
APPENDIX A
LEVEL OF SERVICE CONCEPTS, METHODS, STANDARDS OF SIGNIFICANCE

**San Diego County Roadway Classifications,
Level of Service (LOS) and Average Daily Traffic (ADT)**

Table A-1

Street Classification	Lanes	Maximum Recommended ADT by LOS				
		A	B	C	D	E
Expressway	6	36,000	54,000	70,000	86,000	108,000
Prime Arterial	6	22,200	37,000	44,600	50,000	57,000
Major Road	4	14,800	24,700	29,600	33,400	37,000
Collector	4	13,700	22,800	27,400	30,800	34,200
Major Arterial	3	10,000	14,000	20,000	22,500	25,000
Town Collector	3	3,000	6,000	9,500	13,500	19,000
Collector	2	6,850	11,400	13,700	15,400	17,100
Major Arterial	2	6,667	9,333	13,333	15,000	16,667
Light Collector	2	1,900	4,100	7,100	10,900	16,200
Recreational Parkway	2	1,900	4,100	7,100	10,900	16,200
Rural Collector	2	1,900	4,100	7,100	10,900	16,200
Rural Light Collector	2	1,900	4,100	7,100	10,900	16,200
Rural Mountain	2	1,900	4,100	7,100	10,900	16,200
Local Road	2			2,200		

City of San Diego
Roadway Classifications, Levels of Service (LOS)
and Average Daily Traffic (ADT)

STREET CLASSIFICATION	LANES	CROSS SECTIONS	LEVEL OF SERVICE				
			A	B	C	D	E
Freeway	8 lanes		60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes		45,000	63,000	90,000	110,000	120,000
Freeway	4 lanes		30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	102/122	30,000	42,000	60,000	70,000	80,000
Primary Arterial	6 lanes	102/122	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	78/98	15,000	21,000	30,000	35,000	40,000
Collector	4 lanes	72/92	10,000	14,000	20,000	25,000	30,000
Collector (no center lane) continuous left-turn lane)	4 lanes 2 lanes	64/84 50/70	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000
Collector (multifamily)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000
Sub-Collector (single-family)	2 lanes	36/56	—	—	2,200	—	—

LEGEND:

XXX/XXX = Curb to curb width (feet)/right-of-way width (feet): based on the City of San Diego Street Design Manual

XX/XXX= Approximate recommended ADT based on the City of San Diego Street Design Manual.

NOTES:

1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.
2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

Signalized Intersection Level of Service Highway Capacity Manual Operational Analysis Method

The operational analysis method for evaluation of signalized intersections presented in the *2000 Highway Capacity Manual* (Transportation Research Board Special Report 209) defines level of service in terms of delay, or more specifically, control stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption, and lost travel time.

Table A-2

Control Stopped Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
<10	LOS A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
>10 – 20	LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
>20 – 35	LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
>35 – 55	LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
>55 – 80	LOS E is considered to be the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80	LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

Source: Highway Capacity Manual 2000, Exhibit 16-2

Minor Street Stop and All-Way Stop Controlled Intersection Level of Service Highway Capacity Manual Operational Analysis Method

The Highway Capacity Manual (HCM) analysis method for evaluating minor street stop intersections is based on the average total delay for each impeded movement. For all-way stop controlled intersections it is based on the average total delay for the entire intersection. As used here, total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The resulting delay is used to determine the level of service as shown in the following table.

Table A-3

Average Total Delay	Level of Service (LOS) Characteristics
0-10	LOS A – Little or no delay
>10 – 15	LOS B – Short traffic delay
>15 – 25	LOS C – Average traffic delay
>25 – 35	LOS D – Long traffic delays
>35 – 50	LOS E – Very long traffic delays
>50	LOS F – When the demand exceeds the capacity of the lane, extreme delays will be encountered and queuing may cause severe congestion to the intersection.

Source: Highway Capacity Manual 2000, Exhibit 17-22

County of San Diego Significant Traffic Impact Thresholds

Table A-4

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

Notes:

1. A Critical movement is an intersection movement (right turn, left turn, through-movement) that experiences excessive queues, which typically operate at LOS F. Also, if a project adds significant volumes to a minor roadway approach, a gap study should be provided that details the headways between vehicles on the major roadway.
2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact.
3. The County may also determine impacts have occurred on roads even when a project's direct or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.
4. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay and the number of trips on a critical movement; exceedance of either criteria result in a significant impact.

Table A-5

City of San Diego Significant Traffic Impact Thresholds

Level of Service With Project	Allowable Increase Due to Project Impacts ¹				
	Freeways	Roadway Segments		Intersections	Ramp Metering
	V/C	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E ²	0.010	0.02	1.0	2.0	2.0 ³
F ²	0.005	0.01	0.5	1.0	1.0 ³

Source: City of San Diego, Significance Determination Threshold

Note: Delay measured in seconds. V/C = Volume to Capacity Ratio (capacity at LOS E should be used).

Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) arterials.

¹ If a proposed project's traffic impacts exceed the values show in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS or better.

² The acceptable Level of Service (LOS) standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C.

³ The impact is only considered significant if the total delay exceeds 15 minutes.

APPENDIX B

COUNT DATA

WEDNESDAY, JANUARY 18TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

4 GEE BTN CAMINO DEL NORTE & PROJECT DWY

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB		
00:00	0		1				12:00	16		16					
00:15	0		1				12:15	17		8					
00:30	1		0				12:30	21		26					
00:45	1	2	1	3		5	12:45	31	85	19	69		154		
01:00	2		0				13:00	15		9					
01:15	1		1				13:15	27		20					
01:30	0		0				13:30	26		10					
01:45	0	3	0	1		4	13:45	17	85	18	57		142		
02:00	2		0				14:00	13		16					
02:15	1		1				14:15	19		25					
02:30	0		0				14:30	15		29					
02:45	1	4	0	1		5	14:45	20	67	37	107		174		
03:00	0		0				15:00	47		48					
03:15	0		0				15:15	46		31					
03:30	0		0				15:30	56		33					
03:45	0	0	0	0			15:45	39	188	20	132		320		
04:00	0		0				16:00	40		22					
04:15	1		0				16:15	28		20					
04:30	1		1				16:30	31		15					
04:45	0	2	2	3		5	16:45	40	139	22	79		218		
05:00	0		3				17:00	44		20					
05:15	0		5				17:15	35		21					
05:30	0		0				17:30	51		25					
05:45	0	0	4	12		12	17:45	55	185	33	99		284		
06:00	6		6				18:00	47		23					
06:15	3		10				18:15	26		23					
06:30	3		16				18:30	47		19					
06:45	4	16	19	51		67	18:45	31	151	19	84		235		
07:00	8		35				19:00	34		9					
07:15	12		48				19:15	19		19					
07:30	13		63				19:30	28		10					
07:45	29	62	94	240		302	19:45	16	97	6	44		141		
08:00	30		55				20:00	21		11					
08:15	24		46				20:15	20		14					
08:30	36		75				20:30	24		11					
08:45	38	128	42	218		346	20:45	21	86	10	46		132		
09:00	23		37				21:00	31		15					
09:15	20		25				21:15	14		5					
09:30	12		25				21:30	11		5					
09:45	14	69	12	99		168	21:45	9	65	4	29		94		
10:00	6		17				22:00	8		3					
10:15	12		19				22:15	5		2					
10:30	15		23				22:30	2		0					
10:45	18	51	20	79		130	22:45	0	15	2	7		22		
11:00	11		13				23:00	3		1					
11:15	11		13				23:15	6		0					
11:30	22		12				23:30	1		2					
11:45	15	59	15	53		112	23:45	3	13	0	3		16		
Total Vol.	396		760			1156		1176		756			1932		
								NB		SB		Daily Totals			
										EB		WB			
								1572		1516		3088			
AM								PM							
Split %	34.3%		65.7%			37.4%		60.9%		39.1%			62.6%		
Peak Hour	08:00		07:45			07:45		15:00		14:45			15:00		
Volume	128		270			389		188		149			320		
P.H.F.	0.84		0.72			0.79		0.92		0.78			0.84		

SUNDAY, JANUARY 29TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

4 GEE BTN CAMINO DEL NORTE & PROJECT DWY

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB		
00:00	2		2				12:00	22		15					
00:15	2		4				12:15	28		12					
00:30	3		3				12:30	40		22					
00:45	4	11	2	11		22	12:45	33	123	21	70			193	
01:00	0		2				13:00	31		28					
01:15	1		2				13:15	33		22					
01:30	2		4				13:30	28		19					
01:45	3	6	5	13		19	13:45	29	121	20	89			210	
02:00	1		3				14:00	20		22					
02:15	2		0				14:15	28		26					
02:30	2		2				14:30	35		35					
02:45	0	5	1	6		11	14:45	18	101	22	105			206	
03:00	1		0				15:00	25		25					
03:15	2		1				15:15	22		21					
03:30	0		0				15:30	26		28					
03:45	1	4	0	1		5	15:45	22	95	26	100			195	
04:00	1		0				16:00	26		21					
04:15	1		1				16:15	35		19					
04:30	0		0				16:30	25		18					
04:45	1	3	0	1		4	16:45	25	111	26	84			195	
05:00	1		0				17:00	20		24					
05:15	0		1				17:15	19		26					
05:30	1		0				17:30	22		27					
05:45	0	2	1	2		4	17:45	26	87	21	98			185	
06:00	6		2				18:00	21		16					
06:15	9		1				18:15	18		11					
06:30	8		2				18:30	20		19					
06:45	7	30	10	15		45	18:45	15	74	10	56			130	
07:00	4		5				19:00	19		11					
07:15	5		4				19:15	11		12					
07:30	9		8				19:30	12		5					
07:45	8	26	12	29		55	19:45	16	58	4	32			90	
08:00	6		15				20:00	11		9					
08:15	11		18				20:15	9		10					
08:30	5		5				20:30	15		5					
08:45	9	31	20	58		89	20:45	8	43	4	28			71	
09:00	10		15				21:00	9		11					
09:15	16		18				21:15	10		15					
09:30	22		21				21:30	5		8					
09:45	15	63	22	76		139	21:45	4	28	9	43			71	
10:00	10		22				22:00	6		7					
10:15	22		25				22:15	3		5					
10:30	19		25				22:30	4		4					
10:45	8	59	25	97		156	22:45	2	15	3	19			34	
11:00	15		28				23:00	1		2					
11:15	9		22				23:15	1		1					
11:30	26		22				23:30	2		0					
11:45	22	72	24	96		168	23:45	1	5	1	4			9	
Total Vol.	312		405			717		861		728			1589		
Daily Totals															
								NB	SB	EB	WB	Combined			
								1173	1133	2306					
AM															
Split %	43.5%		56.5%		31.1%			PM							
								54.2%	45.8%	68.9%					
Peak Hour	11:45		10:15		11:45			12:30							
Volume	112		103		185			12:30							
P.H.F.	0.70		0.92		0.75			12:30							
	112		103		185			137		108		230			
	0.70		0.92		0.75			0.84		0.77		0.93			

WEDNESDAY, JANUARY 18TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN 4 GEE & RANCHO BERNARDO

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			8	9	12:00			162	175				
00:15			7	9	12:15			161	188				
00:30			2	7	12:30			173	197				
00:45			4	21	7	32	53	189	685	226	786	1471	
01:00			1	6	13:00			208	193				
01:15			0	2	13:15			191	204				
01:30			3	2	13:30			206	183				
01:45			1	5	2	12	17	213	818	187	767	1585	
02:00			2	4	14:00			193	174				
02:15			1	0	14:15			203	199				
02:30			3	2	14:30			197	239				
02:45			0	6	2	8	14	220	813	282	894	1707	
03:00			2	1	15:00			364	227				
03:15			2	10	15:15			290	248				
03:30			2	8	15:30			330	263				
03:45			4	10	22	41	51	252	1236	227	965	2201	
04:00			8	7	16:00			262	266				
04:15			1	4	16:15			215	251				
04:30			8	7	16:30			244	305				
04:45			20	37	24	42	79	284	1005	260	1082	2087	
05:00			24	15	17:00			305	288				
05:15			47	19	17:15			266	270				
05:30			43	31	17:30			284	312				
05:45			45	159	70	135	294	255	1110	245	1115	2225	
06:00			60	76	18:00			238	243				
06:15			69	102	18:15			218	241				
06:30			90	142	18:30			174	233				
06:45			111	330	181	501	831	212	842	202	919	1761	
07:00			151	206	19:00			114	177				
07:15			179	225	19:15			134	161				
07:30			201	216	19:30			116	168				
07:45			292	823	264	911	1734	98	462	122	628	1090	
08:00			240	325	20:00			84	142				
08:15			266	340	20:15			103	125				
08:30			356	292	20:30			77	121				
08:45			334	1196	270	1227	2423	70	334	107	495	829	
09:00			252	223	21:00			60	102				
09:15			183	175	21:15			63	72				
09:30			183	150	21:30			42	53				
09:45			189	807	173	721	1528	42	207	51	278	485	
10:00			148	139	22:00			41	53				
10:15			148	158	22:15			30	29				
10:30			169	172	22:30			27	29				
10:45			153	618	172	641	1259	20	118	23	134	252	
11:00			172	191	23:00			21	21				
11:15			170	174	23:15			9	16				
11:30			194	175	23:30			4	12				
11:45			178	714	194	734	1448	8	42	8	57	99	
Total Vol.			4726		5005		9731	7672		8120		15792	
						Daily Totals							
						NB	SB	EB		WB		Combined	
								12398		13125		25523	
AM						PM							
Split %			48.6%		51.4%		38.1%	48.6%			51.4%		61.9%
Peak Hour			08:15		08:00		08:00	15:00			16:45		16:45
Volume			1208		1227		2423	1236			1130		2269
P.H.F.			0.85		0.90		0.93	0.85			0.91		0.95

PACIFIC TECHNICAL DATA

SUNDAY, JANUARY 29TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN 4 GEE & RANCHO BERNARDO

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			25	19	12:00			205	161			
00:15			18	22	12:15			188	212			
00:30			11	26	12:30			202	205			
00:45			12	66	15	82	148	184	779	202	780	1559
01:00			14	11	13:00			168	184			
01:15			4	9	13:15			176	155			
01:30			5	10	13:30			153	166			
01:45			8	31	5	35	66	173	670	174	679	1349
02:00			8	4	14:00			180	154			
02:15			3	6	14:15			141	155			
02:30			4	8	14:30			156	126			
02:45			3	18	9	27	45	145	622	135	570	1192
03:00			1	5	15:00			141	148			
03:15			2	2	15:15			140	141			
03:30			8	2	15:30			146	155			
03:45			3	14	1	10	24	121	548	168	612	1160
04:00			4	0	16:00			135	141			
04:15			6	1	16:15			119	135			
04:30			6	2	16:30			106	144			
04:45			8	24	4	7	31	121	481	151	571	1052
05:00			5	6	17:00			122	126			
05:15			9	5	17:15			116	135			
05:30			5	8	17:30			113	141			
05:45			10	29	9	28	57	96	447	151	553	1000
06:00			15	12	18:00			88	111			
06:15			17	11	18:15			84	108			
06:30			22	18	18:30			91	88			
06:45			28	82	18	59	141	91	354	90	397	751
07:00			18	22	19:00			107	70			
07:15			34	26	19:15			88	56			
07:30			32	35	19:30			54	66			
07:45			51	135	44	127	262	57	306	70	262	568
08:00			88	68	20:00			51	54			
08:15			91	77	20:15			58	44			
08:30			90	84	20:30			59	45			
08:45			105	374	81	310	684	39	207	51	194	401
09:00			121	121	21:00			32	62			
09:15			126	101	21:15			33	35			
09:30			135	135	21:30			18	33			
09:45			151	533	131	488	1021	21	104	28	158	262
10:00			158	144	22:00			38	21			
10:15			152	156	22:15			22	19			
10:30			168	184	22:30			15	22			
10:45			205	683	142	626	1309	12	87	26	88	175
11:00			152	168	23:00			9	10			
11:15			168	151	23:15			7	11			
11:30			166	166	23:30			10	5			
11:45			184	670	180	665	1335	5	31	12	38	69

Total Vol.	2659	2464	5123	4636	4902	9538
Daily Totals						
	NB	SB	EB	WB	Combined	
			7295	7366	14661	
AM			PM			
Split %	51.9%	48.1%	34.9%	48.6%	51.4%	65.1%
Peak Hour	11:45	11:45	11:45	12:00	12:15	12:00
Volume	779	758	1537	779	803	1559
P.H.F.	0.95	0.89	0.94	0.95	0.95	0.96

WEDNESDAY, JANUARY 18TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN RANCHO BERNARDO & 4S RANCH PKWY

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			4	9	12:00			151	119			
00:15			7	8	12:15			151	126			
00:30			2	7	12:30			143	142			
00:45			3	16	5	29	45	167	612	164	551	1163
01:00			2	5	13:00			176	141			
01:15			0	0	13:15			183	153			
01:30			3	2	13:30			175	121			
01:45			1	6	2	9	15	180	714	133	548	1262
02:00			1	3	14:00			185	143			
02:15			1	0	14:15			180	150			
02:30			5	1	14:30			158	161			
02:45			0	7	3	7	14	175	698	198	652	1350
03:00			2	2	15:00			266	157			
03:15			4	5	15:15			295	199			
03:30			0	6	15:30			300	194			
03:45			1	7	16	29	36	226	1087	168	718	1805
04:00			5	6	16:00			218	188			
04:15			3	3	16:15			222	235			
04:30			7	4	16:30			205	242			
04:45			20	35	13	26	61	203	848	202	867	1715
05:00			22	10	17:00			252	212			
05:15			40	15	17:15			216	226			
05:30			43	14	17:30			202	245			
05:45			29	134	29	68	202	212	882	251	934	1816
06:00			63	42	18:00			174	182			
06:15			68	49	18:15			179	203			
06:30			77	89	18:30			125	175			
06:45			97	305	95	275	580	155	633	156	716	1349
07:00			150	121	19:00			101	152			
07:15			144	162	19:15			103	129			
07:30			192	155	19:30			94	124			
07:45			237	723	184	622	1345	84	382	92	497	879
08:00			237	202	20:00			66	109			
08:15			240	222	20:15			92	91			
08:30			305	162	20:30			71	88			
08:45			262	1044	151	737	1781	81	310	82	370	680
09:00			189	133	21:00			78	87			
09:15			182	109	21:15			49	65			
09:30			156	91	21:30			33	45			
09:45			160	687	113	446	1133	27	187	40	237	424
10:00			134	94	22:00			33	45			
10:15			139	98	22:15			30	31			
10:30			141	118	22:30			25	25			
10:45			144	558	118	428	986	14	102	22	123	225
11:00			145	121	23:00			21	23			
11:15			142	128	23:15			9	11			
11:30			160	110	23:30			8	16			
11:45			157	604	136	495	1099	6	44	12	62	106
Total Vol.			4126	3171	7297				6499	6275	12774	
						Daily Totals						
						NB	SB	EB	WB	Combined		
									10625	9446	20071	
AM						PM						
Split %			56.5%	43.5%	36.4%				50.9%	49.1%	63.6%	
Peak Hour			08:00	07:45	07:45				15:00	17:00	17:00	
Volume			1044	770	1789				1087	934	1816	
P.H.F.			0.86	0.87	0.96				0.91	0.93	0.98	

PACIFIC TECHNICAL DATA

SUNDAY, JANUARY 29TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN RANCHO BERNARDO & 4S RANCH PKWY

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			12	29	12:00			212	174				
00:15			10	14	12:15			184	188				
00:30			9	18	12:30			162	151				
00:45			8	39	11	72	111	166	724	152	665	1389	
01:00			5	9	13:00			168	136				
01:15			4	9	13:15			142	139				
01:30			9	7	13:30			135	137				
01:45			5	23	8	33	56	144	589	168	580	1169	
02:00			4	9	14:00			141	136				
02:15			5	4	14:15			135	139				
02:30			6	2	14:30			121	133				
02:45			5	20	1	16	36	103	500	131	539	1039	
03:00			4	3	15:00			88	144				
03:15			5	6	15:15			95	151				
03:30			5	4	15:30			98	123				
03:45			3	17	21	34	51	91	372	135	553	925	
04:00			3	6	16:00			121	142				
04:15			2	2	16:15			111	121				
04:30			1	2	16:30			126	122				
04:45			0	6	8	18	24	135	493	135	520	1013	
05:00			1	1	17:00			104	128				
05:15			2	4	17:15			118	121				
05:30			4	7	17:30			121	105				
05:45			11	18	9	21	39	111	454	111	465	919	
06:00			20	8	18:00			90	126				
06:15			19	10	18:15			88	102				
06:30			21	9	18:30			95	88				
06:45			28	88	14	41	129	90	363	95	411	774	
07:00			35	15	19:00			66	77				
07:15			54	15	19:15			66	84				
07:30			70	21	19:30			74	66				
07:45			66	225	28	79	304	54	260	52	279	539	
08:00			88	44	20:00			35	51				
08:15			91	51	20:15			44	47				
08:30			90	55	20:30			41	55				
08:45			88	357	68	218	575	35	155	38	191	346	
09:00			79	68	21:00			28	32				
09:15			116	70	21:15			22	23				
09:30			135	105	21:30			22	29				
09:45			141	471	88	331	802	26	98	20	104	202	
10:00			151	81	22:00			19	22				
10:15			133	121	22:15			20	17				
10:30			142	115	22:30			15	9				
10:45			168	594	126	443	1037	18	72	12	60	132	
11:00			133	105	23:00			11	19				
11:15			142	123	23:15			8	9				
11:30			141	124	23:30			9	7				
11:45			150	566	133	485	1051	10	38	5	40	78	
Total Vol.			2424		1791		4215	4118		4407		8525	
						Daily Totals							
						NB	SB	EB		WB		Combined	
						6542						6198	12740
AM						PM							
Split %			57.5%		42.5%		33.1%	48.3%			51.7%		66.9%
Peak Hour			11:45		11:45		11:45	12:00			12:00		12:00
Volume			708		646		1354	724			665		1389
P.H.F.			0.83		0.86		0.88	0.85			0.88		0.90

PACIFIC TECHNICAL DATA

WEDNESDAY, JANUARY 18TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN 4S RANCH PKWY & DOVE CANYON

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB					
00:00			22	19	12:00			168	135					
00:15			19	20	12:15			188	144					
00:30			11	16	12:30			184	151					
00:45			8	60	11	66	126	12:45	195	735	168	598	1333	
01:00			9	8	13:00			151	177					
01:15			10	9	13:15			162	151					
01:30			5	10	13:30			135	135					
01:45			4	28	11	38	66	13:45	144	592	144	607	1199	
02:00			6	5	14:00			165	148					
02:15			2	4	14:15			177	128					
02:30			3	6	14:30			154	132					
02:45			5	16	8	23	39	14:45	151	647	124	532	1179	
03:00			4	9	15:00			168	144					
03:15			2	10	15:15			184	184					
03:30			2	5	15:30			235	195					
03:45			1	9	4	28	37	15:45	222	809	166	689	1498	
04:00			2	5	16:00			222	188					
04:15			1	6	16:15			205	262					
04:30			4	8	16:30			195	252					
04:45			6	13	6	25	38	16:45	216	838	235	937	1775	
05:00			9	8	17:00			235	242					
05:15			12	4	17:15			188	255					
05:30			18	9	17:30			195	241					
05:45			22	61	5	26	87	17:45	190	808	288	1026	1834	
06:00			35	18	18:00			162	265					
06:15			65	22	18:15			155	212					
06:30			88	36	18:30			142	205					
06:45			105	293	66	142	435	18:45	144	603	188	870	1473	
07:00			184	118	19:00			132	162					
07:15			166	151	19:15			108	151					
07:30			235	168	19:30			88	135					
07:45			284	869	222	659	1528	19:45	95	423	142	590	1013	
08:00			266	219	20:00			70	155					
08:15			235	242	20:15			65	111					
08:30			280	165	20:30			66	105					
08:45			266	1047	151	777	1824	20:45	54	255	88	459	714	
09:00			212	123	21:00			66	70					
09:15			205	135	21:15			56	65					
09:30			222	141	21:30			55	55					
09:45			219	858	111	510	1368	21:45	40	217	51	241	458	
10:00			203	125	22:00			35	40					
10:15			218	135	22:15			44	35					
10:30			161	144	22:30			45	28					
10:45			141	723	151	555	1278	22:45	32	156	21	124	280	
11:00			151	135	23:00			33	19					
11:15			165	121	23:15			28	20					
11:30			135	111	23:30			21	16					
11:45			144	595	118	485	1080	23:45	19	101	21	76	177	
Total Vol.			4572		3334		7906	6184		6749		12933		
						Daily Totals								
						NB	SB	EB	WB		Combined			
						10756						10083	20839	
AM						PM								
Split %			57.8%		42.2%		37.9%	47.8%			52.2%		62.1%	
Peak Hour			07:45		07:30		07:45	15:30			17:15		16:15	
Volume			1065		851		1913	884			1049		1842	
P.H.F.			0.94		0.88		0.95	0.94			0.91		0.97	

PACIFIC TECHNICAL DATA

SUNDAY, JANUARY 29TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN 4S RANCH PKWY & DOVE CANYON

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			22	24	12:00			185	161				
00:15			19	21	12:15			177	184				
00:30			20	19	12:30			174	155				
00:45			16	77	20	84	161	12:45	161	697	152	652	1349
01:00			11	22	13:00			151	135				
01:15			8	26	13:15			135	142				
01:30			9	18	13:30			144	155				
01:45			10	38	11	77	115	13:45	151	581	162	594	1175
02:00			5	15	14:00			162	135				
02:15			4	11	14:15			135	141				
02:30			5	8	14:30			122	155				
02:45			6	20	9	43	63	14:45	111	530	121	552	1082
03:00			5	10	15:00			118	123				
03:15			4	5	15:15			124	133				
03:30			8	4	15:30			132	141				
03:45			9	26	9	28	54	15:45	104	478	128	525	1003
04:00			5	8	16:00			111	121				
04:15			4	5	16:15			105	106				
04:30			2	5	16:30			121	115				
04:45			1	12	6	24	36	16:45	109	446	121	463	909
05:00			0	5	17:00			101	145				
05:15			1	8	17:15			114	151				
05:30			2	7	17:30			102	121				
05:45			4	7	5	25	32	17:45	88	405	111	528	933
06:00			6	4	18:00			90	108				
06:15			8	1	18:15			121	88				
06:30			20	2	18:30			105	95				
06:45			19	53	6	13	66	18:45	88	404	70	361	765
07:00			22	12	19:00			70	103				
07:15			32	11	19:15			95	88				
07:30			40	18	19:30			68	95				
07:45			55	149	22	63	212	19:45	70	303	77	363	666
08:00			88	33	20:00			84	84				
08:15			91	51	20:15			55	84				
08:30			105	55	20:30			54	66				
08:45			89	373	68	207	580	20:45	40	233	70	304	537
09:00			91	70	21:00			35	54				
09:15			111	65	21:15			22	55				
09:30			135	84	21:30			28	68				
09:45			142	479	105	324	803	21:45	21	106	65	242	348
10:00			151	111	22:00			25	55				
10:15			135	103	22:15			20	40				
10:30			142	116	22:30			25	35				
10:45			184	612	105	435	1047	22:45	28	98	22	152	250
11:00			142	105	23:00			20	28				
11:15			155	121	23:15			19	21				
11:30			150	133	23:30			20	22				
11:45			122	569	128	487	1056	23:45	11	70	19	90	160
Total Vol.			2415	1810	4225			4351	4826	9177			
								Daily Totals					
								NB	SB	EB	WB	Combined	
										6766	6636	13402	
								AM					
Split %			57.2%	42.8%	31.5%			PM					
Peak Hour			11:45	11:45	11:45					12:00	12:00	12:00	
Volume			658	628	1286					697	652	1349	
P.H.F.			0.89	0.85	0.89					0.94	0.89	0.93	

WEDNESDAY, JANUARY 18TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN DOVE CANYON & BERNARDO CENTER

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			20	18	12:00			205	235				
00:15			19	22	12:15			184	242				
00:30			16	26	12:30			226	222				
00:45			11	66	20	86	152	235	850	219	918	1768	
01:00			8	15	13:00			205	205				
01:15			9	19	13:15			218	184				
01:30			12	12	13:30			242	195				
01:45			5	34	11	57	91	235	900	190	774	1674	
02:00			4	8	14:00			219	212				
02:15			6	9	14:15			205	184				
02:30			5	10	14:30			222	188				
02:45			4	19	5	32	51	219	865	221	805	1670	
03:00			5	4	15:00			203	242				
03:15			8	6	15:15			268	235				
03:30			9	8	15:30			248	245				
03:45			5	27	9	27	54	288	1007	223	945	1952	
04:00			8	10	16:00			235	284				
04:15			9	5	16:15			252	313				
04:30			10	4	16:30			226	305				
04:45			11	38	9	28	66	242	955	336	1238	2193	
05:00			15	12	17:00			305	302				
05:15			22	18	17:15			242	345				
05:30			35	22	17:30			288	362				
05:45			50	122	28	80	202	229	1064	333	1342	2406	
06:00			68	35	18:00			205	305				
06:15			88	44	18:15			218	318				
06:30			105	68	18:30			241	284				
06:45			141	402	77	224	626	184	848	262	1169	2017	
07:00			226	151	19:00			162	244				
07:15			235	184	19:15			152	205				
07:30			242	222	19:30			130	201				
07:45			318	1021	235	792	1813	121	565	184	834	1399	
08:00			326	244	20:00			111	161				
08:15			305	228	20:15			95	140				
08:30			322	205	20:30			91	135				
08:45			318	1271	181	858	2129	70	367	105	541	908	
09:00			333	142	21:00			66	111				
09:15			305	125	21:15			70	108				
09:30			226	144	21:30			54	88				
09:45			242	1106	121	532	1638	44	234	70	377	611	
10:00			212	135	22:00			42	65				
10:15			205	141	22:15			35	66				
10:30			184	144	22:30			44	68				
10:45			166	767	151	571	1338	41	162	85	284	446	
11:00			174	168	23:00			32	55				
11:15			184	155	23:15			28	40				
11:30			195	135	23:30			21	28				
11:45			168	721	188	646	1367	20	101	21	144	245	
Total Vol.			5594		3933		9527	7918		9371		17289	
						Daily Totals							
						NB	SB	EB	WB		Combined		
									13512	13304		26816	
AM						PM							
Split %			58.7%		41.3%		35.5%	45.8%			54.2%		64.5%
Peak Hour			08:15		07:30		07:45	16:45			16:45		16:45
Volume			1278		929		2183	1077			1345		2422
P.H.F.			0.96		0.95		0.96	0.88			0.93		0.93

SUNDAY, JANUARY 29TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN DOVE CANYON & BERNARDO CENTER

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			20	34	12:00			216	226
00:15			22	44	12:15			255	251
00:30			20	28	12:30			245	235
00:45			16	78	12:45			202	918
			21	127				244	956
			205					1874	
01:00			11	18	13:00			218	219
01:15			18	20	13:15			222	205
01:30			20	11	13:30			195	218
01:45			11	60	13:45			216	851
			16	65				205	847
			125					1698	
02:00			8	18	14:00			205	184
02:15			9	19	14:15			184	191
02:30			10	15	14:30			191	206
02:45			5	32	14:45			162	742
			11	63				188	769
			95					1511	
03:00			4	8	15:00			135	195
03:15			6	9	15:15			155	203
03:30			8	5	15:30			168	184
03:45			9	27	15:45			177	635
			4	26				166	748
			53					1383	
04:00			5	6	16:00			154	174
04:15			4	5	16:15			155	195
04:30			3	5	16:30			168	212
04:45			2	14	16:45			174	651
			4	20				205	786
			34					1437	
05:00			4	6	17:00			195	184
05:15			5	8	17:15			177	188
05:30			5	9	17:30			184	195
05:45			6	20	17:45			165	721
			12	35				184	751
			55					1472	
06:00			9	11	18:00			135	165
06:15			19	18	18:15			141	151
06:30			28	22	18:30			155	142
06:45			42	98	18:45			141	572
			23	74				135	593
			172					1165	
07:00			66	35	19:00			121	144
07:15			70	44	19:15			105	121
07:30			88	51	19:30			111	122
07:45			99	323	19:45			88	425
			55	185				126	513
			508					938	
08:00			105	68	20:00			95	105
08:15			121	70	20:15			70	88
08:30			141	81	20:30			65	95
08:45			155	522	20:45			77	307
			90	309				70	358
			831					665	
09:00			184	101	21:00			54	65
09:15			205	111	21:15			55	77
09:30			188	121	21:30			40	50
09:45			195	772	21:45			35	184
			135	468				44	236
			1240					420	
10:00			216	128	22:00			44	43
10:15			205	121	22:15			30	35
10:30			203	165	22:30			28	28
10:45			184	808	22:45			19	121
			151	565				21	127
			1373					248	
11:00			199	177	23:00			20	19
11:15			188	184	23:15			16	22
11:30			194	177	23:30			11	16
11:45			199	780	23:45			18	65
			174	712				18	75
			1492					140	

Total Vol.	3534	2649	6183	6192	6759	12951
			Daily Totals			
			NB	SB	EB	WB
					9726	9408
						19134
AM			PM			
Split %	57.2%	42.8%	32.3%	47.8%	52.2%	67.7%
Peak Hour	11:45	11:45	11:45	12:15	12:00	12:00
Volume	915	886	1801	920	956	1874
P.H.F.	0.90	0.88	0.89	0.90	0.95	0.93

WEDNESDAY, JANUARY 18TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN BERNARDO CENTER & PASEO MONTANOSO

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			41	44	12:00			345	345			
00:15			35	50	12:15			362	342			
00:30			55	66	12:30			319	384			
00:45			40	171	42	202	373	342	1368	396	1467	2835
01:00			35	35	13:00			305	328			
01:15			33	33	13:15			318	336			
01:30			28	32	13:30			288	354			
01:45			21	117	28	128	245	323	1234	342	1360	2594
02:00			19	22	14:00			333	305			
02:15			20	26	14:15			316	333			
02:30			16	29	14:30			345	325			
02:45			11	66	21	98	164	444	1438	342	1305	2743
03:00			15	19	15:00			418	355			
03:15			18	20	15:15			468	368			
03:30			19	18	15:30			555	404			
03:45			20	72	22	79	151	519	1960	425	1552	3512
04:00			22	26	16:00			526	418			
04:15			26	35	16:15			566	466			
04:30			35	44	16:30			484	468			
04:45			44	127	51	156	283	562	2138	515	1867	4005
05:00			51	68	17:00			568	505			
05:15			68	77	17:15			615	462			
05:30			91	121	17:30			603	488			
05:45			121	331	152	418	749	455	2241	503	1958	4199
06:00			135	168	18:00			505	518			
06:15			161	235	18:15			519	444			
06:30			222	244	18:30			444	452			
06:45			285	803	336	983	1786	384	1852	435	1849	3701
07:00			410	451	19:00			362	395			
07:15			388	518	19:15			312	305			
07:30			389	588	19:30			288	318			
07:45			445	1632	652	2209	3841	305	1267	333	1351	2618
08:00			528	563	20:00			254	325			
08:15			446	584	20:15			262	284			
08:30			484	533	20:30			222	195			
08:45			421	1879	484	2164	4043	218	956	184	988	1944
09:00			444	419	21:00			195	168			
09:15			384	352	21:15			205	170			
09:30			366	344	21:30			111	151			
09:45			302	1496	305	1420	2916	135	646	142	631	1277
10:00			226	284	22:00			141	135			
10:15			242	242	22:15			105	108			
10:30			268	235	22:30			77	88			
10:45			266	1002	251	1012	2014	68	391	95	426	817
11:00			284	266	23:00			51	95			
11:15			252	284	23:15			44	70			
11:30			266	333	23:30			33	66			
11:45			333	1135	319	1202	2337	41	169	40	271	440
Total Vol.			8831	10071	18902			15660	15025	30685		
								Daily Totals				
								NB	SB	EB	WB	Combined
										24491	25096	49587
								AM				
Split %			46.7%	53.3%	38.1%			PM				
										51.0%	49.0%	61.9%
Peak Hour			07:45	07:30	07:45					16:45	17:15	16:45
Volume			1903	2387	4235					2348	1971	4318
P.H.F.			0.90	0.92	0.97					0.95	0.95	0.99

SUNDAY, JANUARY 29TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN BERNARDO CENTER & PASEO MONTANOSO

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			24	44	12:00			388	284			
00:15			35	51	12:15			352	284			
00:30			33	40	12:30			412	277			
00:45			31	123	35	170	293	388	1540	295	1140	2680
01:00			28	44	13:00			362	235			
01:15			20	35	13:15			342	266			
01:30			19	28	13:30			333	298			
01:45			20	87	21	128	215	319	1356	312	1111	2467
02:00			11	22	14:00			288	319			
02:15			15	21	14:15			295	305			
02:30			18	19	14:30			313	333			
02:45			10	54	21	83	137	305	1201	342	1299	2500
03:00			19	22	15:00			262	305			
03:15			11	16	15:15			242	284			
03:30			9	18	15:30			268	255			
03:45			8	47	11	67	114	255	1027	262	1106	2133
04:00			7	15	16:00			235	270			
04:15			9	9	16:15			284	284			
04:30			12	12	16:30			222	295			
04:45			5	33	11	47	80	219	960	312	1161	2121
05:00			8	16	17:00			235	305			
05:15			9	8	17:15			242	284			
05:30			12	9	17:30			222	274			
05:45			28	57	35	68	125	219	918	266	1129	2047
06:00			35	33	18:00			205	242			
06:15			51	68	18:15			184	256			
06:30			44	44	18:30			166	266			
06:45			65	195	51	196	391	174	729	235	999	1728
07:00			70	68	19:00			184	242			
07:15			84	77	19:15			151	212			
07:30			121	84	19:30			135	218			
07:45			135	410	111	340	750	144	614	206	878	1492
08:00			151	151	20:00			162	184			
08:15			142	184	20:15			128	161			
08:30			219	188	20:30			135	144			
08:45			205	717	181	704	1421	144	569	121	610	1179
09:00			235	142	21:00			111	108			
09:15			242	162	21:15			88	88			
09:30			268	184	21:30			95	90			
09:45			252	997	235	723	1720	70	364	70	356	720
10:00			333	242	22:00			65	65			
10:15			368	295	22:15			77	88			
10:30			384	305	22:30			54	75			
10:45			305	1390	242	1084	2474	44	240	40	268	508
11:00			312	251	23:00			51	35			
11:15			288	244	23:15			40	44			
11:30			319	263	23:30			35	35			
11:45			305	1224	277	1035	2259	33	159	28	142	301
Total Vol.			5334	4645	9979				9677	10199	19876	
Daily Totals												
			NB		SB			EB		WB		Combined
								15011		14844		29855
AM												
Split %			53.5%		46.5%		33.4 %	48.7%		51.3%		66.6 %
Peak Hour			11:45		11:45		11:45	12:00		14:00		12:00
Volume			1457		1122		2579	1540		1299		2680
P.H.F.			0.88		0.99		0.94	0.93		0.95		0.97

PACIFIC TECHNICAL DATA

WEDNESDAY, JANUARY 18TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN PASEO MONTANOSO & I-15 RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			51	50	12:00			341	356				
00:15			40	44	12:15			355	342				
00:30			35	51	12:30			365	308				
00:45			44	170	55	200	370	366	1427	305	1311	2738	
01:00			51	52	13:00			318	312				
01:15			28	35	13:15			336	289				
01:30			21	40	13:30			345	295				
01:45			26	126	32	159	285	352	1351	266	1162	2513	
02:00			23	28	14:00			368	284				
02:15			35	21	14:15			342	312				
02:30			28	19	14:30			388	305				
02:45			28	114	20	88	202	415	1513	333	1234	2747	
03:00			19	11	15:00			405	342				
03:15			20	18	15:15			425	352				
03:30			16	22	15:30			428	362				
03:45			28	83	16	67	150	455	1713	421	1477	3190	
04:00			33	28	16:00			518	444				
04:15			35	35	16:15			599	518				
04:30			28	44	16:30			502	462				
04:45			45	141	88	195	336	562	2181	552	1976	4157	
05:00			51	121	17:00			577	506				
05:15			68	105	17:15			618	535				
05:30			88	135	17:30			632	544				
05:45			121	328	184	545	873	552	2379	512	2097	4476	
06:00			151	191	18:00			542	544				
06:15			226	226	18:15			505	505				
06:30			284	295	18:30			333	422				
06:45			333	994	412	1124	2118	342	1722	435	1906	3628	
07:00			451	161	19:00			368	444				
07:15			442	512	19:15			377	419				
07:30			405	610	19:30			333	388				
07:45			518	1816	635	1918	3734	305	1383	362	1613	2996	
08:00			568	588	20:00			318	312				
08:15			445	541	20:15			284	305				
08:30			488	500	20:30			252	284				
08:45			462	1963	488	2117	4080	221	1075	182	1083	2158	
09:00			428	435	21:00			202	206				
09:15			405	404	21:15			151	151				
09:30			412	384	21:30			168	140				
09:45			352	1597	362	1585	3182	141	662	121	618	1280	
10:00			366	305	22:00			111	135				
10:15			305	284	22:15			105	105				
10:30			284	312	22:30			88	111				
10:45			295	1250	303	1204	2454	98	402	88	439	841	
11:00			266	318	23:00			77	95				
11:15			288	305	23:15			54	70				
11:30			313	326	23:30			45	65				
11:45			309	1176	333	1282	2458	44	220	55	285	505	
Total Vol.			9758		10484		20242	16028		15201		31229	
						Daily Totals							
						NB	SB	EB		WB		Combined	
								25786		25685		51471	
AM						PM							
Split %			48.2%		51.8%		39.3%	51.3%			48.7%		60.7%
Peak Hour			07:45		07:30		07:30	16:45			16:45		16:45
Volume			2019		2374		4310	2389			2137		4526
P.H.F.			0.89		0.93		0.93	0.95			0.97		0.96

SUNDAY, JANUARY 29TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

CAMINO DEL NORTE BTN PASEO MONTANOSO & I-15 RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00			40	50	12:00			408	312	
00:15			35	44	12:15			421	303	
00:30			44	51	12:30			405	288	
00:45			51	170	12:45			418	1652	
			40	185				319	1222	
			355					2874		
01:00			40	35	13:00			426	305	
01:15			28	41	13:15			403	333	
01:30			21	35	13:30			384	316	
01:45			19	108	13:45			366	1579	
			28	139				312	1266	
			247					2845		
02:00			22	22	14:00			342	342	
02:15			16	35	14:15			333	355	
02:30			18	28	14:30			284	325	
02:45			12	68	14:45			305	1264	
			21	106				308	1330	
			174					2594		
03:00			15	19	15:00			318	316	
03:15			11	20	15:15			305	305	
03:30			8	11	15:30			288	333	
03:45			9	43	15:45			262	1173	
			14	64				356	1310	
			107					2483		
04:00			5	14	16:00			251	368	
04:15			4	19	16:15			244	380	
04:30			9	11	16:30			235	352	
04:45			12	30	16:45			288	1018	
			18	62				333	1433	
			92					2451		
05:00			18	22	17:00			305	318	
05:15			22	23	17:15			284	342	
05:30			26	35	17:30			319	308	
05:45			35	101	17:45			306	1214	
			44	124				328	1296	
			225					2510		
06:00			44	30	18:00			242	305	
06:15			51	33	18:15			244	284	
06:30			68	41	18:30			235	288	
06:45			88	251	18:45			205	926	
			40	144				242	1119	
			395					2045		
07:00			95	55	19:00			184	222	
07:15			84	68	19:15			191	219	
07:30			99	70	19:30			162	235	
07:45			121	399	19:45			135	672	
			88	281				210	886	
			680					1558		
08:00			168	151	20:00			141	184	
08:15			151	184	20:15			111	190	
08:30			222	191	20:30			105	135	
08:45			218	759	20:45			88	445	
			180	706				141	650	
			1465					1095		
09:00			235	152	21:00			90	121	
09:15			262	168	21:15			70	135	
09:30			284	199	21:30			66	108	
09:45			277	1058	21:45			58	284	
			235	754				81	445	
			1812					729		
10:00			385	252	22:00			44	101	
10:15			352	288	22:15			51	88	
10:30			412	302	22:30			40	70	
10:45			355	1504	22:45			55	190	
			270	1112				65	324	
			2616					514		
11:00			322	262	23:00			40	55	
11:15			305	255	23:15			35	40	
11:30			363	284	23:30			28	35	
11:45			331	1321	23:45			22	125	
			281	1082				42	172	
			2403					297		
Total Vol.			5812	4759	10571	10542			11453	21995
						Daily Totals				
						NB	SB	EB	WB	Combined
						16354			16212	32566
AM						PM				
Split %			55.0%	45.0%	32.5%			47.9%	52.1%	67.5%
Peak Hour			11:45	11:45	11:45			12:15	15:45	12:45
Volume			1565	1184	2749			1670	1456	2904
P.H.F.			0.93	0.95	0.95			0.98	0.96	0.99

WEDNESDAY, JANUARY 18TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

DOVE CANYON BTN CAMINO DEL NORTE & LONE QUAIL

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB		
00:00	1		2				12:00	96		120					
00:15	2		7				12:15	104		111					
00:30	1		7				12:30	116		106					
00:45	3	7	6	22		29	12:45	121	437	92	429			866	
01:00	0		3				13:00	104		108					
01:15	3		2				13:15	114		94					
01:30	2		3				13:30	103		90					
01:45	3	8	3	11		19	13:45	116	437	105	397			834	
02:00	1		1				14:00	114		84					
02:15	1		2				14:15	75		97					
02:30	1		0				14:30	91		101					
02:45	1	4	1	4		8	14:45	92	372	147	429			801	
03:00	4		1				15:00	121		167					
03:15	1		2				15:15	221		138					
03:30	3		2				15:30	152		116					
03:45	2	10	1	6		16	15:45	128	622	118	539			1161	
04:00	3		2				16:00	121		151					
04:15	3		4				16:15	141		108					
04:30	1		6				16:30	135		121					
04:45	13	20	10	22		42	16:45	105	502	135	515			1017	
05:00	7		8				17:00	168		141					
05:15	17		10				17:15	161		144					
05:30	29		11				17:30	155		152					
05:45	25	78	32	61		139	17:45	123	607	150	587			1194	
06:00	29		31				18:00	138		146					
06:15	39		46				18:15	131		142					
06:30	55		50				18:30	126		133					
06:45	52	175	62	189		364	18:45	134	529	125	546			1075	
07:00	65		76				19:00	114		97					
07:15	84		88				19:15	98		73					
07:30	96		128				19:30	70		71					
07:45	161	406	202	494		900	19:45	81	363	69	310			673	
08:00	195		161				20:00	85		76					
08:15	189		88				20:15	65		76					
08:30	122		118				20:30	58		63					
08:45	97	603	123	490		1093	20:45	47	255	44	259			514	
09:00	95		104				21:00	47		51					
09:15	105		119				21:15	37		44					
09:30	85		74				21:30	21		35					
09:45	73	358	73	370		728	21:45	46	151	32	162			313	
10:00	72		65				22:00	23		33					
10:15	77		65				22:15	13		19					
10:30	80		83				22:30	11		14					
10:45	69	298	90	303		601	22:45	6	53	12	78			131	
11:00	81		88				23:00	8		17					
11:15	100		93				23:15	4		11					
11:30	88		119				23:30	4		8					
11:45	111	380	94	394		774	23:45	5	21	6	42			63	
Total Vol.	2347		2366			4713		4349		4293				8642	
												Daily Totals			
								NB		SB		EB	WB	Combined	
								6696		6659		13355			
AM								PM							
Split %	49.8%		50.2%		35.3%			50.3%		49.7%		64.7%			
Peak Hour	07:45		07:15		07:45			15:00		17:15		17:00			
Volume	667		579		1236			622		592		1194			
P.H.F.	0.86		0.72		0.85			0.73		0.97		0.97			

SUNDAY, JANUARY 29TH, 2017

CITY: 4S RANCH

PROJECT: PTD17-0120-02

DOVE CANYON BTN CAMINO DEL NORTE & LONE QUAIL

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	11	19			12:00	115	115		
00:15	5	15			12:15	121	90		
00:30	9	11			12:30	103	111		
00:45	9	34	8	53	12:45	105	444	101	417
01:00	4	9			13:00	105	108		
01:15	7	10			13:15	111	88		
01:30	2	5			13:30	96	95		
01:45	3	16	4	28	13:45	76	388	106	397
02:00	8	6			14:00	103	94		
02:15	3	5			14:15	86	103		
02:30	0	4			14:30	98	84		
02:45	2	13	5	20	14:45	92	379	90	371
03:00	1	3			15:00	84	70		
03:15	2	5			15:15	92	65		
03:30	3	4			15:30	104	55		
03:45	1	7	5	17	15:45	92	372	68	258
04:00	1	2			16:00	68	70		
04:15	2	1			16:15	73	84		
04:30	0	0			16:30	55	105		
04:45	5	8	1	4	16:45	62	258	111	370
05:00	2	2			17:00	75	84		
05:15	3	1			17:15	87	70		
05:30	3	2			17:30	74	88		
05:45	7	15	6	11	17:45	68	304	84	326
06:00	8	6			18:00	39	68		
06:15	7	5			18:15	64	70		
06:30	7	4			18:30	57	55		
06:45	6	28	5	20	18:45	48	208	68	261
07:00	20	18			19:00	52	54		
07:15	17	22			19:15	38	40		
07:30	31	35			19:30	40	66		
07:45	32	100	44	119	19:45	36	166	40	200
08:00	55	50			20:00	30	35		
08:15	70	55			20:15	30	44		
08:30	61	60			20:30	31	41		
08:45	66	252	51	216	20:45	29	120	35	155
09:00	84	68			21:00	13	44		
09:15	90	77			21:15	28	41		
09:30	91	81			21:30	17	35		
09:45	99	364	90	316	21:45	18	76	28	148
10:00	80	84			22:00	17	21		
10:15	105	84			22:15	9	22		
10:30	103	90			22:30	15	19		
10:45	88	376	105	363	22:45	13	54	15	77
11:00	91	88			23:00	7	11		
11:15	95	91			23:15	6	9		
11:30	105	106			23:30	3	10		
11:45	116	407	105	390	23:45	1	17	5	35
Total Vol.	1620	1557		3177		2786	3015		5801
					Daily Totals				
					NB	SB	EB	WB	Combined
					4406	4572			8978
AM					PM				
Split %	51.0%	49.0%		35.4%		48.0%	52.0%		64.6%
Peak Hour	11:30	11:45		11:45		12:00	12:00		12:00
Volume	457	421		876		444	417		861
P.H.F.	0.94	0.92		0.95		0.91	0.91		0.94

PACIFIC TECHNICAL DATA

Weekday Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	4S RANCH 4 GEE PROJECT DWY/ FIRE STATION DWY	PROJECT #: LOCATION #: CONTROL:	PTD17-0120-02 1 1-WAY STOP (WB)
-------------------------------	---	--	---------------------------------------	---------------------------------------

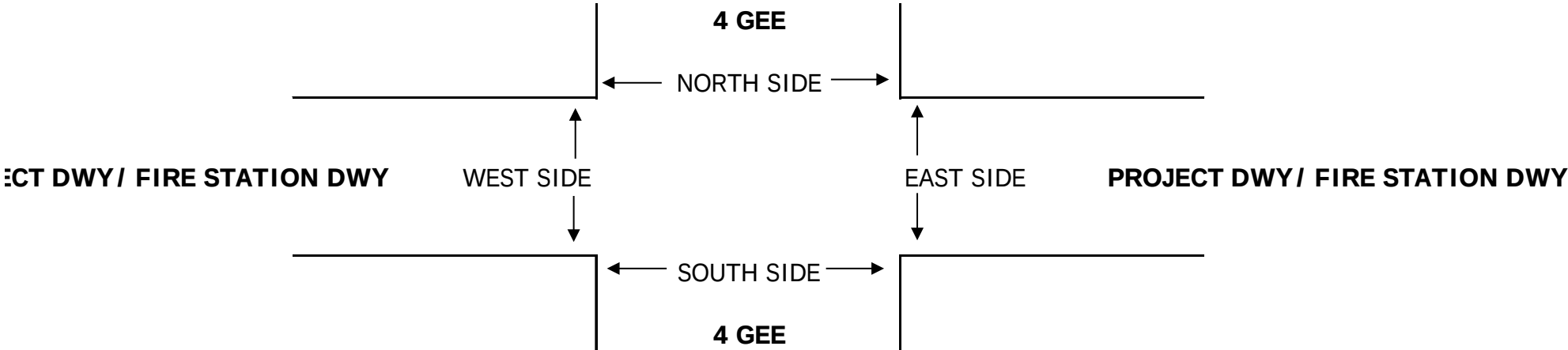
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	4 GEE			4 GEE			PROJECT DWY/ FIRE STATION DWY			PROJECT DWY/ FIRE STATION DWY			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	0	7	0	0	33	0	0	0	0	1	0	0	41
	7:15 AM	0	10	0	0	46	0	0	0	0	0	0	0	56
	7:30 AM	0	16	0	0	55	0	0	0	1	0	0	0	72
	7:45 AM	0	21	0	0	86	0	0	0	0	0	0	0	107
	8:00 AM	0	28	1	0	45	0	0	0	0	0	0	0	74
	8:15 AM	0	22	0	0	39	0	0	0	1	0	0	0	62
	8:30 AM	0	33	0	0	66	0	0	0	0	0	0	0	99
	8:45 AM	0	28	0	0	45	0	0	0	0	0	0	0	73
	VOLUMES	0	165	1	0	415	0	0	0	3	0	0		584
	APPROACH %	0%	99%	1%	0%	100%	0%	0%	0%	100%	0%	0%		
PM	APP/DEPART	166	/	165	415	/	418	0	/	1	3	/	0	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	0	104	1	0	236	0	0	0	0	0	0		342
	APPROACH %	0%	99%	1%	0%	100%	0%	0%	0%	100%	0%	0%		
	PEAK HR FACTOR	0.795			0.686			0.000			0.250			0.799
	APP/DEPART	105	/	104	236	/	237	0	/	1	1	/	0	0
	4:00 PM	0	26	0	0	15	0	0	0	0	0	0	0	41
	4:15 PM	0	23	0	0	16	0	0	0	0	0	0	0	39
	4:30 PM	0	45	0	0	28	0	0	0	0	0	0	0	73
	4:45 PM	0	36	0	0	15	0	0	0	0	0	0	0	51
	5:00 PM	0	45	0	0	16	0	0	0	0	0	0	0	61
	5:15 PM	0	44	0	0	19	0	0	0	0	0	0	0	63
	5:30 PM	0	42	0	0	15	0	0	2	0	0	0	0	59
	5:45 PM	0	37	0	0	17	0	0	0	0	0	0	0	54
	VOLUMES	0	298	0	0	141	0	0	0	2	0	0	0	441
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%		
	APP/DEPART	298	/	298	141	/	143	2	/	0	0	/	0	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	170	0	0	78	0	0	0	0	0	0		248
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.944			0.696			0.000			0.000			0.849
	APP/DEPART	170	/	170	78	/	78	0	/	0	0	/	0	0

