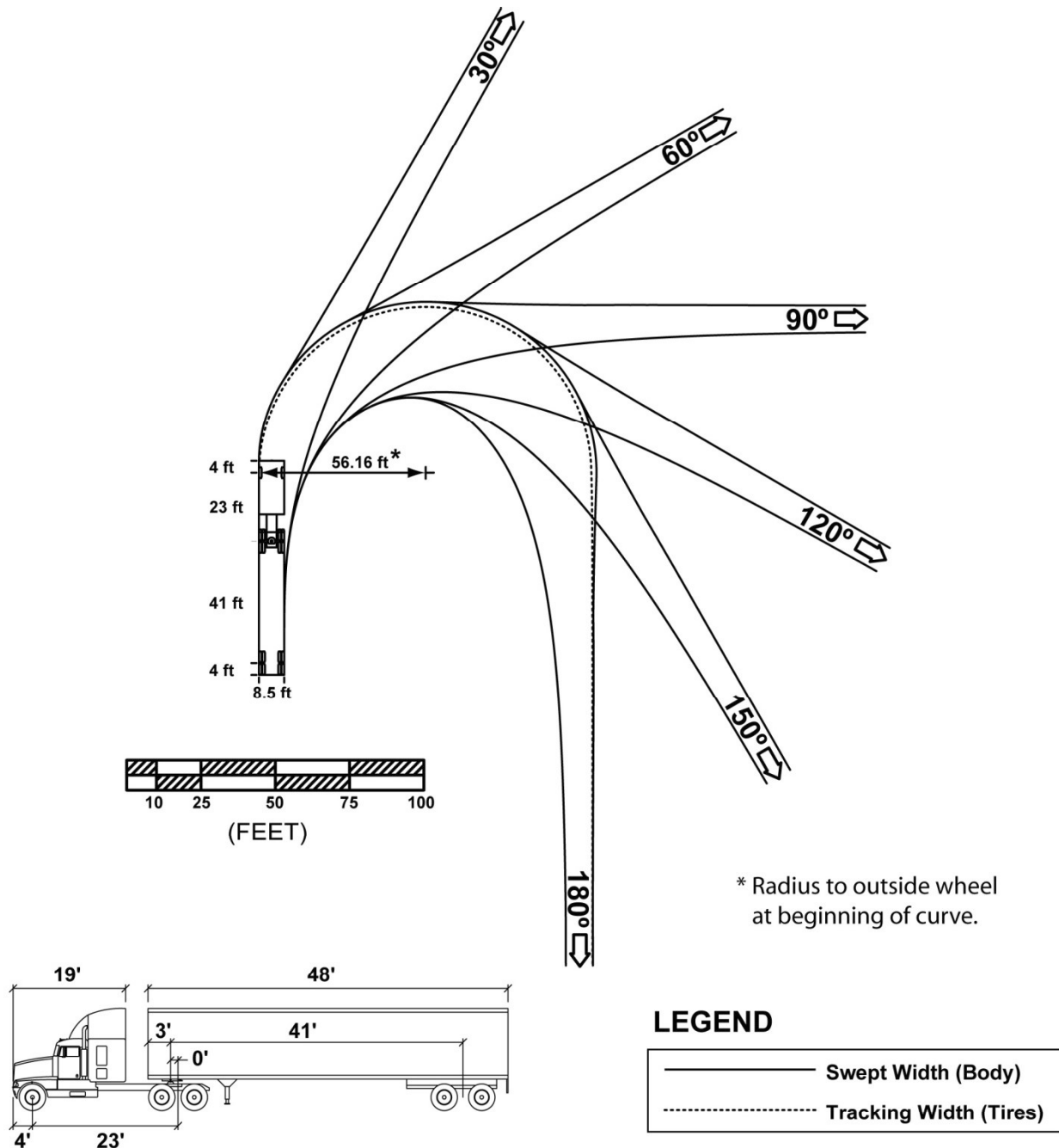
CA LEGAL - 65 FT

Tractor Width	: 8.5'	Lock to Lock Time	: 6 seconds
Trailer Width	: 8.5'	Steering Lock Angle	: 26.3 degrees
Tractor Track	: 8.5'	Articulating Angle	: 70 degrees
Trailer Track	: 8.5'		

Note: For definitions, see
Indexes 404.1 and 404.5.

Figure 404.5A

STAA Design Vehicle 56-Foot Radius



* Radius to outside wheel at beginning of curve.

STAA - STANDARD

Tractor Width	: 8.5'	Lock to Lock Time	: 6 seconds
Trailer Width	: 8.5'	Steering Lock Angle	: 26.3 degrees
Tractor Track	: 8.5'	Articulating Angle	: 70 degrees
Trailer Track	: 8.5'		

Note: For definitions, see
Indexes 404.1 and 404.5.