				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



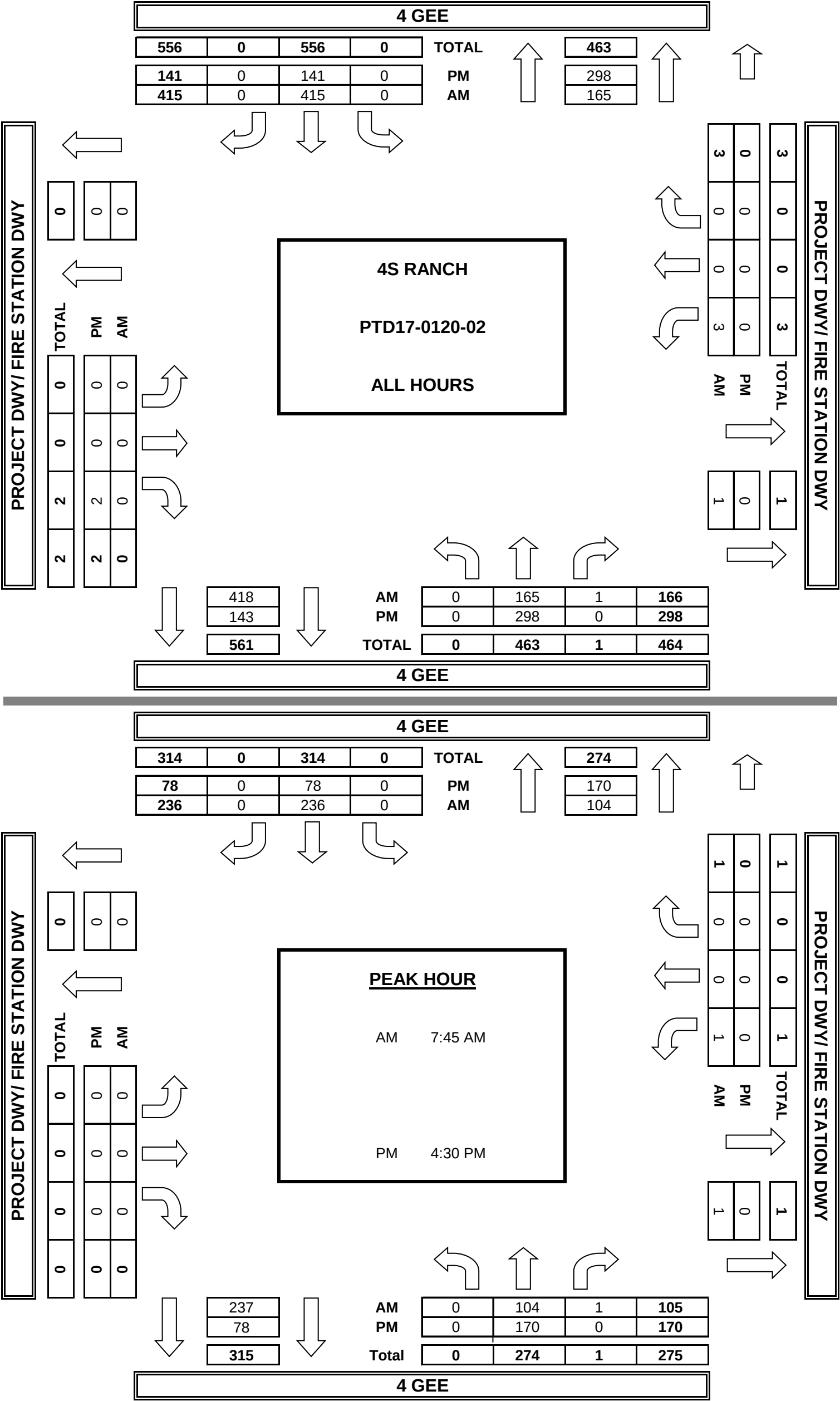
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	4S RANCH 4 GEE CAMINO DEL SUR	PROJECT #: LOCATION #: CONTROL:	PTD17-0120-02 2 SIGNAL
-------------------------------	---	-------------------------------------	---------------------------------------	------------------------------

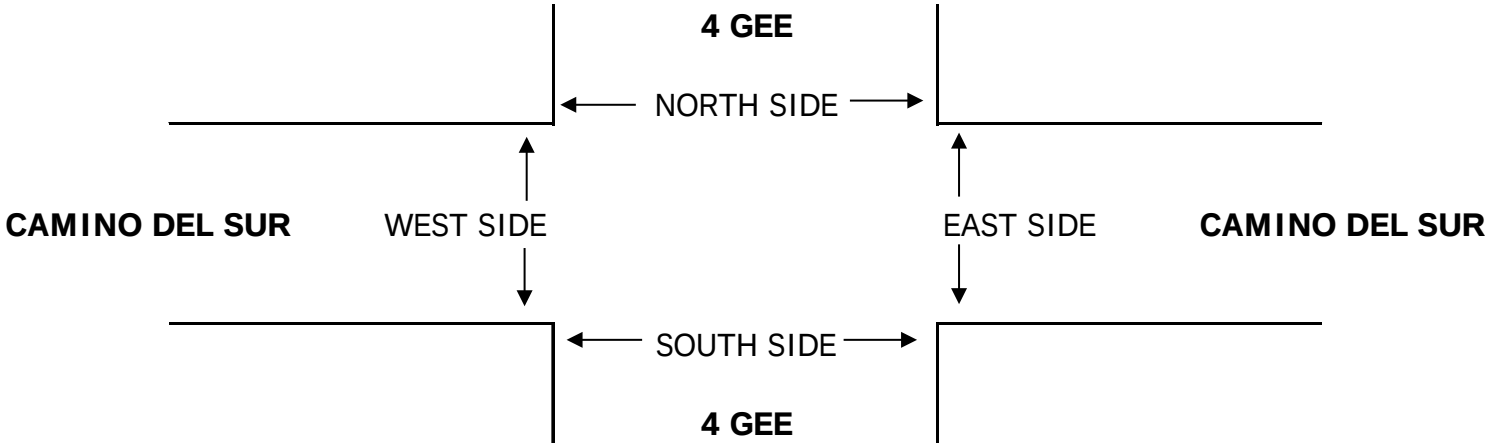
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND 4 GEE			SOUTHBOUND 4 GEE			EASTBOUND CAMINO DEL SUR			WESTBOUND CAMINO DEL SUR			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	9	2	5	13	2	16	1	138	4	30	163	5	388
	7:15 AM	8	2	2	15	6	25	6	154	5	19	204	0	446
	7:30 AM	10	4	7	19	22	14	6	171	2	16	198	0	469
	7:45 AM	10	8	10	28	51	18	9	213	19	39	222	8	635
	8:00 AM	18	12	16	17	17	26	8	209	9	51	250	9	642
	8:15 AM	12	7	16	11	7	28	9	241	5	29	262	11	638
	8:30 AM	38	16	24	17	25	39	15	321	18	34	235	8	790
	8:45 AM	40	15	29	15	5	23	18	288	16	42	232	7	730
	VOLUMES	145	66	109	135	135	189	72	1,735	78	260	1,766	48	4,738
	APPROACH %	45%	21%	34%	29%	29%	41%	4%	92%	4%	13%	85%	2%	
	APP/DEPART	320	/	186	459	/	473	1,885	/	1,979	2,074	/	2,100	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	108	50	85	60	54	116	50	1,059	48	156	979	35	2,800
	APPROACH %	44%	21%	35%	26%	23%	50%	4%	92%	4%	13%	84%	3%	
	PEAK HR FACTOR	0.723			0.710			0.817			0.944			0.886
	APP/DEPART	243	/	135	230	/	258	1,157	/	1,204	1,170	/	1,203	0
	4:00 PM	9	6	16	10	4	5	21	230	5	35	212	14	567
	4:15 PM	17	3	20	8	5	6	9	185	78	43	191	10	575
	4:30 PM	7	6	21	1	5	6	13	218	12	61	220	15	585
	4:45 PM	9	7	20	7	6	5	23	261	8	41	211	8	606
	5:00 PM	14	14	20	6	4	8	21	289	9	41	223	13	662
	5:15 PM	7	9	19	11	8	4	16	234	7	51	212	12	590
	5:30 PM	8	6	15	12	10	6	22	257	9	54	224	27	650
	5:45 PM	10	14	20	15	10	7	27	231	18	53	189	13	607
	VOLUMES	81	65	151	70	52	47	152	1,905	146	379	1,682	112	4,842
	APPROACH %	27%	22%	51%	41%	31%	28%	7%	86%	7%	17%	77%	5%	
	APP/DEPART	297	/	329	169	/	577	2,203	/	2,126	2,173	/	1,810	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	39	43	74	44	32	25	86	1,011	43	199	848	65	2,509
	APPROACH %	25%	28%	47%	44%	32%	25%	8%	89%	4%	18%	76%	6%	
	PEAK HR FACTOR	0.813			0.789			0.893			0.911			0.948
	APP/DEPART	156	/	194	101	/	274	1,140	/	1,129	1,112	/	912	0

			1	1
		1		1
		1	1	2
			1	1
			1	1
		1	1	2
		1	5	6
			4	4
0	0	4	14	18
		2		2
		1	1	2
		1	1	2
		1		1
		1	1	2
		3		3
				0
		2		2
0	0	11	3	14



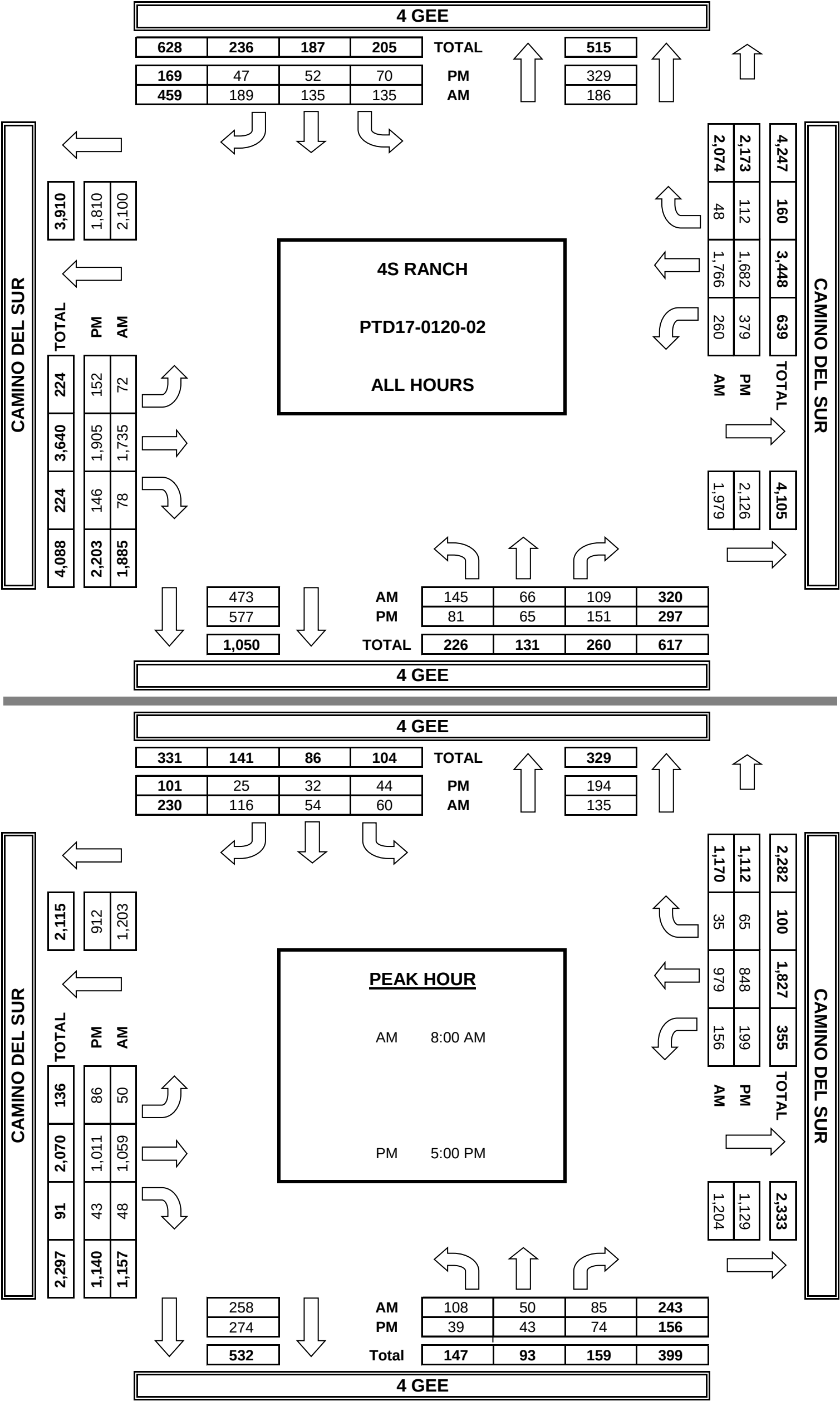
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	4S RANCH RANCHO BERNARDO CAMINO DEL NORTE	PROJECT #: LOCATION #: CONTROL:	PTD17-0120-02 3 SIGNAL
-------------------------------	---	---	---------------------------------------	------------------------------

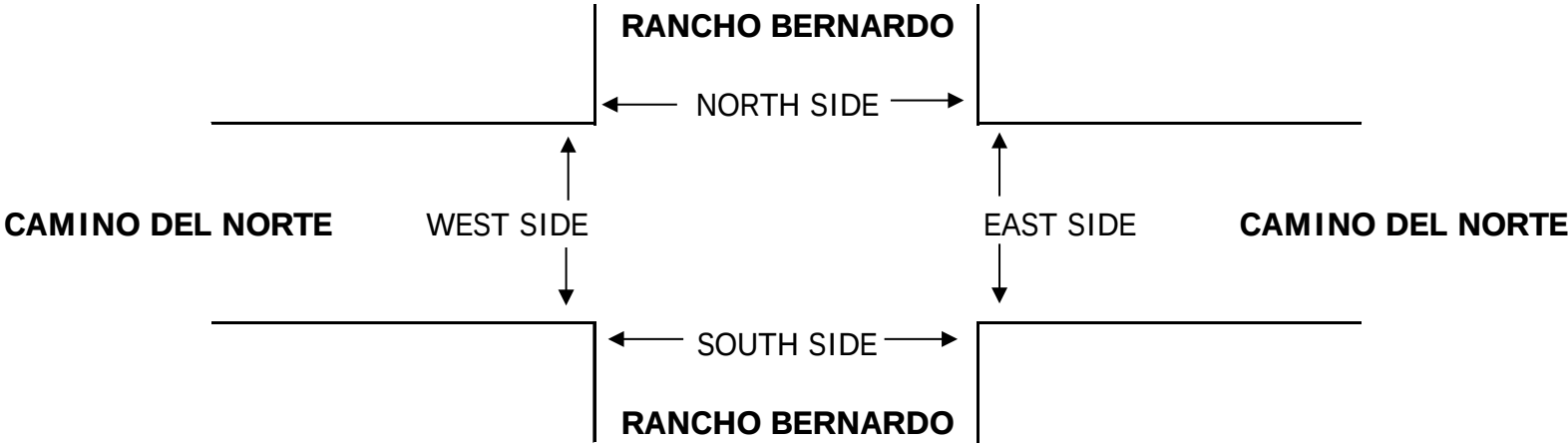
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND RANCHO BERNARDO			SOUTHBOUND RANCHO BERNARDO			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	8	3	9	16	13	94	31	130	2	22	93	2	423
	7:15 AM	4	11	13	15	58	91	49	133	7	24	125	2	532
	7:30 AM	11	19	25	24	94	66	63	166	15	28	133	2	646
	7:45 AM	32	64	32	23	153	116	57	160	14	29	131	5	816
	8:00 AM	21	41	31	15	27	94	68	180	5	15	185	9	691
	8:15 AM	10	11	6	13	40	118	76	221	10	14	188	4	711
	8:30 AM	13	29	10	15	37	116	81	257	21	8	158	3	748
	8:45 AM	7	15	11	20	17	112	89	241	5	12	131	3	663
	VOLUMES	106	193	137	141	439	807	514	1,488	79	152	1,144	30	5,230
	APPROACH %	24%	44%	31%	10%	32%	58%	25%	72%	4%	11%	86%	2%	
	APP/DEPART	436	/	737	1,387	/	670	2,081	/	1,766	1,326	/	2,057	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	76	145	79	66	257	444	282	818	50	66	662	21	2,966
	APPROACH %	25%	48%	26%	9%	34%	58%	25%	71%	4%	9%	88%	3%	
	PEAK HR FACTOR	0.586			0.657			0.801			0.896			0.909
	APP/DEPART	300	/	448	767	/	373	1,150	/	963	749	/	1,182	0
PM	4:00 PM	8	21	21	15	21	66	88	183	8	24	182	12	649
	4:15 PM	5	34	11	8	26	74	84	214	5	21	174	11	667
	4:30 PM	3	20	10	12	20	73	80	173	9	24	216	7	647
	4:45 PM	4	20	11	7	21	60	89	185	11	24	171	9	612
	5:00 PM	5	25	19	13	29	84	93	222	7	17	209	14	737
	5:15 PM	6	17	12	14	33	76	81	177	10	13	204	14	657
	5:30 PM	5	21	8	6	37	68	98	176	9	29	210	13	680
	5:45 PM	4	18	7	17	33	71	97	212	12	32	169	11	683
	VOLUMES	40	176	99	92	220	572	710	1,542	71	184	1,535	91	5,332
	APPROACH %	13%	56%	31%	10%	25%	65%	31%	66%	3%	10%	85%	5%	
	APP/DEPART	315	/	977	884	/	475	2,323	/	1,733	1,810	/	2,147	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	20	81	46	50	132	299	369	787	38	91	792	52	2,757
	APPROACH %	14%	55%	31%	10%	27%	62%	31%	66%	3%	10%	85%	6%	
	PEAK HR FACTOR	0.750			0.954			0.927			0.928			0.935
	APP/DEPART	147	/	502	481	/	261	1,194	/	883	935	/	1,111	0

				0
	1			1
	3			3
	1			1
	3			3
	2	1		3
	3			3
	4	1	1	6
0	17	2	1	20
	4	1	1	6
	2			2
	1			1
	1	1		2
	2			2
	1			1
	1		1	2
	6			6
0	18	2	2	22



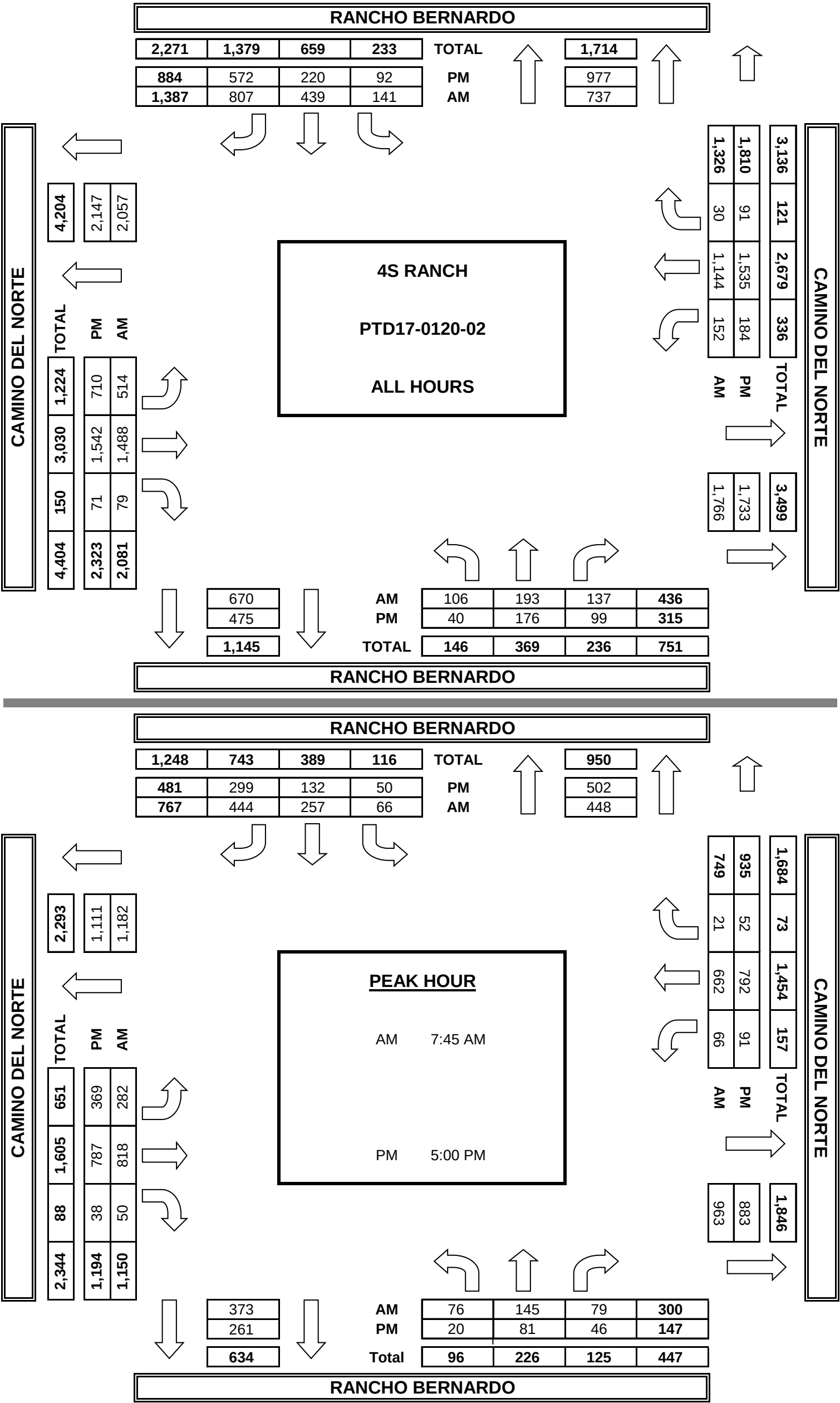
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	4S RANCH 4S RANCH CAMINO DEL NORTE	PROJECT #: LOCATION #: CONTROL:	PTD17-0120-02 4 SIGNAL
-------------------------------	---	--	---------------------------------------	------------------------------

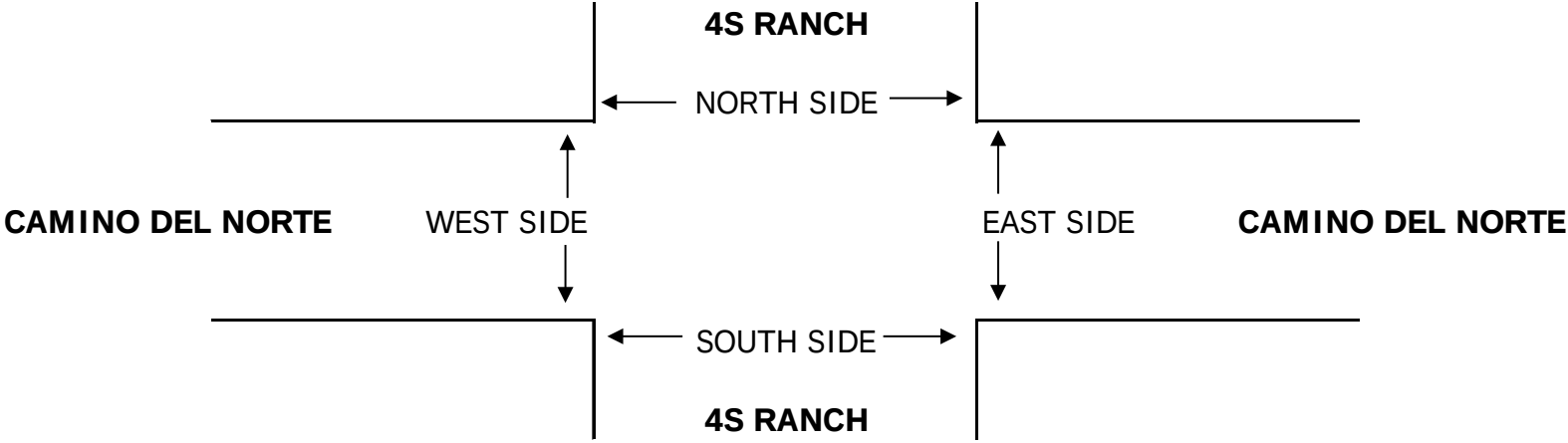
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	4S RANCH			4S RANCH			CAMINO DEL NORTE			CAMINO DEL NORTE			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	2	1	0	1	2	0	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	4	5	6	19	7	7	3	149	1	0	115	7	323
	7:15 AM	4	2	6	17	10	13	6	139	3	3	134	12	349
	7:30 AM	5	8	17	33	4	11	16	177	8	10	141	15	445
	7:45 AM	8	22	25	33	48	13	14	223	11	15	160	25	597
	8:00 AM	20	33	31	33	29	17	13	192	9	12	168	35	592
	8:15 AM	7	16	8	23	5	25	18	202	2	8	198	26	538
	8:30 AM	6	24	9	23	13	15	38	247	11	1	138	16	541
	8:45 AM	4	17	12	25	14	20	25	220	7	6	123	21	494
	VOLUMES	58	127	114	206	130	121	133	1,549	52	55	1,177	157	3,879
	APPROACH %	19%	42%	38%	45%	28%	26%	8%	89%	3%	4%	85%	11%	
	APP/DEPART	299	/	417	457	/	237	1,734	/	1,869	1,389	/	1,356	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	41	95	73	112	95	70	83	864	33	36	664	102	2,268
	APPROACH %	20%	45%	35%	40%	34%	25%	8%	88%	3%	4%	83%	13%	
	PEAK HR FACTOR	0.622			0.737			0.828			0.864			0.950
	APP/DEPART	209	/	280	277	/	164	980	/	1,049	802	/	775	0
PM	4:00 PM	2	15	9	20	11	34	32	190	3	2	148	40	506
	4:15 PM	4	12	10	25	16	28	35	172	12	4	200	50	568
	4:30 PM	4	14	4	17	16	33	38	162	8	9	183	53	541
	4:45 PM	3	12	1	25	20	41	29	167	6	10	161	51	526
	5:00 PM	2	24	9	25	25	42	35	203	9	10	172	49	605
	5:15 PM	3	18	5	18	28	41	31	164	10	10	199	48	575
	5:30 PM	16	40	8	21	21	41	32	159	12	6	206	46	608
	5:45 PM	4	22	4	13	19	24	30	179	5	7	213	65	585
	VOLUMES	38	157	50	164	156	284	262	1,396	65	58	1,482	402	4,514
	APPROACH %	16%	64%	20%	27%	26%	47%	15%	81%	4%	3%	76%	21%	
	APP/DEPART	245	/	821	604	/	279	1,723	/	1,610	1,942	/	1,804	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	25	104	26	77	93	148	128	705	36	33	790	208	2,373
	APPROACH %	16%	67%	17%	24%	29%	47%	15%	81%	4%	3%	77%	20%	
	PEAK HR FACTOR	0.605			0.864			0.880			0.904			0.976
	APP/DEPART	155	/	440	318	/	162	869	/	808	1,031	/	963	0

				0
				0
				0
				0
				0
		1		1
				0
				0
				0
				0
0	0	1	0	1
		1		1
1		2		3
				0
				0
		1		1
		1		1
				0
				0
1	0	5	0	6



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

[illegible]

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	4S RANCH DOVE CANYON CAMINO DEL NORTE	PROJECT #: LOCATION #: CONTROL:	PTD17-0120-02 5 SIGNAL
-------------------------------	---	---	---------------------------------------	------------------------------

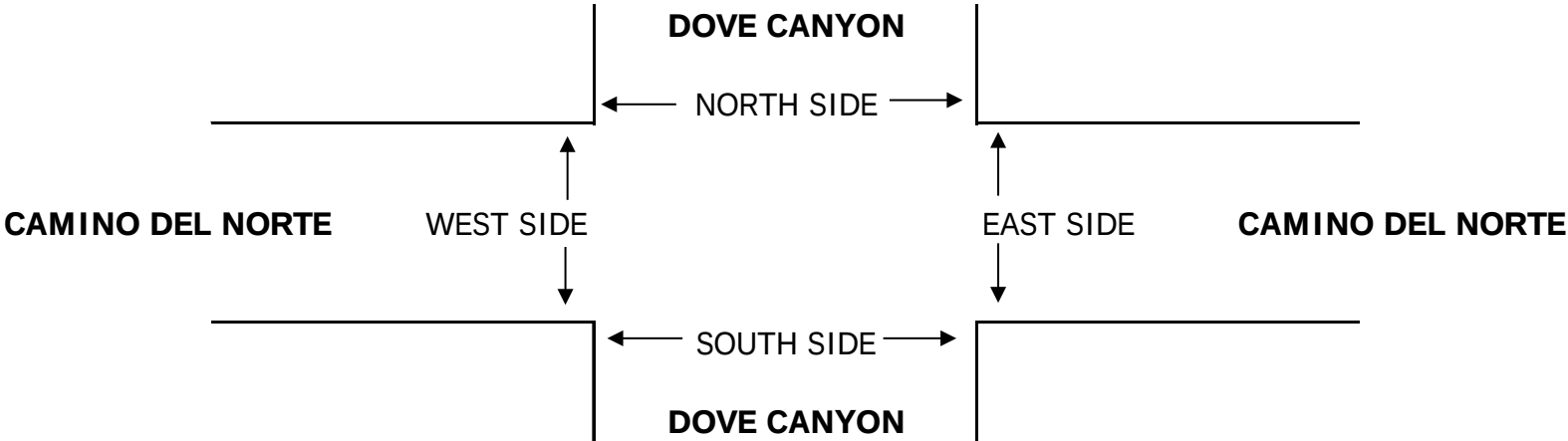
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND DOVE CANYON			SOUTHBOUND DOVE CANYON			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 1	ET 3	ER 0	WL 2	WT 3	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	6	24	36	45	36	2	14	138	14	22	100	21	458
	7:15 AM	10	28	50	41	65	5	13	128	11	34	144	17	546
	7:30 AM	11	32	46	49	59	7	14	166	26	32	134	26	602
	7:45 AM	34	71	63	49	104	8	18	204	42	41	151	43	828
	8:00 AM	37	92	59	50	63	5	22	205	53	31	174	37	828
	8:15 AM	51	84	55	53	43	4	15	163	11	22	168	29	698
	8:30 AM	23	48	58	56	61	8	17	218	60	27	127	40	743
	8:45 AM	18	48	31	67	60	1	36	228	23	23	128	36	699
	VOLUMES	190	427	398	410	491	40	149	1,450	240	232	1,126	249	5,402
	APPROACH %	19%	42%	39%	44%	52%	4%	8%	79%	13%	14%	70%	15%	
	APP/DEPART	1,015	/	825	941	/	963	1,839	/	2,258	1,607	/	1,356	0
	BEGIN PEAK HR	7:45 AM												
PM	VOLUMES	145	295	235	208	271	25	72	790	166	121	620	149	3,097
	APPROACH %	21%	44%	35%	41%	54%	5%	7%	77%	16%	14%	70%	17%	
	PEAK HR FACTOR	0.888			0.783			0.871			0.919			0.935
	APP/DEPART	675	/	516	504	/	558	1,028	/	1,233	890	/	790	0
	4:00 PM	24	74	36	45	69	7	28	149	22	37	158	75	724
	4:15 PM	29	72	38	48	72	10	33	169	33	29	206	92	831
	4:30 PM	33	61	28	53	73	17	21	135	19	34	197	63	734
	4:45 PM	25	76	29	68	57	12	31	156	18	42	177	86	777
	5:00 PM	29	79	44	83	77	12	26	171	21	48	184	78	852
	5:15 PM	26	86	46	80	64	14	29	140	23	44	235	81	868
	5:30 PM	32	88	40	79	71	16	22	156	25	58	226	72	885
	5:45 PM	23	83	33	76	74	23	18	127	21	58	195	80	811
	VOLUMES	221	619	294	532	557	111	208	1,203	182	350	1,578	627	6,482
	APPROACH %	19%	55%	26%	44%	46%	9%	13%	76%	11%	14%	62%	25%	
	APP/DEPART	1,134	/	1,454	1,200	/	1,089	1,593	/	2,029	2,555	/	1,910	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	110	336	163	318	286	65	95	594	90	208	840	311	3,416
	APPROACH %	18%	55%	27%	48%	43%	10%	12%	76%	12%	15%	62%	23%	
	PEAK HR FACTOR	0.952			0.967			0.893			0.944			0.965
	APP/DEPART	609	/	742	669	/	584	779	/	1,075	1,359	/	1,015	0

			1	1
				0
				0
			1	1
				0
				0
				0
1				1
				0
1	0	0	2	3
			1	1
				0
				0
				0
				0
				0
				0
				0
0	0	0	1	1



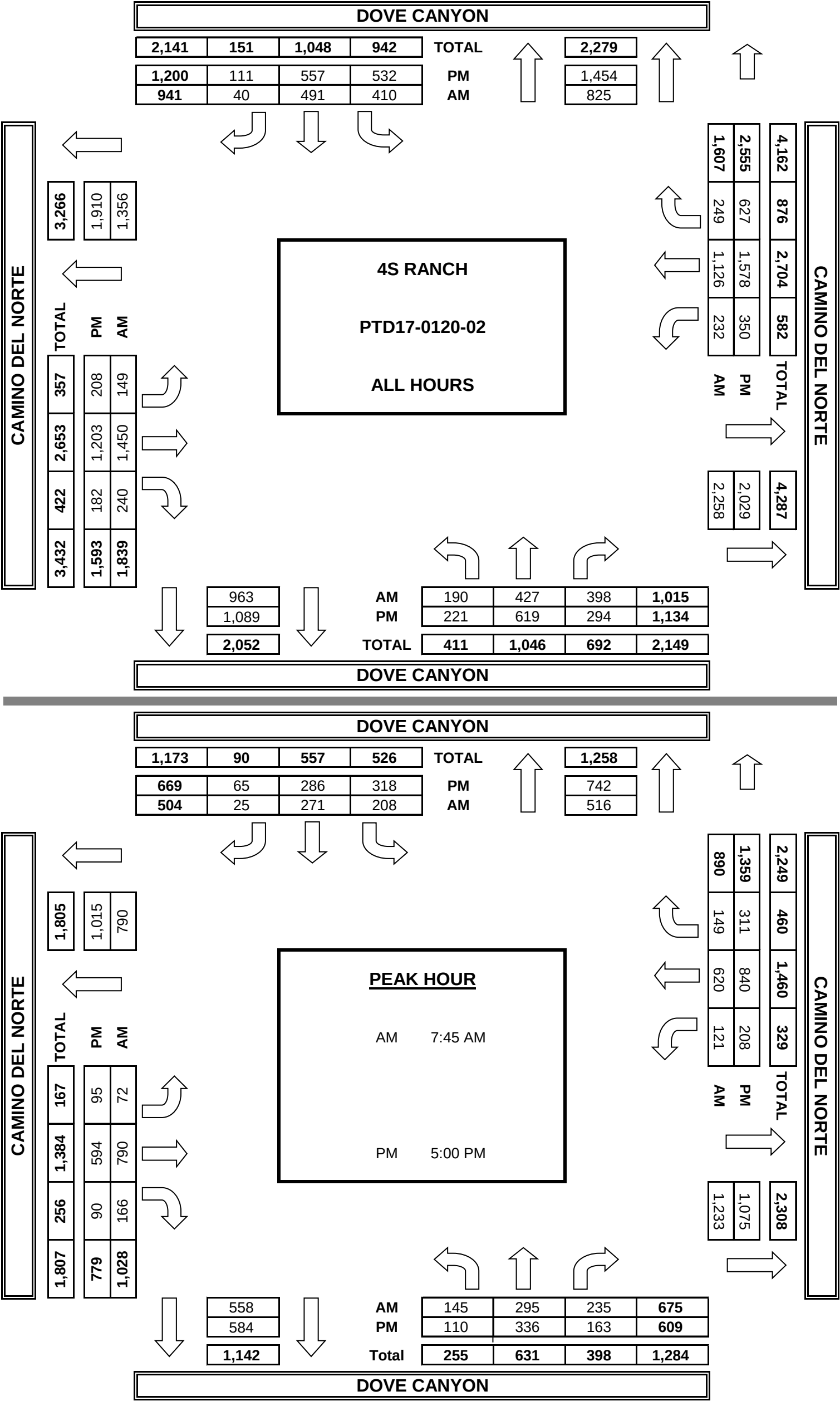
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	RANCHO BERNARDO BERNARDO CENTER CAMINO DEL NORTE	PROJECT #: LOCATION #: CONTROL:	PTD14-0110-02 6 SIGNAL
-------------------------------	---	--	---------------------------------------	------------------------------

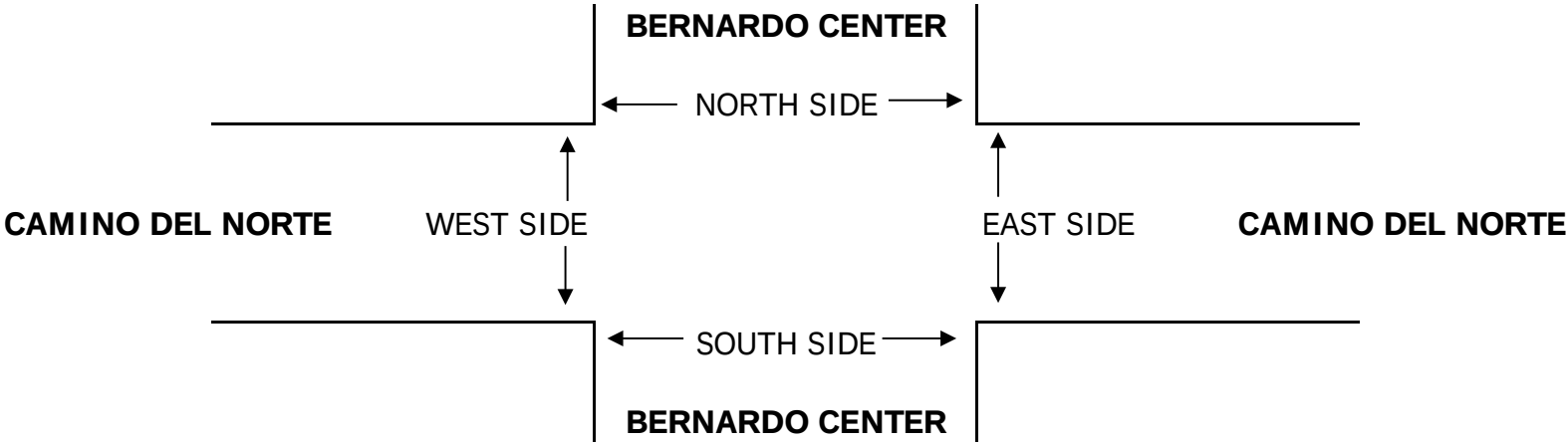
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND BERNARDO CENTER			SOUTHBOUND BERNARDO CENTER			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 2	NT 2	NR 2	SL 2	ST 2.5	SR 0.5	EL 2	ET 4	ER 1	WL 2	WT 4	WR 1	TOTAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	12	77	105	30	105	44	68	235	6	44	298	105	1,129
	7:15 AM	11	105	111	33	100	40	77	245	7	68	336	111	1,244
	7:30 AM	16	121	106	45	105	55	84	235	9	84	368	121	1,349
	7:45 AM	20	128	121	51	106	77	108	284	12	88	428	126	1,549
	8:00 AM	11	135	116	65	111	84	111	312	11	70	414	135	1,575
	8:15 AM	8	133	113	55	105	81	74	333	18	65	384	142	1,511
	8:30 AM	10	125	98	40	88	70	65	318	9	45	333	141	1,342
	8:45 AM	7	111	90	44	91	66	55	305	7	51	274	125	1,226
	VOLUMES	95	935	860	363	811	517	642	2,267	79	515	2,835	1,006	10,925
	APPROACH %	5%	49%	46%	21%	48%	31%	21%	76%	3%	12%	65%	23%	
PM	APP/DEPART	1,890	/	2,583	1,691	/	1,405	2,988	/	3,490	4,356	/	3,447	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	55	517	456	216	427	297	377	1,164	50	307	1,594	524	5,984
	APPROACH %	5%	50%	44%	23%	45%	32%	24%	73%	3%	13%	66%	22%	
	PEAK HR FACTOR	0.955			0.904			0.916			0.944			0.950
	APP/DEPART	1,028	/	1,418	940	/	784	1,591	/	1,836	2,425	/	1,946	0
	4:00 PM	10	88	66	121	94	55	68	342	15	51	305	66	1,281
	4:15 PM	15	90	70	116	88	51	70	354	18	66	333	50	1,321
	4:30 PM	9	70	55	135	84	68	54	318	22	68	349	51	1,283
	4:45 PM	9	65	68	141	95	70	66	326	16	77	336	68	1,337
	5:00 PM	12	77	70	166	105	84	70	352	19	84	329	65	1,433
	5:15 PM	18	84	84	174	84	66	74	344	20	81	351	66	1,446
	5:30 PM	11	95	66	165	121	51	55	345	12	90	342	51	1,404
	5:45 PM	10	99	51	152	133	68	66	341	18	74	345	62	1,419
	VOLUMES	94	668	530	1,170	804	513	523	2,722	140	591	2,690	479	10,924
	APPROACH %	7%	52%	41%	47%	32%	21%	15%	80%	4%	16%	72%	13%	
	APP/DEPART	1,292	/	1,670	2,487	/	1,535	3,385	/	4,422	3,760	/	3,297	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	51	355	271	657	443	269	265	1,382	69	329	1,367	244	5,702
	APPROACH %	8%	52%	40%	48%	32%	20%	15%	81%	4%	17%	70%	13%	
	PEAK HR FACTOR	0.910			0.964			0.973			0.974			0.986
	APP/DEPART	677	/	864	1,369	/	841	1,716	/	2,310	1,940	/	1,687	0

				0
		2		2
		2		2
				0
		1		1
		2		2
				0
				0
				0
				0
0	0	7	0	7
				0
		2		2
	1	4		5
		4		4
		2		2
	1	1		2
				0
		1		1
0	2	14	0	16



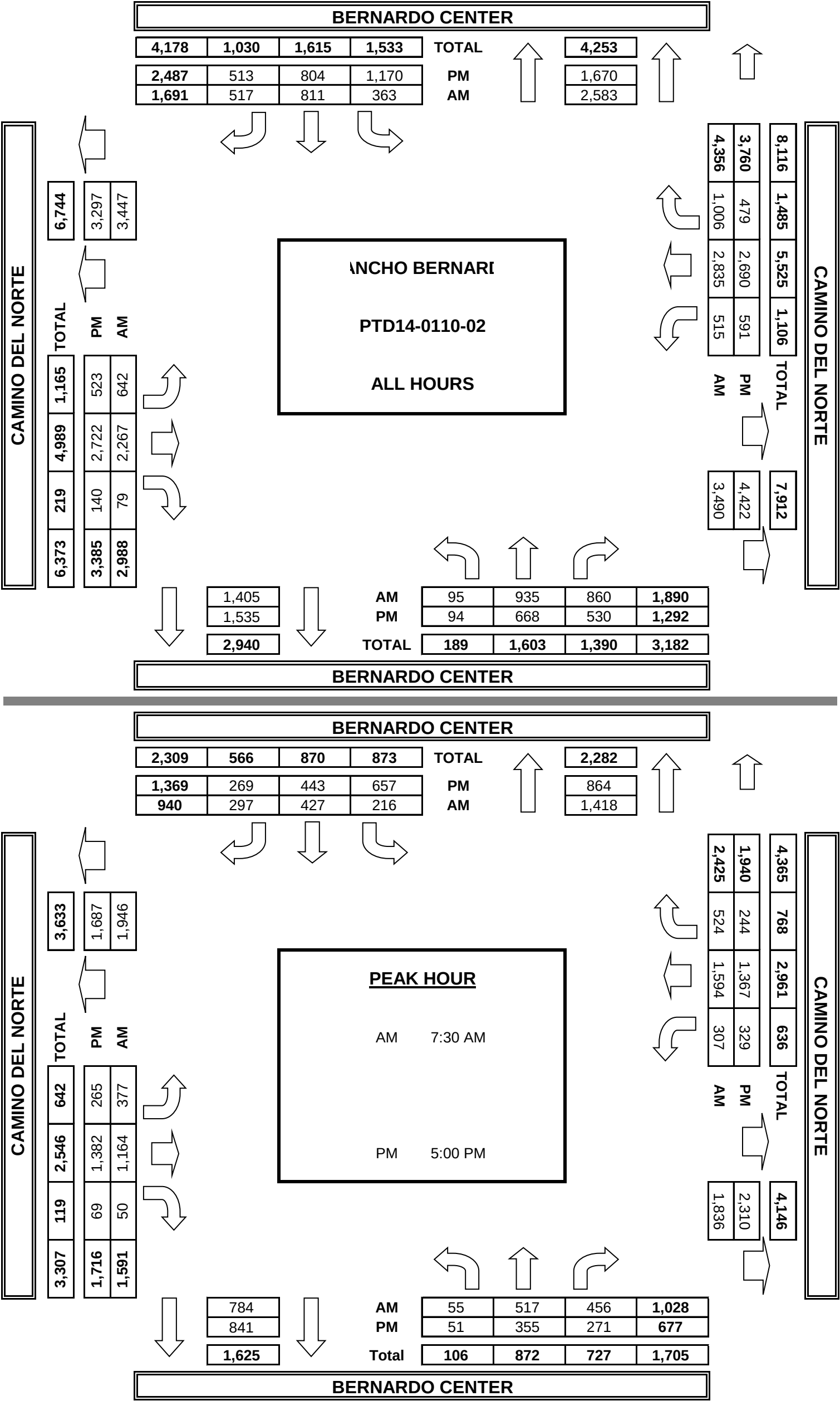
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	4S RANCH PASEO MONTANOSO CAMINO DEL NORTE	PROJECT #: LOCATION #: CONTROL:	PTD17-0120-02 7 SIGNAL
-------------------------------	---	---	---------------------------------------	------------------------------

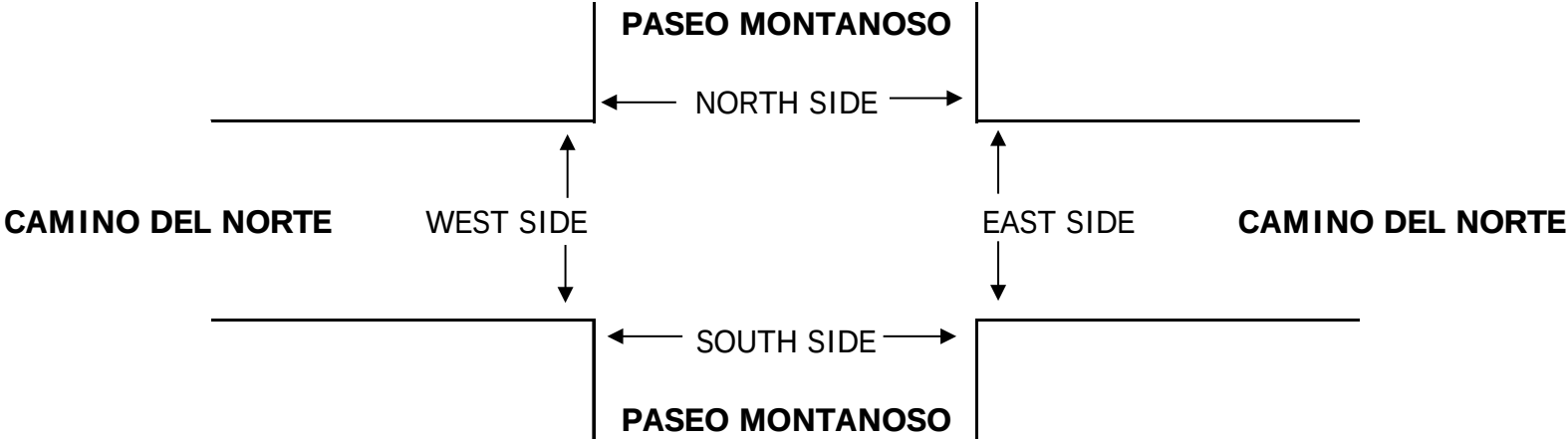
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND PASEO MONTANOSO			SOUTHBOUND PASEO MONTANOSO			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 0	WL 1	WT 3	WR X	TOTAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	6		50					414	4	15	444		933
	7:15 AM	14		49					370	7	12	487		939
	7:30 AM	14		42					384	5	14	583		1,042
	7:45 AM	43		48					452	8	18	598		1,167
	8:00 AM	8		35					533	18	14	613		1,221
	8:15 AM	15		34					406	18	12	559		1,044
	8:30 AM	10		28					445	7	19	527		1,036
	8:45 AM	3		33					412	7	8	468		931
	VOLUMES	113	0	319	0	0	0	0	3,416	74	112	4,279	0	8,313
	APPROACH %	26%	0%	74%	0%	0%	0%	0%	98%	2%	3%	97%	0%	
APP/DEPART	432	/	0	0	/	186	3,490	/	3,735	4,391	/	4,392	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	80	0	159	0	0	0	0	1,775	49	58	2,353	0	4,474	
APPROACH %	33%	0%	67%	0%	0%	0%	0%	97%	3%	2%	98%	0%		
PEAK HR FACTOR	0.657			0.000			0.828			0.961			0.916	
APP/DEPART	239	/	0	0	/	107	1,824	/	1,934	2,411	/	2,433	0	
PM	4:00 PM	6		16					505	3	31	407		968
	4:15 PM	5		24					551	8	28	492		1,108
	4:30 PM	5		18					482	9	26	444		984
	4:45 PM	4		23					548	8	39	506		1,128
	5:00 PM	10		24					551	11	41	464		1,101
	5:15 PM	7		21					629	5	53	469		1,184
	5:30 PM	12		25					573	8	59	484		1,161
	5:45 PM	4		29					516	10	33	505		1,097
	VOLUMES	53	0	180	0	0	0	0	4,355	62	310	3,771	0	8,731
	APPROACH %	23%	0%	77%	0%	0%	0%	0%	99%	1%	8%	92%	0%	
	APP/DEPART	233	/	0	0	/	372	4,417	/	4,535	4,081	/	3,824	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	33	0	93	0	0	0	0	2,301	32	192	1,923	0	4,574
APPROACH %	26%	0%	74%	0%	0%	0%	0%	99%	1%	9%	91%	0%		
PEAK HR FACTOR	0.851			0.000			0.920			0.970			0.966	
APP/DEPART	126	/	0	0	/	224	2,333	/	2,394	2,115	/	1,956	0	

				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



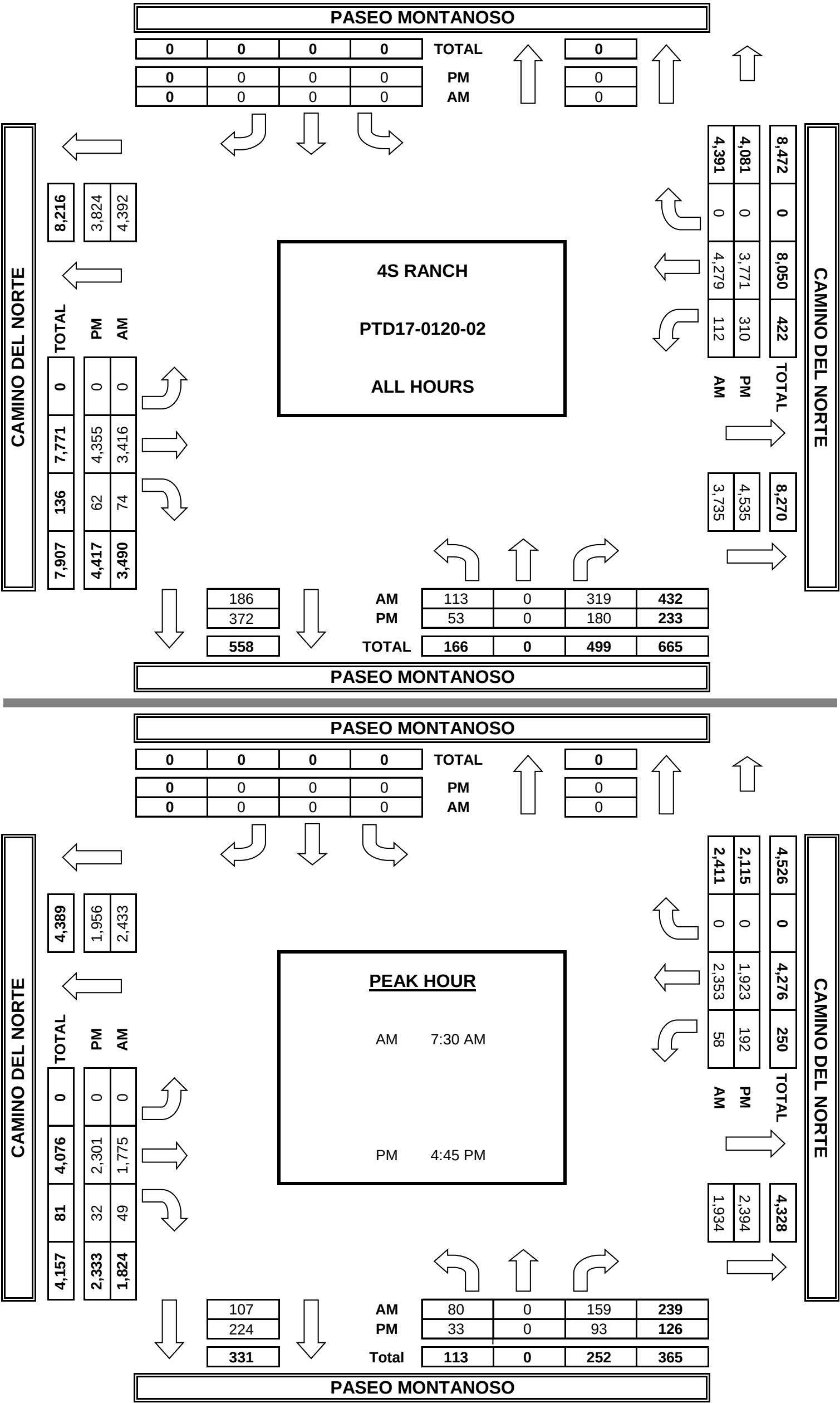
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	4S RANCH I-15 SB RAMPS CAMINO DEL NORTE	PROJECT #: LOCATION #: CONTROL:	PTD17-0120-02 8 SIGNAL
-------------------------------	---	---	---------------------------------------	------------------------------

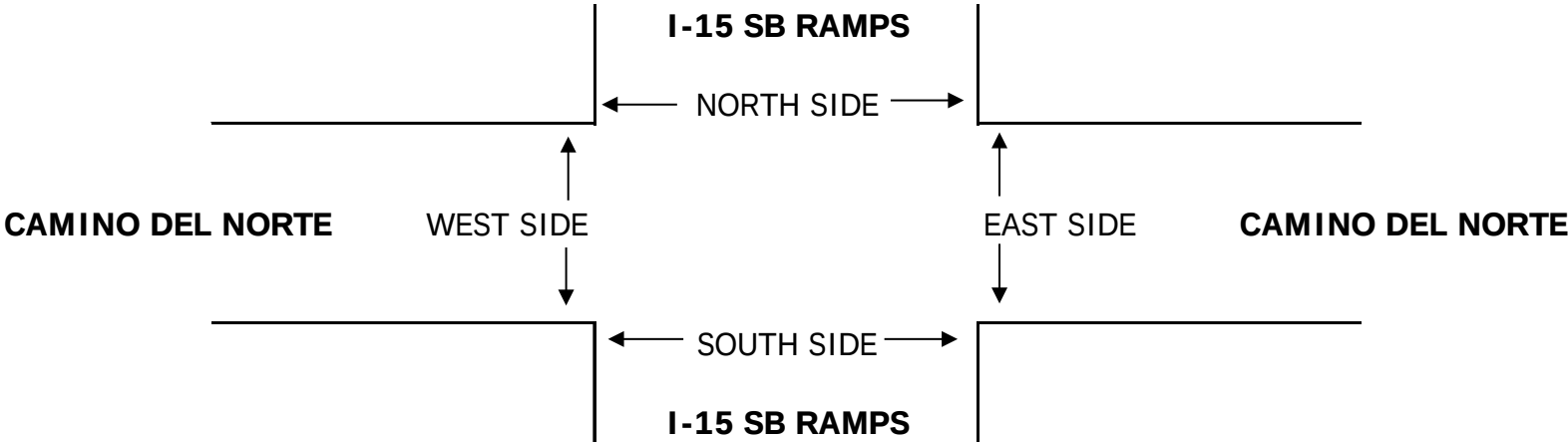
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB RAMPS			I-15 SB RAMPS			CAMINO DEL NORTE			CAMINO DEL NORTE			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	1.5	0.5	2	X	4	2	2	3	X	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM				272	0	25		203	223	117	413		1,253
	7:15 AM				308	0	20		169	233	137	461		1,328
	7:30 AM				288	0	26		199	251	116	556		1,436
	7:45 AM				259	0	17		230	274	82	616		1,478
	8:00 AM				251	0	23		248	281	93	566		1,462
	8:15 AM				272	1	13		218	221	105	559		1,389
	8:30 AM				295	0	24		211	291	98	517		1,436
	8:45 AM				277	0	20		205	237	81	448		1,268
	VOLUMES	0	0	0	2,222	1	168	0	1,683	2,011	829	4,136	0	11,050
	APPROACH %	0%	0%	0%	93%	0%	7%	0%	46%	54%	17%	83%	0%	
PM	APP/DEPART	0	/	0	2,391	/	2,841	3,694	/	3,905	4,965	/	4,304	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	0	0	0	1,077	1	77	0	907	1,067	378	2,258	0	5,765
	APPROACH %	0%	0%	0%	93%	0%	7%	0%	46%	54%	14%	86%	0%	
	PEAK HR FACTOR	0.000			0.905			0.933			0.944			0.975
	APP/DEPART	0	/	0	1,155	/	1,446	1,974	/	1,984	2,636	/	2,335	0
	4:00 PM				184	0	9		254	277	52	448		1,224
	4:15 PM				227	0	14		262	304	61	441		1,309
	4:30 PM				245	0	16		229	268	49	525		1,332
	4:45 PM				225	0	30		280	301	48	568		1,452
	5:00 PM				145	0	9		277	291	51	431		1,204
	5:15 PM				218	0	21		309	339	63	515		1,465
	5:30 PM				225	0	22		326	291	56	489		1,409
	5:45 PM				229	1	15		282	254	54	561		1,396
	VOLUMES	0	0	0	1,698	1	136	0	2,219	2,325	434	3,978	0	10,791
	APPROACH %	0%	0%	0%	93%	0%	7%	0%	49%	51%	10%	90%	0%	
	APP/DEPART	0	/	0	1,835	/	2,760	4,544	/	3,917	4,412	/	4,114	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	0	0	813	0	82	0	1,192	1,222	218	2,003	0	5,530
	APPROACH %	0%	0%	0%	91%	0%	9%	0%	49%	51%	10%	90%	0%	
	PEAK HR FACTOR	0.000			0.877			0.931			0.901			0.944
	APP/DEPART	0	/	0	895	/	1,440	2,414	/	2,005	2,221	/	2,085	0

				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



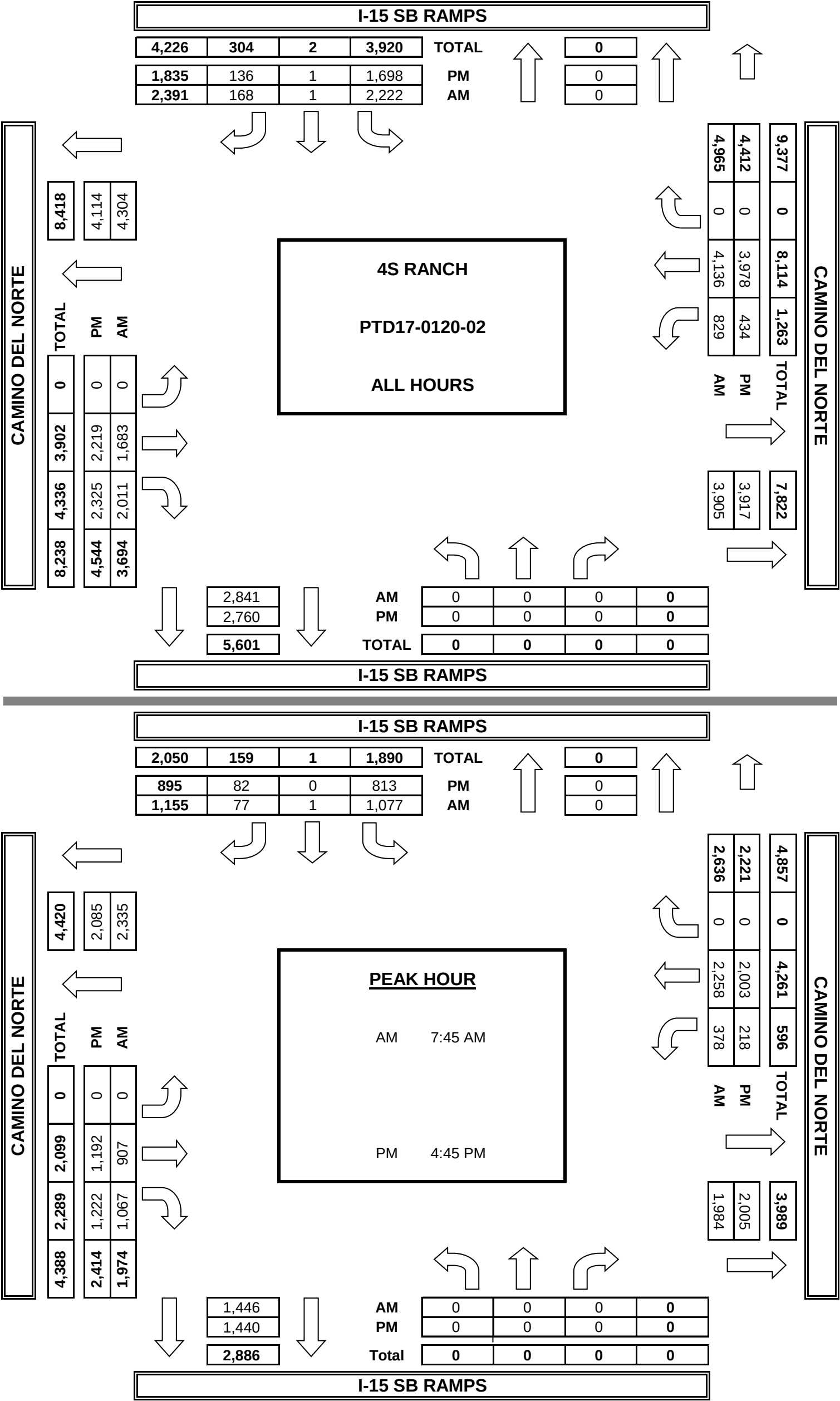
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	4S RANCH I-15 NB RAMPS CAMINO DEL NORTE	PROJECT #: LOCATION #: CONTROL:	PTD17-0120-02 9 SIGNAL
-------------------------------	---	---	---------------------------------------	------------------------------

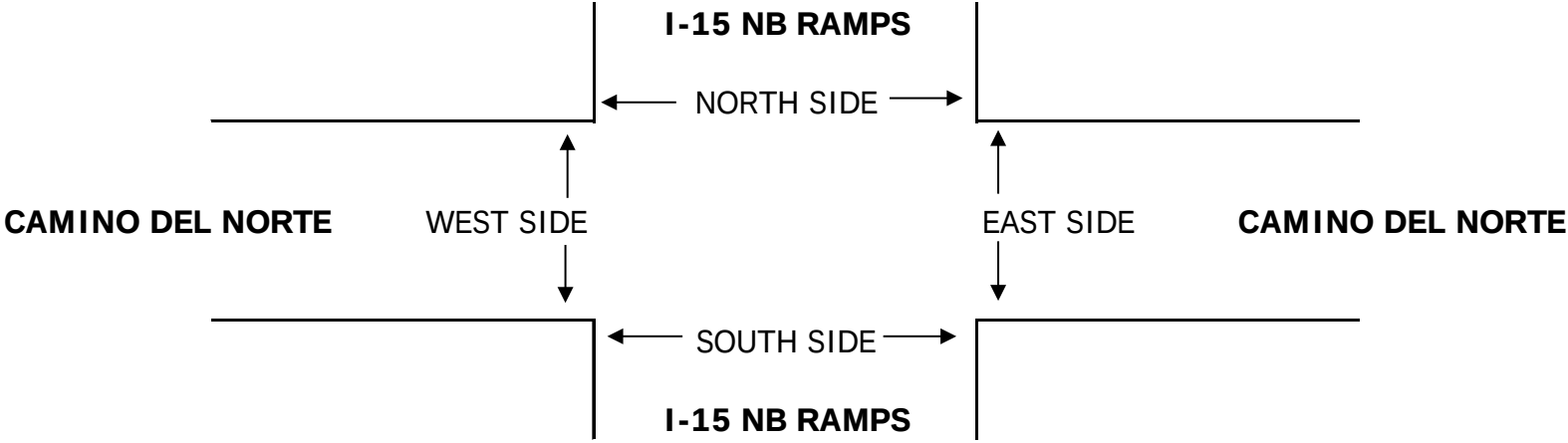
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND I-15 NB RAMPS			SOUTHBOUND I-15 NB RAMPS			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 1.5	NT 0.5	NR 2	SL X	ST X	SR X	EL 2	ET 3	ER X	WL X	WT 4	WR 2	TOTAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	269	1	50				22	452			280	109	1,183
	7:15 AM	306	0	41				30	432			284	138	1,231
	7:30 AM	358	1	43				36	478			339	177	1,432
	7:45 AM	411	0	48				29	460			290	140	1,378
	8:00 AM	376	0	53				36	455			320	135	1,375
	8:15 AM	369	3	47				26	446			293	158	1,342
	8:30 AM	377	2	44				37	459			241	138	1,298
	8:45 AM	296	1	47				32	461			201	108	1,146
	VOLUMES	2,762	8	373	0	0	0	248	3,643	0	0	2,248	1,103	10,385
	APPROACH %	88%	0%	12%	0%	0%	0%	6%	94%	0%	0%	67%	33%	
PM	APP/DEPART	3,143	/	1,359	0	/	0	3,891	/	4,016	3,351	/	5,010	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	1,514	4	191	0	0	0	127	1,839	0	0	1,242	610	5,527
	APPROACH %	89%	0%	11%	0%	0%	0%	6%	94%	0%	0%	67%	33%	
	PEAK HR FACTOR	0.931			0.000			0.956			0.897			0.965
	APP/DEPART	1,709	/	741	0	/	0	1,966	/	2,030	1,852	/	2,756	0
	4:00 PM	258	0	57				33	409			217	167	1,141
	4:15 PM	270	4	62				17	439			227	165	1,184
	4:30 PM	339	0	60				26	449			235	225	1,334
	4:45 PM	308	1	67				41	468			248	194	1,327
	5:00 PM	288	2	72				37	424			262	188	1,273
	5:15 PM	323	0	61				36	483			253	205	1,361
	5:30 PM	317	0	71				41	493			259	190	1,371
	5:45 PM	349	1	63				38	460			260	209	1,380
	VOLUMES	2,452	8	513	0	0	0	269	3,625	0	0	1,961	1,543	10,371
	APPROACH %	82%	0%	17%	0%	0%	0%	7%	93%	0%	0%	56%	44%	
	APP/DEPART	2,973	/	1,820	0	/	0	3,894	/	4,138	3,504	/	4,413	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	1,277	3	267	0	0	0	152	1,860	0	0	1,034	792	5,385
	APPROACH %	83%	0%	17%	0%	0%	0%	8%	92%	0%	0%	57%	43%	
	PEAK HR FACTOR	0.936			0.000			0.942			0.973			0.976
	APP/DEPART	1,547	/	947	0	/	0	2,012	/	2,127	1,826	/	2,311	0

				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



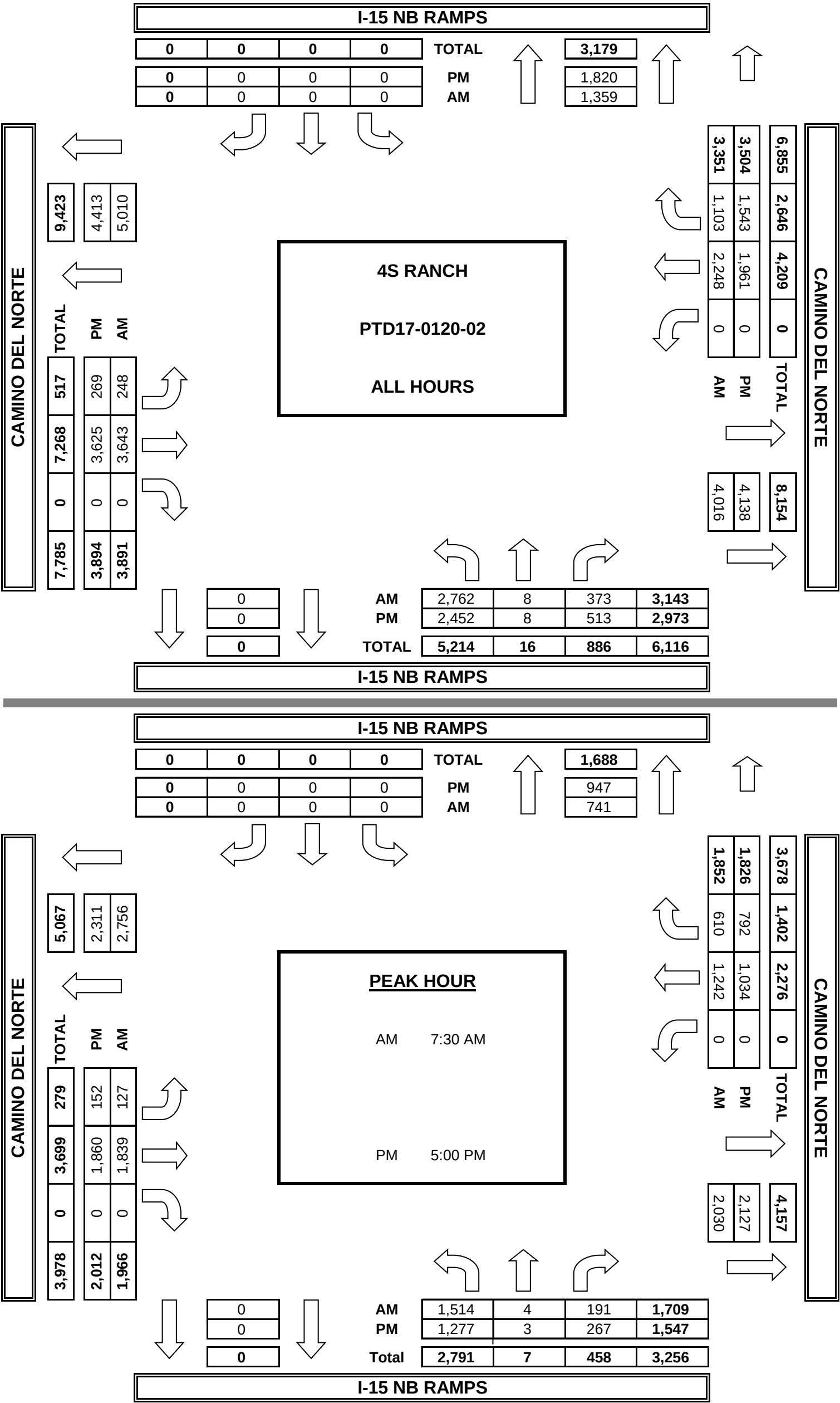
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

<u>DATE:</u> 1/18/17 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	4S RANCH DOVE CANYON LONE QUAIL	PROJECT #: LOCATION #: CONTROL:	PTD17-0120-02 10 SIGNAL
--------------------------------------	---	---------------------------------------	---------------------------------------	-------------------------------

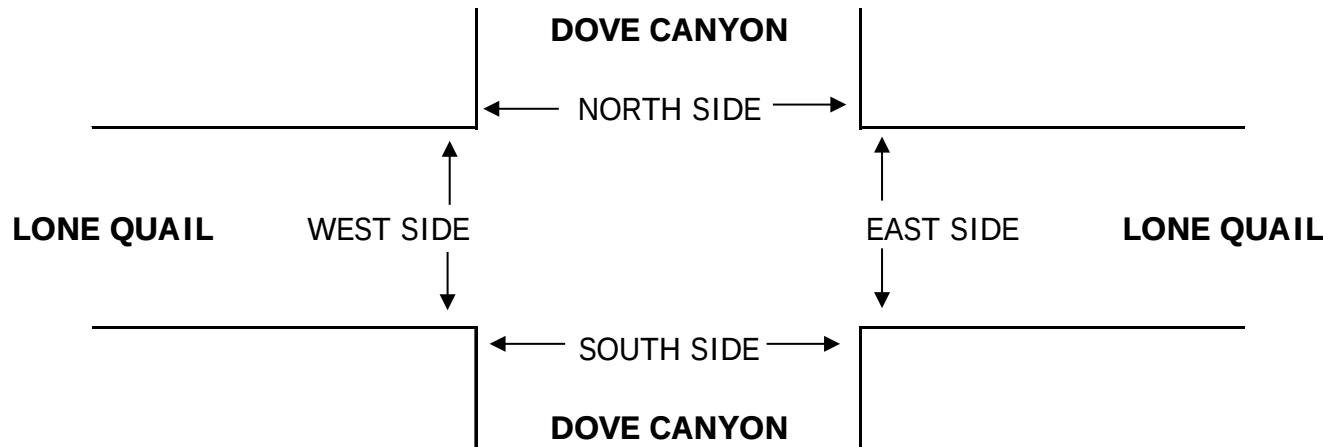
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND DOVE CANYON			SOUTHBOUND DOVE CANYON			EASTBOUND LONE QUAIL			WESTBOUND LONE QUAIL			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	4	26	13	23	48	4	13	12	66	11	4	24	248
	7:15 AM	8	35	10	36	51	6	15	9	68	11	3	41	293
	7:30 AM	15	31	17	47	67	11	24	5	24	12	3	29	285
	7:45 AM	27	84	21	30	152	23	31	8	70	15	6	50	517
	8:00 AM	26	105	31	54	88	17	41	10	38	3	5	41	459
	8:15 AM	9	100	20	36	44	9	24	4	12	11	6	62	337
	8:30 AM	5	42	11	43	61	13	33	12	15	10	6	41	292
	8:45 AM	4	41	14	59	61	19	19	10	17	6	10	38	298
	VOLUMES	98	464	137	328	572	102	200	70	310	79	43	326	2,729
	APPROACH %	14%	66%	20%	33%	57%	10%	34%	12%	53%	18%	10%	73%	
APP/DEPART	699	/	990	1,002	/	961	580	/	535	448	/	243	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	67	331	83	163	345	62	129	34	135	39	23	194	1,605	
APPROACH %	14%	69%	17%	29%	61%	11%	43%	11%	45%	15%	9%	76%		
PEAK HR FACTOR	0.742			0.695			0.683			0.810			0.776	
APP/DEPART	481	/	654	570	/	519	298	/	280	256	/	152	0	
PM	4:00 PM	6	63	17	51	76	19	11	4	9	12	7	53	328
	4:15 PM	9	72	16	40	61	11	15	6	7	7	7	53	304
	4:30 PM	14	71	20	49	62	18	5	4	3	17	11	50	324
	4:45 PM	6	64	18	51	57	14	8	6	7	14	7	43	295
	5:00 PM	10	85	17	57	59	20	15	7	9	11	7	56	353
	5:15 PM	7	85	22	46	78	23	13	9	8	15	8	55	369
	5:30 PM	5	85	22	56	63	22	18	6	2	18	15	53	365
	5:45 PM	10	66	23	52	73	34	8	9	12	18	12	51	368
	VOLUMES	67	591	155	402	529	161	93	51	57	112	74	414	2,706
	APPROACH %	8%	73%	19%	37%	48%	15%	46%	25%	28%	19%	12%	69%	
	APP/DEPART	813	/	1,098	1,092	/	698	201	/	608	600	/	302	0
	BEGIN PEAK HR	5:00 PM												
VOLUMES	32	321	84	211	273	99	54	31	31	62	42	215	1,455	
APPROACH %	7%	73%	19%	36%	47%	17%	47%	27%	27%	19%	13%	67%		
PEAK HR FACTOR	0.958			0.917			0.935			0.927			0.986	
APP/DEPART	437	/	590	583	/	366	116	/	326	319	/	173	0	

				0
	1	1		2
	1			1
				0
	2			2
				0
				0
				0
0	4	1	0	5
	1			1
				0
				0
				0
				0
	2			2
				0
0	3	0	0	3



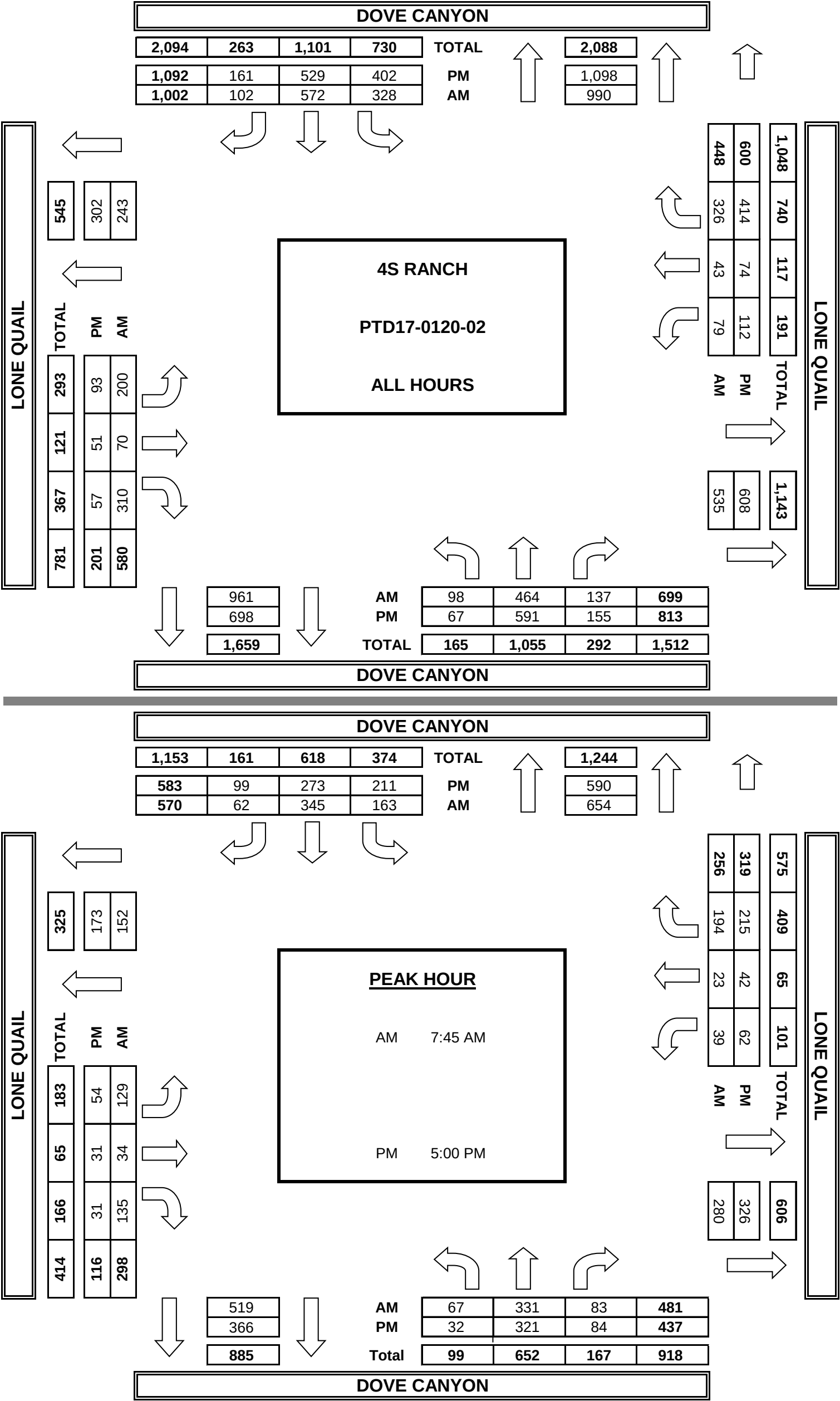
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



Weekend Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
1/29/17
SUNDAY

LOCATION: 4S RANCH
NORTH/SOUTH: 4 GEE
EAST/WEST: PROJECT DWY

PROJECT #: PTD17-0120-02
LOCATION #: 1
CONTROL: 2-WAY STOP (EW)

NOTES:

AM
PM
MD
OTHER
OTHER

◀ W

▲
N

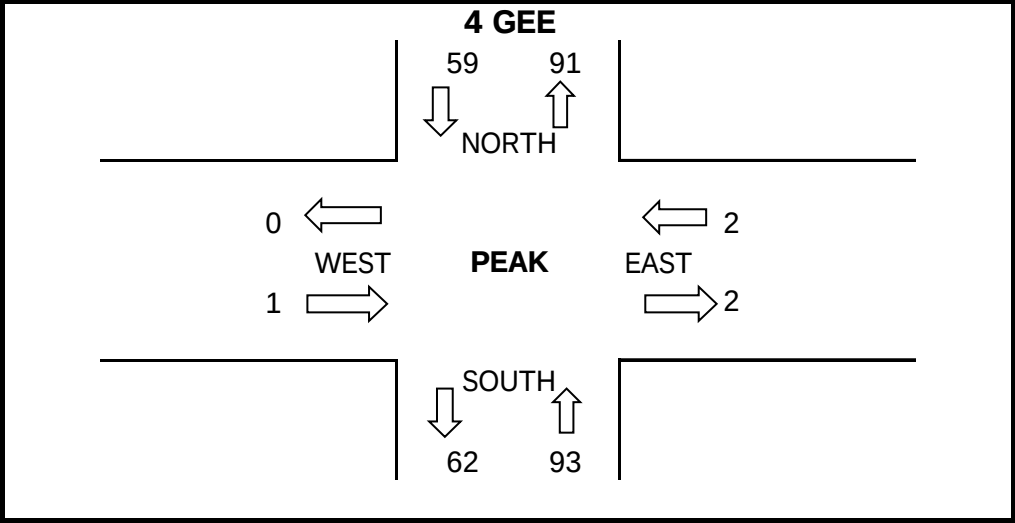
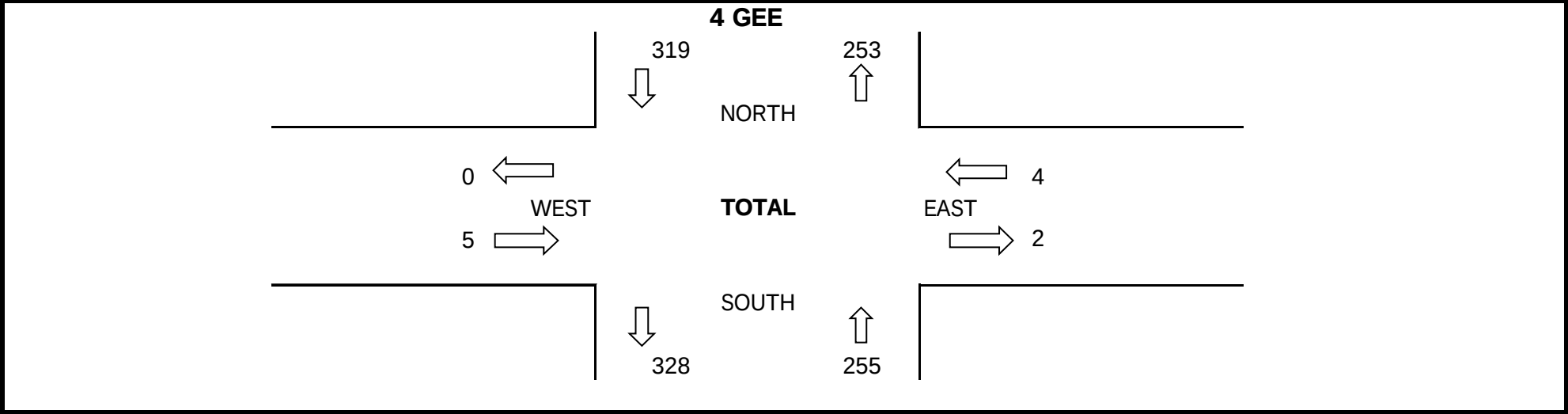
S
▼

E ▶

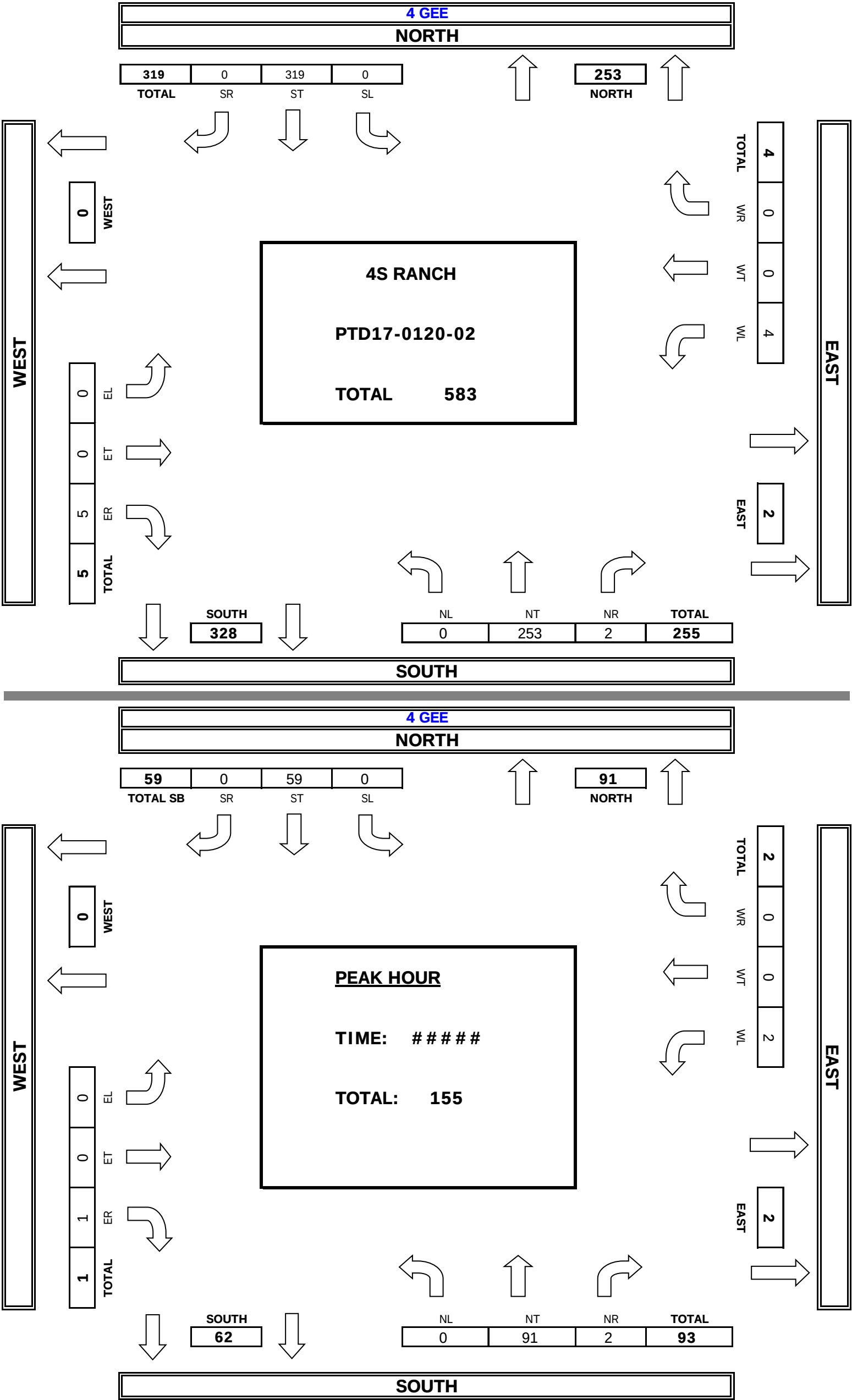
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	4 GEE			4 GEE			PROJECT DWY			PROJECT DWY			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

INTERSECTION TURNING MOVEMENT	8:00 AM	0	4	0	0	16	0	0	0	0	0	0	20
	8:15 AM	0	9	0	0	12	0	0	0	0	0	0	21
	8:30 AM	0	5	0	0	4	0	0	0	0	0	0	9
	8:45 AM	0	5	0	0	23	0	0	0	0	0	0	28
	9:00 AM	0	11	0	0	12	0	0	1	0	0	0	24
	9:15 AM	0	12	0	0	17	0	0	0	0	0	0	29
	9:30 AM	0	7	0	0	23	0	0	1	1	0	0	32
	9:45 AM	0	13	0	0	16	0	0	1	1	0	0	31
	10:00 AM	0	8	0	0	21	0	0	0	0	0	0	29
	10:15 AM	0	16	0	0	18	0	0	0	0	0	0	34
	10:30 AM	0	11	0	0	22	0	0	0	0	0	0	33
	10:45 AM	0	7	0	0	24	0	0	0	0	0	0	31
	11:00 AM	0	12	0	0	11	0	0	0	0	0	0	23
	11:15 AM	0	8	0	0	18	0	0	0	0	0	0	26
	11:30 AM	0	16	0	0	11	0	0	0	0	0	0	27
	11:45 AM	0	18	0	0	12	0	0	1	0	0	0	31
	12:00 PM	0	19	0	0	15	0	0	0	1	0	0	35
	12:15 PM	0	15	1	0	10	0	0	0	1	0	0	27
	12:30 PM	0	35	1	0	16	0	0	0	0	0	0	52
	12:45 PM	0	22	0	0	18	0	0	1	0	0	0	41
	VOLUMES	0	253	2	0	319	0	0	5	4	0	0	583
	APPROACH %	0%	99%	1%	0%	100%	0%	0%	100%	100%	0%	0%	
	APP/DEPART	255	/	253	319	/	328	5	/	2	4	/	0
	BEGIN PEAK HR	12:00 PM											
	VOLUMES	0	91	2	0	59	0	0	1	2	0	0	155
	APPROACH %	0%	98%	2%	0%	100%	0%	0%	100%	100%	0%	0%	
	PEAK HR FACTOR	0.646			0.819			0.250			0.500		
	APP/DEPART	93	/	91	59	/	62	1	/	2	2	/	0

VEHICLE U-TURNS					BIKE LEFT TURNS				
NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
X	X	X	X		X	X	X	X	
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
0	0	0	0	0	0	0	0	0	0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
1/29/17
SUNDAY

LOCATION: 4S RANCH
NORTH/SOUTH: 4 GEE
EAST/WEST: CAMINO DEL SUR

PROJECT #: PTD17-0120-02
LOCATION #: 2
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

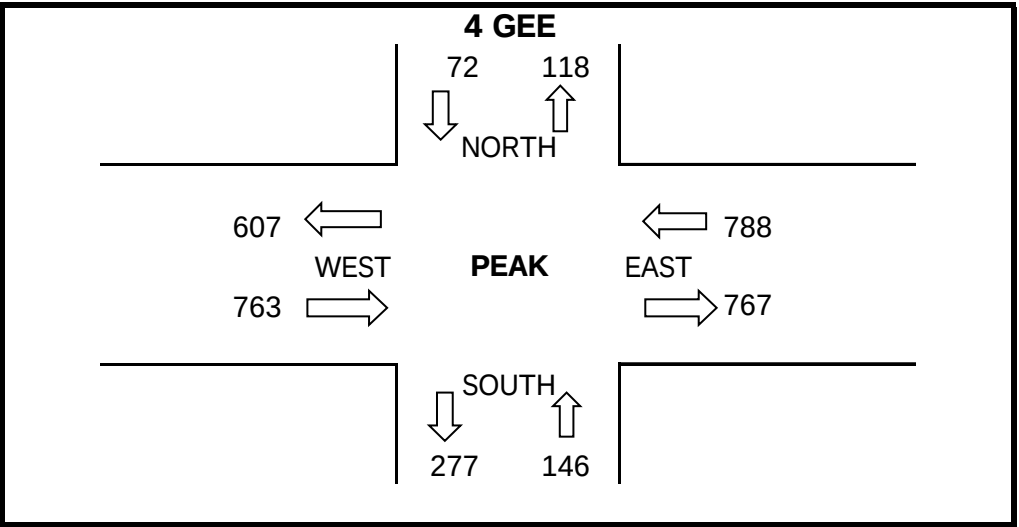
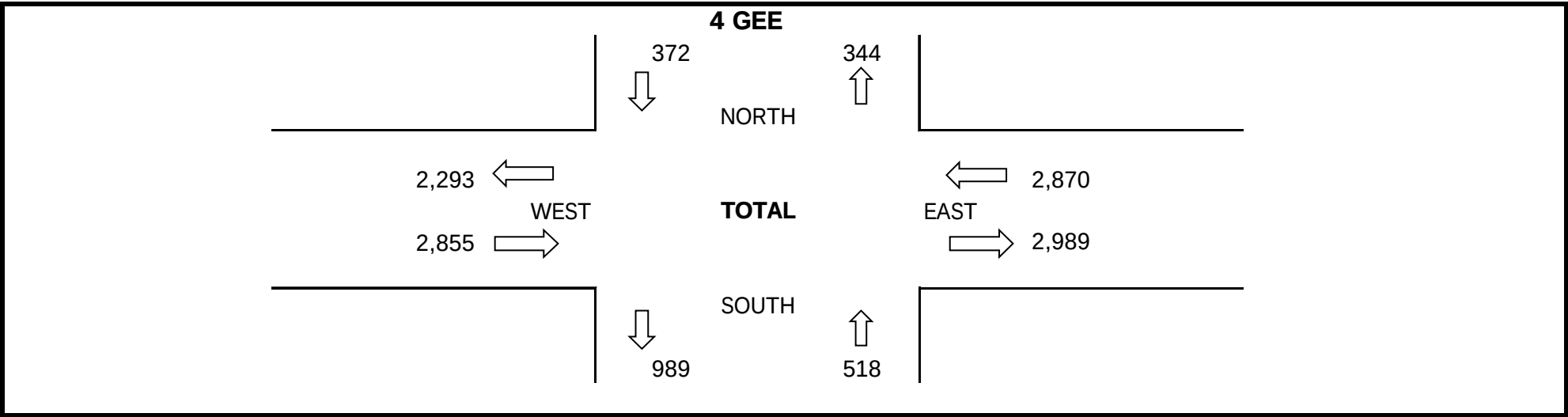
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	4 GEE			4 GEE			CAMINO DEL SUR			CAMINO DEL SUR			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	2	0	1	2	0	

INTERSECTION TURNING MOVEMENT	8:00 AM	3	1	10	4	5	4	4	71	5	22	42	1	172
	8:15 AM	6	5	4	5	7	6	6	86	8	27	49	1	210
	8:30 AM	1	0	5	3	0	1	3	84	2	17	58	2	176
	8:45 AM	4	3	7	9	3	7	3	79	4	14	72	1	206
	9:00 AM	3	2	13	4	7	8	4	101	3	20	88	7	260
	9:15 AM	5	1	8	6	3	7	7	107	14	32	72	7	269
	9:30 AM	12	5	19	10	7	9	12	118	3	34	82	5	316
	9:45 AM	7	2	16	9	3	8	8	128	3	31	97	4	316
	10:00 AM	6	2	12	11	4	7	3	127	7	41	95	4	319
	10:15 AM	7	0	18	14	1	7	12	126	12	35	115	9	356
	10:30 AM	10	6	24	12	5	10	8	128	12	47	129	6	397
	10:45 AM	5	1	21	8	2	14	7	167	5	24	114	1	369
	11:00 AM	5	4	14	5	0	8	8	129	4	50	121	2	350
	11:15 AM	13	2	14	7	4	11	3	141	11	54	99	5	364
	11:30 AM	8	4	13	12	3	4	18	131	5	56	105	6	365
	11:45 AM	9	1	31	5	6	5	14	146	5	45	128	6	401
	12:00 PM	6	4	24	5	5	6	16	178	9	44	122	2	421
	12:15 PM	10	5	16	3	5	4	14	163	8	58	141	6	433
	12:30 PM	6	5	31	5	7	9	26	158	14	64	142	11	478
	12:45 PM	9	3	27	8	6	9	14	149	14	43	143	12	437
	VOLUMES	135	56	327	145	83	144	190	2,517	148	758	2,014	98	6,615
	APPROACH %	26%	11%	63%	39%	22%	39%	7%	88%	5%	26%	70%	3%	
	APP/DEPART	518	/	344	372	/	989	2,855	/	2,989	2,870	/	2,293	0
	BEGIN PEAK HR	12:00 PM												
	VOLUMES	31	17	98	21	23	28	70	648	45	209	548	31	1,769
	APPROACH %	21%	12%	67%	29%	32%	39%	9%	85%	6%	27%	70%	4%	
	PEAK HR FACTOR	0.869			0.783			0.940			0.908			0.925
	APP/DEPART	146	/	118	72	/	277	763	/	767	788	/	607	0

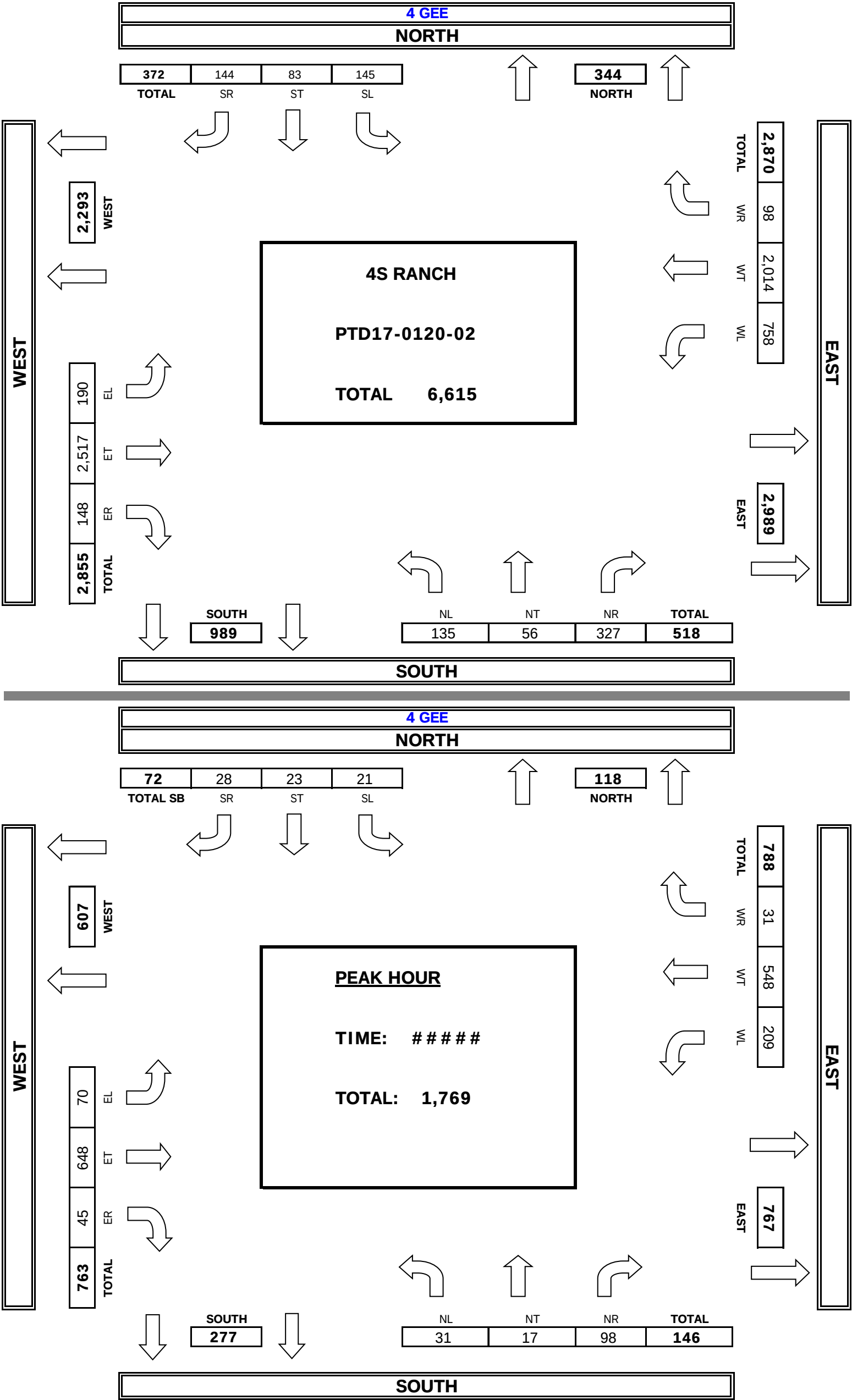
VEHICLE U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

BIKE LEFT TURNS				
NL	SL	EL	WL	TTL
X	X	X	X	

		2		2					0
		2	1	3					0
				0					0
		1	1	2					0
				0					0
				0					0
		3	2	5					0
			2	2					0
				0					0
		5		5					0
		2		2					0
		1		1					0
		2	1	3					0
		1		1					0
		3		3					0
		3		3					0
		3		3					0
		4		4					0
		5		5					0
		2		2					0
0	0	39	7	46					0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
1/29/17
SUNDAY

LOCATION: 4S RANCH
NORTH/SOUTH: RANCHO BERNARDO
EAST/WEST: CAMINO DEL NORTE

PROJECT #: PTD17-0120-02
LOCATION #: 3
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

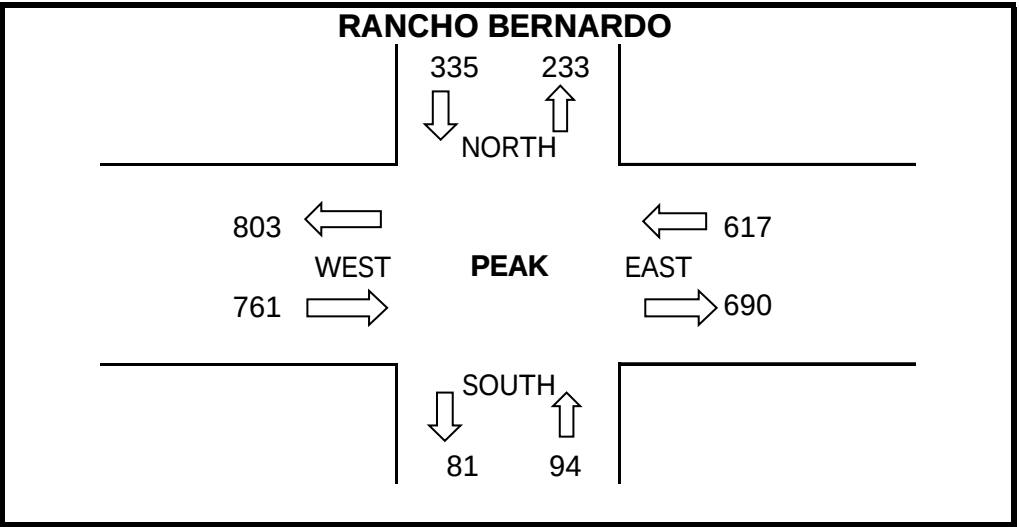
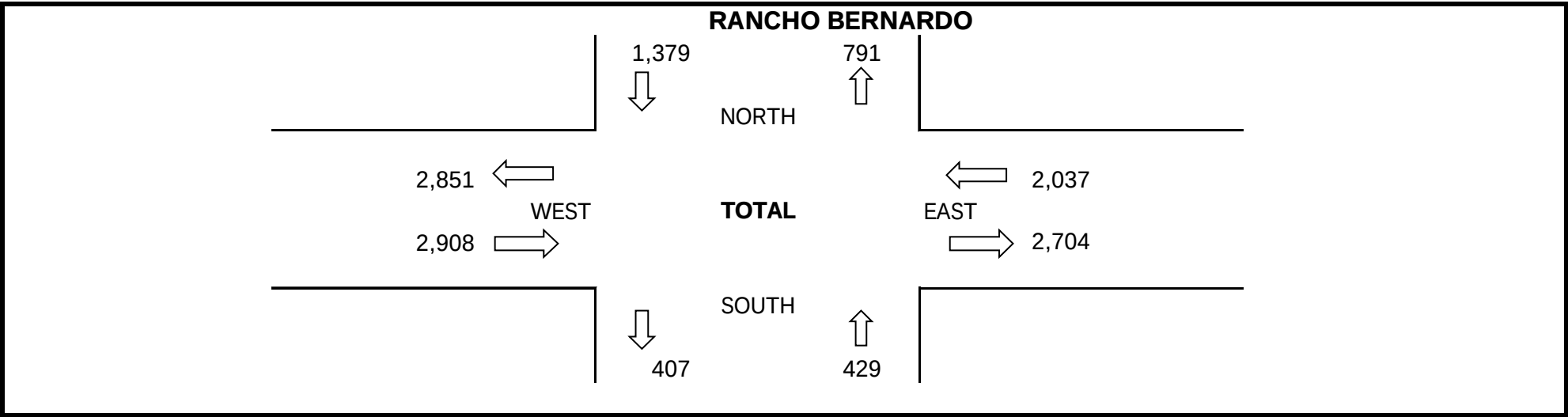
	NORTHBOUND RANCHO BERNARDO			SOUTHBOUND RANCHO BERNARDO			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL

INTERSECTION TURNING MOVEMENT	8:00 AM	6	4	4	12	7	31	15	68	7	3	33	4	194
	8:15 AM	8	7	7	18	9	28	11	61	5	3	40	3	200
	8:30 AM	9	5	9	22	10	32	18	66	4	6	50	2	233
	8:45 AM	10	3	12	16	5	28	20	80	5	2	51	4	236
	9:00 AM	11	3	5	19	4	33	26	77	3	4	68	5	258
	9:15 AM	5	6	4	11	6	35	22	91	5	4	59	4	252
	9:30 AM	9	8	6	18	9	40	21	121	6	3	66	6	313
	9:45 AM	5	7	8	20	12	44	22	115	9	8	84	8	342
	10:00 AM	9	9	9	18	11	44	28	121	10	9	81	9	358
	10:15 AM	12	5	10	11	8	48	30	101	5	5	105	5	345
	10:30 AM	8	4	5	15	9	55	33	116	4	4	101	4	358
	10:45 AM	5	4	4	20	10	68	32	148	9	9	84	4	397
	11:00 AM	5	4	9	16	5	42	28	105	12	8	105	4	343
	11:15 AM	6	5	9	11	4	39	29	131	11	8	101	7	361
	11:30 AM	9	6	10	6	9	49	22	118	5	9	119	5	367
	11:45 AM	10	12	5	12	10	55	29	134	8	5	103	6	389
	12:00 PM	5	8	7	22	7	44	33	168	10	4	145	12	465
	12:15 PM	8	10	9	25	8	55	32	131	6	5	135	11	435
	12:30 PM	9	11	5	20	9	65	41	141	8	3	141	12	465
	12:45 PM	9	8	5	19	10	51	44	138	9	2	136	11	442
	VOLUMES	158	129	142	331	162	886	536	2,231	141	104	1,807	126	6,753
	APPROACH %	37%	30%	33%	24%	12%	64%	18%	77%	5%	5%	89%	6%	
	APP/DEPART	429	/	791	1,379	/	407	2,908	/	2,704	2,037	/	2,851	0
	BEGIN PEAK HR	12:00 PM												
	VOLUMES	31	37	26	86	34	215	150	578	33	14	557	46	1,807
	APPROACH %	33%	39%	28%	26%	10%	64%	20%	76%	4%	2%	90%	7%	
	PEAK HR FACTOR	0.870			0.891			0.902			0.958			0.972
	APP/DEPART	94	/	233	335	/	81	761	/	690	617	/	803	0

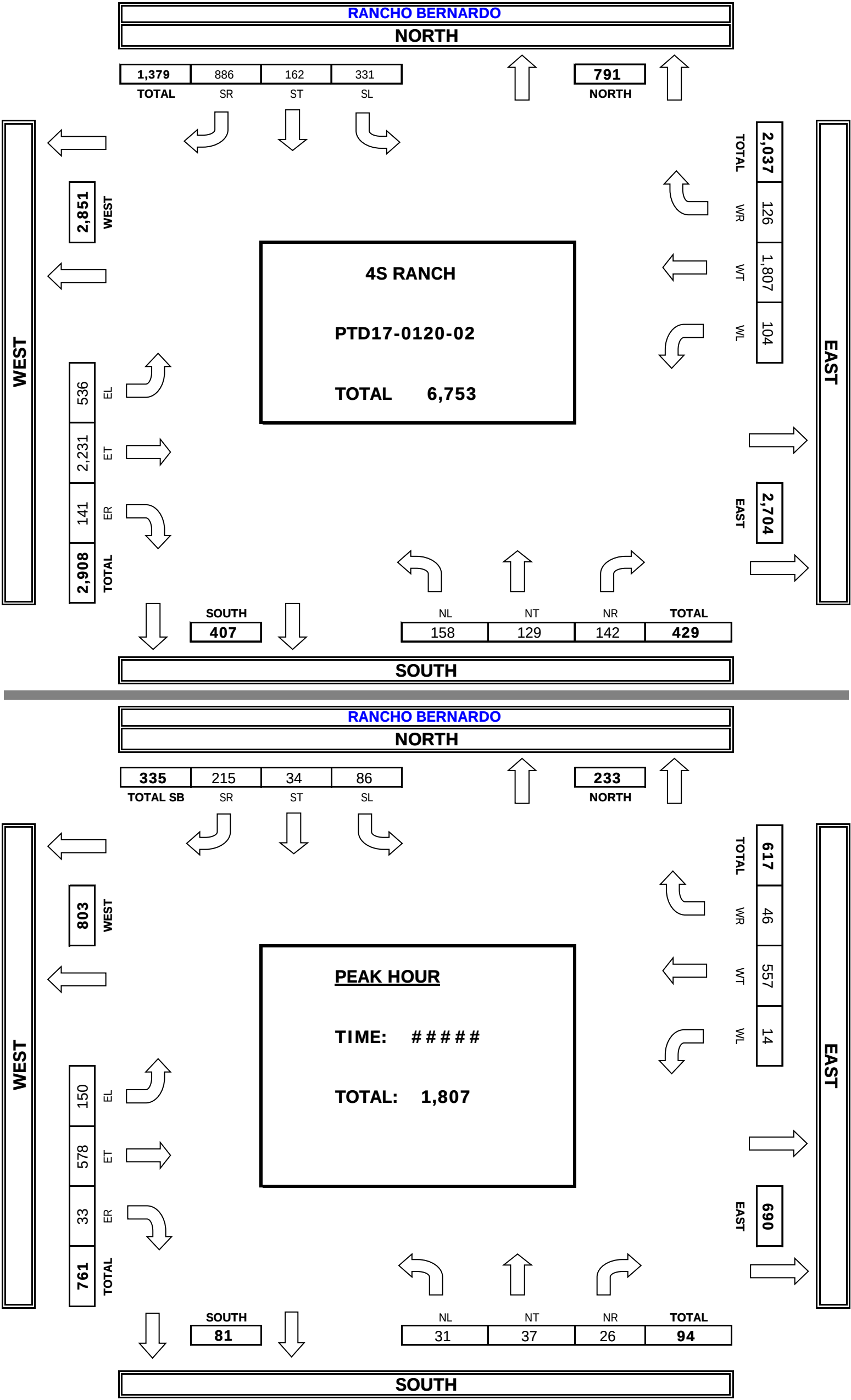
VEHICLE U-TURNS				
NB X	SB X	EB X	WB X	TTL

BIKE LEFT TURNS				
NL X	SL X	EL X	WL X	TTL

	1			1					0
	1			1					0
				0					0
				0					0
				0					0
	1			1					0
	1			1					0
				0					0
	1		1	2					0
	2		1	3					0
				0					0
				0					0
	2			2					0
	2			2					0
	3			3					0
	5		1	6					0
	4		1	5					0
				0					0
	2			2					0
	1			1					0
0	26	0	4	30	0	0	0	0	0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

1/29/17

SUNDAY

LOCATION:

4S RANCH

NORTH/SOUTH:

4S RANCH

EAST/WEST:

CAMINO DEL NORTE

PROJECT #:

PTD17-0120-02

LOCATION #:

4

CONTROL:

SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

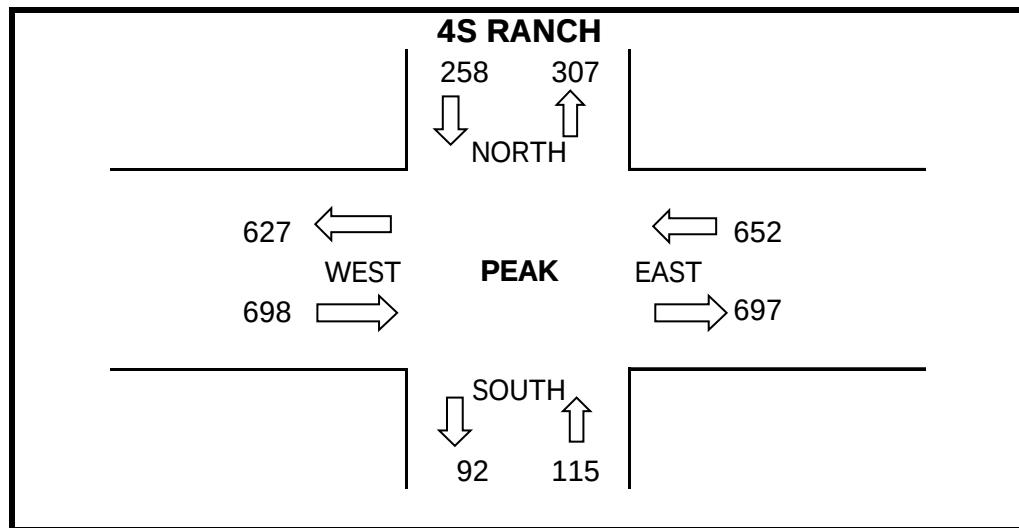
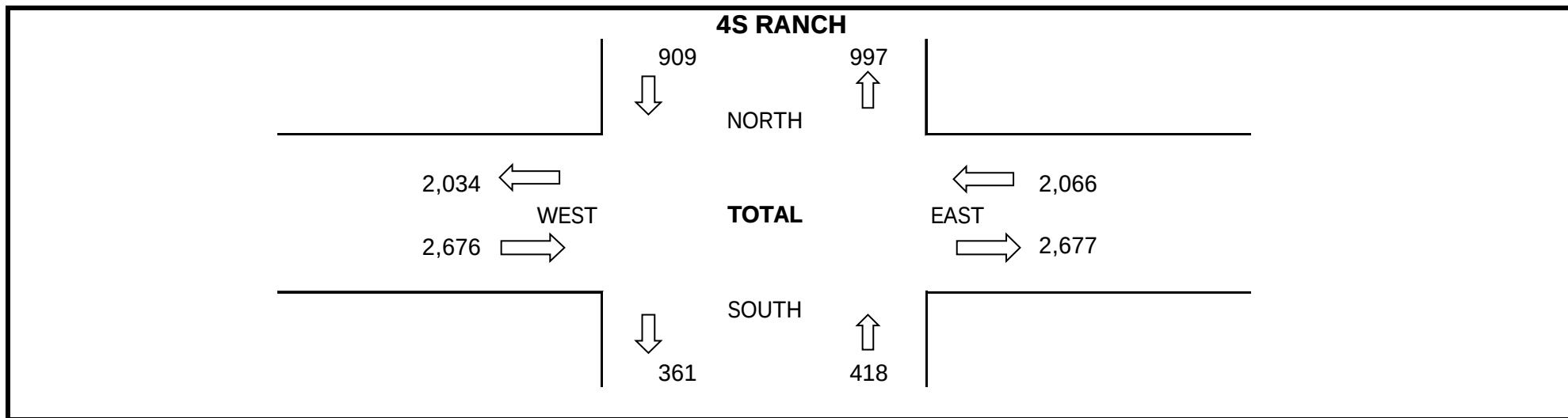
▲
N
S
▼

	NORTHBOUND 4S RANCH			SOUTHBOUND 4S RANCH			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

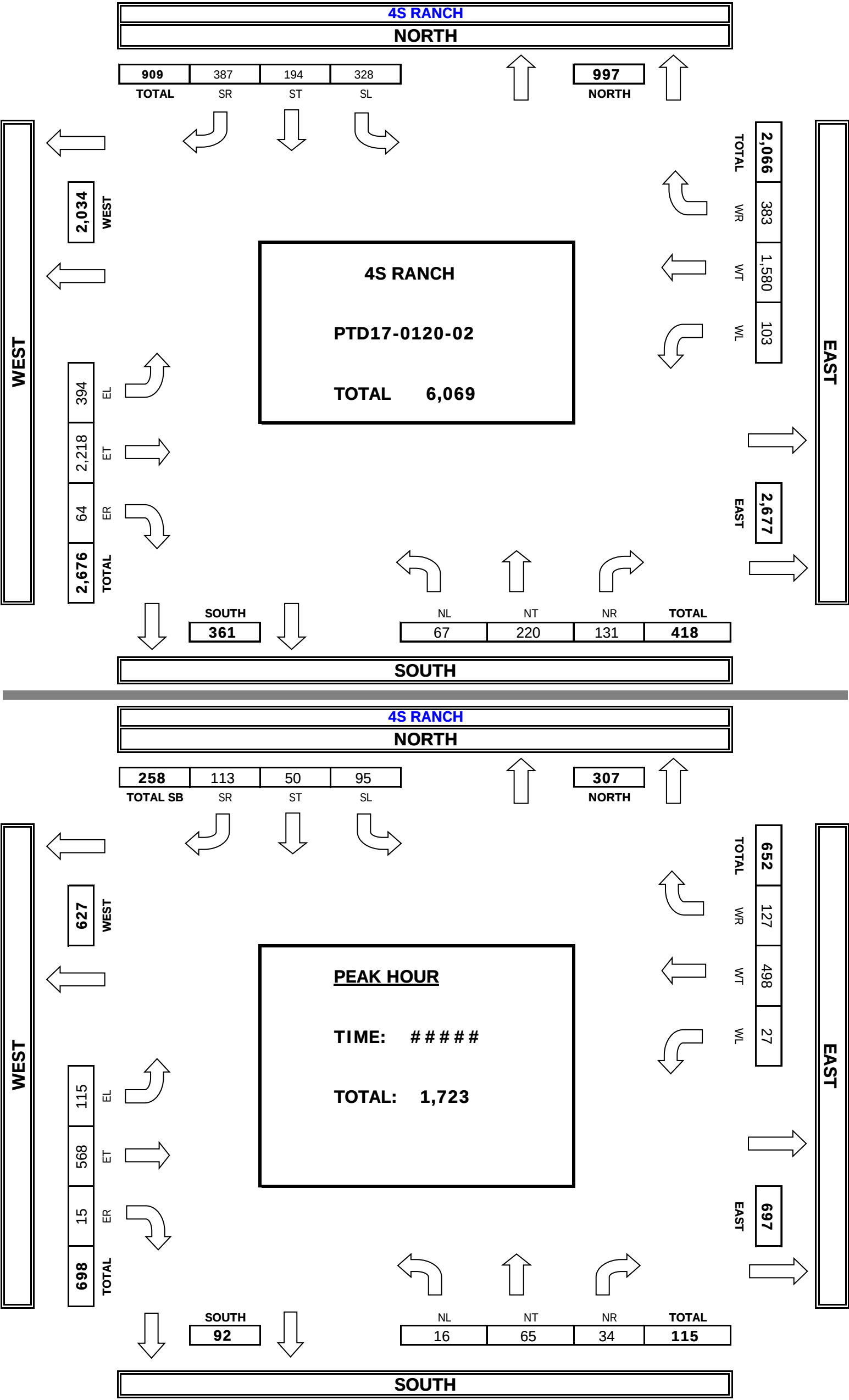
VEHICLE U-TURNS					BIKE LEFT TURNS				
NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL

INTERSECTION TURNING MOVEMENT	8:00 AM	3	6	3	5	1	7	5	77	1	2	30	6	146
	8:15 AM	0	3	4	12	7	9	12	76	1	4	38	8	174
	8:30 AM	3	4	6	13	3	11	7	85	2	3	36	1	174
	8:45 AM	2	9	3	11	7	7	11	71	2	4	51	11	189
	9:00 AM	0	11	5	11	4	8	16	79	3	5	51	16	209
	9:15 AM	1	5	4	14	8	14	15	86	5	3	51	11	217
	9:30 AM	2	6	7	11	10	23	15	124	5	7	77	9	296
	9:45 AM	1	8	5	13	7	16	18	116	2	3	72	20	281
	10:00 AM	7	14	8	15	7	9	20	120	4	3	71	25	303
	10:15 AM	2	15	8	13	14	21	20	111	6	3	91	12	316
	10:30 AM	10	11	11	18	9	18	23	115	0	8	87	21	331
	10:45 AM	3	8	7	21	13	19	18	142	3	8	83	14	339
	11:00 AM	5	10	9	17	11	22	31	105	2	6	85	16	319
	11:15 AM	4	16	6	21	10	33	14	120	4	1	78	24	331
	11:30 AM	5	18	9	21	13	33	21	118	2	6	87	30	363
	11:45 AM	3	11	2	17	20	24	33	105	7	10	94	32	358
	12:00 PM	4	15	7	20	12	27	30	182	6	5	129	31	468
	12:15 PM	5	9	5	19	7	24	28	128	6	6	142	33	412
	12:30 PM	4	19	10	32	18	38	27	129	2	9	112	35	435
	12:45 PM	3	22	12	24	13	24	30	129	1	7	115	28	408
	VOLUMES	67	220	131	328	194	387	394	2,218	64	103	1,580	383	6,069
APPROACH %	16%	53%	31%	36%	21%	43%	15%	83%	2%	5%	76%	19%		
APP/DEPART	418	/	997	909	/	361	2,676	/	2,677	2,066	/	2,034	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	16	65	34	95	50	113	115	568	15	27	498	127	1,723	
APPROACH %	14%	57%	30%	37%	19%	44%	16%	81%	2%	4%	76%	19%		
PEAK HR FACTOR	0.777			0.733			0.800			0.901			0.920	
APP/DEPART	115	/	307	258	/	92	698	/	697	652	/	627	0	

				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
		1		1					0
				0					0
		1		1					0
				0					0
				0					0
				0					0
				0					0
		1		1					0
		1		1					0
1		2		3					0
				0					0
		1		1					0
				0					0
		1		1					0
				0					0
		1		1					0
1	0	8	0	9	0	0	0	0	0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

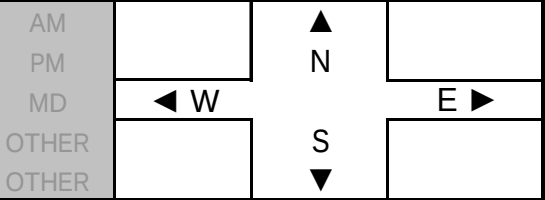
PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
1/29/17
SUNDAY

LOCATION: 4S RANCH
NORTH/SOUTH: DOVE CANYON
EAST/WEST: CAMINO DEL NORTE

PROJECT #: PTD17-0120-02
LOCATION #: 5
CONTROL: SIGNAL

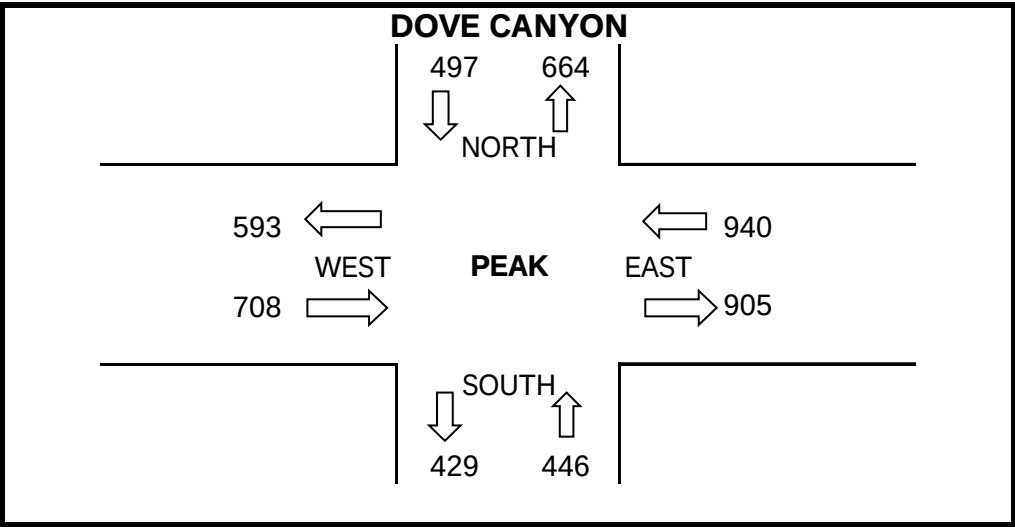
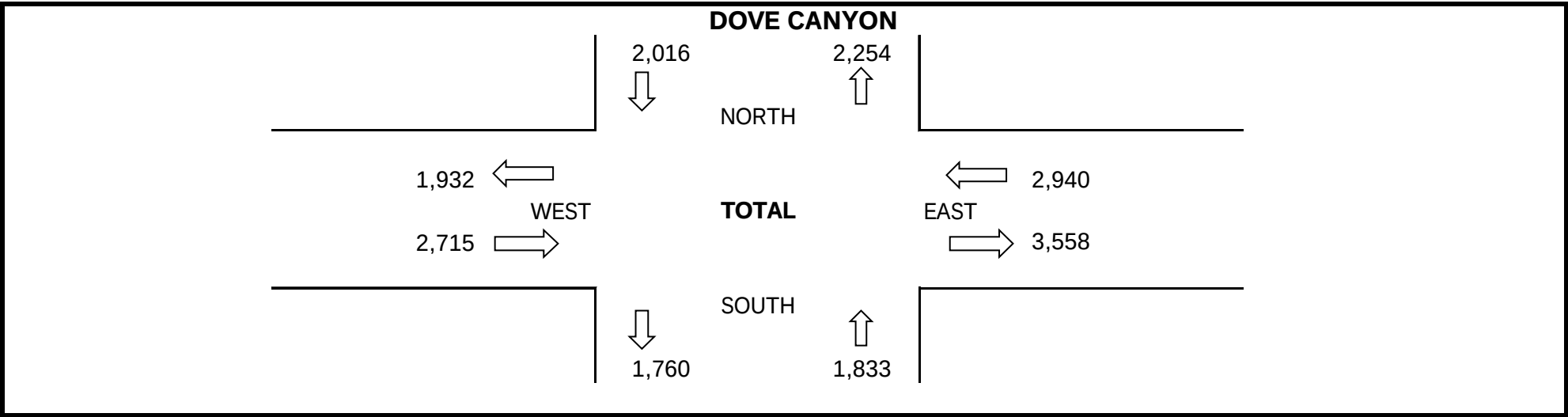
NOTES:



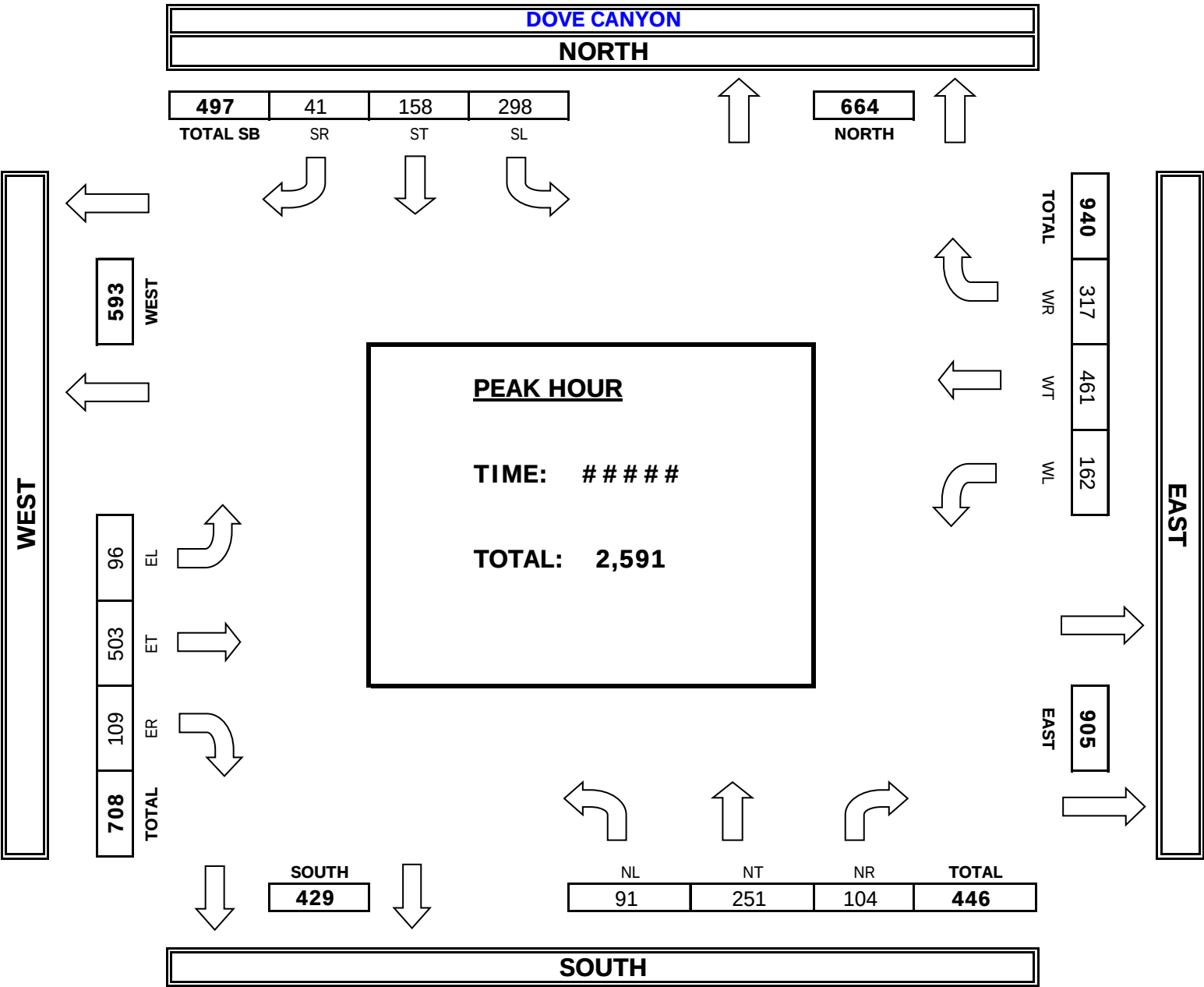
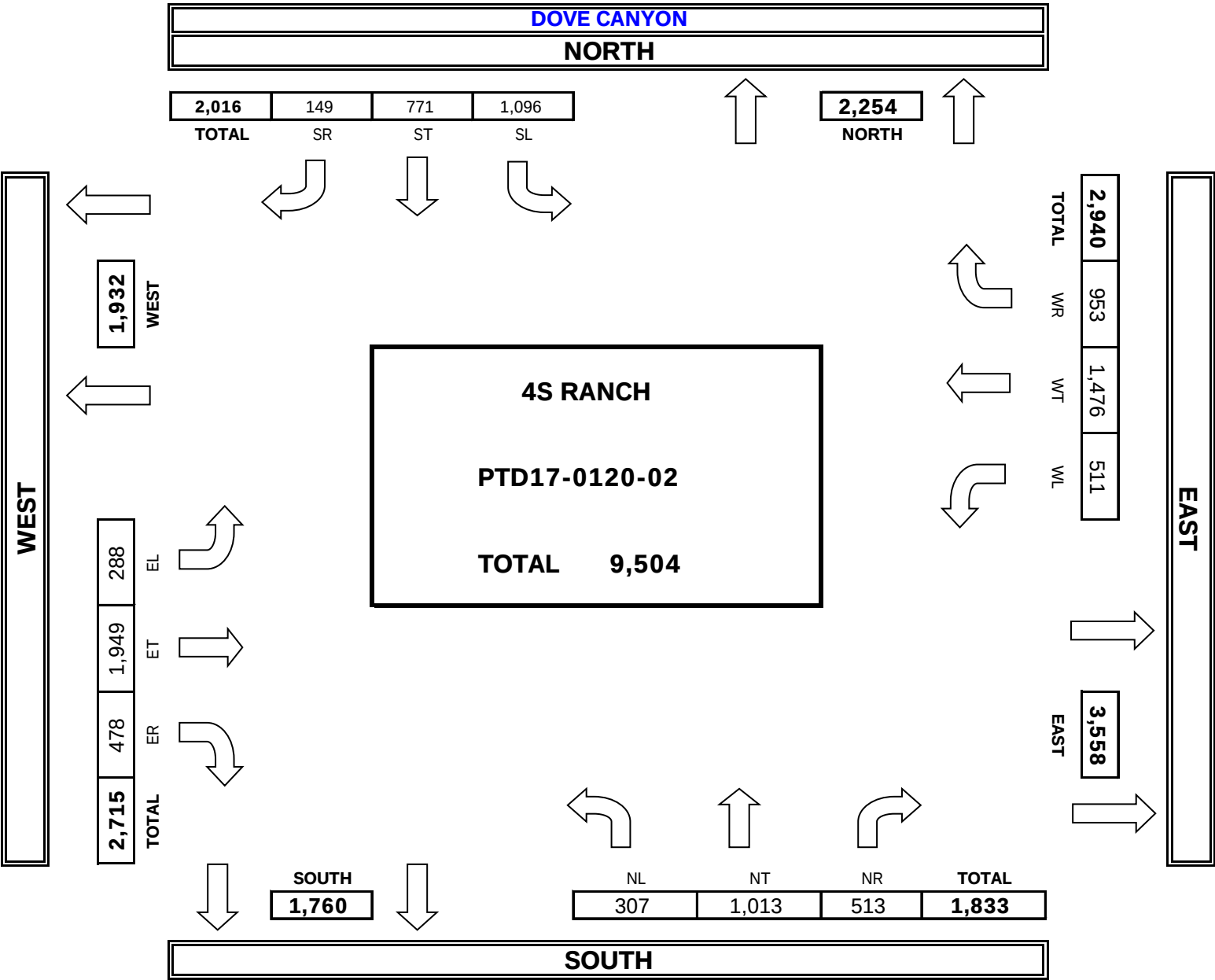
	NORTHBOUND DOVE CANYON			SOUTHBOUND DOVE CANYON			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 1	ET 3	ER 0	WL 2	WT 3	WR 1	TOTAL

INTERSECTION TURNING MOVEMENT	8:00 AM	8	40	25	28	20	3	12	65	12	12	26	19	270
	8:15 AM	9	35	21	22	26	4	12	65	22	15	30	28	289
	8:30 AM	5	33	22	26	30	4	8	70	26	10	38	21	293
	8:45 AM	5	41	26	35	25	5	9	60	20	16	51	26	319
	9:00 AM	5	44	35	44	30	6	15	66	21	19	48	35	368
	9:15 AM	12	32	35	41	40	7	11	69	16	22	55	33	373
	9:30 AM	18	35	28	55	35	7	18	91	20	26	68	31	432
	9:45 AM	20	38	33	68	45	8	16	91	22	12	67	38	458
	10:00 AM	22	51	27	70	48	5	20	101	24	25	69	26	488
	10:15 AM	16	55	21	65	41	4	16	111	18	22	59	45	473
	10:30 AM	11	68	26	55	55	8	11	116	20	28	88	51	537
	10:45 AM	16	62	22	51	58	9	8	124	29	20	81	55	535
	11:00 AM	12	66	25	65	40	9	7	105	22	23	84	62	520
	11:15 AM	18	54	21	48	35	10	10	101	32	35	68	68	500
	11:30 AM	20	58	19	59	44	11	11	116	35	33	89	54	549
	11:45 AM	19	50	23	66	41	8	8	95	30	31	94	44	509
	12:00 PM	21	61	26	66	40	12	28	121	28	44	119	77	643
	12:15 PM	18	66	25	84	41	8	19	135	33	41	121	78	669
	12:30 PM	22	70	26	88	35	9	28	126	27	35	106	84	656
	12:45 PM	30	54	27	60	42	12	21	121	21	42	115	78	623
	VOLUMES	307	1,013	513	1,096	771	149	288	1,949	478	511	1,476	953	9,504
	APPROACH %	17%	55%	28%	54%	38%	7%	11%	72%	18%	17%	50%	32%	
	APP/DEPART	1,833	/	2,254	2,016	/	1,760	2,715	/	3,558	2,940	/	1,932	0
	BEGIN PEAK HR	12:00 PM												
	VOLUMES	91	251	104	298	158	41	96	503	109	162	461	317	2,591
	APPROACH %	20%	56%	23%	60%	32%	8%	14%	71%	15%	17%	49%	34%	
	PEAK HR FACTOR	0.945			0.934			0.947			0.979			0.968
	APP/DEPART	446	/	664	497	/	429	708	/	905	940	/	593	0

VEHICLE U-TURNS					BIKE LEFT TURNS				
NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
				0					0
				0					0
				0					0
				0					0
1				1					0
				0					0
1		1		2					0
				0					0
		1		1					0
				0					0
	2			2					0
				0					0
1	1			2					0
1	1			2					0
				0					0
				0					0
				0					0
				0					0
				0					0
4	4	2	0	10	0	0	0	0	0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
1/29/17
SUNDAY

LOCATION: 4S RANCH
NORTH/SOUTH: BERNARDO CENTER
EAST/WEST: CAMINO DEL NORTE

PROJECT #: PTD17-0120-02
LOCATION #: 6
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

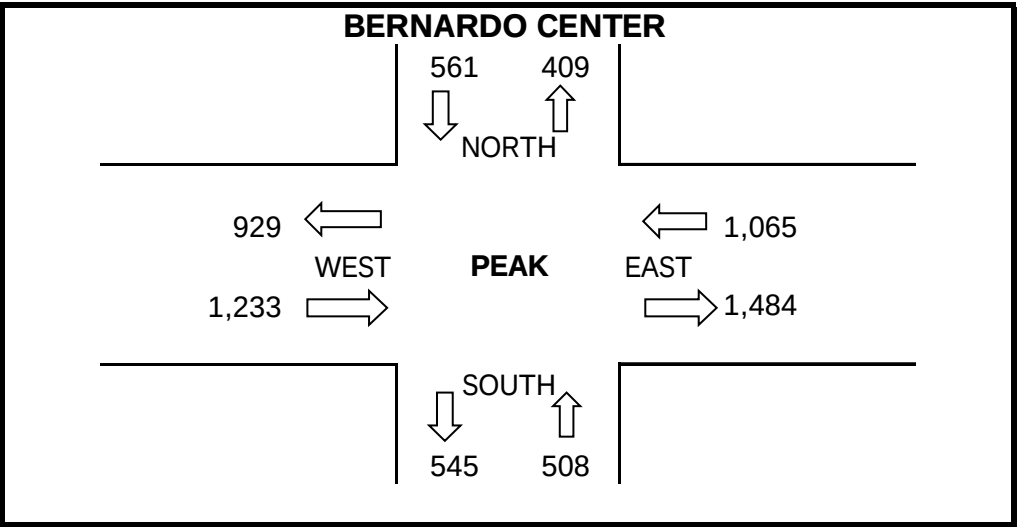
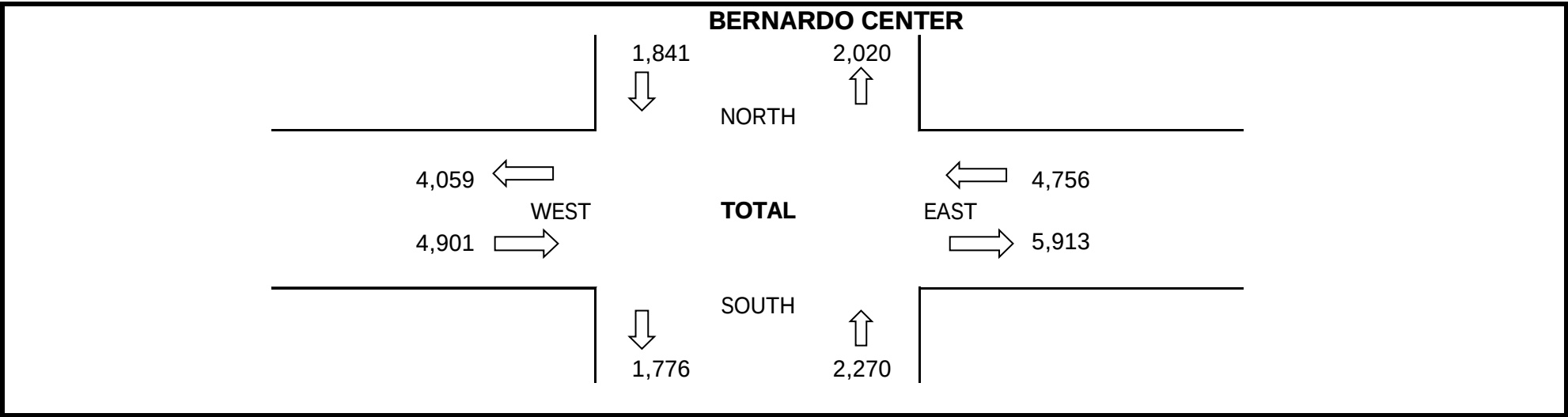
	NORTHBOUND BERNARDO CENTER			SOUTHBOUND BERNARDO CENTER			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL

INTERSECTION TURNING MOVEMENT	8:00 AM	6	30	17	20	14	21	8	97	1	39	110	8	371
	8:15 AM	8	49	29	8	14	21	12	117	1	34	135	15	443
	8:30 AM	6	36	33	12	24	20	20	137	1	16	153	16	474
	8:45 AM	4	65	53	9	25	20	22	140	1	26	120	31	516
	9:00 AM	5	37	45	13	25	11	21	151	5	28	103	19	463
	9:15 AM	3	44	51	19	39	16	20	164	3	30	95	13	497
	9:30 AM	2	43	56	17	23	26	37	200	3	33	133	15	588
	9:45 AM	2	61	62	26	116	30	13	277	8	46	146	25	812
	10:00 AM	7	39	58	23	95	26	29	294	9	46	176	22	824
	10:15 AM	8	65	63	28	70	29	25	283	5	53	254	19	902
	10:30 AM	4	57	82	29	58	31	27	259	4	35	216	27	829
	10:45 AM	5	65	75	28	37	27	24	223	7	40	186	41	758
	11:00 AM	8	47	44	27	34	29	37	226	8	43	203	26	732
	11:15 AM	5	64	54	25	30	29	21	201	3	36	226	17	711
	11:30 AM	9	52	65	28	55	25	26	223	4	46	185	33	751
	11:45 AM	12	59	91	23	37	32	27	193	6	61	202	29	772
	12:00 PM	4	62	74	26	38	24	32	272	7	55	209	38	841
	12:15 PM	2	36	61	29	28	22	35	268	8	39	188	34	750
	12:30 PM	8	53	83	41	49	29	36	271	4	58	197	34	863
	12:45 PM	4	50	48	44	55	32	43	298	4	54	210	29	871
	VOLUMES	112	1,014	1,144	475	866	500	515	4,294	92	818	3,447	491	13,768
	APPROACH %	5%	45%	50%	26%	47%	27%	11%	88%	2%	17%	72%	10%	
	APP/DEPART	2,270	/	2,020	1,841	/	1,776	4,901	/	5,913	4,756	/	4,059	0
	BEGIN PEAK HR	9:45 AM												
	VOLUMES	21	222	265	106	339	116	94	1,113	26	180	792	93	3,367
	APPROACH %	4%	44%	52%	19%	60%	21%	8%	90%	2%	17%	74%	9%	
	PEAK HR FACTOR	0.882			0.815			0.893			0.817			0.933
	APP/DEPART	508	/	409	561	/	545	1,233	/	1,484	1,065	/	929	0

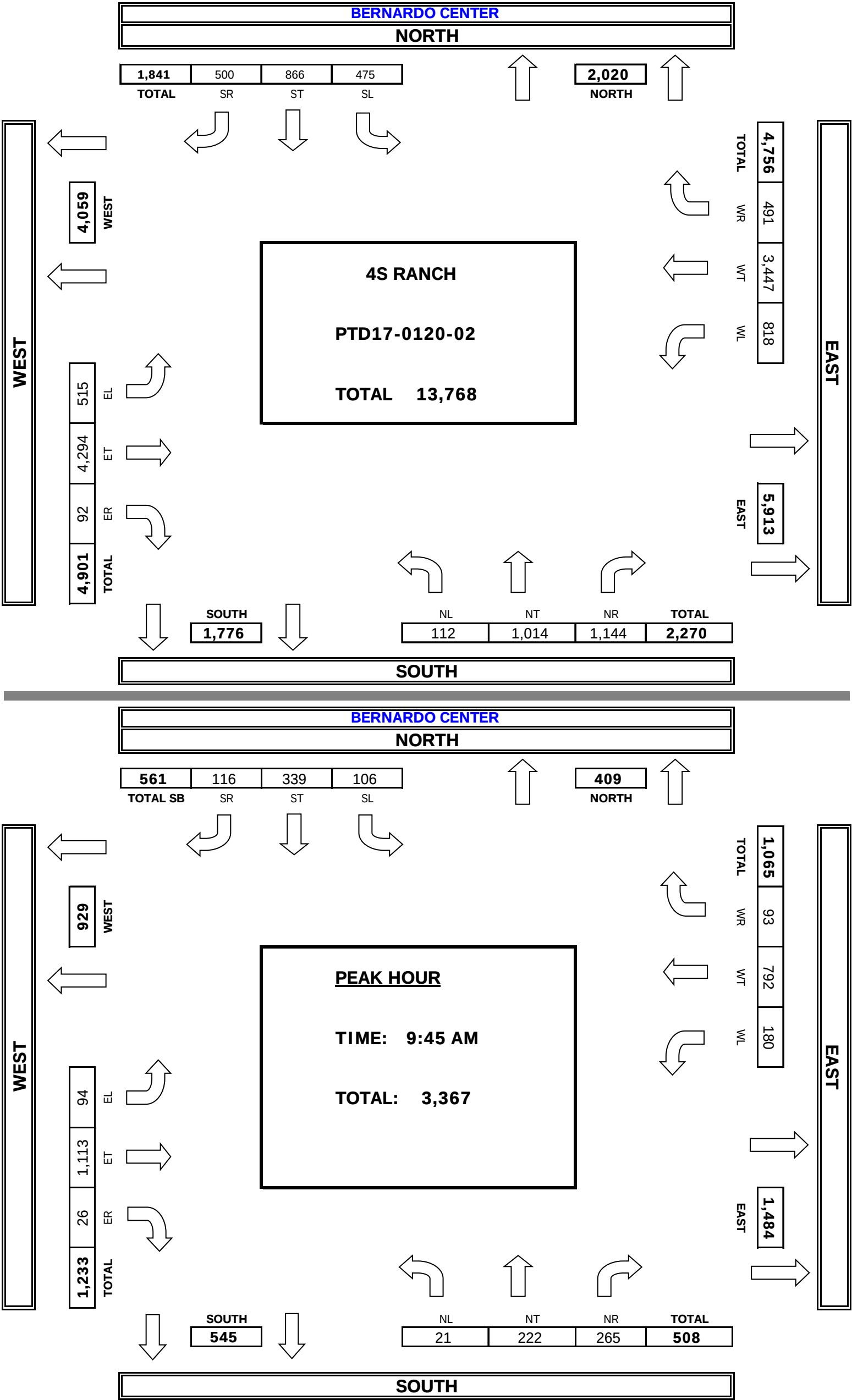
VEHICLE U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

BIKE LEFT TURNS				
NL	SL	EL	WL	TTL
X	X	X	X	

		1		1					0
		1		1					0
				0					0
1		1		2					0
				0					0
				0					0
		1		1					0
	1	1		2					0
				0					0
1		1		2					0
		2		2					0
		3		3					0
1		1		2					0
1				1					0
				0					0
1		1		2					0
1				1					0
				0					0
		1		1					0
		3		3					0
6	1	17	0	24					0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
1/29/17
SUNDAY

LOCATION: 4S RANCH
NORTH/SOUTH: PASEO MONTANOSO
EAST/WEST: CAMINO DEL NORTE

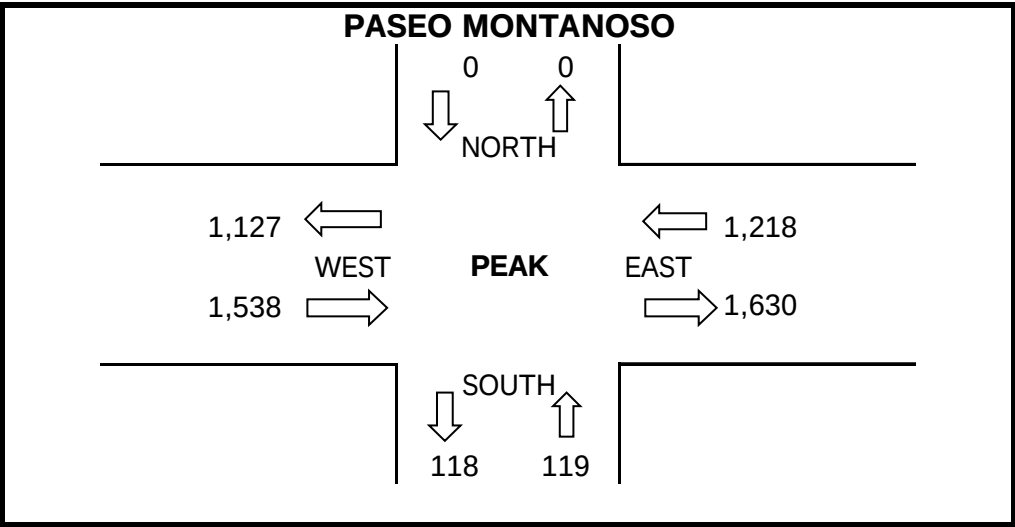
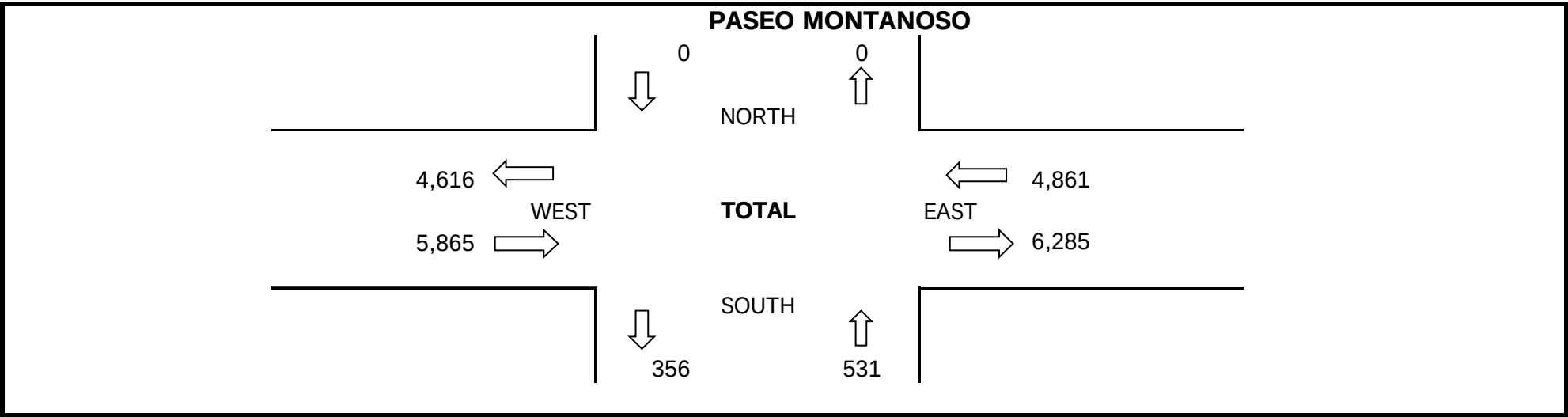
PROJECT #: PTD17-0120-02
LOCATION #: 7
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

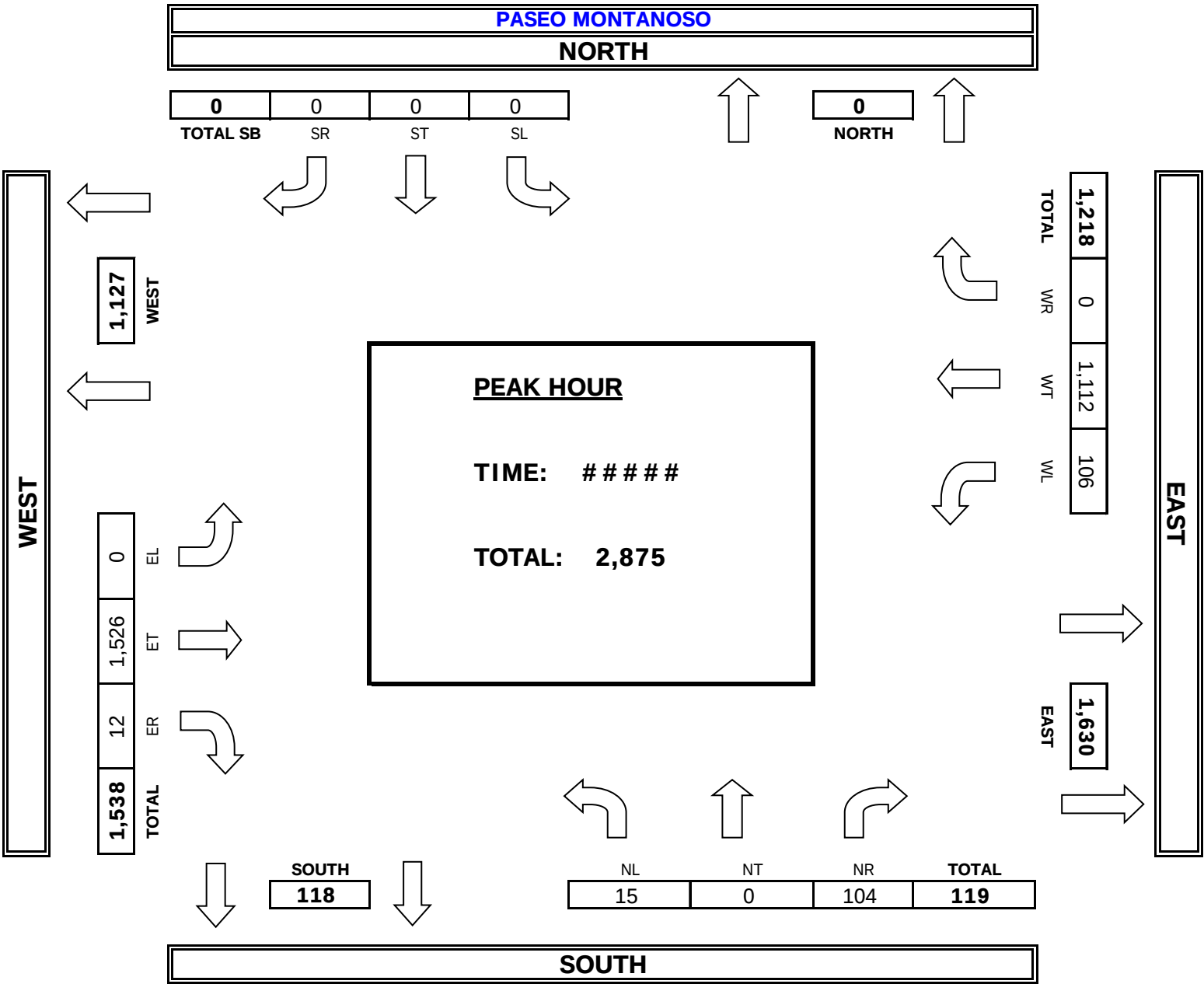
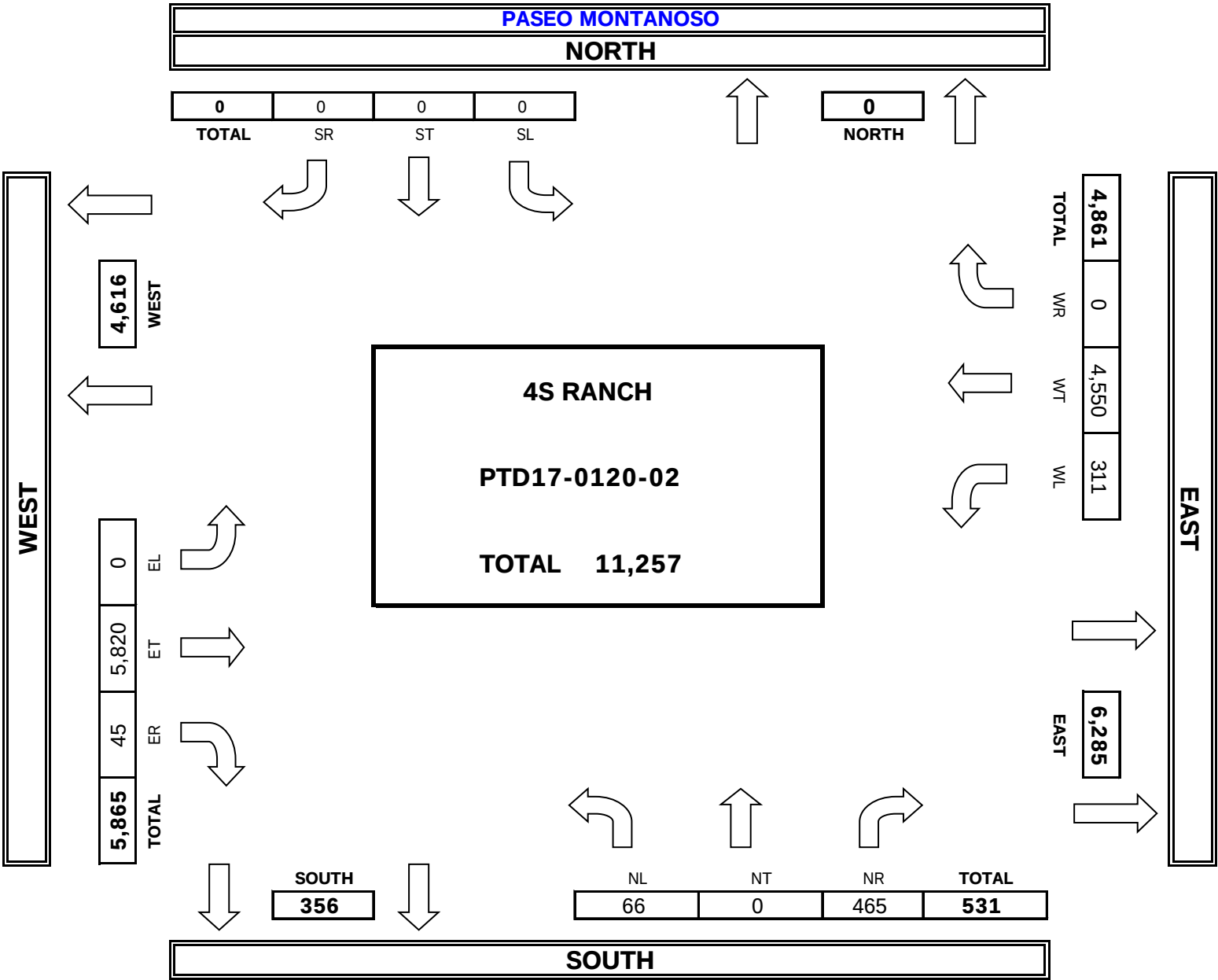
	NORTHBOUND PASEO MONTANOSO			SOUTHBOUND PASEO MONTANOSO			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 0	WL 1	WT 3	WR X	TOTAL

INTERSECTION TURNING MOVEMENT	8:00 AM	3		15				155	2	7	151		333	
	8:15 AM	4		18				133	0	8	179		342	
	8:30 AM	4		11				203	0	10	166		394	
	8:45 AM	2		18				209	1	11	177		418	
	9:00 AM	3		22				227	3	8	133		396	
	9:15 AM	0		26				231	0	19	155		431	
	9:30 AM	2		26				265	3	15	175		486	
	9:45 AM	3		24				241	2	9	222		501	
	10:00 AM	7		24				365	0	12	254		662	
	10:15 AM	1		22				354	3	8	288		676	
	10:30 AM	5		29				367	3	16	275		695	
	10:45 AM	2		19				326	2	15	263		627	
	11:00 AM	3		22				301	1	14	250		591	
	11:15 AM	4		23				283	2	16	241		569	
	11:30 AM	4		40				322	7	24	249		646	
	11:45 AM	4		22				312	4	13	260		615	
	12:00 PM	3		24				376	3	24	284		714	
	12:15 PM	4		29				356	2	35	278		704	
	12:30 PM	3		28				415	4	26	265		741	
	12:45 PM	5		23				379	3	21	285		716	
	VOLUMES	66	0	465	0	0	0	0	5,820	45	311	4,550	0	11,257
	APPROACH %	12%	0%	88%	0%	0%	0%	0%	99%	1%	6%	94%	0%	
	APP/DEPART	531	/	0	0	/	356	5,865	/	6,285	4,861	/	4,616	0
	BEGIN PEAK HR	12:00 PM												
	VOLUMES	15	0	104	0	0	0	0	1,526	12	106	1,112	0	2,875
	APPROACH %	13%	0%	87%	0%	0%	0%	0%	99%	1%	9%	91%	0%	
	PEAK HR FACTOR	0.902			0.000			0.918			0.973			0.970
	APP/DEPART	119	/	0	0	/	118	1,538	/	1,630	1,218	/	1,127	0

VEHICLE U-TURNS					BIKE LEFT TURNS				
NB X	SB X	EB X	WB X	TTL	NL X	SL X	EL X	WL X	TTL
			2	2					0
				0					0
				0					0
				0					0
				0					0
			1	1					0
			1	1					0
				0					0
				0					0
1				1					0
				0					0
			1	1					0
				0					0
				0					0
			1	1					0
				0					0
				0					0
				0					0
1	0	0	6	7	0	0	0	0	0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
1/29/17
SUNDAY

LOCATION: 4S RANCH
NORTH/SOUTH: I-15 SB RAMPS
EAST/WEST: CAMINO DEL NORTE

PROJECT #: PTD17-0120-02
LOCATION #: 8
CONTROL: SIGNAL

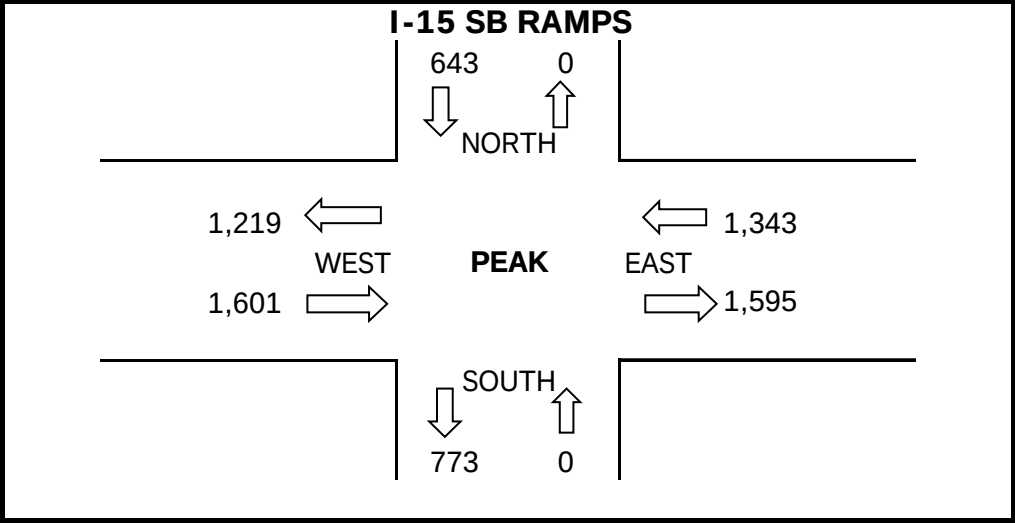
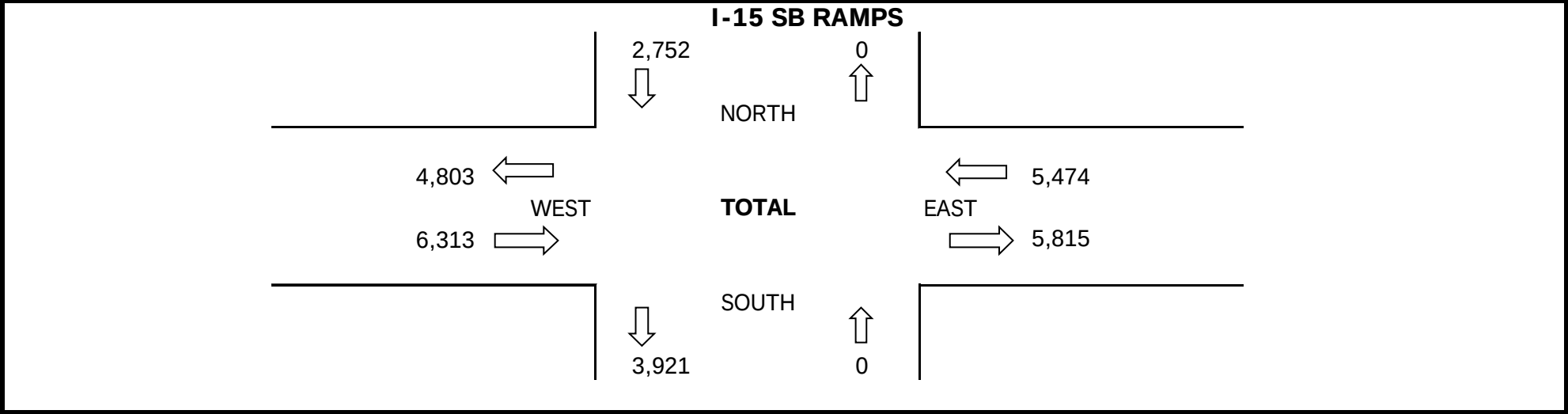
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB RAMPS			I-15 SB RAMPS			CAMINO DEL NORTE			CAMINO DEL NORTE			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	2	0	2	X	4	2	2	3	X	

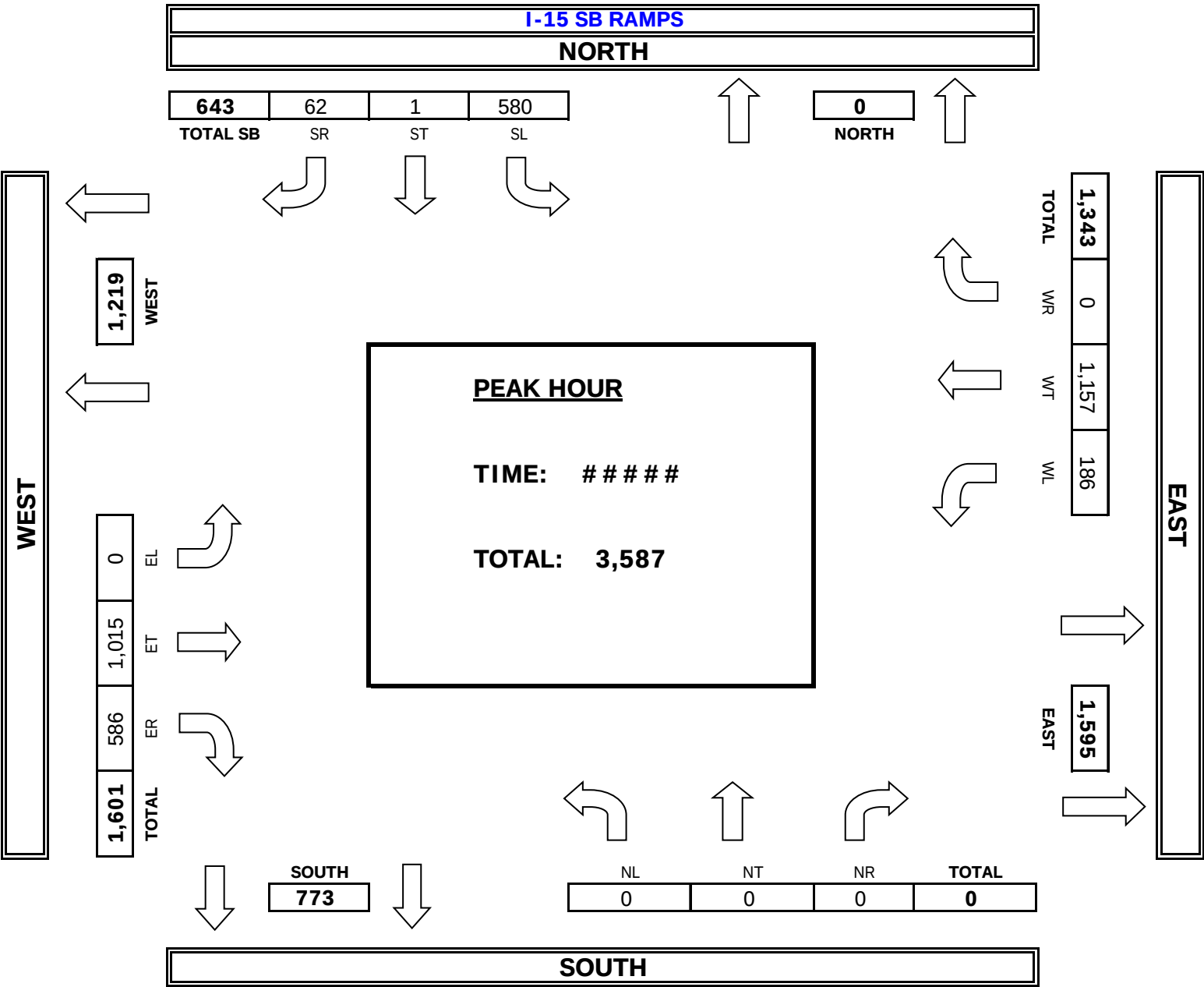
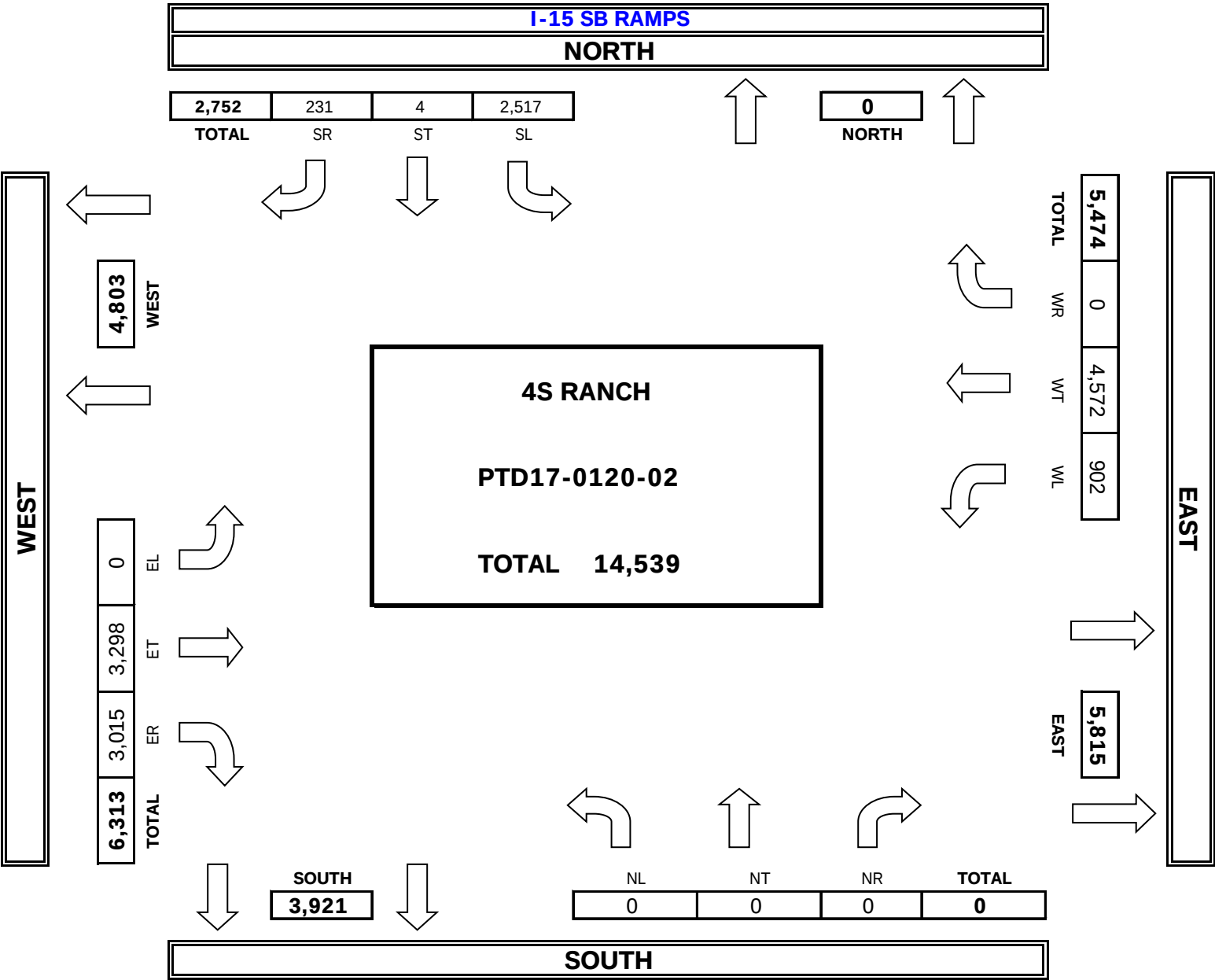
VEHICLE U-TURNS					BIKE LEFT TURNS				
NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
X	X	X	X		X	X	X	X	

INTERSECTION TURNING MOVEMENT	8:00 AM				68	0	12		44	105	20	135		384
	8:15 AM				70	0	8		68	95	22	181		444
	8:30 AM				121	0	9		60	121	26	168		505
	8:45 AM				105	0	10		119	111	35	170		550
	9:00 AM				115	0	11		101	148	44	141		560
	9:15 AM				97	0	9		95	141	51	155		548
	9:30 AM				121	1	5		135	168	65	159		654
	9:45 AM				106	0	7		184	121	55	212		685
	10:00 AM				142	0	7		184	195	54	256		838
	10:15 AM				135	0	8		189	184	62	288		866
	10:30 AM				151	0	9		184	202	50	268		864
	10:45 AM				168	1	12		174	181	40	255		831
	11:00 AM				142	0	11		168	184	44	241		790
	11:15 AM				135	1	15		191	161	51	241		795
	11:30 AM				133	0	18		188	151	62	256		808
	11:45 AM				128	0	18		199	161	35	289		830
	12:00 PM				135	0	16		222	181	41	305		900
	12:15 PM				144	1	11		284	128	55	280		903
	12:30 PM				151	0	18		265	135	50	288		907
	12:45 PM				150	0	17		244	142	40	284		877
	VOLUMES	0	0	0	2,517	4	231	0	3,298	3,015	902	4,572	0	14,539
	APPROACH %	0%	0%	0%	91%	0%	8%	0%	52%	48%	16%	84%	0%	
	APP/DEPART	0	/	0	2,752	/	3,921	6,313	/	5,815	5,474	/	4,803	0
	BEGIN PEAK HR	12:00 PM												
	VOLUMES	0	0	0	580	1	62	0	1,015	586	186	1,157	0	3,587
	APPROACH %	0%	0%	0%	90%	0%	10%	0%	63%	37%	14%	86%	0%	
	PEAK HR FACTOR	0.000			0.951			0.971			0.970			0.989
	APP/DEPART	0	/	0	643	/	773	1,601	/	1,595	1,343	/	1,219	0

				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
0	0	0	0	0	0	0	0	0	0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
1/29/17
SUNDAY

LOCATION: 4S RANCH
NORTH/SOUTH: I-15 NB RAMPS
EAST/WEST: CAMINO DEL NORTE

PROJECT #: PTD17-0120-02
LOCATION #: 9
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

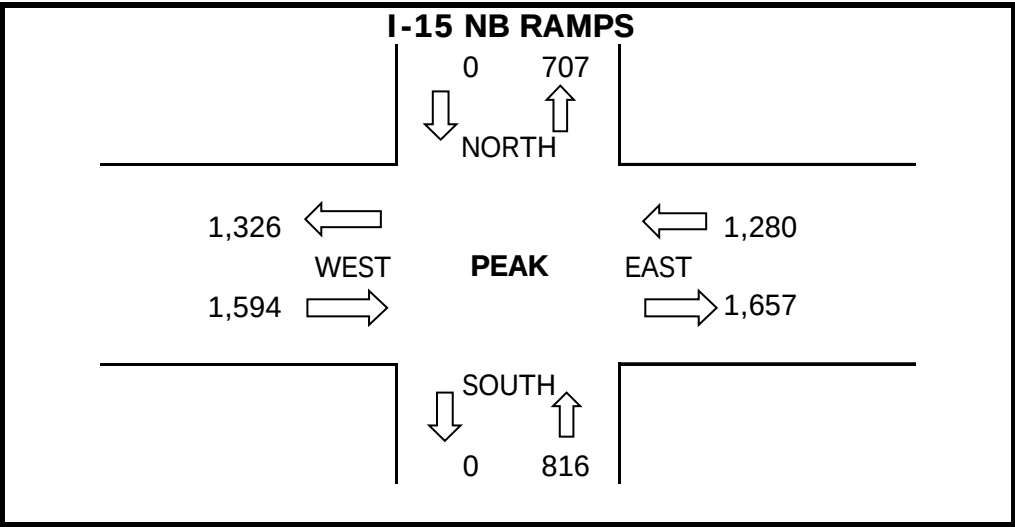
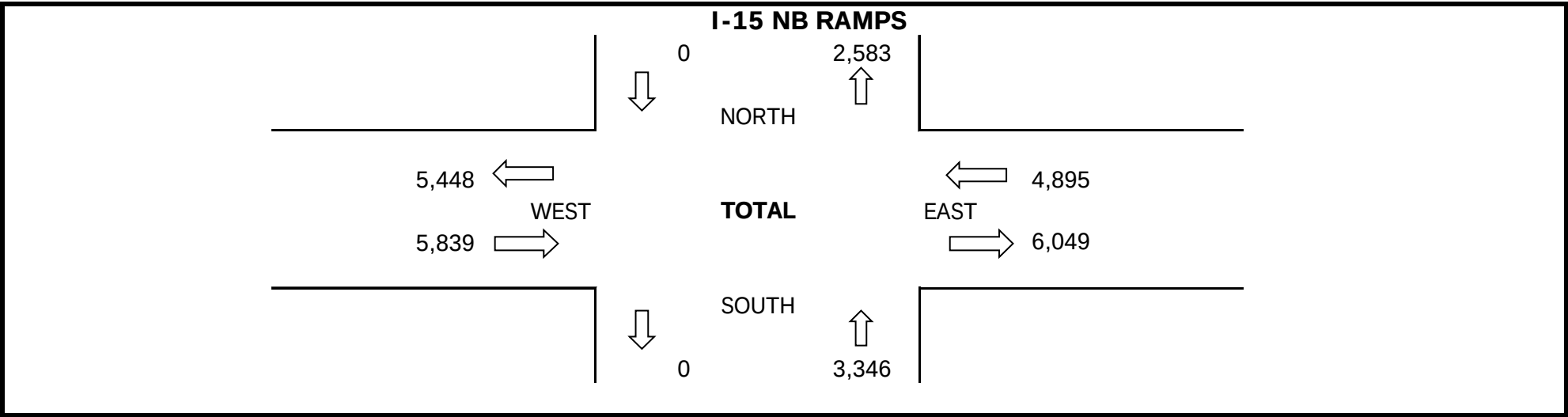
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB RAMPS			I-15 NB RAMPS			CAMINO DEL NORTE			CAMINO DEL NORTE			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	0.5	2	X	X	X	2	3	X	X	4	2	

VEHICLE U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

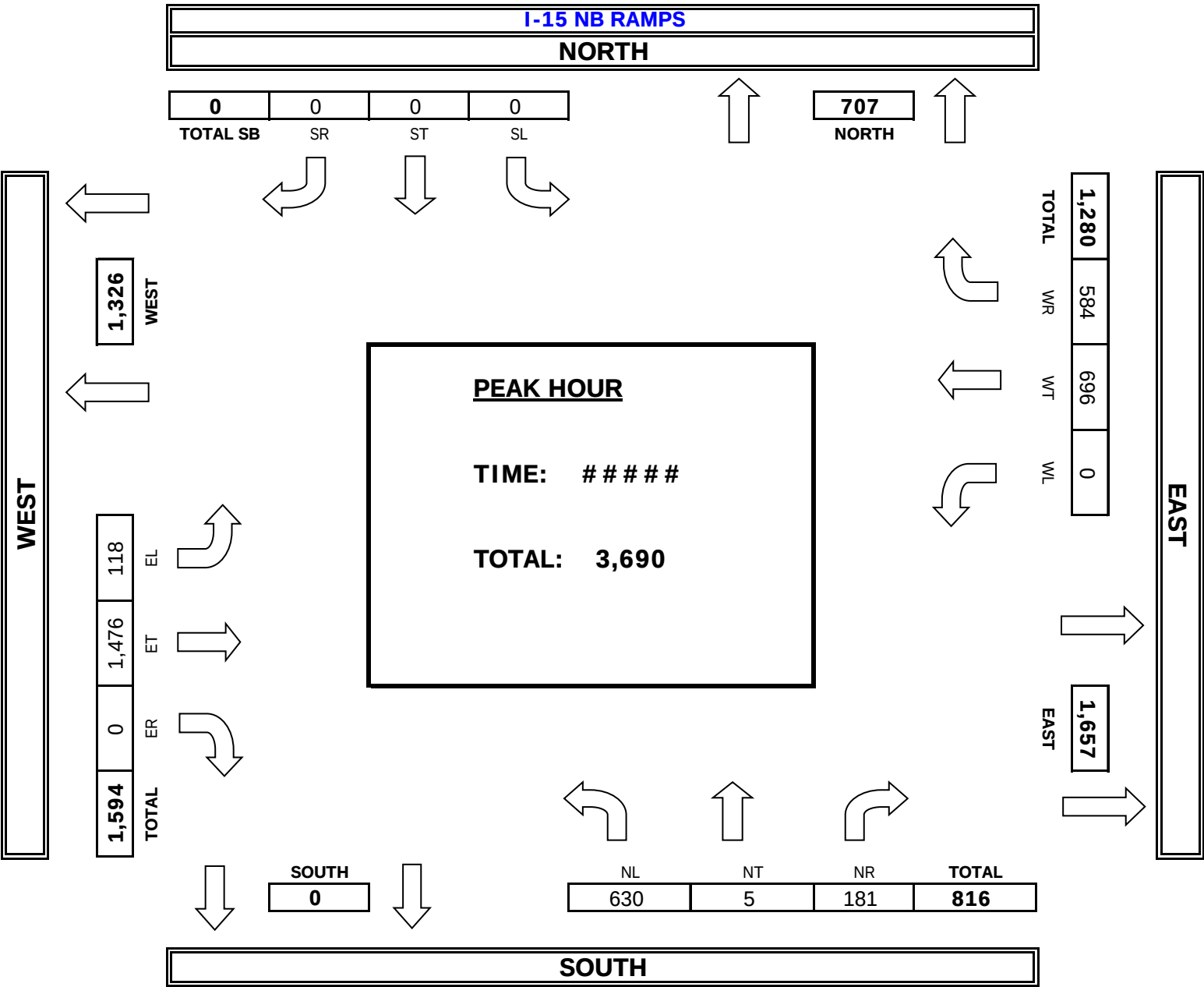
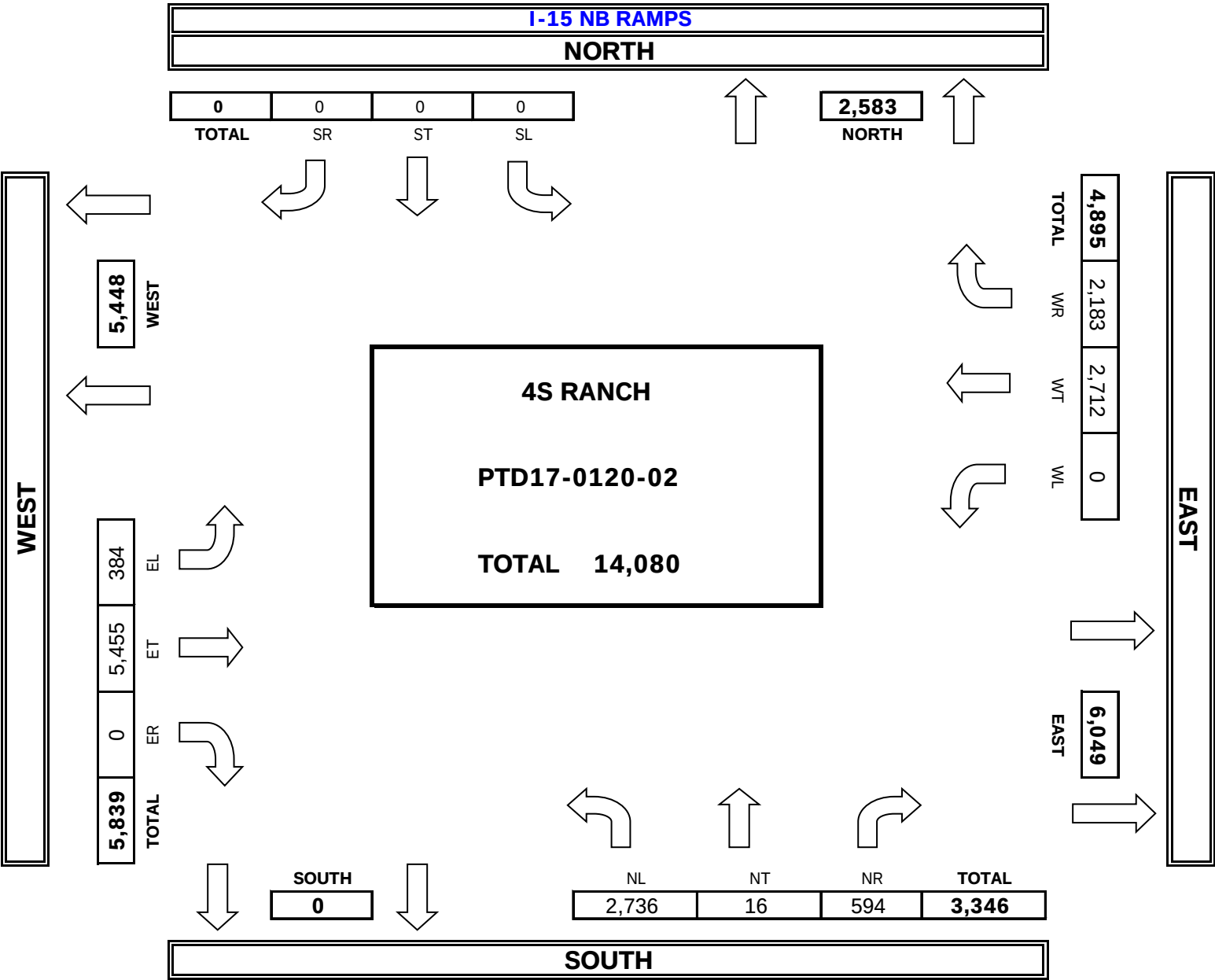
BIKE LEFT TURNS				
NL	SL	EL	WL	TTL
X	X	X	X	

INTERSECTION TURNING MOVEMENT	8:00 AM	94	4	9				2	122			78	47	356
	8:15 AM	129	1	16				7	141			85	68	447
	8:30 AM	114	0	20				10	168			87	74	473
	8:45 AM	117	1	26				4	238			75	72	533
	9:00 AM	91	0	13				6	188			98	71	467
	9:15 AM	95	2	32				10	177			92	86	494
	9:30 AM	118	0	21				24	248			106	88	605
	9:45 AM	144	1	29				15	280			118	120	707
	10:00 AM	176	0	27				20	303			123	109	758
	10:15 AM	189	0	24				20	335			172	103	843
	10:30 AM	163	0	37				19	298			165	131	813
	10:45 AM	147	2	29				29	311			160	144	822
	11:00 AM	131	0	26				23	276			152	105	713
	11:15 AM	115	0	31				29	282			147	136	740
	11:30 AM	133	0	34				22	290			185	129	793
	11:45 AM	150	0	39				26	322			173	116	826
	12:00 PM	153	0	34				26	320			212	156	901
	12:15 PM	151	3	44				32	411			173	128	942
	12:30 PM	161	0	41				27	380			158	156	923
	12:45 PM	165	2	62				33	365			153	144	924
	VOLUMES	2,736	16	594	0	0	0	384	5,455	0	0	2,712	2,183	14,080
	APPROACH %	82%	0%	18%	0%	0%	0%	7%	93%	0%	0%	55%	45%	
	APP/DEPART	3,346	/	2,583	0	/	0	5,839	/	6,049	4,895	/	5,448	0
	BEGIN PEAK HR	12:00 PM												
	VOLUMES	630	5	181	0	0	0	118	1,476	0	0	696	584	3,690
	APPROACH %	77%	1%	22%	0%	0%	0%	7%	93%	0%	0%	54%	46%	
	PEAK HR FACTOR	0.891			0.000			0.900			0.870			0.979
	APP/DEPART	816	/	707	0	/	0	1,594	/	1,657	1,280	/	1,326	0

				0					0
				0					0
				0					0
				0					0
		1		1					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
0	0	1	0	1					0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
1/29/17
SUNDAY

LOCATION: 4S RANCH
NORTH/SOUTH: DOVE CANYON
EAST/WEST: LONE QUAIL

PROJECT #: PTD17-0120-02
LOCATION #: 10
CONTROL: SIGNAL

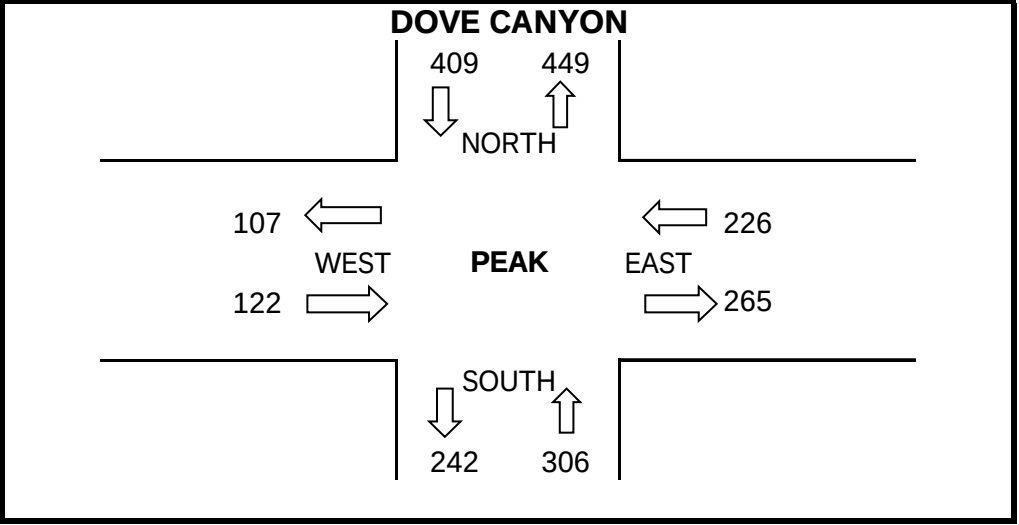
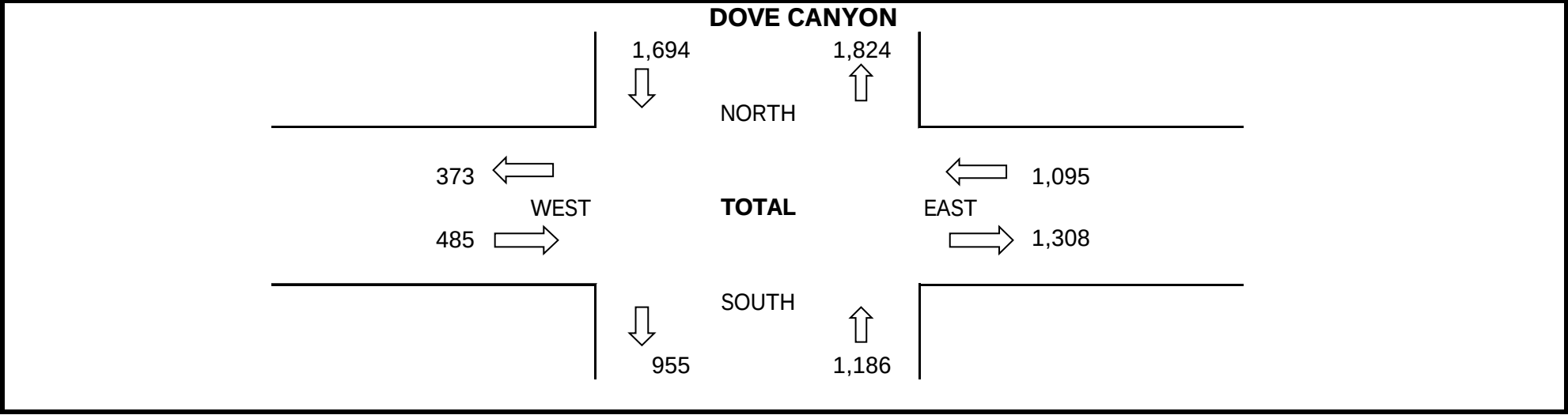
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND DOVE CANYON			SOUTHBOUND DOVE CANYON			EASTBOUND LONE QUAIL			WESTBOUND LONE QUAIL			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL

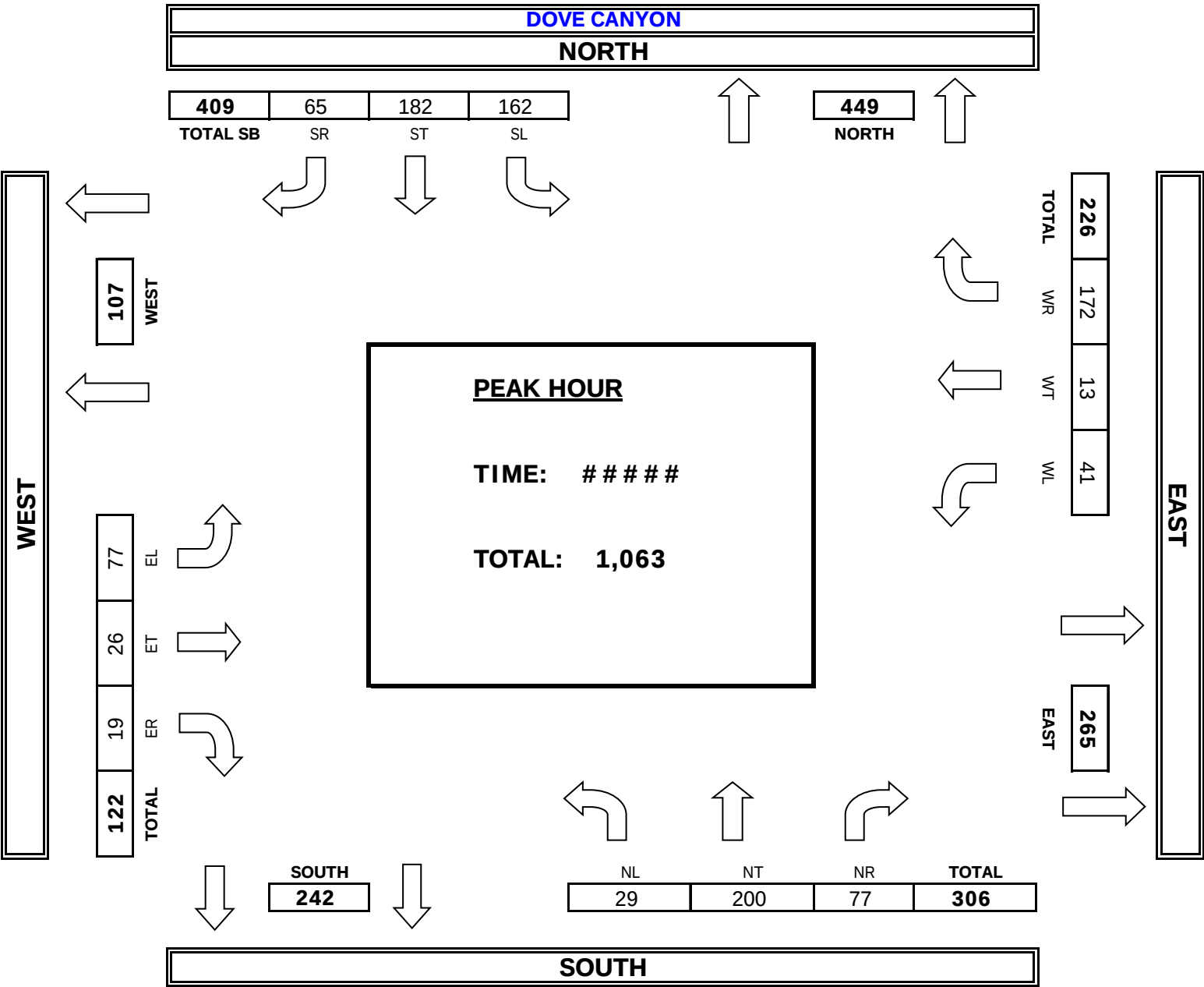
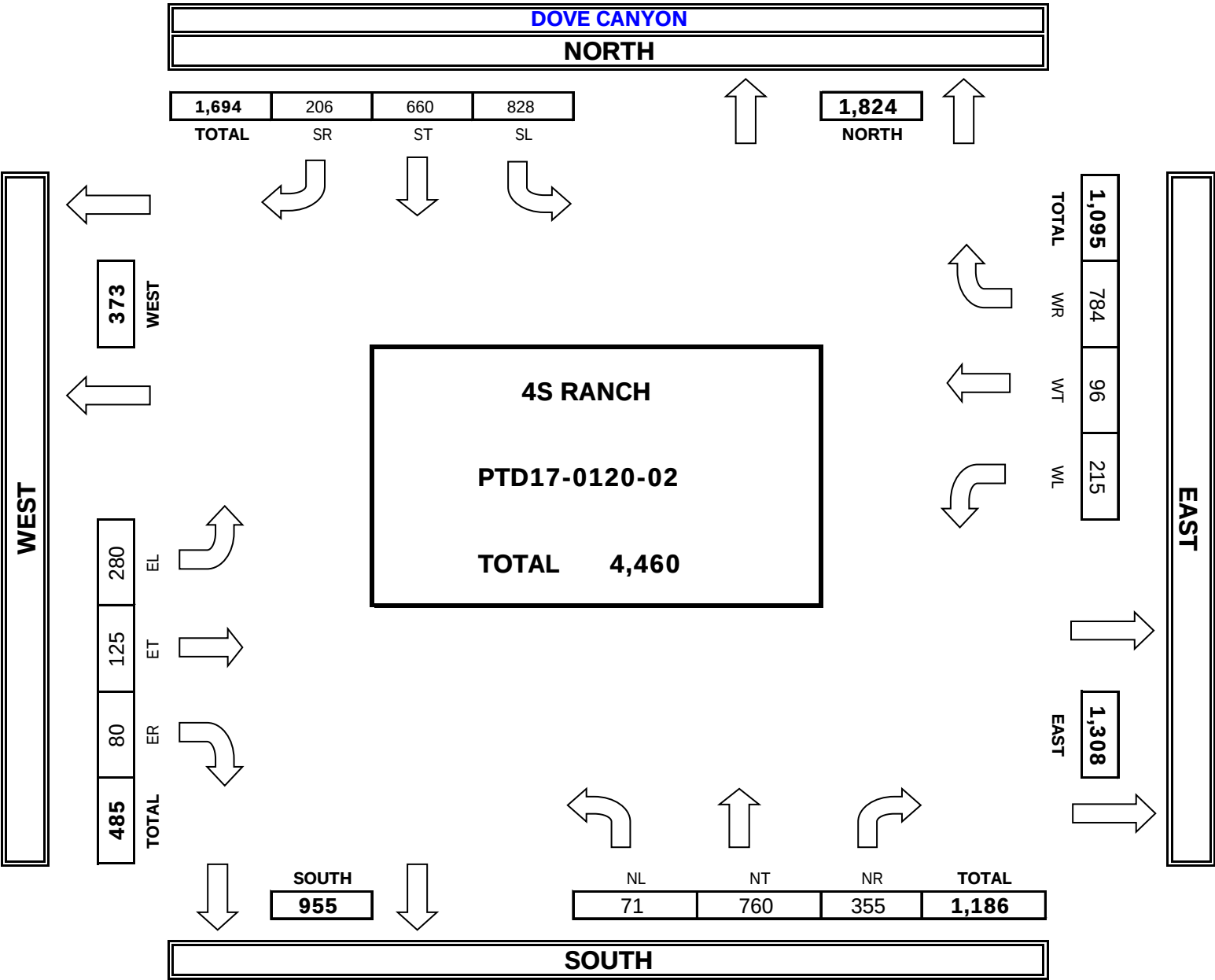
INTERSECTION TURNING MOVEMENT	8:00 AM	1	28	12	28	16	3	12	4	2	9	3	18	136
	8:15 AM	2	33	18	33	19	4	15	6	2	15	5	22	174
	8:30 AM	1	29	11	35	20	2	9	6	4	11	4	23	155
	8:45 AM	1	30	16	28	22	2	16	5	5	5	5	21	156
	9:00 AM	3	31	21	44	21	1	15	3	5	9	5	35	193
	9:15 AM	4	32	20	51	23	4	8	5	5	10	4	44	210
	9:30 AM	2	33	19	56	25	6	12	4	4	12	5	51	229
	9:45 AM	1	37	22	51	33	8	11	6	6	11	5	40	231
	10:00 AM	3	44	15	40	32	9	9	8	2	8	6	35	211
	10:15 AM	2	48	19	35	30	12	12	9	2	11	7	44	231
	10:30 AM	1	46	20	44	41	11	15	8	2	18	7	46	259
	10:45 AM	2	28	16	41	44	18	18	5	4	16	5	33	230
	11:00 AM	1	33	11	32	42	15	11	5	5	10	4	51	220
	11:15 AM	4	30	18	42	35	19	16	8	6	12	8	46	244
	11:30 AM	6	41	19	55	42	11	9	9	5	8	3	55	263
	11:45 AM	8	37	21	51	33	16	15	8	2	9	7	48	255
	12:00 PM	7	44	22	42	55	16	18	7	6	12	3	51	283
	12:15 PM	9	51	17	35	40	19	22	5	6	8	4	42	258
	12:30 PM	5	50	23	44	46	11	21	9	3	9	2	35	258
	12:45 PM	8	55	15	41	41	19	16	5	4	12	4	44	264
	VOLUMES	71	760	355	828	660	206	280	125	80	215	96	784	4,460
	APPROACH %	6%	64%	30%	49%	39%	12%	58%	26%	16%	20%	9%	72%	
	APP/DEPART	1,186	/	1,824	1,694	/	955	485	/	1,308	1,095	/	373	0
	BEGIN PEAK HR	12:00 PM												
	VOLUMES	29	200	77	162	182	65	77	26	19	41	13	172	1,063
	APPROACH %	9%	65%	25%	40%	44%	16%	63%	21%	16%	18%	6%	76%	
	PEAK HR FACTOR	0.981			0.905			0.924			0.856			0.939
	APP/DEPART	306	/	449	409	/	242	122	/	265	226	/	107	0

VEHICLE U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BIKE LEFT TURNS				
NL	SL	EL	WL	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



PACIFIC TECHNICAL DATA
TURNING MOVEMENT COUNTS



APPENDIX C
EXISTING LEVEL OF SERVICE CALCULATIONS

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Scenario Report

Scenario:	Existing AM
Command:	Existing
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	NA
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	NA
Configuration:	Existing

 Santa Fe Valley Church
 Existing Condition
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	1.8	0.152	A	1.8	0.152	+ 0.000 D/V
#602 Camino Del Norte / 4 Gee	C	23.2	0.643	C	23.2	0.643	+ 0.000 D/V
#603 Camino Del Norte / Rancho Bern	D	38.2	0.844	D	38.2	0.844	+ 0.000 D/V
#604 Camino Del Norte / 4S Ranch	C	22.4	0.493	C	22.4	0.493	+ 0.000 D/V
#605 Camino Del Norte / Dove Canyon	C	28.7	0.495	C	28.7	0.495	+ 0.000 D/V
#606 Camino Del Norte / Bernardo Ce	D	44.9	0.971	D	44.9	0.971	+ 0.000 D/V
#607 Camino Del Norte / Paseo Monta	B	15.1	0.706	B	15.1	0.706	+ 0.000 D/V
#608 Camino Del Norte / I-15 SB Ram	D	46.4	0.993	D	46.4	0.993	+ 0.000 D/V
#609 Camino Del Norte / I-15 NB Ram	D	52.2	0.995	D	52.2	0.995	+ 0.000 D/V
#610 Dove Canyon / Lone Quail	C	26.2	0.401	C	26.2	0.401	+ 0.000 D/V

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.152
Loss Time (sec): 12 Average Delay (sec/veh): 1.8
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	104	1	0	236	0	0	0	0	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	104	1	0	236	0	0	0	0	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	104	1	0	236	0	0	0	0	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	109	1	0	248	0	0	0	0	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	109	1	0	248	0	0	0	0	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	109	1	0	248	0	0	0	0	1	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	1.00	0.98	1.00	1.00	1.00	1.00	0.98	1.00	1.00
Lanes:	0.00	0.99	0.01	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1842	18	0	1862	0	0	1900	0	1862	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.83	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Volume/Cap:	0.00	0.07	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Delay/Veh:	0.0	1.6	1.6	0.0	1.7	0.0	0.0	0.0	0.0	45.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	1.6	0.0	1.7	0.0	0.0	0.0	0.0	45.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	32	32	0	79	0	0	0	0	2	0	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec): 105 Critical Vol./Cap.(X): 0.643

Loss Time (sec): 16 Average Delay (sec/veh): 23.2

Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	108	50	85	60	54	116	50	1059	48	156	979	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	50	85	60	54	116	50	1059	48	156	979	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	50	85	60	54	116	50	1059	48	156	979	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	53	89	63	57	122	53	1115	51	164	1031	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	53	89	63	57	122	53	1115	51	164	1031	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	53	89	63	57	122	53	1115	51	164	1031	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.89	0.89	0.58	0.88	0.88	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	1.00	0.37	0.63	1.00	0.32	0.68	1.00	1.91	0.09	1.00	1.93	0.07
Final Sat.:	942	625	1062	1108	531	1141	1769	3364	152	1769	3399	122

Capacity Analysis Module:

Vol/Sat:	0.12	0.08	0.08	0.06	0.11	0.11	0.03	0.33	0.33	0.09	0.30	0.30
Crit Moves:	****						****			****		
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.09	0.52	0.52	0.14	0.57	0.57
Volume/Cap:	0.64	0.45	0.45	0.30	0.57	0.57	0.33	0.64	0.64	0.64	0.53	0.53
Delay/Veh:	47.2	38.8	38.8	37.6	41.3	41.3	46.1	19.2	19.2	47.9	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	38.8	38.8	37.6	41.3	41.3	46.1	19.2	19.2	47.9	14.2	14.2
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	225	220	220	102	289	289	98	648	648	234	481	481

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844

Loss Time (sec): 16 Average Delay (sec/veh): 38.2

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	76	145	79	66	257	444	282	818	50	66	662	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	145	79	66	257	444	282	818	50	66	662	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	145	79	66	257	444	282	818	50	66	662	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	153	83	69	271	467	297	861	53	69	697	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	153	83	69	271	467	297	861	53	69	697	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	153	83	69	271	467	297	861	53	69	697	22

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.84	0.84	0.93	0.92	0.92	0.90	0.93	0.93
Lanes:	1.00	0.65	0.35	1.00	1.00	1.00	1.00	1.88	0.12	2.00	1.94	0.06
Final Sat.:	1769	1141	622	1769	1601	1601	1769	3304	202	3432	3412	108

Capacity Analysis Module:

Vol/Sat:	0.05	0.13	0.13	0.04	0.17	0.29	0.17	0.26	0.26	0.02	0.20	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.29	0.29	0.11	0.35	0.35	0.20	0.37	0.37	0.07	0.24	0.24
Volume/Cap:	0.84	0.46	0.46	0.36	0.49	0.84	0.84	0.70	0.70	0.29	0.84	0.84
Delay/Veh:	93.4	29.7	29.7	42.5	26.0	37.8	55.4	28.7	28.7	44.7	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.4	29.7	29.7	42.5	26.0	37.8	55.4	28.7	28.7	44.7	43.9	43.9
LOS by Move:	F	C	C	D	C	D	E	C	C	D	D	D
HCM2k95thQ:	225	298	298	118	341	723	429	557	557	53	537	537

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493

Loss Time (sec): 16 Average Delay (sec/veh): 22.4

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Ovl			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1	0

Volume Module:

Base Vol:	41	95	73	112	95	70	83	864	33	36	664	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	95	73	112	95	70	83	864	33	36	664	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	95	73	112	95	70	83	864	33	36	664	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	100	77	118	100	74	87	909	35	38	699	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	100	77	118	100	74	87	909	35	38	699	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	100	77	118	100	74	87	909	35	38	699	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.58	0.42	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	1003	739	1769	3387	129	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.05	0.03	0.10	0.10	0.05	0.27	0.27	0.02	0.20	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.13	0.18	0.12	0.20	0.20	0.12	0.54	0.54	0.05	0.47	0.47
Volume/Cap:	0.49	0.41	0.27	0.28	0.50	0.50	0.41	0.50	0.50	0.43	0.42	0.14
Delay/Veh:	50.4	41.2	35.9	40.4	36.6	36.6	42.1	14.7	14.7	49.4	17.6	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	41.2	35.9	40.4	36.6	36.6	42.1	14.7	14.7	49.4	17.6	15.1
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	102	162	112	98	255	255	121	426	426	59	342	91

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495

Loss Time (sec): 16 Average Delay (sec/veh): 28.7

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	145	295	235	208	271	25	72	790	166	121	620	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	295	235	208	271	25	72	790	166	121	620	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	295	235	208	271	25	72	790	166	121	620	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	153	311	247	219	285	26	76	832	175	127	653	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	311	247	219	285	26	76	832	175	127	653	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	311	247	219	285	26	76	832	175	127	653	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.92	0.92	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	2.48	0.52	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	3197	295	1769	4091	860	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.16	0.06	0.09	0.09	0.04	0.20	0.20	0.04	0.13	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.23	0.31	0.12	0.18	0.18	0.14	0.41	0.41	0.07	0.35	0.47
Volume/Cap:	0.50	0.38	0.51	0.52	0.50	0.50	0.31	0.50	0.50	0.50	0.37	0.21
Delay/Veh:	38.6	32.7	29.5	42.1	37.5	37.5	39.7	22.0	22.0	45.9	24.4	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	32.7	29.5	42.1	37.5	37.5	39.7	22.0	22.0	45.9	24.4	15.6
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	B
HCM2k95thQ:	205	202	294	195	246	246	103	381	381	133	268	142

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.971

Loss Time (sec): 16 Average Delay (sec/veh): 44.9

Optimal Cycle: 154 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	55	517	456	216	427	297	377	1164	50	307	1594	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	517	456	216	427	297	377	1164	50	307	1594	524
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	517	456	216	427	297	377	1164	50	307	1594	524
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	544	480	227	449	313	397	1225	53	323	1678	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	544	480	227	449	313	397	1225	53	323	1678	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	544	480	227	449	313	397	1225	53	323	1678	552

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.30	0.07	0.13	0.20	0.12	0.24	0.03	0.09	0.33	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.31	0.31	0.07	0.30	0.30	0.12	0.33	0.33	0.13	0.34	0.41
Volume/Cap:	0.22	0.49	0.97	0.97	0.42	0.65	0.97	0.73	0.10	0.73	0.97	0.85
Delay/Veh:	43.8	28.3	66.8	96.8	28.0	33.3	80.6	31.2	23.3	48.0	47.7	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	28.3	66.8	96.8	28.0	33.3	80.6	31.2	23.3	48.0	47.7	37.5
LOS by Move:	D	C	E	F	C	C	F	C	C	D	D	D
HCM2k95thQ:	54	352	850	328	287	430	475	599	58	240	877	683

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706

Loss Time (sec): 16 Average Delay (sec/veh): 15.1

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	80	0	159	0	0	0	0	1775	49	58	2353	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	0	159	0	0	0	0	1775	49	58	2353	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	0	159	0	0	0	0	1775	49	58	2353	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	0	167	0	0	0	0	1868	52	61	2477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	167	0	0	0	0	1868	52	61	2477	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	0	167	0	0	0	0	1868	52	61	2477	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.92	0.08	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	4927	136	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.11	0.00	0.00	0.00	0.00	0.38	0.38	0.03	0.49	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.10	0.00	0.14	0.00	0.00	0.00	0.00	0.62	0.62	0.08	0.65	0.00
Volume/Cap:	0.50	0.00	0.75	0.00	0.00	0.00	0.00	0.61	0.61	0.42	0.75	0.00
Delay/Veh:	45.3	0.0	54.5	0.0	0.0	0.0	0.0	12.1	12.1	45.7	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	0.0	54.5	0.0	0.0	0.0	0.0	12.1	12.1	45.7	13.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	157	0	322	0	0	0	0	574	574	84	757	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): 46.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	1077	1	77	0	907	1067	378	2258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1077	1	77	0	907	1067	378	2258	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1077	1	77	0	907	1067	378	2258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1134	1	81	0	955	1123	398	2377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1134	1	81	0	955	1123	398	2377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1134	1	81	0	955	1123	398	2377	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3200	3	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.03	0.00	0.14	0.40	0.12	0.47	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.41	0.41	0.12	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.99	0.99	0.08	0.00	0.35	0.99	0.99	0.99	0.00
Delay/Veh:	0.0	0.0	0.0	56.8	56.8	21.3	0.0	20.6	54.4	87.0	42.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	56.8	56.8	21.3	0.0	20.6	54.4	87.0	42.0	0.0
LOS by Move:	A	A	A	E	E	C	A	C	D	F	D	A
HCM2k95thQ:	0	0	0	990	990	48	0	257	965	377	1249	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.995
Loss Time (sec): 12 Average Delay (sec/veh): 52.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	1514	4	191	0	0	0	127	1839	0	0	1242	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1514	4	191	0	0	0	127	1839	0	0	1242	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1514	4	191	0	0	0	127	1839	0	0	1242	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1594	4	201	0	0	0	134	1936	0	0	1307	642
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1594	4	201	0	0	0	134	1936	0	0	1307	642
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1594	4	201	0	0	0	134	1936	0	0	1307	642

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3220	9	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.49	0.49	0.07	0.00	0.00	0.00	0.04	0.38	0.00	0.00	0.19	0.23
Crit Moves:	****						****			****		
Green/Cycle:	0.47	0.47	0.52	0.00	0.00	0.00	0.07	0.36	0.00	0.00	0.34	0.34
Volume/Cap:	1.06	1.06	0.14	0.00	0.00	0.00	0.53	1.06	0.00	0.00	0.57	0.68
Delay/Veh:	65.7	65.7	12.5	0.0	0.0	0.0	46.9	69.2	0.0	0.0	27.5	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	65.7	12.5	0.0	0.0	0.0	46.9	69.2	0.0	0.0	27.5	30.6
LOS by Move:	E	E	B	A	A	A	D	E	A	A	C	C
HCM2k95thQ:	1392	1392	92	0	0	0	105	1187	0	0	439	489

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401

Loss Time (sec): 12 Average Delay (sec/veh): 26.2

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	67	331	83	163	345	62	129	34	135	39	23	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	331	83	163	345	62	129	34	135	39	23	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	331	83	163	345	62	129	34	135	39	23	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	348	87	172	363	65	136	36	142	41	24	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	348	87	172	363	65	136	36	142	41	24	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	348	87	172	363	65	136	36	142	41	24	204

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.91	0.91	0.70	0.70	0.83	0.77	0.77	0.83
Lanes:	1.00	1.60	0.40	1.00	1.70	0.30	0.79	0.21	1.00	0.63	0.37	1.00
Final Sat.:	1769	2744	688	1769	2930	527	1058	279	1583	916	540	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.13	0.10	0.12	0.12	0.13	0.13	0.09	0.04	0.04	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.32	0.32	0.24	0.40	0.40	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.25	0.40	0.40	0.40	0.31	0.31	0.40	0.40	0.28	0.14	0.14	0.40
Delay/Veh:	37.2	27.0	27.0	32.4	20.8	20.8	27.0	27.0	25.6	24.2	24.2	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	27.0	27.0	32.4	20.8	20.8	27.0	27.0	25.6	24.2	24.2	26.9
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	104	274	274	210	223	223	215	215	166	74	74	248

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Scenario Report

Scenario:	Existing PM
Command:	Existing
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	NA
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	NA
Configuration:	Existing

 Santa Fe Valley Church
 Existing Condition
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	0.8	0.109	A	0.8	0.109	+ 0.000 D/V
#602 Camino Del Norte / 4 Gee	C	20.9	0.598	C	20.9	0.598	+ 0.000 D/V
#603 Camino Del Norte / Rancho Bern	D	35.7	0.814	D	35.7	0.814	+ 0.000 D/V
#604 Camino Del Norte / 4S Ranch	C	26.5	0.567	C	26.5	0.567	+ 0.000 D/V
#605 Camino Del Norte / Dove Canyon	C	29.9	0.510	C	29.9	0.510	+ 0.000 D/V
#606 Camino Del Norte / Bernardo Ce	D	42.3	0.915	D	42.3	0.915	+ 0.000 D/V
#607 Camino Del Norte / Paseo Monta	B	15.9	0.786	B	15.9	0.786	+ 0.000 D/V
#608 Camino Del Norte / I-15 SB Ram	C	25.6	0.875	C	25.6	0.875	+ 0.000 D/V
#609 Camino Del Norte / I-15 NB Ram	D	35.8	0.907	D	35.8	0.907	+ 0.000 D/V
#610 Dove Canyon / Lone Quail	C	26.8	0.446	C	26.8	0.446	+ 0.000 D/V

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.109
Loss Time (sec): 12 Average Delay (sec/veh): 0.8
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	170	0	0	78	0	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	170	0	0	78	0	0	0	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	170	0	0	78	0	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	0	179	0	0	82	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	179	0	0	82	0	0	0	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	179	0	0	82	0	0	0	0	0	0	

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	0	1862	0	0	1862	0	0	1900	0	1900	0	

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.10	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	
Crit Moves:	****											
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	
Volume/Cap:	0.00	0.11	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	
Delay/Veh:	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	
HCM2k95thQ:	0	39	0	0	18	0	0	0	0	0	0	

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec): 105 Critical Vol./Cap.(X): 0.598

Loss Time (sec): 16 Average Delay (sec/veh): 20.9

Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	39	43	74	44	32	25	86	1011	43	199	848	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	43	74	44	32	25	86	1011	43	199	848	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	43	74	44	32	25	86	1011	43	199	848	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	45	78	46	34	26	91	1064	45	209	893	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	45	78	46	34	26	91	1064	45	209	893	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	45	78	46	34	26	91	1064	45	209	893	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.89	0.89	0.59	0.92	0.92	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	0.37	0.63	1.00	0.56	0.44	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	1339	619	1066	1115	976	763	1769	3373	143	1769	3250	249

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.07	0.04	0.03	0.03	0.05	0.32	0.32	0.12	0.27	0.27
Crit Moves:	****						****			****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.53	0.53	0.20	0.61	0.61
Volume/Cap:	0.25	0.60	0.60	0.34	0.28	0.28	0.45	0.60	0.60	0.60	0.45	0.45
Delay/Veh:	42.5	48.4	48.4	43.7	42.6	42.6	45.0	17.7	17.7	41.1	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	48.4	48.4	43.7	42.6	42.6	45.0	17.7	17.7	41.1	11.1	11.1
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	73	232	232	88	101	101	162	590	590	281	384	384

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814

Loss Time (sec): 16 Average Delay (sec/veh): 35.7

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	20	81	46	50	132	299	369	787	38	91	792	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	81	46	50	132	299	369	787	38	91	792	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	81	46	50	132	299	369	787	38	91	792	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	85	48	53	139	315	388	828	40	96	834	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	85	48	53	139	315	388	828	40	96	834	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	85	48	53	139	315	388	828	40	96	834	55

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.83	0.83	0.93	0.92	0.92	0.90	0.92	0.92
Lanes:	1.00	0.64	0.36	1.00	1.00	1.00	1.00	1.91	0.09	2.00	1.88	0.12
Final Sat.:	1769	1123	638	1769	1585	1585	1769	3351	162	3432	3290	216

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.08	0.03	0.09	0.20	0.22	0.25	0.25	0.03	0.25	0.25
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.17	0.17	0.11	0.23	0.23	0.26	0.46	0.46	0.09	0.30	0.30
Volume/Cap:	0.24	0.44	0.44	0.26	0.38	0.85	0.85	0.53	0.53	0.30	0.85	0.85
Delay/Veh:	47.1	38.2	38.2	41.3	32.4	48.9	49.3	19.5	19.5	42.8	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	38.2	38.2	41.3	32.4	48.9	49.3	19.5	19.5	42.8	39.7	39.7
LOS by Move:	D	D	D	D	C	D	D	B	B	D	D	D
HCM2k95thQ:	45	203	203	86	198	564	540	446	446	70	627	627

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567

Loss Time (sec): 16 Average Delay (sec/veh): 26.5

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	25	104	26	77	93	148	128	705	36	33	790	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	104	26	77	93	148	128	705	36	33	790	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	104	26	77	93	148	128	705	36	33	790	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	109	27	81	98	156	135	742	38	35	832	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	109	27	81	98	156	135	742	38	35	832	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	109	27	81	98	156	135	742	38	35	832	219

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.89	0.89	0.93	0.92	0.92	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.39	0.61	1.00	1.00	0.10	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	652	1038	1769	3342	171	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.06	0.02	0.02	0.15	0.15	0.08	0.22	0.22	0.02	0.24	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.17	0.26	0.14	0.26	0.26	0.13	0.44	0.44	0.10	0.40	0.40
Volume/Cap:	0.30	0.35	0.07	0.17	0.58	0.58	0.58	0.51	0.51	0.20	0.58	0.34
Delay/Veh:	47.7	37.7	27.6	37.9	34.5	34.5	44.7	20.8	20.8	42.1	24.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	37.7	27.6	37.9	34.5	34.5	44.7	20.8	20.8	42.1	24.0	21.0
LOS by Move:	D	D	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	57	162	33	63	355	355	192	412	412	49	470	220

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510

Loss Time (sec): 16 Average Delay (sec/veh): 29.9

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	110	336	163	318	286	65	95	594	90	208	840	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	336	163	318	286	65	95	594	90	208	840	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	336	163	318	286	65	95	594	90	208	840	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	354	172	335	301	68	100	625	95	219	884	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	354	172	335	301	68	100	625	95	219	884	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	354	172	335	301	68	100	625	95	219	884	327

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.63	0.37	1.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	2802	637	1769	4326	655	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.07	0.10	0.11	0.10	0.11	0.11	0.06	0.14	0.14	0.06	0.17	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.20	0.33	0.19	0.24	0.24	0.11	0.31	0.31	0.14	0.34	0.53
Volume/Cap:	0.45	0.51	0.32	0.51	0.45	0.45	0.51	0.46	0.46	0.46	0.51	0.39
Delay/Veh:	40.2	36.5	25.2	36.9	32.7	32.7	44.1	27.7	27.7	40.3	26.5	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	36.5	25.2	36.9	32.7	32.7	44.1	27.7	27.7	40.3	26.5	14.1
LOS by Move:	D	D	C	D	C	C	D	C	C	D	C	B
HCM2k95thQ:	159	244	187	257	262	262	144	301	301	184	385	289

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 16 Average Delay (sec/veh): 42.3
Optimal Cycle: 123 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	51	355	271	657	443	269	265	1382	69	329	1367	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	355	271	657	443	269	265	1382	69	329	1367	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	355	271	657	443	269	265	1382	69	329	1367	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	374	285	692	466	283	279	1455	73	346	1439	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	374	285	692	466	283	279	1455	73	346	1439	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	374	285	692	466	283	279	1455	73	346	1439	257

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.11	0.18	0.20	0.13	0.18	0.08	0.29	0.05	0.10	0.28	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.20	0.20	0.22	0.33	0.33	0.09	0.31	0.31	0.11	0.33	0.55
Volume/Cap:	0.17	0.54	0.92	0.92	0.40	0.55	0.86	0.92	0.15	0.92	0.86	0.30
Delay/Veh:	42.2	36.9	69.5	53.8	26.4	28.9	64.9	41.7	24.9	70.3	36.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	36.9	69.5	53.8	26.4	28.9	64.9	41.7	24.9	70.3	36.3	12.3
LOS by Move:	D	D	E	D	C	C	E	D	C	E	D	B
HCM2k95thQ:	47	290	555	645	288	361	332	845	83	303	695	201

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786

Loss Time (sec): 16 Average Delay (sec/veh): 15.9

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	33	0	93	0	0	0	0	2301	32	192	1923	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	0	93	0	0	0	0	2301	32	192	1923	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	0	93	0	0	0	0	2301	32	192	1923	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	0	98	0	0	0	0	2422	34	202	2024	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	98	0	0	0	0	2422	34	202	2024	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	0	98	0	0	0	0	2422	34	202	2024	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	5004	70	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.48	0.48	0.11	0.40	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.00	0.08	0.00	0.00	0.00	0.00	0.62	0.62	0.15	0.68	0.00
Volume/Cap:	0.31	0.00	0.79	0.00	0.00	0.00	0.00	0.79	0.79	0.79	0.59	0.00
Delay/Veh:	46.2	0.0	72.5	0.0	0.0	0.0	0.0	15.7	15.7	56.0	9.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	0.0	72.5	0.0	0.0	0.0	0.0	15.7	15.7	56.0	9.0	0.0
LOS by Move:	D	A	E	A	A	A	A	B	B	E	A	A
HCM2k95thQ:	69	0	239	0	0	0	0	827	827	290	532	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875

Loss Time (sec): 12 Average Delay (sec/veh): 25.6

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	813	0	82	0	1192	1222	218	2003	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	813	0	82	0	1192	1222	218	2003	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	813	0	82	0	1192	1222	218	2003	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	856	0	86	0	1255	1286	229	2108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	856	0	86	0	1255	1286	229	2108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	856	0	86	0	1255	1286	229	2108	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3545	0	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.03	0.00	0.19	0.46	0.07	0.41	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.53	0.53	0.08	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.11	0.00	0.35	0.88	0.88	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	43.5	0.0	27.1	0.0	13.7	26.9	71.9	19.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.5	0.0	27.1	0.0	13.7	26.9	71.9	19.5	0.0
LOS by Move:	A	A	A	D	A	C	A	B	C	E	B	A
HCM2k95thQ:	0	0	0	690	0	59	0	278	845	208	811	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): 35.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	1277	3	267	0	0	0	152	1860	0	0	1034	792
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1277	3	267	0	0	0	152	1860	0	0	1034	792
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1277	3	267	0	0	0	152	1860	0	0	1034	792
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1344	3	281	0	0	0	160	1958	0	0	1088	834
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1344	3	281	0	0	0	160	1958	0	0	1088	834
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1344	3	281	0	0	0	160	1958	0	0	1088	834

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3255	8	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.41	0.41	0.10	0.00	0.00	0.00	0.05	0.39	0.00	0.00	0.16	0.30
Crit Moves:	****						****			****		
Green/Cycle:	0.43	0.43	0.48	0.00	0.00	0.00	0.06	0.40	0.00	0.00	0.39	0.39
Volume/Cap:	0.96	0.96	0.21	0.00	0.00	0.00	0.72	0.96	0.00	0.00	0.42	0.78
Delay/Veh:	43.5	43.5	15.1	0.0	0.0	0.0	57.0	41.4	0.0	0.0	22.6	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.5	15.1	0.0	0.0	0.0	57.0	41.4	0.0	0.0	22.6	30.5
LOS by Move:	D	D	B	A	A	A	E	D	A	A	C	C
HCM2k95thQ:	1061	1061	143	0	0	0	136	1034	0	0	324	640

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446

Loss Time (sec): 12 Average Delay (sec/veh): 26.8

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:												
Base Vol:	32	321	84	211	273	99	54	31	31	62	42	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	321	84	211	273	99	54	31	31	62	42	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	321	84	211	273	99	54	31	31	62	42	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	338	88	222	287	104	57	33	33	65	44	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	338	88	222	287	104	57	33	33	65	44	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	338	88	222	287	104	57	33	33	65	44	226

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.89	0.89	0.76	0.76	0.83	0.77	0.77	0.83
Lanes:	1.00	1.59	0.41	1.00	1.47	0.53	0.64	0.36	1.00	0.60	0.40	1.00
Final Sat.:	1769	2717	711	1769	2492	904	923	530	1583	877	594	1583

Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.13	0.12	0.12	0.06	0.06	0.02	0.07	0.07	0.14
Crit Moves:	****			****						****		
Green/Cycle:	0.17	0.28	0.28	0.28	0.39	0.39	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.11	0.45	0.45	0.45	0.30	0.30	0.19	0.19	0.06	0.23	0.23	0.45
Delay/Veh:	35.3	30.1	30.1	30.2	21.1	21.1	24.8	24.8	23.6	25.2	25.2	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	30.1	30.1	30.2	21.1	21.1	24.8	24.8	23.6	25.2	25.2	27.6
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	48	286	286	263	206	206	104	104	36	128	128	279

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Scenario Report

Scenario:	Ex Wknd PkHr
Command:	Existing
Volume:	Ex Wknd PkHr
Geometry:	Existing
Impact Fee:	NA
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	NA
Configuration:	Existing

 Santa Fe Valley Church
 Existing Condition
 Wknd Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	2.4	0.060	A	2.4	0.060	+ 0.000 D/V
#602 Camino Del Norte / 4 Gee	C	23.4	0.480	C	23.4	0.480	+ 0.000 D/V
#603 Camino Del Norte / Rancho Bern	C	28.2	0.519	C	28.2	0.519	+ 0.000 D/V
#604 Camino Del Norte / 4S Ranch	C	25.4	0.360	C	25.4	0.360	+ 0.000 D/V
#605 Camino Del Norte / Dove Canyon	C	29.5	0.408	C	29.5	0.408	+ 0.000 D/V
#606 Camino Del Norte / Bernardo Ce	C	28.4	0.589	C	28.4	0.589	+ 0.000 D/V
#607 Camino Del Norte / Paseo Monta	B	14.4	0.537	B	14.4	0.537	+ 0.000 D/V
#608 Camino Del Norte / I-15 SB Ram	C	22.6	0.488	C	22.6	0.488	+ 0.000 D/V
#609 Camino Del Norte / I-15 NB Ram	C	21.2	0.578	C	21.2	0.578	+ 0.000 D/V
#610 Dove Canyon / Lone Quail	C	26.8	0.337	C	26.8	0.337	+ 0.000 D/V

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	1	0	0	0	1	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	91	2	0	59	0	0	0	1	2	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	91	2	0	59	0	0	0	1	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	91	2	0	59	0	0	0	1	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	96	2	0	62	0	0	0	1	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	96	2	0	62	0	0	0	1	2	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	62	159	xxxx	97
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1003	806	xxxx	959
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1003	805	xxxx	959
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	xxxx	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6	9.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	A	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			9.5		
ApproachLOS:	*			*			A			A		

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec):	105	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	16	Average Delay (sec/veh):	23.4
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	31	17	98	21	23	28	70	648	45	209	548	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	17	98	21	23	28	70	648	45	209	548	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	17	98	21	23	28	70	648	45	209	548	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	18	103	22	24	29	74	682	47	220	577	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	18	103	22	24	29	74	682	47	220	577	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	18	103	22	24	29	74	682	47	220	577	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.85	0.85	0.62	0.90	0.90	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	1.00	0.15	0.85	1.00	0.45	0.55	1.00	1.87	0.13	1.00	1.89	0.11
Final Sat.:	1348	240	1384	1175	771	938	1769	3275	227	1769	3322	188

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.07	0.02	0.03	0.03	0.04	0.21	0.21	0.12	0.17	0.17
Crit Moves:	****						****			****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.15	0.43	0.43	0.26	0.54	0.54
Volume/Cap:	0.16	0.48	0.48	0.12	0.20	0.20	0.28	0.48	0.48	0.48	0.32	0.32
Delay/Veh:	38.7	41.9	41.9	38.5	39.1	39.1	40.3	21.5	21.5	33.7	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	41.9	41.9	38.5	39.1	39.1	40.3	21.5	21.5	33.7	13.3	13.3
LOS by Move:	D	D	D	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	52	203	203	36	83	83	116	416	416	280	265	265

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519

Loss Time (sec): 16 Average Delay (sec/veh): 28.2

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	31	37	26	86	34	215	150	578	33	14	557	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	37	26	86	34	215	150	578	33	14	557	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	37	26	86	34	215	150	578	33	14	557	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	39	27	91	36	226	158	608	35	15	586	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	39	27	91	36	226	158	608	35	15	586	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	39	27	91	36	226	158	608	35	15	586	48

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.81	0.81	0.93	0.92	0.92	0.90	0.92	0.92
Lanes:	1.00	0.59	0.41	1.00	1.00	1.00	1.00	1.89	0.11	2.00	1.85	0.15
Final Sat.:	1769	1026	721	1769	1541	1541	1769	3320	190	3432	3232	267

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.04	0.05	0.02	0.15	0.09	0.18	0.18	0.00	0.18	0.18
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.16	0.16	0.17	0.28	0.28	0.17	0.40	0.40	0.11	0.34	0.34
Volume/Cap:	0.37	0.23	0.23	0.31	0.08	0.53	0.53	0.46	0.46	0.04	0.53	0.53
Delay/Veh:	48.6	36.9	36.9	37.3	26.7	31.6	39.7	22.1	22.1	39.8	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	36.9	36.9	37.3	26.7	31.6	39.7	22.1	22.1	39.8	26.8	26.8
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	73	97	97	134	45	320	214	348	348	10	377	377

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360

Loss Time (sec): 16 Average Delay (sec/veh): 25.4

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	16	65	34	95	50	113	115	568	15	27	498	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	65	34	95	50	113	115	568	15	27	498	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	65	34	95	50	113	115	568	15	27	498	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	68	36	100	53	119	121	598	16	28	524	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	68	36	100	53	119	121	598	16	28	524	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	68	36	100	53	119	121	598	16	28	524	134

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.88	0.88	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.31	0.69	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	512	1157	1769	3433	91	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.02	0.03	0.10	0.10	0.07	0.17	0.17	0.02	0.15	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.16	0.21	0.16	0.27	0.27	0.16	0.47	0.47	0.05	0.35	0.35
Volume/Cap:	0.19	0.23	0.11	0.18	0.37	0.37	0.42	0.37	0.37	0.32	0.42	0.24
Delay/Veh:	46.6	36.8	31.9	36.3	29.8	29.8	38.6	17.5	17.5	48.0	24.8	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	36.8	31.9	36.3	29.8	29.8	38.6	17.5	17.5	48.0	24.8	23.1
LOS by Move:	D	D	C	D	C	C	D	B	B	D	C	C
HCM2k95thQ:	35	99	48	75	219	219	162	297	297	43	299	140

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 16 Average Delay (sec/veh): 29.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	91	251	104	298	158	41	96	503	109	162	461	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	251	104	298	158	41	96	503	109	162	461	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	251	104	298	158	41	96	503	109	162	461	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	264	109	314	166	43	101	529	115	171	485	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	264	109	314	166	43	101	529	115	171	485	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	264	109	314	166	43	101	529	115	171	485	334

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.59	0.41	1.00	2.47	0.53	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	2722	706	1769	4065	881	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.07	0.09	0.06	0.06	0.06	0.13	0.13	0.05	0.10	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.18	0.30	0.22	0.22	0.22	0.14	0.31	0.31	0.12	0.29	0.52
Volume/Cap:	0.28	0.41	0.23	0.41	0.28	0.28	0.41	0.42	0.42	0.41	0.33	0.41
Delay/Veh:	35.0	36.5	26.3	33.5	33.0	33.0	40.3	27.3	27.3	41.4	27.8	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	36.5	26.3	33.5	33.0	33.0	40.3	27.3	27.3	41.4	27.8	15.1
LOS by Move:	D	D	C	C	C	C	D	C	C	D	C	B
HCM2k95thQ:	122	182	122	222	148	148	139	268	268	148	214	305

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	16	Average Delay (sec/veh):	28.4
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	21	222	265	106	339	116	94	1113	26	180	792	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	222	265	106	339	116	94	1113	26	180	792	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	222	265	106	339	116	94	1113	26	180	792	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	234	279	112	357	122	99	1172	27	189	834	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	234	279	112	357	122	99	1172	27	189	834	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	234	279	112	357	122	99	1172	27	189	834	98

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.18	0.03	0.10	0.08	0.03	0.23	0.02	0.06	0.16	0.06
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.06	0.24	0.24	0.11	0.39	0.39	0.09	0.37	0.43
Volume/Cap:	0.05	0.22	0.59	0.59	0.43	0.33	0.25	0.59	0.04	0.59	0.44	0.14
Delay/Veh:	39.2	26.4	31.7	50.9	32.7	32.0	40.8	24.5	18.9	46.3	23.8	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	26.4	31.7	50.9	32.7	32.0	40.8	24.5	18.9	46.3	23.8	17.6
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	B
HCM2k95thQ:	18	143	375	137	251	164	83	494	27	147	325	90

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537

Loss Time (sec): 16 Average Delay (sec/veh): 14.4

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0

Volume Module:

Base Vol:	15	0	104	0	0	0	0	1526	12	106	1112	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	104	0	0	0	0	1526	12	106	1112	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	104	0	0	0	0	1526	12	106	1112	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	0	109	0	0	0	0	1606	13	112	1171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	109	0	0	0	0	1606	13	112	1171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	0	109	0	0	0	0	1606	13	112	1171	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	5039	40	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.32	0.32	0.06	0.23	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.59	0.59	0.12	0.58	0.00
Volume/Cap:	0.10	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.39	0.00
Delay/Veh:	42.1	0.0	43.6	0.0	0.0	0.0	0.0	12.3	12.3	44.3	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	0.0	43.6	0.0	0.0	0.0	0.0	12.3	12.3	44.3	11.3	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	27	0	194	0	0	0	0	483	483	160	327	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 12 Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	580	1	62	0	1015	586	186	1157	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	580	1	62	0	1015	586	186	1157	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	580	1	62	0	1015	586	186	1157	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	611	1	65	0	1068	617	196	1218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	611	1	65	0	1068	617	196	1218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	611	1	65	0	1068	617	196	1218	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3216	6	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.02	0.00	0.16	0.22	0.06	0.24	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.41	0.41	0.11	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.06	0.00	0.39	0.54	0.54	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	25.1	25.1	20.5	0.0	20.9	23.1	44.2	19.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.1	25.1	20.5	0.0	20.9	23.1	44.2	19.2	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
HCM2k95thQ:	0	0	0	363	363	38	0	292	375	149	438	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 12 Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	630	5	181	0	0	0	118	1476	0	0	696	584
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	5	181	0	0	0	118	1476	0	0	696	584
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	630	5	181	0	0	0	118	1476	0	0	696	584
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	663	5	191	0	0	0	124	1554	0	0	733	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	663	5	191	0	0	0	124	1554	0	0	733	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	663	5	191	0	0	0	124	1554	0	0	733	615

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3266	26	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.20	0.20	0.07	0.00	0.00	0.00	0.04	0.31	0.00	0.00	0.11	0.22
Crit Moves:	****						****			****		
Green/Cycle:	0.33	0.33	0.38	0.00	0.00	0.00	0.10	0.50	0.00	0.00	0.45	0.45
Volume/Cap:	0.61	0.61	0.18	0.00	0.00	0.00	0.36	0.61	0.00	0.00	0.24	0.49
Delay/Veh:	29.1	29.1	20.6	0.0	0.0	0.0	42.5	18.5	0.0	0.0	17.2	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	20.6	0.0	0.0	0.0	42.5	18.5	0.0	0.0	17.2	19.9
LOS by Move:	C	C	C	A	A	A	D	B	A	A	B	B
HCM2k95thQ:	431	431	112	0	0	0	92	559	0	0	188	370

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	200	77	162	182	65	77	26	19	41	13	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	200	77	162	182	65	77	26	19	41	13	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	200	77	162	182	65	77	26	19	41	13	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	211	81	171	192	68	81	27	20	43	14	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	211	81	171	192	68	81	27	20	43	14	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	211	81	171	192	68	81	27	20	43	14	181

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.89	0.89	0.74	0.74	0.83	0.76	0.76	0.83
Lanes:	1.00	1.44	0.56	1.00	1.47	0.53	0.75	0.25	1.00	0.76	0.24	1.00
Final Sat.:	1769	2447	942	1769	2505	895	1054	356	1583	1096	347	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.09	0.09	0.10	0.08	0.08	0.08	0.08	0.01	0.04	0.04	0.11
Crit Moves:	****			****						****		
Green/Cycle:	0.21	0.26	0.26	0.29	0.33	0.33	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.08	0.34	0.34	0.34	0.23	0.23	0.23	0.23	0.04	0.12	0.12	0.34
Delay/Veh:	31.5	30.6	30.6	28.6	24.6	24.6	23.9	23.9	22.1	22.8	22.8	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	30.6	30.6	28.6	24.6	24.6	23.9	23.9	22.1	22.8	22.8	25.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	40	197	197	197	147	147	124	124	21	63	63	210

Note: Queue reported is the distance per lane in feet.

APPENDIX D
SANDAG TRIP GENERATION RATES / PROJECT TRIP DEVELOPMENT

Zip Code Old Main*ITE p.1057*

Zip Code	SA Entry	To Project	People	Autos
91910	G	NBR	2	1
91914	G	NBR	1	1
91915	G	NBR	2	1
91941	G	NBR	1	1
92008	A	SBL	1	1
92009	A	SBL	9	3
92010	A	SBL	2	1
92014	H	EBL	2	1
92025	A	SBL	3	1
92026	A	SBL	7	3
92027	A	SBL	9	3
92029	A	SBL	13	4
92037	G	NBR	8	3
92054	A	SBL	1	1
92064	D	WBT	71	22
92067	C	EBL	1	1
92069	A	SBL	10	4
92071	G	NBR	3	1
92074	D	NBL	2	1
92078	A	SBL	18	6
92082	A	SBL	3	1
92083	A	SBL	2	1
92084	A	SBL	1	1
92101	G	NBR	25	8
92111	G	NBR	2	1
92115	G	NBR	4	2
92117	G	NBR	3	1
92121	H	EBL	5	2
92122	G	NBR	9	3
92123	G	NBR	4	2
92124	G	NBR	7	3
92126	G	NBR	76	24
92127	LOCAL	LOCAL	200	61
92128	E	SBL & SBR	236	72
92129	2ND-ARY	2ND-ARY	409	125
92130	H	EBL	155	48
92131	G	NBR	93	29
92150	G	NBR	1	1
92154	G	NBR	2	1
92172	G	NBR	4	2
92191	G	NBR	1	1

SA Entry	~ From	To Project
A	I-15	Camino Del Norte
B	I-15	Rancho Bernardo Rd
C	San Dieguito Rd	Camino Del Sur
D	Community Rd	Twin Peaks Rd
E	Carmel Mtn & Pomerado	Camino Del Norte
F	Carmel Mountain Rd	Black Mountain Rd
G	I-15	Carmel Mountain Rd
H	Ted Williams Pkwy	Highland Ranch Rd

Distribution Old Main*ITE p.1057*

Zip Code	SA Entry	To Project	People	Autos
92129	2ND-ARY	2ND-ARY	409	125
92008	A	SBL	1	1
92009	A	SBL	9	3
92010	A	SBL	2	1
92025	A	SBL	3	1
92026	A	SBL	7	3
92027	A	SBL	9	3
92029	A	SBL	13	4
92054	A	SBL	1	1
92069	A	SBL	10	4
92078	A	SBL	18	6
92082	A	SBL	3	1
92083	A	SBL	2	1
92084	A	SBL	1	1
92067	C	EBL	1	1
92074	D	NBL	2	1
92064	D	WBT	71	22
92128	E	SBL & SBR	236	72
91910	G	NBR	2	1
91914	G	NBR	1	1
91915	G	NBR	2	1
91941	G	NBR	1	1
92037	G	NBR	8	3
92071	G	NBR	3	1
92101	G	NBR	25	8
92111	G	NBR	2	1
92115	G	NBR	4	2
92117	G	NBR	3	1
92122	G	NBR	9	3
92123	G	NBR	4	2
92124	G	NBR	7	3
92126	G	NBR	76	24
92131	G	NBR	93	29
92150	G	NBR	1	1
92154	G	NBR	2	1
92172	G	NBR	4	2
92191	G	NBR	1	1
92014	H	EBL	2	1
92121	H	EBL	5	2
92130	H	EBL	155	48
92127	LOCAL	LOCAL	200	61

SA Entry	~ From	To Project
A	I-15	Camino Del Norte
A	SBL	6.7%
C	San Dieguito Rd	Camino Del Sur
C	EBL	0.2%
D	Community Rd	Twin Peaks Rd
D	NBL	0.2%
D	WBT	4.9%
E	Carmel Mtn & Pomerado	Camino Del Norte
E	SBL & SBR	16.0%
G	I-15	Carmel Mountain Rd
G	NBR	19.2%
H	Ted Williams Pkwy	Highland Ranch Rd
H	EBL	11.4%
LOCAL		13.6%
SECONDARY		27.8%
SUM =		100.0%

Zip Code Old Secondary*ITE p.1057*

	Zip Code	SA Entry	To Project	People	Autos
	91910	J	WBR	2	1
	91914	J	WBR	1	1
	91915	J	WBR	2	1
	91941	J	WBR	1	1
	92008	J	EBL	1	1
	92009	J	WBR	9	3
	92010	J	WBR	2	1
	92014	K	EBR	2	1
	92025	J	WBR	3	1
	92026	J	WBR	7	3
	92027	J	WBR	9	3
	92029	C	EBR	13	4
	92037	J	EBL	8	3
	92054	J	EBL	1	1
SR-56 (J WBR)	92064	D	WBT	71	22
	92067	C	EBR	1	1
	92069	J	WBR	10	4
	92071	J	WBR	3	1
SR-56 (J WBR)	92074	D	NBL	2	1
	92078	J	WBR	18	6
	92082	J	WBR	3	1
	92083	J	WBR	2	1
	92084	J	WBR	1	1
	92101	J	EBL	25	8
	92111	J	EBL	2	1
	92115	J	WBR	4	2
	92117	J	EBL	3	1
	92121	J	EBL	5	2
	92122	J	EBL	9	3
	92123	J	WBR	4	2
	92124	J	WBR	7	3
SR-56 (J WBR)	92126	L	NBL	76	24
	92127	LOCAL	LOCAL	200	61
I-15 to SR-56 (J WBR)	92128	E	SBR	236	72
	92129	2ND-ARY	2ND-ARY	409	125
	92130	J	EBL	155	48
	92131	J	WBR	93	29
	92150	J	WBR	1	1
	92154	J	WBR	2	1
	92172	J	WBR	4	2
	92191	J	WBR	1	1

SA Entry	~ From	To Project
A	I-15	Camino Del Norte
B	I-15	Rancho Bernardo Rd
C	San Dieguito Rd	Camino Del Sur
D	Community Rd	Twin Peaks Rd
E	Carmel Mtn & Pomerado	Camino Del Norte
F	Carmel Mountain Rd	Black Mountain Rd
G	I-15	Carmel Mountain Rd
H	Ted Williams Pkwy	Highland Ranch Rd
J	SR-56	Camino Del Sur
K	Carmel Valley Rd	Camino Del Sur
L	Black Mountain Rd	SR-56

Distribution Old Secondary

ITE p.1057

	Zip Code	SA Entry	To Project	People	Autos
	92129	2ND-ARY	2ND-ARY	409	125
	92029	C	EBR	13	4
	92067	C	EBR	1	1
SR-56 (J WBR)	92074	D	NBL	2	1
SR-56 (J WBR)	92064	D	WBT	71	22
I-15 to SR-56 (J WBR)	92128	E	SBR	236	72
	92008	J	EBL	1	1
	92037	J	EBL	8	3
	92054	J	EBL	1	1
	92101	J	EBL	25	8
	92111	J	EBL	2	1
	92117	J	EBL	3	1
	92121	J	EBL	5	2
	92122	J	EBL	9	3
	92130	J	EBL	155	48
	91910	J	WBR	2	1
	91914	J	WBR	1	1
	91915	J	WBR	2	1
	91941	J	WBR	1	1
	92009	J	WBR	9	3
	92010	J	WBR	2	1
	92025	J	WBR	3	1
	92026	J	WBR	7	3
	92027	J	WBR	9	3
	92069	J	WBR	10	4
	92071	J	WBR	3	1
	92078	J	WBR	18	6
	92082	J	WBR	3	1
	92083	J	WBR	2	1
	92084	J	WBR	1	1
	92115	J	WBR	4	2
	92123	J	WBR	4	2
	92124	J	WBR	7	3
	92131	J	WBR	93	29
	92150	J	WBR	1	1
	92154	J	WBR	2	1
	92172	J	WBR	4	2
	92191	J	WBR	1	1
	92014	K	EBR	2	1
SR-56 (J WBR)	92126	L	NBL	76	24
	92127	LOCAL	LOCAL	200	61

SA Entry	~ From	To Project
C	San Dieguito Rd	Camino Del Sur
C		EBR 1.1%
D	Community Rd	Twin Peaks Rd
D		NBL 0.2%
D		WBT 4.9%
E	Carmel Mtn & Pomerado	Camino Del Norte
E		SBR 16.0%
J	SR-56	Camino Del Sur
J		EBL 15.1%
J		WBR 15.6%
K	Carmel Valley Rd	Camino Del Sur
K		EBR 0.2%
L	Black Mountain Rd	SR-56
L		NBL 5.3%
LOCAL		13.6%
SECONDARY		27.8%
SUM =		99.8%

Zip Code New Church*ITE p.1057*

Zip Code	SA Entry	To Project	People	Autos
91910	A	NBL	2	1
91914	A	NBL	1	1
91915	A	NBL	2	1
91941	A	NBL	1	1
92008	B	SBR	1	1
92009	B	SBR	9	3
92010	B	SBR	2	1
92014	C	EBL	2	1
92025	B	SBR	3	1
92026	B	SBR	7	3
92027	B	SBR	9	3
92029	B	SBR	13	4
92037	A	NBL	8	3
92054	B	SBR	1	1
92064	D	WBT	71	22
92067	C	EBL	1	1
92069	B	SBR	10	4
92071	A	NBL	3	1
92074	D	NBL	2	1
92078	B	SBR	18	6
92082	B	SBR	3	1
92083	B	SBR	2	1
92084	B	SBR	1	1
92101	A	NBL	25	8
92111	A	NBL	2	1
92115	A	NBL	4	2
92117	A	NBL	3	1
92121	A	NBL	5	2
92122	A	NBL	9	3
92123	A	NBL	4	2
92124	A	NBL	7	3
92126	A	NBL	76	24
92127	LOCAL	LOCAL	200	61
92128	E	SBR	236	72
92129	2ND-ARY	2ND-ARY	409	125
92130	A	NBL	155	48
92131	A	NBL	93	29
92150	E	NBL	1	1
92154	A	NBL	2	1
92172	A	NBL	4	2
92191	A	NBL	1	1

SA Entry	~ From	To Project
A	I-15	Camino Del Norte
B	I-15	Rancho Bernardo Rd
C	San Dieguito Rd	Camino Del Sur
D	Community Rd	Twin Peaks Rd
E	Carmel Mtn & Pomerado	Camino Del Norte
F	Carmel Mountain Rd	Black Mountain Rd

Distribution New Church*ITE p.1057*

Zip Code	SA Entry	To Project	People	Autos
92129	2ND-ARY	2ND-ARY	409	125
91910	A	NBL	2	1
91914	A	NBL	1	1
91915	A	NBL	2	1
91941	A	NBL	1	1
92037	A	NBL	8	3
92071	A	NBL	3	1
92101	A	NBL	25	8
92111	A	NBL	2	1
92115	A	NBL	4	2
92117	A	NBL	3	1
92121	A	NBL	5	2
92122	A	NBL	9	3
92123	A	NBL	4	2
92124	A	NBL	7	3
92126	A	NBL	76	24
92130	A	NBL	155	48
92131	A	NBL	93	29
92154	A	NBL	2	1
92172	A	NBL	4	2
92191	A	NBL	1	1
92008	B	SBR	1	1
92009	B	SBR	9	3
92010	B	SBR	2	1
92025	B	SBR	3	1
92026	B	SBR	7	3
92027	B	SBR	9	3
92029	B	SBR	13	4
92054	B	SBR	1	1
92069	B	SBR	10	4
92078	B	SBR	18	6
92082	B	SBR	3	1
92083	B	SBR	2	1
92084	B	SBR	1	1
92014	C	EBL	2	1
92067	C	EBL	1	1
92074	D	NBL	2	1
92064	D	WBT	71	22
92150	E	NBL	1	1
92128	E	SBR	236	72
92127	LOCAL	LOCAL	200	61

SA Entry	~ From	To Project
A	I-15	Camino Del Norte
A	NBL	30.1%
B	I-15	Rancho Bernardo Rd
B	SBR	6.7%
C	San Dieguito Rd	Camino Del Sur
C	EBL	0.4%
D	Community Rd	Twin Peaks Rd
D	NBL	0.2%
D	WBT	4.9%
E	Carmel Mtn & Pomerado	Camino Del Norte
E	NBL	0.2%
E	SBR	16.0%
LOCAL		13.6%
SECONDARY		27.8%
SUM =		99.9%

APPENDIX E
EXISTING + PROJECT LEVEL OF SERVICE CALCULATIONS

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Scenario Report

Scenario: Ex plus Proj AM

Command: Existing
Volume: Existing AM
Geometry: Existing
Impact Fee: NA
Trip Generation: Weekday AM
Trip Distribution: Project
Paths: Project
Routes: NA
Configuration: Existing

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	1.8	0.152	A	2.8	0.159	+ 0.981 D/V
#602 Camino Del Norte / 4 Gee	C	23.2	0.643	C	23.3	0.643	+ 0.066 D/V
#603 Camino Del Norte / Rancho Bern	D	38.2	0.844	D	38.4	0.849	+ 0.206 D/V
#604 Camino Del Norte / 4S Ranch	C	22.4	0.493	C	22.4	0.495	-0.058 D/V
#605 Camino Del Norte / Dove Canyon	C	28.7	0.495	C	28.7	0.499	+ 0.015 D/V
#606 Camino Del Norte / Bernardo Ce	D	44.9	0.971	D	45.0	0.972	+ 0.123 D/V
#607 Camino Del Norte / Paseo Monta	B	15.1	0.706	B	15.1	0.707	+ 0.010 D/V
#608 Camino Del Norte / I-15 SB Ram	D	46.4	0.993	D	46.6	0.993	+ 0.249 D/V
#609 Camino Del Norte / I-15 NB Ram	D	52.2	0.995	D	52.5	0.997	+ 0.361 D/V
#610 Dove Canyon / Lone Quail	C	26.2	0.401	C	26.2	0.402	-0.014 D/V

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.159
Loss Time (sec): 12 Average Delay (sec/veh): 2.8
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	104	1	0	236	0	0	0	0	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	104	1	0	236	0	0	0	0	1	0	0
Added Vol:	0	0	12	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	104	13	0	236	0	0	0	0	9	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	109	14	0	248	0	0	0	0	9	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	109	14	0	248	0	0	0	0	9	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	109	14	0	248	0	0	0	0	9	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	1.00	0.98	1.00	1.00	1.00	1.00	0.78	1.00	1.00
Lanes:	0.00	0.89	0.11	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1630	204	0	1862	0	0	1900	0	1490	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.83	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Volume/Cap:	0.00	0.08	0.08	0.00	0.16	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Delay/Veh:	0.0	1.6	1.6	0.0	1.7	0.0	0.0	0.0	0.0	46.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	1.6	0.0	1.7	0.0	0.0	0.0	0.0	46.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	36	36	0	79	0	0	0	0	21	0	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec):	105	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	16	Average Delay (sec/veh):	23.3
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	108	50	85	60	54	116	50	1059	48	156	979	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	50	85	60	54	116	50	1059	48	156	979	35
Added Vol:	0	0	0	7	0	1	1	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	50	85	67	54	117	51	1059	48	156	979	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	53	89	71	57	123	54	1115	51	164	1031	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	53	89	71	57	123	54	1115	51	164	1031	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	53	89	71	57	123	54	1115	51	164	1031	48

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.89	0.89	0.58	0.88	0.88	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	0.37	0.63	1.00	0.32	0.68	1.00	1.91	0.09	1.00	1.91	0.09
Final Sat.:	938	625	1062	1108	527	1143	1769	3364	152	1769	3355	158

Capacity Analysis Module:

Vol/Sat:	0.12	0.08	0.08	0.06	0.11	0.11	0.03	0.33	0.33	0.09	0.31	0.31
Crit Moves:	****						****			****		
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.09	0.52	0.52	0.14	0.57	0.57
Volume/Cap:	0.64	0.45	0.45	0.34	0.57	0.57	0.34	0.64	0.64	0.64	0.54	0.54
Delay/Veh:	47.2	38.8	38.8	37.9	41.3	41.3	46.3	19.3	19.3	47.9	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	38.8	38.8	37.9	41.3	41.3	46.3	19.3	19.3	47.9	14.2	14.2
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	225	219	219	116	290	290	101	649	649	233	487	487

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 16 Average Delay (sec/veh): 38.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	76	145	79	66	257	444	282	818	50	66	662	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	145	79	66	257	444	282	818	50	66	662	21
Added Vol:	0	0	0	0	0	1	1	6	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	145	79	66	257	445	283	824	50	66	671	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	153	83	69	271	468	298	867	53	69	706	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	153	83	69	271	468	298	867	53	69	706	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	153	83	69	271	468	298	867	53	69	706	22

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.84	0.84	0.93	0.92	0.92	0.90	0.93	0.93
Lanes:	1.00	0.65	0.35	1.00	1.00	1.00	1.00	1.89	0.11	2.00	1.94	0.06
Final Sat.:	1769	1141	622	1769	1601	1601	1769	3305	201	3432	3417	107

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.13	0.13	0.04	0.17	0.29	0.17	0.26	0.26	0.02	0.21	0.21
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.29	0.29	0.11	0.34	0.34	0.20	0.37	0.37	0.07	0.24	0.24
Volume/Cap:	0.85	0.46	0.46	0.36	0.49	0.85	0.85	0.71	0.71	0.29	0.85	0.85
Delay/Veh:	94.7	29.8	29.8	42.6	26.1	38.2	56.0	28.6	28.6	44.7	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.7	29.8	29.8	42.6	26.1	38.2	56.0	28.6	28.6	44.7	44.1	44.1
LOS by Move:	F	C	C	D	C	D	E	C	C	D	D	D
HCM2k95thQ:	226	299	299	119	341	728	432	560	560	53	545	545

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495

Loss Time (sec): 16 Average Delay (sec/veh): 22.4

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	41	95	73	112	95	70	83	864	33	36	664	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	95	73	112	95	70	83	864	33	36	664	102
Added Vol:	0	0	0	0	0	0	0	6	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	95	73	112	95	70	83	870	33	36	673	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	100	77	118	100	74	87	916	35	38	708	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	100	77	118	100	74	87	916	35	38	708	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	100	77	118	100	74	87	916	35	38	708	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.58	0.42	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	1003	739	1769	3388	129	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.05	0.03	0.10	0.10	0.05	0.27	0.27	0.02	0.20	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.13	0.18	0.12	0.20	0.20	0.12	0.54	0.54	0.05	0.47	0.47
Volume/Cap:	0.49	0.42	0.27	0.29	0.50	0.50	0.42	0.50	0.50	0.43	0.42	0.14
Delay/Veh:	50.4	41.2	35.9	40.5	36.7	36.7	42.3	14.7	14.7	49.4	17.6	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	41.2	35.9	40.5	36.7	36.7	42.3	14.7	14.7	49.4	17.6	15.0
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	102	162	112	98	256	256	121	428	428	59	347	91

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 16 Average Delay (sec/veh): 28.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	145	295	235	208	271	25	72	790	166	121	620	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	295	235	208	271	25	72	790	166	121	620	149
Added Vol:	3	0	0	0	0	0	0	4	2	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	295	235	208	271	25	72	794	168	121	626	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	156	311	247	219	285	26	76	836	177	127	659	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	311	247	219	285	26	76	836	177	127	659	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	311	247	219	285	26	76	836	177	127	659	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.92	0.92	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	2.48	0.52	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	3197	295	1769	4086	865	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.16	0.06	0.09	0.09	0.04	0.20	0.20	0.04	0.13	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.23	0.31	0.12	0.18	0.18	0.13	0.41	0.41	0.07	0.35	0.47
Volume/Cap:	0.50	0.38	0.51	0.51	0.50	0.50	0.32	0.50	0.50	0.50	0.37	0.21
Delay/Veh:	38.4	32.7	29.5	42.1	37.6	37.6	39.9	22.1	22.1	46.0	24.4	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	32.7	29.5	42.1	37.6	37.6	39.9	22.1	22.1	46.0	24.4	15.5
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	B
HCM2k95thQ:	209	201	294	194	247	247	103	384	384	134	271	141

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972

Loss Time (sec): 16 Average Delay (sec/veh): 45.0

Optimal Cycle: 155 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	55	517	456	216	427	297	377	1164	50	307	1594	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	517	456	216	427	297	377	1164	50	307	1594	524
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	517	456	216	427	297	377	1168	50	307	1600	524
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	544	480	227	449	313	397	1229	53	323	1684	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	544	480	227	449	313	397	1229	53	323	1684	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	544	480	227	449	313	397	1229	53	323	1684	552

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.30	0.07	0.13	0.20	0.12	0.24	0.03	0.09	0.33	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.31	0.31	0.07	0.30	0.30	0.12	0.33	0.33	0.13	0.34	0.41
Volume/Cap:	0.22	0.49	0.97	0.97	0.42	0.65	0.97	0.73	0.10	0.73	0.97	0.85
Delay/Veh:	43.8	28.3	67.2	97.3	28.1	33.4	81.0	31.2	23.2	48.0	48.0	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	28.3	67.2	97.3	28.1	33.4	81.0	31.2	23.2	48.0	48.0	37.4
LOS by Move:	D	C	E	F	C	C	F	C	C	D	D	D
HCM2k95thQ:	54	352	852	328	287	430	476	601	58	240	882	681

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707

Loss Time (sec): 16 Average Delay (sec/veh): 15.1

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	80	0	159	0	0	0	0	1775	49	58	2353	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	0	159	0	0	0	0	1775	49	58	2353	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	0	159	0	0	0	0	1779	49	58	2359	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	0	167	0	0	0	0	1873	52	61	2483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	167	0	0	0	0	1873	52	61	2483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	0	167	0	0	0	0	1873	52	61	2483	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.92	0.08	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	4927	136	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.11	0.00	0.00	0.00	0.00	0.38	0.38	0.03	0.49	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.10	0.00	0.14	0.00	0.00	0.00	0.00	0.62	0.62	0.08	0.65	0.00
Volume/Cap:	0.50	0.00	0.75	0.00	0.00	0.00	0.00	0.61	0.61	0.42	0.75	0.00
Delay/Veh:	45.3	0.0	54.7	0.0	0.0	0.0	0.0	12.1	12.1	45.7	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	0.0	54.7	0.0	0.0	0.0	0.0	12.1	12.1	45.7	13.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	157	0	323	0	0	0	0	575	575	84	759	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): 46.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	1077	1	77	0	907	1067	378	2258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1077	1	77	0	907	1067	378	2258	0
Added Vol:	0	0	0	0	0	0	0	2	2	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1077	1	77	0	909	1069	378	2264	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1134	1	81	0	957	1125	398	2383	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1134	1	81	0	957	1125	398	2383	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1134	1	81	0	957	1125	398	2383	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3200	3	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.03	0.00	0.14	0.40	0.12	0.47	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.41	0.41	0.12	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.99	0.99	0.08	0.00	0.35	0.99	0.99	0.99	0.00
Delay/Veh:	0.0	0.0	0.0	57.0	57.0	21.4	0.0	20.6	54.6	87.3	42.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	57.0	57.0	21.4	0.0	20.6	54.6	87.3	42.5	0.0
LOS by Move:	A	A	A	E	E	C	A	C	D	F	D	A
HCM2k95thQ:	0	0	0	991	991	48	0	258	968	378	1256	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 12 Average Delay (sec/veh): 52.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	1514	4	191	0	0	0	127	1839	0	0	1242	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1514	4	191	0	0	0	127	1839	0	0	1242	610
Added Vol:	3	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1517	4	191	0	0	0	127	1841	0	0	1245	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1597	4	201	0	0	0	134	1938	0	0	1311	642
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1597	4	201	0	0	0	134	1938	0	0	1311	642
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1597	4	201	0	0	0	134	1938	0	0	1311	642

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3220	8	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.50	0.50	0.07	0.00	0.00	0.00	0.04	0.38	0.00	0.00	0.19	0.23
Crit Moves:	****						****			****		
Green/Cycle:	0.47	0.47	0.52	0.00	0.00	0.00	0.07	0.36	0.00	0.00	0.34	0.34
Volume/Cap:	1.06	1.06	0.14	0.00	0.00	0.00	0.53	1.06	0.00	0.00	0.57	0.68
Delay/Veh:	66.3	66.3	12.5	0.0	0.0	0.0	46.9	69.8	0.0	0.0	27.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	66.3	12.5	0.0	0.0	0.0	46.9	69.8	0.0	0.0	27.6	30.6
LOS by Move:	E	E	B	A	A	A	D	E	A	A	C	C
HCM2k95thQ:	1398	1398	92	0	0	0	105	1191	0	0	441	490

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402

Loss Time (sec): 12 Average Delay (sec/veh): 26.2

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	67	331	83	163	345	62	129	34	135	39	23	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	331	83	163	345	62	129	34	135	39	23	194
Added Vol:	0	3	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	334	83	163	347	62	129	34	135	39	23	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	352	87	172	365	65	136	36	142	41	24	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	352	87	172	365	65	136	36	142	41	24	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	352	87	172	365	65	136	36	142	41	24	204

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.91	0.91	0.70	0.70	0.83	0.77	0.77	0.83
Lanes:	1.00	1.60	0.40	1.00	1.70	0.30	0.79	0.21	1.00	0.63	0.37	1.00
Final Sat.:	1769	2749	683	1769	2932	524	1058	279	1583	916	540	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.13	0.10	0.12	0.12	0.13	0.13	0.09	0.04	0.04	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.32	0.32	0.24	0.40	0.40	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.25	0.40	0.40	0.40	0.31	0.31	0.40	0.40	0.28	0.14	0.14	0.40
Delay/Veh:	37.2	26.9	26.9	32.5	20.8	20.8	27.1	27.1	25.6	24.3	24.3	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	26.9	26.9	32.5	20.8	20.8	27.1	27.1	25.6	24.3	24.3	27.0
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	104	275	275	210	224	224	215	215	166	74	74	248

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Scenario Report

Scenario: Ex plus Proj PM

Command: Existing
Volume: Existing PM
Geometry: Existing
Impact Fee: NA
Trip Generation: Weekday PM
Trip Distribution: Project
Paths: Project
Routes: NA
Configuration: Existing

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
601 4 Gee / Project Driveway	A	0.8	0.109	A	4.7	0.134	+ 3.871 D/V
#602 Camino Del Norte / 4 Gee	C	20.9	0.598	C	21.1	0.598	+ 0.145 D/V
#603 Camino Del Norte / Rancho Bern	D	35.7	0.814	D	36.1	0.821	+ 0.350 D/V
#604 Camino Del Norte / 4S Ranch	C	26.5	0.567	C	26.4	0.571	-0.075 D/V
#605 Camino Del Norte / Dove Canyon	C	29.9	0.510	C	29.9	0.511	+ 0.007 D/V
#606 Camino Del Norte / Bernardo Ce	D	42.3	0.915	D	42.5	0.917	+ 0.145 D/V
#607 Camino Del Norte / Paseo Monta	B	15.9	0.786	B	15.9	0.788	+ 0.020 D/V
#608 Camino Del Norte / I-15 SB Ram	C	25.6	0.875	C	25.7	0.877	+ 0.059 D/V
#609 Camino Del Norte / I-15 NB Ram	D	35.8	0.907	D	36.1	0.910	+ 0.316 D/V
#610 Dove Canyon / Lone Quail	C	26.8	0.446	C	26.7	0.448	-0.027 D/V

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.134

Loss Time (sec): 12 Average Delay (sec/veh): 4.7

Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	170	0	0	78	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	0	0	78	0	0	0	0	0	0	0
Added Vol:	0	0	16	0	0	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	16	0	78	0	0	0	0	16	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	179	17	0	82	0	0	0	0	17	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	179	17	0	82	0	0	0	0	17	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	179	17	0	82	0	0	0	0	17	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	1.00	0.98	1.00	1.00	1.00	1.00	0.76	1.00	1.00
Lanes:	0.00	0.91	0.09	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1681	158	0	1862	0	0	1900	0	1452	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.11	0.00	0.04	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****									****		
Green/Cycle:	0.00	0.79	0.79	0.00	0.79	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Volume/Cap:	0.00	0.13	0.13	0.00	0.06	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Delay/Veh:	0.0	2.4	2.4	0.0	2.2	0.0	0.0	0.0	0.0	42.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	2.4	0.0	2.2	0.0	0.0	0.0	0.0	42.7	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	70	70	0	29	0	0	0	0	30	0	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec): 105 Critical Vol./Cap.(X): 0.598

Loss Time (sec): 16 Average Delay (sec/veh): 21.1

Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	39	43	74	44	32	25	86	1011	43	199	848	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	43	74	44	32	25	86	1011	43	199	848	65
Added Vol:	0	0	0	14	0	1	1	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	43	74	58	32	26	87	1011	43	199	848	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	45	78	61	34	27	92	1064	45	209	893	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	45	78	61	34	27	92	1064	45	209	893	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	45	78	61	34	27	92	1064	45	209	893	83

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.89	0.89	0.59	0.91	0.91	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	0.37	0.63	1.00	0.55	0.45	1.00	1.92	0.08	1.00	1.83	0.17
Final Sat.:	1339	619	1066	1115	958	779	1769	3373	143	1769	3194	298

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.07	0.05	0.04	0.04	0.05	0.32	0.32	0.12	0.28	0.28
Crit Moves:	****						****			****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.53	0.53	0.20	0.61	0.61
Volume/Cap:	0.25	0.60	0.60	0.45	0.29	0.29	0.46	0.60	0.60	0.60	0.46	0.46
Delay/Veh:	42.5	48.4	48.4	45.1	42.7	42.7	45.2	17.7	17.7	41.1	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	48.4	48.4	45.1	42.7	42.7	45.2	17.7	17.7	41.1	11.1	11.1
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	73	232	232	122	103	103	165	590	590	280	391	391

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821

Loss Time (sec): 16 Average Delay (sec/veh): 36.1

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	20	81	46	50	132	299	369	787	38	91	792	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	81	46	50	132	299	369	787	38	91	792	52
Added Vol:	0	0	0	0	0	2	2	12	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	81	46	50	132	301	371	799	38	91	804	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	85	48	53	139	317	391	841	40	96	846	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	85	48	53	139	317	391	841	40	96	846	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	85	48	53	139	317	391	841	40	96	846	55

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.83	0.83	0.93	0.92	0.92	0.90	0.92	0.92
Lanes:	1.00	0.64	0.36	1.00	1.00	1.00	1.00	1.91	0.09	2.00	1.88	0.12
Final Sat.:	1769	1123	638	1769	1585	1585	1769	3354	159	3432	3293	213

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.08	0.03	0.09	0.20	0.22	0.25	0.25	0.03	0.26	0.26
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.17	0.17	0.11	0.23	0.23	0.26	0.46	0.46	0.09	0.30	0.30
Volume/Cap:	0.24	0.44	0.44	0.26	0.38	0.86	0.86	0.54	0.54	0.30	0.86	0.86
Delay/Veh:	47.1	38.3	38.3	41.3	32.4	49.9	50.3	19.5	19.5	42.9	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	38.3	38.3	41.3	32.4	49.9	50.3	19.5	19.5	42.9	40.2	40.2
LOS by Move:	D	D	D	D	C	D	D	B	B	D	D	D
HCM2k95thQ:	45	203	203	86	198	572	546	453	453	70	638	638

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571

Loss Time (sec): 16 Average Delay (sec/veh): 26.4

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	25	104	26	77	93	148	128	705	36	33	790	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	104	26	77	93	148	128	705	36	33	790	208
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	104	26	77	93	148	128	717	36	33	802	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	109	27	81	98	156	135	755	38	35	844	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	109	27	81	98	156	135	755	38	35	844	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	109	27	81	98	156	135	755	38	35	844	219

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.89	0.89	0.93	0.92	0.92	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.39	0.61	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	652	1038	1769	3345	168	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.06	0.02	0.02	0.15	0.15	0.08	0.23	0.23	0.02	0.24	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.16	0.26	0.14	0.26	0.26	0.13	0.44	0.44	0.10	0.41	0.41
Volume/Cap:	0.30	0.36	0.07	0.17	0.59	0.59	0.59	0.52	0.52	0.20	0.59	0.34
Delay/Veh:	47.7	37.8	27.8	38.0	34.8	34.8	45.0	20.7	20.7	42.2	23.9	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	37.8	27.8	38.0	34.8	34.8	45.0	20.7	20.7	42.2	23.9	20.8
LOS by Move:	D	D	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	57	162	33	63	356	356	192	418	418	49	477	219

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511

Loss Time (sec): 16 Average Delay (sec/veh): 29.9

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	0	3

Volume Module:

Base Vol:	110	336	163	318	286	65	95	594	90	208	840	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	336	163	318	286	65	95	594	90	208	840	311
Added Vol:	4	0	0	0	0	0	0	8	4	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	336	163	318	286	65	95	602	94	208	848	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	354	172	335	301	68	100	634	99	219	893	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	354	172	335	301	68	100	634	99	219	893	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	354	172	335	301	68	100	634	99	219	893	327

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.63	0.37	1.00	2.59	0.41	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	2802	637	1769	4309	673	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.07	0.10	0.11	0.10	0.11	0.11	0.06	0.15	0.15	0.06	0.18	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.20	0.33	0.19	0.24	0.24	0.11	0.32	0.32	0.14	0.34	0.53
Volume/Cap:	0.45	0.51	0.33	0.51	0.45	0.45	0.51	0.46	0.46	0.46	0.51	0.39
Delay/Veh:	40.0	36.6	25.3	37.0	33.0	33.0	44.2	27.6	27.6	40.5	26.4	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	36.6	25.3	37.0	33.0	33.0	44.2	27.6	27.6	40.5	26.4	14.0
LOS by Move:	D	D	C	D	C	C	D	C	C	D	C	B
HCM2k95thQ:	164	244	188	258	264	264	144	305	305	185	388	288

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917

Loss Time (sec): 16 Average Delay (sec/veh): 42.5

Optimal Cycle: 124 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Ovl						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0	1		2	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	51	355	271	657	443	269	265	1382	69	329	1367	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	355	271	657	443	269	265	1382	69	329	1367	244
Added Vol:	0	0	0	0	0	0	0	8	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	355	271	657	443	269	265	1390	69	329	1375	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	374	285	692	466	283	279	1463	73	346	1447	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	374	285	692	466	283	279	1463	73	346	1447	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	374	285	692	466	283	279	1463	73	346	1447	257

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.11	0.18	0.20	0.13	0.18	0.08	0.29	0.05	0.10	0.28	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.20	0.20	0.22	0.33	0.33	0.09	0.31	0.31	0.11	0.33	0.55
Volume/Cap:	0.17	0.54	0.92	0.92	0.41	0.55	0.86	0.92	0.15	0.92	0.86	0.30
Delay/Veh:	42.2	36.9	70.0	54.2	26.5	29.0	65.3	41.8	24.8	70.8	36.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	36.9	70.0	54.2	26.5	29.0	65.3	41.8	24.8	70.8	36.3	12.3
LOS by Move:	D	D	E	D	C	C	E	D	C	E	D	B
HCM2k95thQ:	47	290	556	646	288	361	333	851	83	303	700	201

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788

Loss Time (sec): 16 Average Delay (sec/veh): 15.9

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	33	0	93	0	0	0	0	2301	32	192	1923	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	0	93	0	0	0	0	2301	32	192	1923	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	0	93	0	0	0	0	2309	32	192	1931	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	0	98	0	0	0	0	2431	34	202	2033	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	98	0	0	0	0	2431	34	202	2033	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	0	98	0	0	0	0	2431	34	202	2033	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	5004	69	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.49	0.49	0.11	0.40	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.00	0.08	0.00	0.00	0.00	0.00	0.62	0.62	0.15	0.68	0.00
Volume/Cap:	0.31	0.00	0.79	0.00	0.00	0.00	0.00	0.79	0.79	0.79	0.59	0.00
Delay/Veh:	46.2	0.0	72.9	0.0	0.0	0.0	0.0	15.7	15.7	56.2	9.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	0.0	72.9	0.0	0.0	0.0	0.0	15.7	15.7	56.2	9.0	0.0
LOS by Move:	D	A	E	A	A	A	A	B	B	E	A	A
HCM2k95thQ:	69	0	239	0	0	0	0	830	830	291	534	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): 25.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	813	0	82	0	1192	1222	218	2003	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	813	0	82	0	1192	1222	218	2003	0
Added Vol:	0	0	0	0	0	0	0	3	5	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	813	0	82	0	1195	1227	218	2011	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	856	0	86	0	1258	1292	229	2117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	856	0	86	0	1258	1292	229	2117	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	856	0	86	0	1258	1292	229	2117	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3545	0	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.03	0.00	0.19	0.46	0.07	0.42	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.53	0.53	0.08	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.11	0.00	0.35	0.88	0.88	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	43.7	0.0	27.2	0.0	13.7	27.0	72.4	19.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.7	0.0	27.2	0.0	13.7	27.0	72.4	19.5	0.0
LOS by Move:	A	A	A	D	A	C	A	B	C	E	B	A
HCM2k95thQ:	0	0	0	692	0	59	0	279	850	209	815	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 12 Average Delay (sec/veh): 36.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	1277	3	267	0	0	0	152	1860	0	0	1034	792
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1277	3	267	0	0	0	152	1860	0	0	1034	792
Added Vol:	5	0	0	0	0	0	0	3	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1282	3	267	0	0	0	152	1863	0	0	1037	792
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1349	3	281	0	0	0	160	1961	0	0	1092	834
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1349	3	281	0	0	0	160	1961	0	0	1092	834
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1349	3	281	0	0	0	160	1961	0	0	1092	834

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3255	8	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.41	0.41	0.10	0.00	0.00	0.00	0.05	0.39	0.00	0.00	0.16	0.30
Crit Moves:	****						****			****		
Green/Cycle:	0.43	0.43	0.48	0.00	0.00	0.00	0.06	0.40	0.00	0.00	0.39	0.39
Volume/Cap:	0.96	0.96	0.21	0.00	0.00	0.00	0.72	0.96	0.00	0.00	0.42	0.78
Delay/Veh:	44.0	44.0	15.1	0.0	0.0	0.0	57.1	41.9	0.0	0.0	22.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	44.0	15.1	0.0	0.0	0.0	57.1	41.9	0.0	0.0	22.6	30.6
LOS by Move:	D	D	B	A	A	A	E	D	A	A	C	C
HCM2k95thQ:	1069	1069	142	0	0	0	136	1040	0	0	325	641

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	32	321	84	211	273	99	54	31	31	62	42	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	321	84	211	273	99	54	31	31	62	42	215
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	325	84	211	277	99	54	31	31	62	42	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	342	88	222	292	104	57	33	33	65	44	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	342	88	222	292	104	57	33	33	65	44	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	342	88	222	292	104	57	33	33	65	44	226

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.89	0.89	0.76	0.76	0.83	0.77	0.77	0.83
Lanes:	1.00	1.59	0.41	1.00	1.47	0.53	0.64	0.36	1.00	0.60	0.40	1.00
Final Sat.:	1769	2724	704	1769	2505	895	923	530	1583	877	594	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.13	0.13	0.12	0.12	0.06	0.06	0.02	0.07	0.07	0.14
Crit Moves:	****			****						****		
Green/Cycle:	0.17	0.28	0.28	0.28	0.39	0.39	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.11	0.45	0.45	0.45	0.30	0.30	0.19	0.19	0.06	0.23	0.23	0.45
Delay/Veh:	35.4	29.9	29.9	30.3	21.0	21.0	24.9	24.9	23.7	25.3	25.3	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	29.9	29.9	30.3	21.0	21.0	24.9	24.9	23.7	25.3	25.3	27.7
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	48	288	288	264	208	208	104	104	36	128	128	280

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Scenario Report

Scenario: Ex Wknd plus Proj PkHr

Command: Existing
Volume: Ex Wknd PkHr
Geometry: Existing
Impact Fee: NA
Trip Generation: Weekend PkHr
Trip Distribution: Project
Paths: Project
Routes: NA
Configuration: Existing

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Impact Analysis Report
Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	2.4	0.060	C	28.4	0.774	+26.001 D/V
#602 Camino Del Norte / 4 Gee	C	23.4	0.480	D	41.3	0.875	+17.890 D/V
#603 Camino Del Norte / Rancho Bern	C	28.2	0.519	C	29.8	0.725	+ 1.612 D/V
#604 Camino Del Norte / 4S Ranch	C	25.4	0.360	C	22.0	0.487	-3.405 D/V
#605 Camino Del Norte / Dove Canyon	C	29.5	0.408	C	28.7	0.518	-0.817 D/V
#606 Camino Del Norte / Bernardo Ce	C	28.4	0.589	C	27.1	0.622	-1.347 D/V
#607 Camino Del Norte / Paseo Monta	B	14.4	0.537	B	13.6	0.583	-0.791 D/V
#608 Camino Del Norte / I-15 SB Ram	C	22.6	0.488	C	21.6	0.580	-0.954 D/V
#609 Camino Del Norte / I-15 NB Ram	C	21.2	0.578	C	23.0	0.638	+ 1.847 D/V
#610 Dove Canyon / Lone Quail	C	26.8	0.337	C	25.9	0.377	-0.947 D/V

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774

Loss Time (sec): 12 Average Delay (sec/veh): 28.4

Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1	0	1	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	0	91	2	0	59	0	0	0	1	2	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	91	2	0	59	0	0	0	1	2	0	0
Added Vol:	0	-4	454	9	-4	0	0	0	0	454	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	87	456	9	55	0	0	0	1	456	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	92	480	9	58	0	0	0	1	480	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	480	9	58	0	0	0	1	480	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	92	480	9	58	0	0	0	1	480	0	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.91	0.91	1.00	1.00	1.00	0.85	0.75	1.00	0.83
Lanes:	0.00	0.16	0.84	0.14	0.86	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	265	1387	244	1488	0	0	0	1611	1432	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.35	0.04	0.04	0.00	0.00	0.00	0.00	0.34	0.00	0.01
Crit Moves:	****									****		
Green/Cycle:	0.00	0.45	0.45	0.45	0.45	0.00	0.00	0.00	0.43	0.43	0.00	0.43
Volume/Cap:	0.00	0.77	0.77	0.09	0.09	0.00	0.00	0.00	0.00	0.77	0.00	0.01
Delay/Veh:	0.0	28.5	28.5	16.0	16.0	0.0	0.0	0.0	16.1	30.2	0.0	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.5	28.5	16.0	16.0	0.0	0.0	0.0	16.1	30.2	0.0	16.2
LOS by Move:	A	C	C	B	B	A	A	A	B	C	A	B
HCM2k95thQ:	0	673	673	60	60	0	0	0	1	634	0	9

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec): 105 Critical Vol./Cap.(X): 0.875

Loss Time (sec): 16 Average Delay (sec/veh): 41.3

Optimal Cycle: 110 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	31	17	98	21	23	28	70	648	45	209	548	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	17	98	21	23	28	70	648	45	209	548	31
Added Vol:	0	0	0	413	0	37	37	-7	0	0	-7	413
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	17	98	434	23	65	107	641	45	209	541	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	18	103	457	24	68	113	675	47	220	569	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	18	103	457	24	68	113	675	47	220	569	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	18	103	457	24	68	113	675	47	220	569	467

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.85	0.85	0.66	0.87	0.87	0.93	0.92	0.92	0.93	0.87	0.87
Lanes:	1.00	0.15	0.85	1.00	0.26	0.74	1.00	1.87	0.13	1.00	1.10	0.90
Final Sat.:	1294	240	1384	1257	433	1223	1769	3273	230	1769	1811	1486

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.07	0.36	0.06	0.06	0.06	0.21	0.21	0.12	0.31	0.31
Crit Moves:				****				****				****
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.07	0.27	0.27	0.16	0.36	0.36
Volume/Cap:	0.06	0.18	0.18	0.87	0.13	0.13	0.87	0.76	0.76	0.76	0.87	0.87
Delay/Veh:	18.5	19.5	19.5	43.4	19.1	19.1	92.1	39.1	39.1	53.6	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	19.5	19.5	43.4	19.1	19.1	92.1	39.1	39.1	53.6	38.9	38.9
LOS by Move:	B	B	B	D	B	B	F	D	D	D	D	D
HCM2k95thQ:	33	124	124	727	93	93	295	580	580	324	730	730

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 16 Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	31	37	26	86	34	215	150	578	33	14	557	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	37	26	86	34	215	150	578	33	14	557	46
Added Vol:	5	0	-2	0	0	51	51	350	5	-2	350	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	37	24	86	34	266	201	928	38	12	907	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	39	25	91	36	280	212	977	40	13	955	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	39	25	91	36	280	212	977	40	13	955	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	39	25	91	36	280	212	977	40	13	955	48

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.81	0.81	0.93	0.93	0.93	0.90	0.92	0.92
Lanes:	1.00	0.61	0.39	1.00	1.00	1.00	1.00	1.92	0.08	2.00	1.90	0.10
Final Sat.:	1769	1063	689	1769	1534	1534	1769	3378	138	3432	3343	170

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.04	0.05	0.02	0.18	0.12	0.29	0.29	0.00	0.29	0.29
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.15	0.15	0.15	0.25	0.25	0.16	0.46	0.46	0.08	0.38	0.38
Volume/Cap:	0.43	0.25	0.25	0.34	0.10	0.74	0.74	0.62	0.62	0.05	0.74	0.74
Delay/Veh:	49.4	38.4	38.4	38.9	29.2	41.8	50.2	20.9	20.9	42.5	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	38.4	38.4	38.9	29.2	41.8	50.2	20.9	20.9	42.5	28.9	28.9
LOS by Move:	D	D	D	D	C	D	D	C	C	D	C	C
HCM2k95thQ:	87	97	97	139	47	461	295	535	535	9	622	622

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487

Loss Time (sec): 16 Average Delay (sec/veh): 22.0

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	16	65	34	95	50	113	115	568	15	27	498	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	65	34	95	50	113	115	568	15	27	498	127
Added Vol:	6	0	-2	0	0	0	0	343	6	-2	343	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	65	32	95	50	113	115	911	21	25	841	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	23	68	34	100	53	119	121	959	22	26	885	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	68	34	100	53	119	121	959	22	26	885	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	68	34	100	53	119	121	959	22	26	885	134

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.88	0.88	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.31	0.69	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	512	1157	1769	3448	79	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.02	0.03	0.10	0.10	0.07	0.28	0.28	0.01	0.25	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.12	0.17	0.12	0.20	0.20	0.13	0.54	0.54	0.05	0.46	0.46
Volume/Cap:	0.26	0.29	0.12	0.23	0.51	0.51	0.54	0.51	0.51	0.30	0.54	0.18
Delay/Veh:	47.3	40.5	35.0	39.7	37.1	37.1	43.6	14.9	14.9	47.7	19.6	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	40.5	35.0	39.7	37.1	37.1	43.6	14.9	14.9	47.7	19.6	15.8
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	50	109	48	81	256	256	170	449	449	40	460	117

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 16 Average Delay (sec/veh): 28.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	91	251	104	298	158	41	96	503	109	162	461	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	251	104	298	158	41	96	503	109	162	461	317
Added Vol:	112	0	-2	-3	0	0	0	229	112	-2	229	-3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	251	102	295	158	41	96	732	221	160	690	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	214	264	107	311	166	43	101	771	233	168	726	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	264	107	311	166	43	101	771	233	168	726	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	264	107	311	166	43	101	771	233	168	726	331

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.93	0.86	0.86	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.59	0.41	1.00	2.30	0.70	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	2722	706	1769	3768	1138	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.07	0.07	0.09	0.06	0.06	0.06	0.20	0.20	0.05	0.14	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.16	0.25	0.19	0.12	0.12	0.14	0.39	0.39	0.09	0.35	0.54
Volume/Cap:	0.52	0.47	0.27	0.47	0.52	0.52	0.41	0.52	0.52	0.52	0.41	0.39
Delay/Veh:	34.6	38.9	30.3	36.4	42.6	42.6	40.4	23.3	23.3	44.6	24.8	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	38.9	30.3	36.4	42.6	42.6	40.4	23.3	23.3	44.6	24.8	13.6
LOS by Move:	C	D	C	D	D	D	D	C	C	D	C	B
HCM2k95thQ:	272	189	128	235	192	192	138	390	390	164	302	287

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 16 Average Delay (sec/veh): 27.1
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	21	222	265	106	339	116	94	1113	26	180	792	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	222	265	106	339	116	94	1113	26	180	792	93
Added Vol:	2	0	-17	-1	0	3	3	218	2	-17	218	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	222	248	105	339	119	97	1331	28	163	1010	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	234	261	111	357	125	102	1401	29	172	1063	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	234	261	111	357	125	102	1401	29	172	1063	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	234	261	111	357	125	102	1401	29	172	1063	97

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.16	0.03	0.10	0.08	0.03	0.28	0.02	0.05	0.21	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.27	0.27	0.05	0.21	0.21	0.10	0.44	0.44	0.08	0.42	0.47
Volume/Cap:	0.07	0.25	0.62	0.62	0.48	0.37	0.29	0.62	0.04	0.62	0.50	0.13
Delay/Veh:	40.4	29.1	35.2	53.1	35.0	34.4	42.1	22.0	15.8	48.9	21.3	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	29.1	35.2	53.1	35.0	34.4	42.1	22.0	15.8	48.9	21.3	14.8
LOS by Move:	D	C	D	D	D	C	D	C	B	D	C	B
HCM2k95thQ:	20	151	373	142	265	177	90	564	26	136	396	81

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583

Loss Time (sec): 16 Average Delay (sec/veh): 13.6

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0

Volume Module:

Base Vol:	15	0	104	0	0	0	0	1526	12	106	1112	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	104	0	0	0	0	1526	12	106	1112	0
Added Vol:	2	0	-2	0	0	0	0	197	2	-2	197	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	102	0	0	0	0	1723	14	104	1309	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	0	107	0	0	0	0	1814	15	109	1378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	107	0	0	0	0	1814	15	109	1378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	0	107	0	0	0	0	1814	15	109	1378	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	5037	41	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.36	0.36	0.06	0.27	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.00	0.12	0.00	0.00	0.00	0.00	0.62	0.62	0.11	0.61	0.00
Volume/Cap:	0.12	0.00	0.58	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.44	0.00
Delay/Veh:	42.8	0.0	46.6	0.0	0.0	0.0	0.0	11.7	11.7	47.2	10.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	0.0	46.6	0.0	0.0	0.0	0.0	11.7	11.7	47.2	10.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	31	0	201	0	0	0	0	540	540	159	376	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): 21.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	580	1	62	0	1015	586	186	1157	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	580	1	62	0	1015	586	186	1157	0
Added Vol:	0	0	0	-16	0	0	0	64	131	-6	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	564	1	62	0	1079	717	180	1352	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	594	1	65	0	1136	755	189	1423	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	594	1	65	0	1136	755	189	1423	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	594	1	65	0	1136	755	189	1423	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3216	6	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.02	0.00	0.17	0.27	0.06	0.28	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.47	0.47	0.10	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.58	0.58	0.07	0.00	0.36	0.58	0.58	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	29.4	29.4	23.8	0.0	17.1	20.2	46.0	19.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.4	29.4	23.8	0.0	17.1	20.2	46.0	19.4	0.0
LOS by Move:	A	A	A	C	C	C	A	B	C	D	B	A
HCM2k95thQ:	0	0	0	387	387	41	0	283	435	147	520	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	630	5	181	0	0	0	118	1476	0	0	696	584
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	5	181	0	0	0	118	1476	0	0	696	584
Added Vol:	131	0	-6	0	0	0	0	47	0	0	58	-16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	761	5	175	0	0	0	118	1523	0	0	754	568
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	801	5	184	0	0	0	124	1603	0	0	794	598
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	801	5	184	0	0	0	124	1603	0	0	794	598
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	801	5	184	0	0	0	124	1603	0	0	794	598

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3252	21	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.25	0.25	0.07	0.00	0.00	0.00	0.04	0.32	0.00	0.00	0.12	0.21
Crit Moves:	****						****			****		
Green/Cycle:	0.36	0.36	0.41	0.00	0.00	0.00	0.10	0.47	0.00	0.00	0.42	0.42
Volume/Cap:	0.68	0.68	0.16	0.00	0.00	0.00	0.37	0.68	0.00	0.00	0.28	0.51
Delay/Veh:	28.4	28.4	18.5	0.0	0.0	0.0	43.0	21.6	0.0	0.0	19.2	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	28.4	18.5	0.0	0.0	0.0	43.0	21.6	0.0	0.0	19.2	21.9
LOS by Move:	C	C	B	A	A	A	D	C	A	A	B	C
HCM2k95thQ:	518	518	103	0	0	0	92	622	0	0	216	378

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing Condition + P
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 12 Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	200	77	162	182	65	77	26	19	41	13	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	200	77	162	182	65	77	26	19	41	13	172
Added Vol:	-3	106	-2	3	106	0	0	0	-3	-2	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	306	75	165	288	65	77	26	16	39	13	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	322	79	174	303	68	81	27	17	41	14	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	322	79	174	303	68	81	27	17	41	14	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	322	79	174	303	68	81	27	17	41	14	184

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.90	0.90	0.74	0.74	0.83	0.76	0.76	0.83
Lanes:	1.00	1.61	0.39	1.00	1.63	0.37	0.75	0.25	1.00	0.75	0.25	1.00
Final Sat.:	1769	2756	676	1769	2806	633	1051	355	1583	1086	362	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.12	0.12	0.10	0.11	0.11	0.08	0.08	0.01	0.04	0.04	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.18	0.31	0.31	0.26	0.39	0.39	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.09	0.38	0.38	0.38	0.28	0.28	0.25	0.25	0.03	0.12	0.12	0.38
Delay/Veh:	34.2	27.2	27.2	30.8	20.9	20.9	26.2	26.2	24.2	24.9	24.9	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	27.2	27.2	30.8	20.9	20.9	26.2	26.2	24.2	24.9	24.9	27.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	38	252	252	207	194	194	131	131	19	63	63	226

Note: Queue reported is the distance per lane in feet.

APPENDIX F
CUMULATIVE PROJECT INFORMATION

Forecasted Volumes 2050

[TIC Home](#)

[2008](#)

[2020](#)

[2035](#)

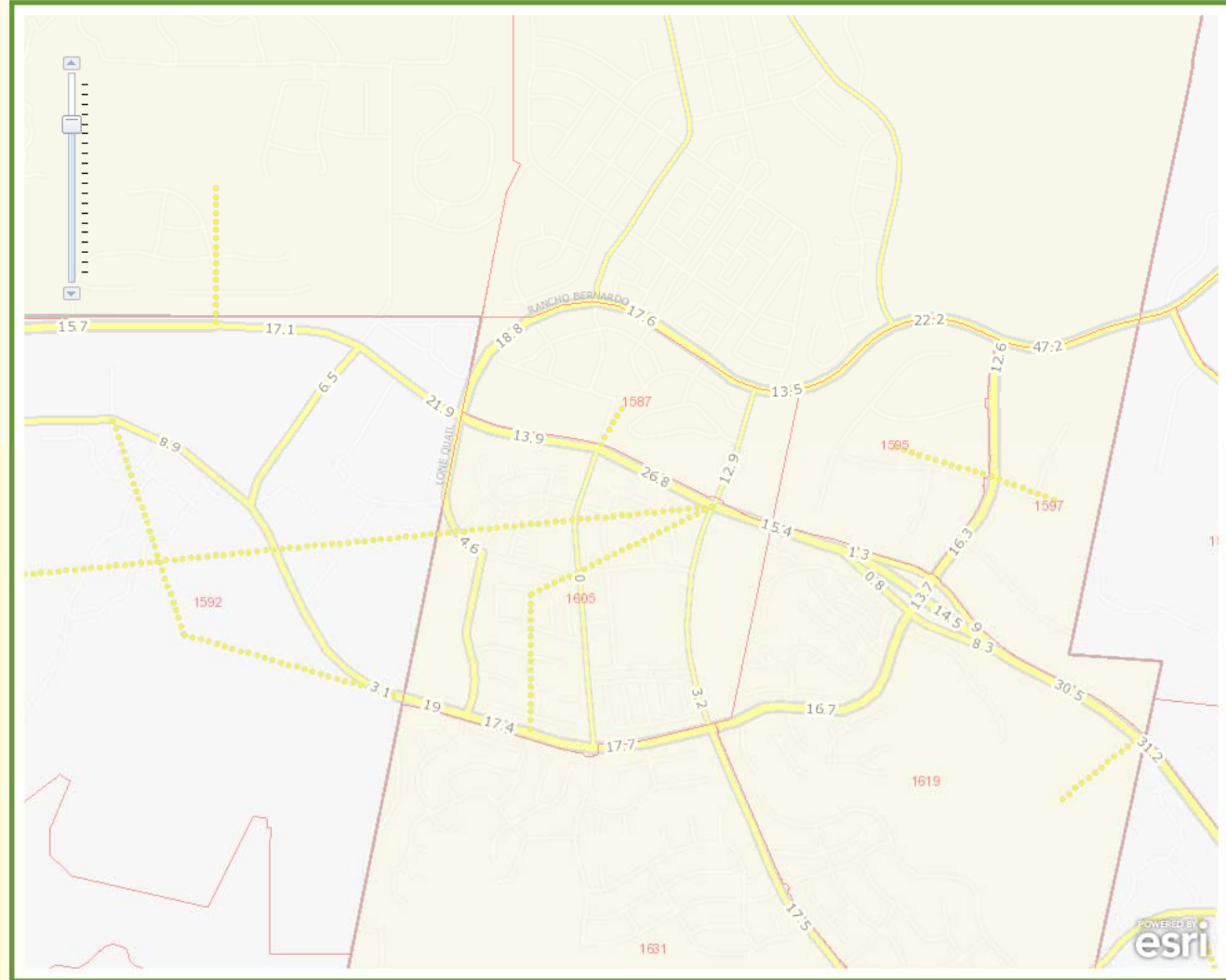
 Pan

 Zoom In

 Zoom Out

 Identify

Get TAZ Report



Forecasted Volumes 2050

[TFIC Home](#)

[2008](#)

[2020](#)

[2035](#)



Pan



Zoom In

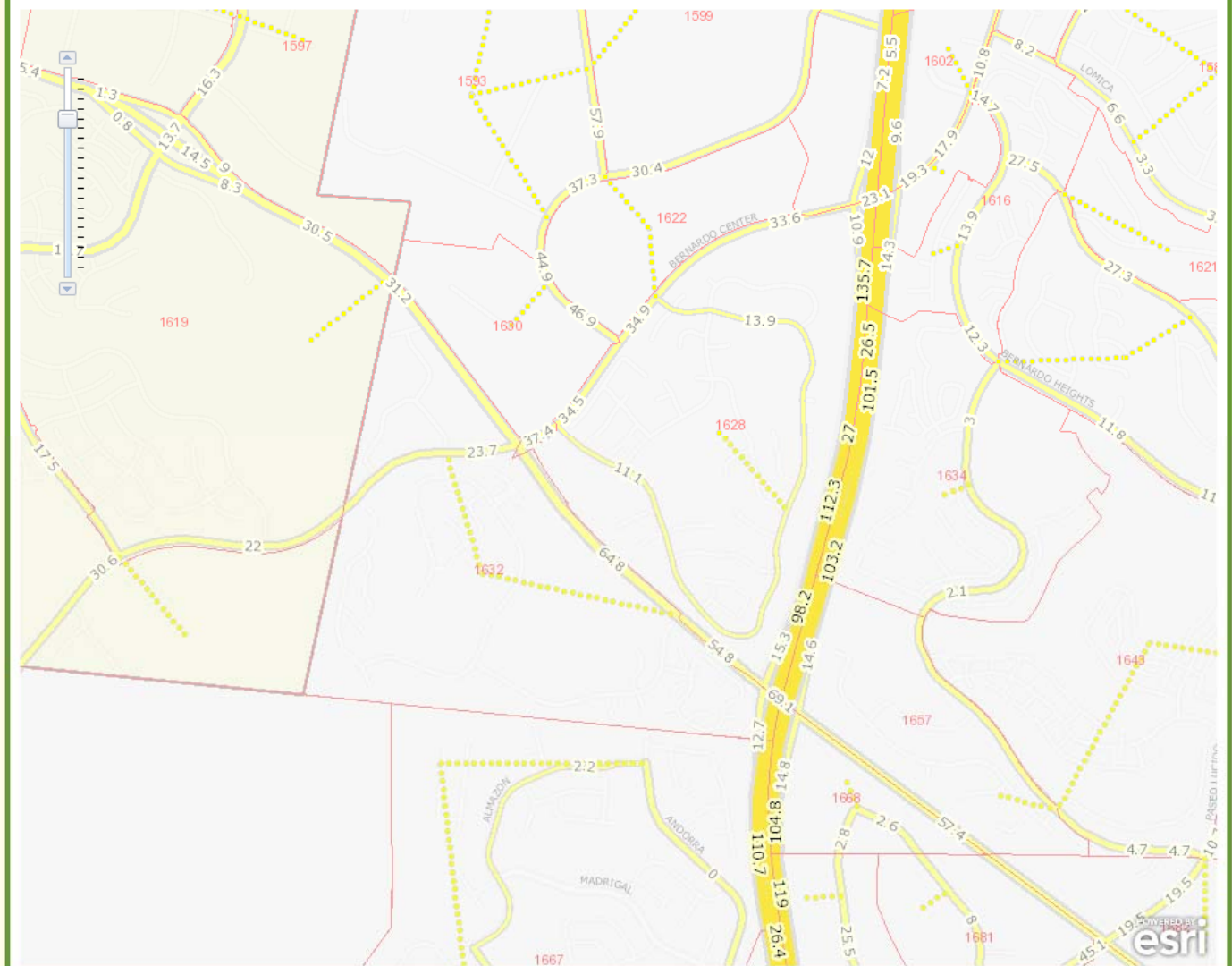


Zoom Out



Identify

Get TAZ Report



APPENDIX G
EXISTING + AMBIENT + CUMULATIVE
LEVEL OF SERVICE CALCULATIONS

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Scenario Report

Scenario:	Nearterm AM
Command:	nearterm
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	NA
Trip Generation:	Weekday AM
Trip Distribution:	Project
Paths:	Project
Routes:	NA
Configuration:	nt

 Santa Fe Valley Church
 Existing + ambient + cumulative
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	1.8	0.158	A	1.8	0.158	+ 0.000 D/V
#602 Camino Del Norte / 4 Gee	C	23.8	0.672	C	23.8	0.672	-0.006 D/V
#603 Camino Del Norte / Rancho Bern	D	40.2	0.878	D	40.3	0.879	+ 0.057 D/V
#604 Camino Del Norte / 4S Ranch	C	22.6	0.513	C	22.6	0.513	-0.007 D/V
#605 Camino Del Norte / Dove Canyon	C	28.9	0.515	C	29.8	0.528	+ 0.883 D/V
#606 Camino Del Norte / Bernardo Ce	D	51.2	0.978	E	65.8	1.160	+14.626 D/V
#607 Camino Del Norte / Paseo Monta	B	15.7	0.734	B	17.0	0.811	+ 1.250 D/V
#608 Camino Del Norte / I-15 SB Ram	D	52.6	1.009	E	64.3	1.022	+11.721 D/V
#609 Camino Del Norte / I-15 NB Ram	E	58.3	0.993	E	78.2	1.073	+19.876 D/V
#610 Dove Canyon / Lone Quail	C	26.3	0.417	C	26.3	0.438	+ 0.009 D/V

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.158
Loss Time (sec): 12 Average Delay (sec/veh): 1.8
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	104	1	0	236	0	0	0	0	1	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	108	1	0	245	0	0	0	0	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	108	1	0	245	0	0	0	0	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	114	1	0	258	0	0	0	0	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	114	1	0	258	0	0	0	0	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	114	1	0	258	0	0	0	0	1	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	1.00	0.98	1.00	1.00	1.00	1.00	0.98	1.00	1.00
Lanes:	0.00	0.99	0.01	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1842	18	0	1862	0	0	1900	0	1862	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.83	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Volume/Cap:	0.00	0.07	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Delay/Veh:	0.0	1.6	1.6	0.0	1.7	0.0	0.0	0.0	0.0	45.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	1.6	0.0	1.7	0.0	0.0	0.0	0.0	45.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	34	34	0	83	0	0	0	0	2	0	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec): 105 Critical Vol./Cap.(X): 0.672

Loss Time (sec): 16 Average Delay (sec/veh): 23.8

Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	108	50	85	60	54	116	50	1059	48	156	979	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	112	52	88	62	56	121	52	1101	50	162	1018	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	52	88	62	56	121	52	1101	50	162	1021	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	55	93	66	59	127	55	1159	53	171	1075	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	55	93	66	59	127	55	1159	53	171	1075	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	55	93	66	59	127	55	1159	53	171	1075	38

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.89	0.89	0.57	0.88	0.88	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	1.00	0.37	0.63	1.00	0.32	0.68	1.00	1.91	0.09	1.00	1.93	0.07
Final Sat.:	918	625	1062	1086	531	1141	1769	3364	152	1769	3399	121

Capacity Analysis Module:

Vol/Sat:	0.13	0.09	0.09	0.06	0.11	0.11	0.03	0.34	0.34	0.10	0.32	0.32
Crit Moves:	****						****			****		
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.09	0.51	0.51	0.14	0.57	0.57
Volume/Cap:	0.67	0.46	0.46	0.32	0.58	0.58	0.36	0.67	0.67	0.67	0.55	0.55
Delay/Veh:	49.2	38.6	38.6	37.4	41.3	41.3	46.7	20.0	20.0	49.5	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	38.6	38.6	37.4	41.3	41.3	46.7	20.0	20.0	49.5	14.5	14.5
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2k95thQ:	238	227	227	107	300	300	104	691	691	242	506	506

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879

Loss Time (sec): 16 Average Delay (sec/veh): 40.3

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	76	145	79	66	257	444	282	818	50	66	662	21
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	79	151	82	69	267	462	293	851	52	69	688	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	151	82	69	267	462	293	851	52	69	691	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	159	86	72	281	486	309	895	55	72	728	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	159	86	72	281	486	309	895	55	72	728	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	159	86	72	281	486	309	895	55	72	728	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.84	0.84	0.93	0.92	0.92	0.90	0.93	0.93
Lanes:	1.00	0.65	0.35	1.00	1.00	1.00	1.00	1.88	0.12	2.00	1.94	0.06
Final Sat.:	1769	1141	622	1769	1601	1601	1769	3304	202	3432	3412	108

Capacity Analysis Module:

Vol/Sat:	0.05	0.14	0.14	0.04	0.18	0.30	0.17	0.27	0.27	0.02	0.21	0.21
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.29	0.29	0.11	0.35	0.35	0.20	0.37	0.37	0.07	0.24	0.24
Volume/Cap:	0.88	0.47	0.47	0.39	0.51	0.88	0.88	0.73	0.73	0.31	0.88	0.88
Delay/Veh:	102.3	29.7	29.7	43.0	26.3	41.0	60.5	29.1	29.1	45.0	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.3	29.7	29.7	43.0	26.3	41.0	60.5	29.1	29.1	45.0	46.8	46.8
LOS by Move:	F	C	C	D	C	D	E	C	C	D	D	D
HCM2k95thQ:	239	310	310	125	357	778	455	582	582	55	575	575

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513

Loss Time (sec): 16 Average Delay (sec/veh): 22.6

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	41	95	73	112	95	70	83	864	33	36	664	102
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	43	99	76	116	99	73	86	899	34	37	691	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	99	76	116	99	73	86	899	34	37	694	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	104	80	123	104	77	91	946	36	39	730	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	104	80	123	104	77	91	946	36	39	730	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	104	80	123	104	77	91	946	36	39	730	112

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.58	0.42	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	1003	739	1769	3387	129	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.06	0.05	0.04	0.10	0.10	0.05	0.28	0.28	0.02	0.21	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.13	0.18	0.12	0.20	0.20	0.12	0.54	0.54	0.05	0.47	0.47
Volume/Cap:	0.51	0.42	0.28	0.30	0.52	0.52	0.44	0.52	0.52	0.45	0.44	0.15
Delay/Veh:	51.1	41.1	35.8	40.7	37.0	37.0	42.5	15.0	15.0	49.7	17.7	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	41.1	35.8	40.7	37.0	37.0	42.5	15.0	15.0	49.7	17.7	15.1
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	107	168	116	103	267	267	126	446	446	61	359	95

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 16 Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	145	295	235	208	271	25	72	790	166	121	620	149
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	151	307	244	216	282	26	75	822	173	126	645	155
Added Vol:	3	39	5	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	346	249	216	286	26	75	822	173	126	645	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	162	364	263	228	301	27	79	865	182	132	679	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	364	263	228	301	27	79	865	182	132	679	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	364	263	228	301	27	79	865	182	132	679	163

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.92	0.92	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	2.48	0.52	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	3204	291	1769	4091	860	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.17	0.07	0.09	0.09	0.04	0.21	0.21	0.04	0.13	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.22	0.29	0.13	0.17	0.17	0.13	0.40	0.40	0.07	0.34	0.47
Volume/Cap:	0.54	0.47	0.57	0.53	0.54	0.54	0.35	0.53	0.53	0.53	0.39	0.22
Delay/Veh:	39.8	34.4	31.7	42.2	38.5	38.5	40.6	23.1	23.1	46.8	24.9	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	34.4	31.7	42.2	38.5	38.5	40.6	23.1	23.1	46.8	24.9	15.8
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	B
HCM2k95thQ:	220	243	321	202	266	266	108	405	405	142	283	149

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 120 Critical Vol./Cap.(X): 1.160
Loss Time (sec): 16 Average Delay (sec/veh): 65.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	55	517	456	216	427	297	377	1164	50	307	1594	524
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	57	538	474	225	444	309	392	1211	52	319	1658	545
Added Vol:	0	216	0	35	24	0	0	5	0	0	0	312
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	754	474	260	468	309	392	1216	52	319	1658	857
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	60	793	499	273	493	325	413	1280	55	336	1745	902
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	793	499	273	493	325	413	1280	55	336	1745	902
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	793	499	273	493	325	413	1280	55	336	1745	902

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.22	0.32	0.08	0.14	0.21	0.12	0.25	0.03	0.10	0.34	0.57
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.27	0.27	0.07	0.28	0.28	0.10	0.38	0.38	0.15	0.42	0.49
Volume/Cap:	0.31	0.82	1.16	1.16	0.49	0.73	1.16	0.66	0.09	0.66	0.81	1.16
Delay/Veh:	55.1	46.9	138.8	164.7	36.2	44.7	152.7	31.8	24.0	51.7	32.9	116.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	46.9	138.8	164.7	36.2	44.7	152.7	31.8	24.0	51.7	32.9	116.7
LOS by Move:	E	D	F	F	D	D	F	C	C	D	C	F
HCM2k95thQ:	73	723	1208	473	383	546	637	654	66	277	844	1830

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811

Loss Time (sec): 16 Average Delay (sec/veh): 17.0

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	80	0	159	0	0	0	0	1775	49	58	2353	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	83	0	165	0	0	0	0	1846	51	60	2447	0
Added Vol:	0	0	0	0	0	0	0	40	0	0	312	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	165	0	0	0	0	1886	51	60	2759	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	0	174	0	0	0	0	1985	54	63	2904	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	174	0	0	0	0	1985	54	63	2904	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	174	0	0	0	0	1985	54	63	2904	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.92	0.08	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	4930	133	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.11	0.00	0.00	0.00	0.00	0.40	0.40	0.04	0.57	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.63	0.63	0.08	0.66	0.00
Volume/Cap:	0.56	0.00	0.86	0.00	0.00	0.00	0.00	0.64	0.64	0.46	0.86	0.00
Delay/Veh:	48.1	0.0	72.3	0.0	0.0	0.0	0.0	11.7	11.7	46.4	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	0.0	72.3	0.0	0.0	0.0	0.0	11.7	11.7	46.4	15.8	0.0
LOS by Move:	D	A	E	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	172	0	376	0	0	0	0	609	609	87	985	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 120 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 12 Average Delay (sec/veh): 64.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	1077	1	77	0	907	1067	378	2258	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	1120	1	80	0	943	1110	393	2348	0
Added Vol:	0	0	0	0	0	0	0	13	27	0	312	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1120	1	80	0	956	1137	393	2660	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1179	1	84	0	1007	1197	414	2800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1179	1	84	0	1007	1197	414	2800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1179	1	84	0	1007	1197	414	2800	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3200	3	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.03	0.00	0.15	0.43	0.12	0.55	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.43	0.43	0.12	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	1.07	1.07	0.09	0.00	0.34	0.99	0.99	1.07	0.00
Delay/Veh:	0.0	0.0	0.0	87.7	87.7	26.7	0.0	22.6	56.9	93.7	69.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	87.7	87.7	26.7	0.0	22.6	56.9	93.7	69.4	0.0
LOS by Move:	A	A	A	F	F	C	A	C	E	F	E	A
HCM2k95thQ:	0	0	0	1247	1247	61	0	307	1154	439	1851	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 145 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 12 Average Delay (sec/veh): 78.2
Optimal Cycle: OPTIMIZED Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	1514	4	191	0	0	0	127	1839	0	0	1242	610
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	1575	4	199	0	0	0	132	1913	0	0	1292	634
Added Vol:	213	0	0	0	0	0	0	13	0	0	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1788	4	199	0	0	0	132	1926	0	0	1391	634
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1882	4	209	0	0	0	139	2027	0	0	1464	668
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1882	4	209	0	0	0	139	2027	0	0	1464	668
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1882	4	209	0	0	0	139	2027	0	0	1464	668

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3214	7	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.59	0.59	0.08	0.00	0.00	0.00	0.04	0.40	0.00	0.00	0.22	0.24
Crit Moves:	****						****			****		
Green/Cycle:	0.53	0.53	0.56	0.00	0.00	0.00	0.06	0.36	0.00	0.00	0.34	0.34
Volume/Cap:	1.11	1.11	0.13	0.00	0.00	0.00	0.71	1.11	0.00	0.00	0.64	0.71
Delay/Veh:	95.0	95.0	15.2	0.0	0.0	0.0	79.1	107	0.0	0.0	41.5	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	95.0	15.2	0.0	0.0	0.0	79.1	107	0.0	0.0	41.5	44.8
LOS by Move:	F	F	B	A	A	A	E	F	A	A	D	D
HCM2k95thQ:	2156	2155	123	0	0	0	166	1706	0	0	677	683

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 12 Average Delay (sec/veh): 26.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	67	331	83	163	345	62	129	34	135	39	23	194
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	70	344	86	170	359	64	134	35	140	41	24	202
Added Vol:	0	36	0	0	4	0	0	0	0	5	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	380	86	170	363	64	134	35	140	46	24	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	400	91	178	382	68	141	37	148	48	25	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	400	91	178	382	68	141	37	148	48	25	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	400	91	178	382	68	141	37	148	48	25	224

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.91	0.91	0.70	0.70	0.83	0.74	0.74	0.83
Lanes:	1.00	1.63	0.37	1.00	1.70	0.30	0.79	0.21	1.00	0.66	0.34	1.00
Final Sat.:	1769	2803	636	1769	2935	522	1051	277	1583	928	487	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.14	0.10	0.13	0.13	0.13	0.13	0.09	0.05	0.05	0.14
Crit Moves:	****			****						****		
Green/Cycle:	0.15	0.33	0.33	0.23	0.40	0.40	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.27	0.44	0.44	0.44	0.32	0.32	0.42	0.42	0.29	0.16	0.16	0.44
Delay/Veh:	37.8	26.8	26.8	33.7	20.7	20.7	27.1	27.1	25.6	24.3	24.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	26.8	26.8	33.7	20.7	20.7	27.1	27.1	25.6	24.3	24.3	27.3
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	110	308	308	222	233	233	225	225	173	84	84	275

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Scenario Report

Scenario:	Nearterm PM
Command:	nearterm
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	NA
Trip Generation:	Weekday PM
Trip Distribution:	Project
Paths:	Project
Routes:	NA
Configuration:	nt

 Santa Fe Valley Church
 Existing + ambient + cumulative
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	0.8	0.114	A	0.8	0.114	+ 0.000 D/V
#602 Camino Del Norte / 4 Gee	C	21.3	0.622	C	21.3	0.629	-0.038 D/V
#603 Camino Del Norte / Rancho Bern	D	37.7	0.846	D	37.8	0.849	+ 0.066 D/V
#604 Camino Del Norte / 4S Ranch	C	26.8	0.590	C	26.8	0.592	-0.053 D/V
#605 Camino Del Norte / Dove Canyon	C	30.2	0.530	C	30.6	0.535	+ 0.435 D/V
#606 Camino Del Norte / Bernardo Ce	D	48.6	0.923	E	64.3	1.031	+15.728 D/V
#607 Camino Del Norte / Paseo Monta	B	16.7	0.817	B	18.8	0.894	+ 2.027 D/V
#608 Camino Del Norte / I-15 SB Ram	C	29.4	0.890	C	34.1	0.978	+ 4.707 D/V
#609 Camino Del Norte / I-15 NB Ram	D	44.2	0.905	D	49.7	0.950	+ 5.517 D/V
#610 Dove Canyon / Lone Quail	C	26.8	0.464	C	27.6	0.541	+ 0.771 D/V

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.114
Loss Time (sec): 12 Average Delay (sec/veh): 0.8
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	170	0	0	78	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	177	0	0	81	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	177	0	0	81	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	186	0	0	85	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	186	0	0	85	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	186	0	0	85	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	0	0	1862	0	0	1900	0	1900	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.11	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	41	0	0	18	0	0	0	0	0	0	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec): 105 Critical Vol./Cap.(X): 0.629

Loss Time (sec): 16 Average Delay (sec/veh): 21.3

Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	39	43	74	44	32	25	86	1011	43	199	848	65
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	41	45	77	46	33	26	89	1051	45	207	882	68
Added Vol:	0	0	0	0	0	0	0	19	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	45	77	46	33	26	89	1070	45	207	889	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	47	81	48	35	27	94	1127	47	218	936	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	47	81	48	35	27	94	1127	47	218	936	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	47	81	48	35	27	94	1127	47	218	936	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.89	0.89	0.57	0.92	0.92	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	0.37	0.63	1.00	0.56	0.44	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	1337	619	1066	1078	976	763	1769	3376	141	1769	3252	247

Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.04	0.04	0.04	0.05	0.33	0.33	0.12	0.29	0.29
Crit Moves:	****						****			****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.53	0.53	0.20	0.61	0.61
Volume/Cap:	0.26	0.63	0.63	0.37	0.30	0.30	0.47	0.63	0.63	0.63	0.47	0.47
Delay/Veh:	42.8	50.1	50.1	44.2	42.9	42.9	45.3	18.0	18.0	42.4	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	50.1	50.1	44.2	42.9	42.9	45.3	18.0	18.0	42.4	11.2	11.2
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	76	245	245	94	105	105	170	634	634	292	404	404

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 16 Average Delay (sec/veh): 37.8
Optimal Cycle: 99 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	20	81	46	50	132	299	369	787	38	91	792	52
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	84	48	52	137	311	384	818	40	95	824	54
Added Vol:	0	0	0	0	0	0	0	19	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	84	48	52	137	311	384	837	40	95	831	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	89	50	55	145	327	404	882	42	100	874	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	89	50	55	145	327	404	882	42	100	874	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	89	50	55	145	327	404	882	42	100	874	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.83	0.83	0.93	0.92	0.92	0.90	0.92	0.92
Lanes:	1.00	0.64	0.36	1.00	1.00	1.00	1.00	1.91	0.09	2.00	1.88	0.12
Final Sat.:	1769	1123	638	1769	1585	1585	1769	3355	158	3432	3292	214

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.08	0.03	0.09	0.21	0.23	0.26	0.26	0.03	0.27	0.27
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.17	0.17	0.11	0.23	0.23	0.26	0.47	0.47	0.09	0.30	0.30
Volume/Cap:	0.25	0.46	0.46	0.28	0.39	0.89	0.89	0.56	0.56	0.33	0.89	0.89
Delay/Veh:	47.2	38.2	38.2	41.7	32.6	53.5	54.3	19.6	19.6	43.4	42.7	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	38.2	38.2	41.7	32.6	53.5	54.3	19.6	19.6	43.4	42.7	42.7
LOS by Move:	D	D	D	D	C	D	D	B	B	D	D	D
HCM2k95thQ:	47	211	211	91	207	607	575	476	476	73	673	673

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 16 Average Delay (sec/veh): 26.8
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	25	104	26	77	93	148	128	705	36	33	790	208
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	26	108	27	80	97	154	133	733	37	34	822	216
Added Vol:	0	0	0	0	0	0	0	19	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	108	27	80	97	154	133	752	37	34	829	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	114	28	84	102	162	140	792	39	36	872	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	114	28	84	102	162	140	792	39	36	872	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	114	28	84	102	162	140	792	39	36	872	228

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.89	0.89	0.93	0.92	0.92	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.39	0.61	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	652	1038	1769	3346	167	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.02	0.02	0.16	0.16	0.08	0.24	0.24	0.02	0.25	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.17	0.26	0.14	0.26	0.26	0.13	0.44	0.44	0.09	0.40	0.40
Volume/Cap:	0.31	0.36	0.07	0.18	0.61	0.61	0.61	0.54	0.54	0.22	0.61	0.36
Delay/Veh:	47.8	37.6	27.8	38.3	35.3	35.3	45.8	20.8	20.8	42.6	24.3	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	37.6	27.8	38.3	35.3	35.3	45.8	20.8	20.8	42.6	24.3	21.1
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	60	168	35	66	374	374	200	440	440	51	497	229

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 16 Average Delay (sec/veh): 30.6
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	110	336	163	318	286	65	95	594	90	208	840	311
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	114	349	170	331	297	68	99	618	94	216	874	323
Added Vol:	7	15	11	0	51	0	0	0	19	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	364	181	331	348	68	99	618	113	245	874	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	384	190	348	367	71	104	650	119	258	920	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	384	190	348	367	71	104	650	119	258	920	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	384	190	348	367	71	104	650	119	258	920	340

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.91	0.91	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.68	0.32	1.00	2.54	0.46	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	2892	561	1769	4201	766	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.07	0.11	0.12	0.10	0.13	0.13	0.06	0.15	0.15	0.08	0.18	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.20	0.35	0.19	0.25	0.25	0.11	0.30	0.30	0.15	0.34	0.53
Volume/Cap:	0.51	0.54	0.34	0.54	0.51	0.51	0.54	0.51	0.51	0.51	0.54	0.41
Delay/Veh:	41.3	36.5	24.4	37.4	32.7	32.7	45.0	29.2	29.2	40.3	27.1	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	36.5	24.4	37.4	32.7	32.7	45.0	29.2	29.2	40.3	27.1	14.5
LOS by Move:	D	D	C	D	C	C	D	C	C	D	C	B
HCM2k95thQ:	177	262	204	271	312	312	150	330	330	217	406	306

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 120 Critical Vol./Cap.(X): 1.031
Loss Time (sec): 16 Average Delay (sec/veh): 64.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	51	355	271	657	443	269	265	1382	69	329	1367	244
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	53	369	282	683	461	280	276	1437	72	342	1422	254
Added Vol:	0	48	0	300	208	0	0	10	0	0	26	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	417	282	983	669	280	276	1447	72	342	1448	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	439	297	1035	704	294	290	1523	76	360	1524	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	439	297	1035	704	294	290	1523	76	360	1524	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	439	297	1035	704	294	290	1523	76	360	1524	342

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.19	0.30	0.20	0.19	0.08	0.30	0.05	0.10	0.30	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.18	0.18	0.29	0.39	0.39	0.09	0.29	0.29	0.10	0.31	0.60
Volume/Cap:	0.20	0.68	1.03	1.03	0.51	0.47	0.98	1.03	0.16	1.03	0.98	0.36
Delay/Veh:	51.7	48.9	110.5	79.2	28.0	27.8	101.2	74.4	31.9	110.3	59.3	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	48.9	110.5	79.2	28.0	27.8	101.2	74.4	31.9	110.3	59.3	12.6
LOS by Move:	D	D	F	E	C	C	F	E	C	F	E	B
HCM2k95thQ:	59	423	720	1104	477	386	424	1141	105	411	967	297

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 16 Average Delay (sec/veh): 18.8
Optimal Cycle: 114 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	2	1	0	0

Volume Module:

Base Vol:	33	0	93	0	0	0	0	2301	32	192	1923	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	34	0	97	0	0	0	0	2393	33	200	2000	0
Added Vol:	0	0	0	0	0	0	0	310	0	0	97	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	97	0	0	0	0	2703	33	200	2097	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	0	102	0	0	0	0	2845	35	210	2207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	102	0	0	0	0	2845	35	210	2207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	102	0	0	0	0	2845	35	210	2207	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	5011	62	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.57	0.57	0.12	0.43	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.64	0.64	0.13	0.69	0.00
Volume/Cap:	0.33	0.00	0.89	0.00	0.00	0.00	0.00	0.89	0.89	0.89	0.63	0.00
Delay/Veh:	46.8	0.0	98.6	0.0	0.0	0.0	0.0	19.0	19.0	74.7	8.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	98.6	0.0	0.0	0.0	0.0	19.0	19.0	74.7	8.9	0.0
LOS by Move:	D	A	F	A	A	A	A	B	B	E	A	A
HCM2k95thQ:	74	0	276	0	0	0	0	1043	1043	326	588	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 120 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 12 Average Delay (sec/veh): 34.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	813	0	82	0	1192	1222	218	2003	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	846	0	85	0	1240	1271	227	2083	0
Added Vol:	0	0	0	0	0	0	0	99	211	0	97	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	846	0	85	0	1339	1482	227	2180	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	890	0	90	0	1409	1560	239	2295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	890	0	90	0	1409	1560	239	2295	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	890	0	90	0	1409	1560	239	2295	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3545	0	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.03	0.00	0.21	0.56	0.07	0.45	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.57	0.57	0.07	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.98	0.00	0.13	0.00	0.36	0.98	0.98	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	68.8	0.0	34.3	0.0	13.9	42.5	107.0	19.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	68.8	0.0	34.3	0.0	13.9	42.5	107.0	19.7	0.0
LOS by Move:	A	A	A	E	A	C	A	B	D	F	B	A
HCM2k95thQ:	0	0	0	907	0	74	0	339	1314	278	973	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 145 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 12 Average Delay (sec/veh): 49.7
Optimal Cycle: 177 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	1277	3	267	0	0	0	152	1860	0	0	1034	792
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	1328	3	278	0	0	0	158	1934	0	0	1075	824
Added Vol:	63	0	0	0	0	0	0	99	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1391	3	278	0	0	0	158	2033	0	0	1109	824
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1464	3	292	0	0	0	166	2140	0	0	1168	867
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1464	3	292	0	0	0	166	2140	0	0	1168	867
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1464	3	292	0	0	0	166	2140	0	0	1168	867

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3251	7	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.45	0.45	0.10	0.00	0.00	0.00	0.05	0.42	0.00	0.00	0.17	0.31
Crit Moves:	****						****			****		
Green/Cycle:	0.46	0.46	0.49	0.00	0.00	0.00	0.06	0.43	0.00	0.00	0.40	0.40
Volume/Cap:	0.99	0.99	0.21	0.00	0.00	0.00	0.78	0.99	0.00	0.00	0.43	0.78
Delay/Veh:	59.3	59.3	21.1	0.0	0.0	0.0	83.8	57.5	0.0	0.0	31.8	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	59.3	21.1	0.0	0.0	0.0	83.8	57.5	0.0	0.0	31.8	41.7
LOS by Move:	E	E	C	A	A	A	F	E	A	A	C	D
HCM2k95thQ:	1503	1503	202	0	0	0	201	1538	0	0	467	861

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	32	321	84	211	273	99	54	31	31	62	42	215
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	33	334	87	219	284	103	56	32	32	64	44	224
Added Vol:	0	9	30	64	35	0	0	0	0	11	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	343	117	283	319	103	56	32	32	75	44	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	361	124	298	336	108	59	34	34	79	46	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	361	124	298	336	108	59	34	34	79	46	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	361	124	298	336	108	59	34	34	79	46	261

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.90	0.90	0.75	0.75	0.83	0.75	0.75	0.83
Lanes:	1.00	1.49	0.51	1.00	1.51	0.49	0.64	0.36	1.00	0.63	0.37	1.00
Final Sat.:	1769	2535	868	1769	2575	831	908	522	1583	905	524	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.14	0.17	0.13	0.13	0.07	0.07	0.02	0.09	0.09	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.26	0.26	0.31	0.42	0.42	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.12	0.54	0.54	0.54	0.31	0.31	0.21	0.21	0.07	0.29	0.29	0.54
Delay/Veh:	36.2	32.3	32.3	29.6	19.7	19.7	26.1	26.1	24.8	26.9	26.9	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	32.3	32.3	29.6	19.7	19.7	26.1	26.1	24.8	26.9	26.9	30.2
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	50	343	343	350	226	226	111	111	39	153	153	341

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Scenario Report

Scenario: Nearterm Wknd

Command: nearterm
Volume: Ex Wknd PkHr
Geometry: Existing
Impact Fee: NA
Trip Generation: Weekend PkHr
Trip Distribution: Project
Paths: Project
Routes: NA
Configuration: nt

 Santa Fe Valley Church
 Existing + ambient + cumulative
 Wknd Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	2.4	0.062	A	2.4	0.062	+ 0.000 D/V
#602 Camino Del Norte / 4 Gee	C	23.5	0.500	C	23.5	0.500	+ 0.000 D/V
#603 Camino Del Norte / Rancho Bern	C	28.4	0.540	C	28.4	0.540	+ 0.000 D/V
#604 Camino Del Norte / 4S Ranch	C	25.5	0.375	C	25.5	0.375	+ 0.000 D/V
#605 Camino Del Norte / Dove Canyon	C	29.6	0.428	C	29.6	0.428	+ 0.000 D/V
#606 Camino Del Norte / Bernardo Ce	C	32.7	0.593	C	32.7	0.593	+ 0.000 D/V
#607 Camino Del Norte / Paseo Monta	B	14.6	0.558	B	14.6	0.558	+ 0.000 D/V
#608 Camino Del Norte / I-15 SB Ram	C	26.8	0.541	C	26.8	0.541	+ 0.000 D/V
#609 Camino Del Norte / I-15 NB Ram	C	27.9	0.577	C	27.9	0.577	+ 0.000 D/V
#610 Dove Canyon / Lone Quail	C	26.9	0.351	C	26.9	0.351	+ 0.000 D/V

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.062
Loss Time (sec): 12 Average Delay (sec/veh): 2.4
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	0	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	91	2	0	59	0	0	0	1	2	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	95	2	0	61	0	0	0	1	2	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	95	2	0	61	0	0	0	1	2	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	100	2	0	65	0	0	0	1	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	2	0	65	0	0	0	1	2	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	100	2	0	65	0	0	0	1	2	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	1.00	0.98	1.00	1.00	1.00	0.85	0.98	1.00	1.00
Lanes:	0.00	0.98	0.02	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1816	40	0	1862	0	0	0	1611	1862	0	1900

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.05	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****									****		
Green/Cycle:	0.00	0.83	0.83	0.00	0.83	0.00	0.00	0.00	0.05	0.05	0.00	0.00
Volume/Cap:	0.00	0.07	0.07	0.00	0.04	0.00	0.00	0.00	0.01	0.02	0.00	0.00
Delay/Veh:	0.0	1.5	1.5	0.0	1.5	0.0	0.0	0.0	45.2	45.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.5	1.5	0.0	1.5	0.0	0.0	0.0	45.2	45.3	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	D	D	A	A
HCM2k95thQ:	0	29	29	0	19	0	0	0	2	4	0	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec):	105	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	16	Average Delay (sec/veh):	23.5
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	31	17	98	21	23	28	70	648	45	209	548	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	32	18	102	22	24	29	73	674	47	217	570	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	18	102	22	24	29	73	674	47	217	570	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	19	107	23	25	31	77	709	49	229	600	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	19	107	23	25	31	77	709	49	229	600	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	19	107	23	25	31	77	709	49	229	600	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.85	0.85	0.60	0.90	0.90	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	1.00	0.15	0.85	1.00	0.45	0.55	1.00	1.87	0.13	1.00	1.89	0.11
Final Sat.:	1346	240	1384	1147	771	938	1769	3275	227	1769	3322	188

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.08	0.02	0.03	0.03	0.04	0.22	0.22	0.13	0.18	0.18
Crit Moves:	****						****			****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.14	0.43	0.43	0.26	0.55	0.55
Volume/Cap:	0.16	0.50	0.50	0.13	0.21	0.21	0.30	0.50	0.50	0.50	0.33	0.33
Delay/Veh:	38.8	42.2	42.2	38.6	39.1	39.1	40.8	21.8	21.8	34.0	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	42.2	42.2	38.6	39.1	39.1	40.8	21.8	21.8	34.0	13.2	13.2
LOS by Move:	D	D	D	D	D	D	D	C	C	C	B	B
HCM2k95thQ:	54	212	212	38	86	86	122	436	436	292	275	275

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 16 Average Delay (sec/veh): 28.4
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	31	37	26	86	34	215	150	578	33	14	557	46
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	32	38	27	89	35	224	156	601	34	15	579	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	38	27	89	35	224	156	601	34	15	579	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	41	28	94	37	235	164	633	36	15	610	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	41	28	94	37	235	164	633	36	15	610	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	41	28	94	37	235	164	633	36	15	610	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.81	0.81	0.93	0.92	0.92	0.90	0.92	0.92
Lanes:	1.00	0.59	0.41	1.00	1.00	1.00	1.00	1.89	0.11	2.00	1.85	0.15
Final Sat.:	1769	1026	721	1769	1541	1541	1769	3320	190	3432	3232	267

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.04	0.05	0.02	0.15	0.09	0.19	0.19	0.00	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.16	0.16	0.17	0.28	0.28	0.17	0.41	0.41	0.11	0.34	0.34
Volume/Cap:	0.38	0.25	0.25	0.31	0.09	0.55	0.55	0.47	0.47	0.04	0.55	0.55
Delay/Veh:	48.8	37.3	37.3	37.1	26.7	32.1	40.3	22.1	22.1	40.2	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	37.3	37.3	37.1	26.7	32.1	40.3	22.1	22.1	40.2	27.1	27.1
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	76	102	102	138	47	335	223	362	362	11	395	395

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 16 Average Delay (sec/veh): 25.5
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	16	65	34	95	50	113	115	568	15	27	498	127
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	68	35	99	52	118	120	591	16	28	518	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	68	35	99	52	118	120	591	16	28	518	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	71	37	104	55	124	126	622	16	30	545	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	71	37	104	55	124	126	622	16	30	545	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	71	37	104	55	124	126	622	16	30	545	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.88	0.88	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.31	0.69	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	512	1157	1769	3433	91	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.02	0.03	0.11	0.11	0.07	0.18	0.18	0.02	0.15	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.16	0.21	0.16	0.27	0.27	0.16	0.47	0.47	0.05	0.35	0.35
Volume/Cap:	0.20	0.24	0.11	0.19	0.39	0.39	0.44	0.39	0.39	0.33	0.44	0.25
Delay/Veh:	46.7	36.9	31.9	36.3	30.0	30.0	38.8	17.6	17.6	48.1	25.0	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	36.9	31.9	36.3	30.0	30.0	38.8	17.6	17.6	48.1	25.0	23.2
LOS by Move:	D	D	C	D	C	C	D	B	B	D	C	C
HCM2k95thQ:	37	103	50	78	228	228	169	310	310	45	313	146

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 16 Average Delay (sec/veh): 29.6
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	91	251	104	298	158	41	96	503	109	162	461	317
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	95	261	108	310	164	43	100	523	113	168	479	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	261	108	310	164	43	100	523	113	168	479	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	100	275	114	326	173	45	105	551	119	177	505	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	275	114	326	173	45	105	551	119	177	505	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	275	114	326	173	45	105	551	119	177	505	347

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.59	0.41	1.00	2.47	0.53	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	2722	706	1769	4065	881	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.08	0.07	0.10	0.06	0.06	0.06	0.14	0.14	0.05	0.10	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.18	0.30	0.22	0.21	0.21	0.14	0.32	0.32	0.12	0.30	0.52
Volume/Cap:	0.30	0.43	0.24	0.43	0.30	0.30	0.42	0.43	0.43	0.43	0.34	0.42
Delay/Veh:	35.3	36.8	26.5	33.8	33.2	33.2	40.3	27.2	27.2	41.5	27.7	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	36.8	26.5	33.8	33.2	33.2	40.3	27.2	27.2	41.5	27.7	15.3
LOS by Move:	D	D	C	C	C	C	D	C	C	D	C	B
HCM2k95thQ:	128	190	127	233	155	155	145	278	278	154	222	320

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec):	120	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	16	Average Delay (sec/veh):	32.7
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	21	222	265	106	339	116	94	1113	26	180	792	93
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	22	231	276	110	353	121	98	1158	27	187	824	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	231	276	110	353	121	98	1158	27	187	824	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	23	243	290	116	371	127	103	1218	28	197	867	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	243	290	116	371	127	103	1218	28	197	867	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	243	290	116	371	127	103	1218	28	197	867	102

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.18	0.03	0.10	0.08	0.03	0.24	0.02	0.06	0.17	0.06
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.31	0.31	0.06	0.26	0.26	0.10	0.40	0.40	0.10	0.40	0.46
Volume/Cap:	0.06	0.22	0.59	0.59	0.40	0.31	0.31	0.59	0.04	0.59	0.42	0.14
Delay/Veh:	48.6	30.9	37.0	60.1	36.8	36.0	50.8	28.5	21.7	54.8	26.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	30.9	37.0	60.1	36.8	36.0	50.8	28.5	21.7	54.8	26.0	18.8
LOS by Move:	D	C	D	E	D	D	D	C	C	D	C	B
HCM2k95thQ:	22	172	443	157	291	190	105	585	32	180	381	105

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 16 Average Delay (sec/veh): 14.6
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0

Volume Module:

Base Vol:	15	0	104	0	0	0	0	1526	12	106	1112	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	16	0	108	0	0	0	0	1587	12	110	1156	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	108	0	0	0	0	1587	12	110	1156	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	0	114	0	0	0	0	1671	13	116	1217	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	114	0	0	0	0	1671	13	116	1217	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	0	114	0	0	0	0	1671	13	116	1217	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	5039	40	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.33	0.33	0.07	0.24	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.59	0.59	0.12	0.59	0.00
Volume/Cap:	0.10	0.00	0.56	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.41	0.00
Delay/Veh:	42.1	0.0	44.3	0.0	0.0	0.0	0.0	12.6	12.6	45.1	11.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	0.0	44.3	0.0	0.0	0.0	0.0	12.6	12.6	45.1	11.2	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	28	0	203	0	0	0	0	509	509	167	340	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 120 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	580	1	62	0	1015	586	186	1157	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	603	1	64	0	1056	609	193	1203	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	603	1	64	0	1056	609	193	1203	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	635	1	68	0	1111	642	204	1267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	635	1	68	0	1111	642	204	1267	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	635	1	68	0	1111	642	204	1267	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3216	6	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.02	0.00	0.16	0.23	0.06	0.25	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.43	0.43	0.11	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.07	0.00	0.39	0.54	0.54	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	30.7	30.7	24.8	0.0	23.8	26.2	52.2	23.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.7	30.7	24.8	0.0	23.8	26.2	52.2	23.7	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	C	A
HCM2k95thQ:	0	0	0	442	442	47	0	349	448	182	543	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 145 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): 27.9
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	630	5	181	0	0	0	118	1476	0	0	696	584
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	655	5	188	0	0	0	123	1535	0	0	724	607
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	655	5	188	0	0	0	123	1535	0	0	724	607
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	690	5	198	0	0	0	129	1616	0	0	762	639
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	5	198	0	0	0	129	1616	0	0	762	639
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	690	5	198	0	0	0	129	1616	0	0	762	639

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3266	26	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.21	0.21	0.07	0.00	0.00	0.00	0.04	0.32	0.00	0.00	0.11	0.23
Crit Moves:	****						****			****		
Green/Cycle:	0.35	0.35	0.39	0.00	0.00	0.00	0.08	0.53	0.00	0.00	0.49	0.49
Volume/Cap:	0.60	0.60	0.18	0.00	0.00	0.00	0.47	0.60	0.00	0.00	0.23	0.47
Delay/Veh:	39.4	39.4	29.4	0.0	0.0	0.0	65.1	23.8	0.0	0.0	21.7	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	39.4	29.4	0.0	0.0	0.0	65.1	23.8	0.0	0.0	21.7	25.2
LOS by Move:	D	D	C	A	A	A	E	C	A	A	C	C
HCM2k95thQ:	579	579	161	0	0	0	141	761	0	0	253	488

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351

Loss Time (sec): 12 Average Delay (sec/veh): 26.9

Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	29	200	77	162	182	65	77	26	19	41	13	172
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	30	208	80	168	189	68	80	27	20	43	14	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	208	80	168	189	68	80	27	20	43	14	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	219	84	177	199	71	84	28	21	45	14	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	219	84	177	199	71	84	28	21	45	14	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	219	84	177	199	71	84	28	21	45	14	188

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.89	0.89	0.74	0.74	0.83	0.75	0.75	0.83
Lanes:	1.00	1.44	0.56	1.00	1.47	0.53	0.75	0.25	1.00	0.76	0.24	1.00
Final Sat.:	1769	2447	942	1769	2505	895	1048	354	1583	1089	345	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.09	0.10	0.08	0.08	0.08	0.08	0.01	0.04	0.04	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.21	0.26	0.26	0.29	0.33	0.33	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.09	0.35	0.35	0.35	0.24	0.24	0.24	0.24	0.04	0.12	0.12	0.35
Delay/Veh:	32.0	30.7	30.7	28.8	24.3	24.3	24.0	24.0	22.2	22.9	22.9	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	30.7	30.7	28.8	24.3	24.3	24.0	24.0	22.2	22.9	22.9	25.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	42	206	206	206	152	152	129	129	22	65	65	219

Note: Queue reported is the distance per lane in feet.

APPENDIX H
EXISTING + AMBIENT+ CUMULATIVE + PROJECT
LEVEL OF SERVICE CALCULATIONS

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Scenario Report

Scenario:	Nearterm AM
Command:	nearterm
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	NA
Trip Generation:	Weekday AM
Trip Distribution:	Project
Paths:	Project
Routes:	NA
Configuration:	nt

 Santa Fe Valley Church
 Existing + ambient + cumulative + p
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	1.8	0.158	A	2.7	0.165	+ 0.945 D/V
#602 Camino Del Norte / 4 Gee	C	23.8	0.672	C	23.9	0.673	+ 0.064 D/V
#603 Camino Del Norte / Rancho Bern	D	40.2	0.878	D	40.6	0.884	+ 0.327 D/V
#604 Camino Del Norte / 4S Ranch	C	22.6	0.513	C	22.6	0.515	-0.057 D/V
#605 Camino Del Norte / Dove Canyon	C	28.9	0.515	C	29.8	0.530	+ 0.885 D/V
#606 Camino Del Norte / Bernardo Ce	D	51.2	0.978	E	65.8	1.160	+14.612 D/V
#607 Camino Del Norte / Paseo Monta	B	15.7	0.734	B	17.0	0.813	+ 1.288 D/V
#608 Camino Del Norte / I-15 SB Ram	D	52.6	1.009	E	64.6	1.023	+12.046 D/V
#609 Camino Del Norte / I-15 NB Ram	E	58.3	0.993	E	78.7	1.075	+20.376 D/V
#610 Dove Canyon / Lone Quail	C	26.3	0.417	C	26.3	0.439	-0.003 D/V

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.165

Loss Time (sec): 12 Average Delay (sec/veh): 2.7

Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	104	1	0	236	0	0	0	0	1	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	108	1	0	245	0	0	0	0	1	0	0
Added Vol:	0	0	12	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	108	13	0	245	0	0	0	0	9	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	114	14	0	258	0	0	0	0	10	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	114	14	0	258	0	0	0	0	10	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	114	14	0	258	0	0	0	0	10	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	1.00	0.98	1.00	1.00	1.00	1.00	0.78	1.00	1.00
Lanes:	0.00	0.89	0.11	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1637	197	0	1862	0	0	1900	0	1490	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.07	0.00	0.14	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.83	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Volume/Cap:	0.00	0.08	0.08	0.00	0.17	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Delay/Veh:	0.0	1.6	1.6	0.0	1.7	0.0	0.0	0.0	0.0	46.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	1.6	0.0	1.7	0.0	0.0	0.0	0.0	46.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	38	38	0	83	0	0	0	0	21	0	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec): 105 Critical Vol./Cap.(X): 0.673

Loss Time (sec): 16 Average Delay (sec/veh): 23.9

Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	108	50	85	60	54	116	50	1059	48	156	979	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	112	52	88	62	56	121	52	1101	50	162	1018	36
Added Vol:	0	0	0	7	0	1	1	0	0	0	3	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	52	88	69	56	122	53	1101	50	162	1021	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	55	93	73	59	128	56	1159	53	171	1075	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	55	93	73	59	128	56	1159	53	171	1075	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	55	93	73	59	128	56	1159	53	171	1075	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.89	0.89	0.57	0.88	0.88	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	0.37	0.63	1.00	0.32	0.68	1.00	1.91	0.09	1.00	1.91	0.09
Final Sat.:	914	625	1062	1086	528	1143	1769	3364	152	1769	3357	156

Capacity Analysis Module:

Vol/Sat:	0.13	0.09	0.09	0.07	0.11	0.11	0.03	0.34	0.34	0.10	0.32	0.32
Crit Moves:	****						****			****		
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.08	0.51	0.51	0.14	0.57	0.57
Volume/Cap:	0.67	0.46	0.46	0.35	0.58	0.58	0.37	0.67	0.67	0.67	0.56	0.56
Delay/Veh:	49.2	38.6	38.6	37.8	41.3	41.3	47.0	20.1	20.1	49.6	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	38.6	38.6	37.8	41.3	41.3	47.0	20.1	20.1	49.6	14.6	14.6
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2k95thQ:	238	227	227	120	301	301	107	691	691	242	512	512

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 16 Average Delay (sec/veh): 40.6
Optimal Cycle: 110 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	76	145	79	66	257	444	282	818	50	66	662	21
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	79	151	82	69	267	462	293	851	52	69	688	22
Added Vol:	0	0	0	0	0	1	1	6	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	151	82	69	267	463	294	857	52	69	700	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	159	86	72	281	487	310	902	55	72	737	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	159	86	72	281	487	310	902	55	72	737	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	159	86	72	281	487	310	902	55	72	737	23

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.84	0.84	0.93	0.92	0.92	0.90	0.93	0.93
Lanes:	1.00	0.65	0.35	1.00	1.00	1.00	1.00	1.89	0.11	2.00	1.94	0.06
Final Sat.:	1769	1141	622	1769	1601	1601	1769	3305	201	3432	3417	107

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.14	0.14	0.04	0.18	0.30	0.18	0.27	0.27	0.02	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.29	0.29	0.11	0.34	0.34	0.20	0.37	0.37	0.07	0.24	0.24
Volume/Cap:	0.88	0.48	0.48	0.39	0.51	0.88	0.88	0.73	0.73	0.31	0.88	0.88
Delay/Veh:	103.7	29.8	29.8	43.1	26.4	41.5	61.2	29.1	29.1	45.1	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.7	29.8	29.8	43.1	26.4	41.5	61.2	29.1	29.1	45.1	47.1	47.1
LOS by Move:	F	C	C	D	C	D	E	C	C	D	D	D
HCM2k95thQ:	240	311	311	125	358	784	458	585	585	55	583	583

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515

Loss Time (sec): 16 Average Delay (sec/veh): 22.6

Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	1	1	0	1

Volume Module:

Base Vol:	41	95	73	112	95	70	83	864	33	36	664	102
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	43	99	76	116	99	73	86	899	34	37	691	106
Added Vol:	0	0	0	0	0	0	0	6	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	99	76	116	99	73	86	905	34	37	703	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	104	80	123	104	77	91	952	36	39	740	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	104	80	123	104	77	91	952	36	39	740	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	104	80	123	104	77	91	952	36	39	740	112

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.58	0.42	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	1003	739	1769	3388	129	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.06	0.05	0.04	0.10	0.10	0.05	0.28	0.28	0.02	0.21	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.13	0.18	0.12	0.20	0.20	0.12	0.54	0.54	0.05	0.47	0.47
Volume/Cap:	0.51	0.42	0.28	0.30	0.52	0.52	0.44	0.52	0.52	0.45	0.44	0.15
Delay/Veh:	51.1	41.1	35.8	40.8	37.2	37.2	42.6	14.9	14.9	49.7	17.7	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	41.1	35.8	40.8	37.2	37.2	42.6	14.9	14.9	49.7	17.7	15.0
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	107	168	116	103	268	268	126	449	449	61	363	95

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 16 Average Delay (sec/veh): 29.8
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	145	295	235	208	271	25	72	790	166	121	620	149
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	151	307	244	216	282	26	75	822	173	126	645	155
Added Vol:	6	39	5	0	4	0	0	4	2	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	346	249	216	286	26	75	826	175	126	651	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	364	263	228	301	27	79	869	184	132	685	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	364	263	228	301	27	79	869	184	132	685	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	364	263	228	301	27	79	869	184	132	685	163

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.92	0.92	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	2.48	0.52	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	3204	291	1769	4087	864	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.17	0.07	0.09	0.09	0.04	0.21	0.21	0.04	0.13	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.22	0.29	0.13	0.17	0.17	0.13	0.40	0.40	0.07	0.35	0.47
Volume/Cap:	0.54	0.47	0.57	0.53	0.54	0.54	0.35	0.53	0.53	0.53	0.39	0.22
Delay/Veh:	39.9	34.5	31.8	42.2	38.8	38.8	40.7	23.0	23.0	46.8	24.9	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	34.5	31.8	42.2	38.8	38.8	40.7	23.0	23.0	46.8	24.9	15.7
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	B
HCM2k95thQ:	224	243	322	203	267	267	108	407	407	142	285	148

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 120 Critical Vol./Cap.(X): 1.160

Loss Time (sec): 16 Average Delay (sec/veh): 65.8

Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ovl					
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1

Volume Module:

Base Vol:	55	517	456	216	427	297	377	1164	50	307	1594	524
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	57	538	474	225	444	309	392	1211	52	319	1658	545
Added Vol:	0	216	0	35	24	0	0	9	0	0	6	312
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	754	474	260	468	309	392	1220	52	319	1664	857
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	60	793	499	273	493	325	413	1284	55	336	1751	902
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	793	499	273	493	325	413	1284	55	336	1751	902
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	793	499	273	493	325	413	1284	55	336	1751	902

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.22	0.32	0.08	0.14	0.21	0.12	0.25	0.03	0.10	0.34	0.57
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.27	0.27	0.07	0.28	0.28	0.10	0.38	0.38	0.15	0.42	0.49
Volume/Cap:	0.31	0.82	1.16	1.16	0.49	0.73	1.16	0.67	0.09	0.67	0.82	1.16
Delay/Veh:	55.1	46.9	138.8	164.7	36.2	44.7	152.7	31.8	24.0	51.8	33.1	116.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	46.9	138.8	164.7	36.2	44.7	152.7	31.8	24.0	51.8	33.1	116.7
LOS by Move:	E	D	F	F	D	D	F	C	C	D	C	F
HCM2k95thQ:	73	723	1208	473	383	546	637	656	66	278	848	1829

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 16 Average Delay (sec/veh): 17.0
Optimal Cycle: 89 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0

Volume Module:

Base Vol:	80	0	159	0	0	0	0	1775	49	58	2353	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	83	0	165	0	0	0	0	1846	51	60	2447	0
Added Vol:	0	0	0	0	0	0	0	43	0	0	318	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	165	0	0	0	0	1889	51	60	2765	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	0	174	0	0	0	0	1988	54	63	2911	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	174	0	0	0	0	1988	54	63	2911	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	174	0	0	0	0	1988	54	63	2911	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.92	0.08	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	4930	133	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.11	0.00	0.00	0.00	0.00	0.40	0.40	0.04	0.57	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.63	0.63	0.08	0.66	0.00
Volume/Cap:	0.56	0.00	0.86	0.00	0.00	0.00	0.00	0.64	0.64	0.46	0.86	0.00
Delay/Veh:	48.1	0.0	72.6	0.0	0.0	0.0	0.0	11.6	11.6	46.4	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	0.0	72.6	0.0	0.0	0.0	0.0	11.6	11.6	46.4	15.9	0.0
LOS by Move:	D	A	E	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	172	0	377	0	0	0	0	610	610	87	989	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 120 Critical Vol./Cap.(X): 1.023

Loss Time (sec): 12 Average Delay (sec/veh): 64.6

Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	1077	1	77	0	907	1067	378	2258	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	1120	1	80	0	943	1110	393	2348	0
Added Vol:	0	0	0	0	0	0	0	15	29	0	318	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1120	1	80	0	958	1139	393	2666	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1179	1	84	0	1009	1199	414	2807	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1179	1	84	0	1009	1199	414	2807	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1179	1	84	0	1009	1199	414	2807	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3200	3	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.03	0.00	0.15	0.43	0.12	0.55	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.43	0.43	0.12	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	1.07	1.07	0.09	0.00	0.34	0.99	0.99	1.07	0.00
Delay/Veh:	0.0	0.0	0.0	88.2	88.2	26.7	0.0	22.6	57.0	93.9	69.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	88.2	88.2	26.7	0.0	22.6	57.0	93.9	69.9	0.0
LOS by Move:	A	A	A	F	F	C	A	C	E	F	E	A
HCM2k95thQ:	0	0	0	1249	1249	61	0	308	1156	439	1859	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 145 Critical Vol./Cap.(X): 1.075
Loss Time (sec): 12 Average Delay (sec/veh): 78.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0	0 0 4 0 2	

Volume Module:

Base Vol:	1514	4	191	0	0	0	127	1839	0	0	1242	610
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	1575	4	199	0	0	0	132	1913	0	0	1292	634
Added Vol:	217	0	0	0	0	0	0	15	0	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1792	4	199	0	0	0	132	1928	0	0	1394	634
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1886	4	209	0	0	0	139	2029	0	0	1467	668
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1886	4	209	0	0	0	139	2029	0	0	1467	668
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1886	4	209	0	0	0	139	2029	0	0	1467	668

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3214	7	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.59	0.59	0.08	0.00	0.00	0.00	0.04	0.40	0.00	0.00	0.22	0.24
Crit Moves:	****						****			****		
Green/Cycle:	0.53	0.53	0.56	0.00	0.00	0.00	0.06	0.36	0.00	0.00	0.34	0.34
Volume/Cap:	1.12	1.12	0.13	0.00	0.00	0.00	0.72	1.12	0.00	0.00	0.65	0.72
Delay/Veh:	95.7	95.7	15.2	0.0	0.0	0.0	79.2	107	0.0	0.0	41.5	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	95.7	15.2	0.0	0.0	0.0	79.2	107	0.0	0.0	41.5	44.8
LOS by Move:	F	F	B	A	A	A	E	F	A	A	D	D
HCM2k95thQ:	2165	2165	123	0	0	0	166	1712	0	0	679	684

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 12 Average Delay (sec/veh): 26.3
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	67	331	83	163	345	62	129	34	135	39	23	194
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	70	344	86	170	359	64	134	35	140	41	24	202
Added Vol:	0	39	0	0	6	0	0	0	0	5	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	383	86	170	365	64	134	35	140	46	24	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	403	91	178	384	68	141	37	148	48	25	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	403	91	178	384	68	141	37	148	48	25	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	403	91	178	384	68	141	37	148	48	25	224

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.91	0.91	0.70	0.70	0.83	0.74	0.74	0.83
Lanes:	1.00	1.63	0.37	1.00	1.70	0.30	0.79	0.21	1.00	0.66	0.34	1.00
Final Sat.:	1769	2807	632	1769	2940	520	1051	277	1583	928	487	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.14	0.10	0.13	0.13	0.13	0.13	0.09	0.05	0.05	0.14
Crit Moves:	****			****						****		
Green/Cycle:	0.15	0.33	0.33	0.23	0.40	0.40	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.27	0.44	0.44	0.44	0.32	0.32	0.42	0.42	0.29	0.16	0.16	0.44
Delay/Veh:	37.8	26.7	26.7	33.7	20.6	20.6	27.2	27.2	25.6	24.4	24.4	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	26.7	26.7	33.7	20.6	20.6	27.2	27.2	25.6	24.4	24.4	27.3
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	110	309	309	222	234	234	225	225	173	84	84	275

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Scenario Report

Scenario:	Nearterm PM
Command:	nearterm
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	NA
Trip Generation:	Weekday PM
Trip Distribution:	Project
Paths:	Project
Routes:	NA
Configuration:	nt

 Santa Fe Valley Church
 Existing + ambient + cumulative + p
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	0.8	0.114	A	4.6	0.138	+ 3.762 D/V
#602 Camino Del Norte / 4 Gee	C	21.3	0.622	C	21.4	0.629	+ 0.108 D/V
#603 Camino Del Norte / Rancho Bern	D	37.7	0.846	D	38.2	0.856	+ 0.553 D/V
#604 Camino Del Norte / 4S Ranch	C	26.8	0.590	C	26.7	0.596	-0.114 D/V
#605 Camino Del Norte / Dove Canyon	C	30.2	0.530	C	30.7	0.527	+ 0.566 D/V
#606 Camino Del Norte / Bernardo Ce	D	48.6	0.923	E	64.7	1.033	+16.105 D/V
#607 Camino Del Norte / Paseo Monta	B	16.7	0.817	B	18.8	0.896	+ 2.097 D/V
#608 Camino Del Norte / I-15 SB Ram	C	29.4	0.890	C	34.3	0.981	+ 4.893 D/V
#609 Camino Del Norte / I-15 NB Ram	D	44.2	0.905	D	50.1	0.953	+ 5.930 D/V
#610 Dove Canyon / Lone Quail	C	26.8	0.464	C	27.6	0.542	+ 0.770 D/V

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.138
Loss Time (sec): 12 Average Delay (sec/veh): 4.6
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	170	0	0	78	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	177	0	0	81	0	0	0	0	0	0
Added Vol:	0	0	16	0	0	0	0	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	177	16	0	81	0	0	0	0	16	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	186	17	0	85	0	0	0	0	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	186	17	0	85	0	0	0	0	17	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	186	17	0	85	0	0	0	0	17	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	1.00	0.98	1.00	1.00	1.00	1.00	0.76	1.00
Lanes:	0.00	0.92	0.08	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1689	153	0	1862	0	0	1900	0	1445	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.11	0.00	0.05	0.00	0.00	0.00	0.00	0.01	0.00
Crit Moves:	****									****	
Green/Cycle:	0.00	0.80	0.80	0.00	0.80	0.00	0.00	0.00	0.00	0.08	0.00
Volume/Cap:	0.00	0.14	0.14	0.00	0.06	0.00	0.00	0.00	0.00	0.14	0.00
Delay/Veh:	0.0	2.4	2.4	0.0	2.2	0.0	0.0	0.0	0.0	43.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	2.4	0.0	2.2	0.0	0.0	0.0	0.0	43.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A
HCM2k95thQ:	0	72	72	0	30	0	0	0	0	31	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec): 105 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 16 Average Delay (sec/veh): 21.4
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	39	43	74	44	32	25	86	1011	43	199	848	65
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	41	45	77	46	33	26	89	1051	45	207	882	68
Added Vol:	0	0	0	14	0	1	1	19	0	0	7	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	45	77	60	33	27	90	1070	45	207	889	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	47	81	63	35	28	95	1127	47	218	936	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	47	81	63	35	28	95	1127	47	218	936	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	47	81	63	35	28	95	1127	47	218	936	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.89	0.89	0.57	0.91	0.91	0.93	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	0.37	0.63	1.00	0.55	0.45	1.00	1.92	0.08	1.00	1.83	0.17
Final Sat.:	1335	619	1066	1078	959	778	1769	3376	141	1769	3198	294

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.08	0.06	0.04	0.04	0.05	0.33	0.33	0.12	0.29	0.29
Crit Moves:	****						****			****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.53	0.53	0.20	0.61	0.61
Volume/Cap:	0.26	0.63	0.63	0.48	0.30	0.30	0.48	0.63	0.63	0.63	0.48	0.48
Delay/Veh:	42.8	50.1	50.1	45.9	42.9	42.9	45.5	18.0	18.0	42.4	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	50.1	50.1	45.9	42.9	42.9	45.5	18.0	18.0	42.4	11.2	11.2
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	76	245	245	129	107	107	172	634	634	291	411	411

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856

Loss Time (sec): 16 Average Delay (sec/veh): 38.2

Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0	1	1	0

Volume Module:

Base Vol:	20	81	46	50	132	299	369	787	38	91	792	52
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	84	48	52	137	311	384	818	40	95	824	54
Added Vol:	0	0	0	0	0	2	2	31	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	84	48	52	137	313	386	849	40	95	843	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	89	50	55	145	329	406	894	42	100	887	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	89	50	55	145	329	406	894	42	100	887	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	89	50	55	145	329	406	894	42	100	887	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.83	0.83	0.93	0.92	0.92	0.90	0.92	0.92
Lanes:	1.00	0.64	0.36	1.00	1.00	1.00	1.00	1.91	0.09	2.00	1.88	0.12
Final Sat.:	1769	1123	638	1769	1585	1585	1769	3357	156	3432	3295	211

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.08	0.03	0.09	0.21	0.23	0.27	0.27	0.03	0.27	0.27
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.17	0.17	0.11	0.23	0.23	0.26	0.47	0.47	0.09	0.30	0.30
Volume/Cap:	0.25	0.46	0.46	0.28	0.39	0.89	0.89	0.57	0.57	0.33	0.89	0.89
Delay/Veh:	47.2	38.2	38.2	41.7	32.6	54.7	55.6	19.6	19.6	43.5	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	38.2	38.2	41.7	32.6	54.7	55.6	19.6	19.6	43.5	43.4	43.4
LOS by Move:	D	D	D	D	C	D	E	B	B	D	D	D
HCM2k95thQ:	47	211	211	91	207	615	582	483	483	73	686	686

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596

Loss Time (sec): 16 Average Delay (sec/veh): 26.7

Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	25	104	26	77	93	148	128	705	36	33	790	208
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	26	108	27	80	97	154	133	733	37	34	822	216
Added Vol:	0	0	0	0	0	0	0	31	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	108	27	80	97	154	133	764	37	34	841	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	114	28	84	102	162	140	804	39	36	885	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	114	28	84	102	162	140	804	39	36	885	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	114	28	84	102	162	140	804	39	36	885	228

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.89	0.89	0.93	0.92	0.92	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.39	0.61	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	652	1038	1769	3349	164	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.02	0.02	0.16	0.16	0.08	0.24	0.24	0.02	0.25	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.17	0.26	0.14	0.25	0.25	0.13	0.44	0.44	0.09	0.41	0.41
Volume/Cap:	0.31	0.37	0.07	0.18	0.61	0.61	0.61	0.54	0.54	0.22	0.61	0.35
Delay/Veh:	47.8	37.7	28.0	38.4	35.6	35.6	46.1	20.8	20.8	42.7	24.2	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	37.7	28.0	38.4	35.6	35.6	46.1	20.8	20.8	42.7	24.2	20.9
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	60	168	35	66	375	375	201	446	446	51	503	227

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 16 Average Delay (sec/veh): 30.7
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:

Base Vol:	110	336	163	318	286	65	95	594	90	208	840	311
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	114	349	170	331	297	68	99	618	94	216	874	323
Added Vol:	11	15	11	0	51	0	0	8	23	29	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	364	181	331	348	68	99	626	117	245	882	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	384	190	348	367	71	104	659	123	258	928	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	384	190	348	367	71	104	659	123	258	928	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	384	190	348	367	71	104	659	123	258	928	340

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.91	0.91	0.93	0.87	0.87	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.68	0.32	1.00	2.53	0.47	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	2892	561	1769	4182	779	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.07	0.11	0.12	0.10	0.13	0.13	0.06	0.16	0.16	0.08	0.18	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.21	0.35	0.19	0.25	0.25	0.11	0.30	0.30	0.14	0.33	0.53
Volume/Cap:	0.51	0.53	0.34	0.53	0.51	0.51	0.55	0.53	0.53	0.53	0.55	0.41
Delay/Veh:	40.9	36.1	24.5	37.1	32.6	32.6	45.6	29.5	29.5	40.8	27.5	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	36.1	24.5	37.1	32.6	32.6	45.6	29.5	29.5	40.8	27.5	14.6
LOS by Move:	D	D	C	D	C	C	D	C	C	D	C	B
HCM2k95thQ:	182	261	204	269	311	311	151	337	337	220	413	307

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 120 Critical Vol./Cap.(X): 1.033
Loss Time (sec): 16 Average Delay (sec/veh): 64.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Ovl						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0	1		2	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	51	355	271	657	443	269	265	1382	69	329	1367	244
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	53	369	282	683	461	280	276	1437	72	342	1422	254
Added Vol:	0	48	0	300	208	0	0	18	0	0	34	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	417	282	983	669	280	276	1455	72	342	1456	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	439	297	1035	704	294	290	1532	76	360	1532	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	439	297	1035	704	294	290	1532	76	360	1532	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	439	297	1035	704	294	290	1532	76	360	1532	342

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.19	0.30	0.20	0.19	0.08	0.30	0.05	0.10	0.30	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.18	0.18	0.29	0.39	0.39	0.09	0.29	0.29	0.10	0.31	0.60
Volume/Cap:	0.20	0.68	1.03	1.03	0.51	0.48	0.98	1.03	0.16	1.03	0.98	0.36
Delay/Veh:	51.8	49.0	111.1	79.8	28.1	27.9	101.8	74.8	31.8	110.9	59.7	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	49.0	111.1	79.8	28.1	27.9	101.8	74.8	31.8	110.9	59.7	12.5
LOS by Move:	D	D	F	E	C	C	F	E	C	F	E	B
HCM2k95thQ:	59	423	722	1106	477	387	425	1149	105	412	974	296

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 16 Average Delay (sec/veh): 18.8
Optimal Cycle: 115 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0

Volume Module:

Base Vol:	33	0	93	0	0	0	0	2301	32	192	1923	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	34	0	97	0	0	0	0	2393	33	200	2000	0
Added Vol:	0	0	0	0	0	0	0	318	0	0	105	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	97	0	0	0	0	2711	33	200	2105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	0	102	0	0	0	0	2854	35	210	2216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	102	0	0	0	0	2854	35	210	2216	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	102	0	0	0	0	2854	35	210	2216	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	5012	62	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.57	0.57	0.12	0.44	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.64	0.64	0.13	0.69	0.00
Volume/Cap:	0.34	0.00	0.90	0.00	0.00	0.00	0.00	0.90	0.90	0.90	0.63	0.00
Delay/Veh:	46.9	0.0	99.2	0.0	0.0	0.0	0.0	19.1	19.1	75.2	8.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	99.2	0.0	0.0	0.0	0.0	19.1	19.1	75.2	8.9	0.0
LOS by Move:	D	A	F	A	A	A	A	B	B	E	A	A
HCM2k95thQ:	74	0	276	0	0	0	0	1048	1048	326	591	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 120 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 12 Average Delay (sec/veh): 34.3
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	813	0	82	0	1192	1222	218	2003	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	846	0	85	0	1240	1271	227	2083	0
Added Vol:	0	0	0	0	0	0	0	102	216	0	105	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	846	0	85	0	1342	1487	227	2188	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	890	0	90	0	1412	1565	239	2303	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	890	0	90	0	1412	1565	239	2303	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	890	0	90	0	1412	1565	239	2303	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3545	0	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.03	0.00	0.21	0.56	0.07	0.45	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.57	0.57	0.07	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.98	0.00	0.13	0.00	0.36	0.98	0.98	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	69.4	0.0	34.4	0.0	13.9	43.0	107.7	19.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	69.4	0.0	34.4	0.0	13.9	43.0	107.7	19.7	0.0
LOS by Move:	A	A	A	E	A	C	A	B	D	F	B	A
HCM2k95thQ:	0	0	0	910	0	74	0	339	1322	279	977	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 145 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 12 Average Delay (sec/veh): 50.1
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0 0 4 0 2		

Volume Module:

Base Vol:	1277	3	267	0	0	0	152	1860	0	0	1034	792
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	1328	3	278	0	0	0	158	1934	0	0	1075	824
Added Vol:	68	0	0	0	0	0	0	102	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1396	3	278	0	0	0	158	2036	0	0	1112	824
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1470	3	292	0	0	0	166	2144	0	0	1171	867
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1470	3	292	0	0	0	166	2144	0	0	1171	867
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1470	3	292	0	0	0	166	2144	0	0	1171	867

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3251	7	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.45	0.45	0.10	0.00	0.00	0.00	0.05	0.42	0.00	0.00	0.17	0.31
Crit Moves:	****						****			****		
Green/Cycle:	0.46	0.46	0.49	0.00	0.00	0.00	0.06	0.43	0.00	0.00	0.40	0.40
Volume/Cap:	0.99	0.99	0.21	0.00	0.00	0.00	0.78	0.99	0.00	0.00	0.43	0.78
Delay/Veh:	59.9	59.9	21.0	0.0	0.0	0.0	83.9	58.2	0.0	0.0	31.8	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	59.9	21.0	0.0	0.0	0.0	83.9	58.2	0.0	0.0	31.8	41.7
LOS by Move:	E	E	C	A	A	A	F	E	A	A	C	D
HCM2k95thQ:	1513	1513	201	0	0	0	202	1546	0	0	468	862

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	32	321	84	211	273	99	54	31	31	62	42	215
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	33	334	87	219	284	103	56	32	32	64	44	224
Added Vol:	0	12	30	65	38	0	0	0	0	11	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	346	117	284	322	103	56	32	32	75	44	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	364	124	299	339	108	59	34	34	79	46	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	364	124	299	339	108	59	34	34	79	46	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	364	124	299	339	108	59	34	34	79	46	261

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.90	0.90	0.75	0.75	0.83	0.75	0.75	0.83
Lanes:	1.00	1.49	0.51	1.00	1.52	0.48	0.64	0.36	1.00	0.63	0.37	1.00
Final Sat.:	1769	2541	862	1769	2584	826	908	522	1583	903	523	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.14	0.17	0.13	0.13	0.07	0.07	0.02	0.09	0.09	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.26	0.26	0.31	0.42	0.42	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.12	0.54	0.54	0.54	0.31	0.31	0.21	0.21	0.07	0.29	0.29	0.54
Delay/Veh:	36.3	32.3	32.3	29.6	19.7	19.7	26.2	26.2	24.8	27.0	27.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	32.3	32.3	29.6	19.7	19.7	26.2	26.2	24.8	27.0	27.0	30.3
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	50	345	345	351	227	227	112	112	39	154	154	341

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Scenario Report

Scenario: Nearterm Wknd

Command: nearterm
Volume: Ex Wknd PkHr
Geometry: Existing
Impact Fee: NA
Trip Generation: Weekend PkHr
Trip Distribution: Project
Paths: Project
Routes: NA
Configuration: nt

 Santa Fe Valley Church
 Existing + ambient + cumulative + p
 Wknd Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
#601 4 Gee / Project Driveway	A	2.4	0.062	C	28.5	0.777	+26.106 D/V
#602 Camino Del Norte / 4 Gee	C	23.5	0.500	D	42.5	0.888	+18.980 D/V
#603 Camino Del Norte / Rancho Bern	C	28.4	0.540	C	30.4	0.746	+ 2.053 D/V
#604 Camino Del Norte / 4S Ranch	C	25.5	0.375	C	22.4	0.501	-3.178 D/V
#605 Camino Del Norte / Dove Canyon	C	29.6	0.428	C	29.0	0.533	-0.676 D/V
#606 Camino Del Norte / Bernardo Ce	C	32.7	0.593	C	31.1	0.626	-1.596 D/V
#607 Camino Del Norte / Paseo Monta	B	14.6	0.558	B	13.8	0.605	-0.711 D/V
#608 Camino Del Norte / I-15 SB Ram	C	26.8	0.541	C	24.9	0.588	-1.841 D/V
#609 Camino Del Norte / I-15 NB Ram	C	27.9	0.577	C	30.3	0.635	+ 2.428 D/V
#610 Dove Canyon / Lone Quail	C	26.9	0.351	C	26.0	0.390	-0.891 D/V

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #601 4 Gee / Project Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777

Loss Time (sec): 12 Average Delay (sec/veh): 28.5

Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	91	2	0	59	0	0	0	1	2	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	95	2	0	61	0	0	0	1	2	0	0
Added Vol:	0	-4	454	9	-4	0	0	0	0	454	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	91	456	9	57	0	0	0	1	456	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	95	480	9	60	0	0	0	1	480	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	95	480	9	60	0	0	0	1	480	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	95	480	9	60	0	0	0	1	480	0	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.91	0.91	1.00	1.00	1.00	0.85	0.75	1.00	0.83
Lanes:	0.00	0.17	0.83	0.14	0.86	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	274	1378	235	1500	0	0	0	1611	1432	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.35	0.04	0.04	0.00	0.00	0.00	0.00	0.34	0.00	0.01
Crit Moves:	****									****		
Green/Cycle:	0.00	0.45	0.45	0.45	0.45	0.00	0.00	0.00	0.43	0.43	0.00	0.43
Volume/Cap:	0.00	0.78	0.78	0.09	0.09	0.00	0.00	0.00	0.00	0.78	0.00	0.01
Delay/Veh:	0.0	28.6	28.6	15.9	15.9	0.0	0.0	0.0	16.2	30.5	0.0	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.6	28.6	15.9	15.9	0.0	0.0	0.0	16.2	30.5	0.0	16.3
LOS by Move:	A	C	C	B	B	A	A	A	B	C	A	B
HCM2k95thQ:	0	678	678	63	63	0	0	0	1	636	0	9

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #602 Camino Del Norte / 4 Gee

Cycle (sec): 105 Critical Vol./Cap.(X): 0.888

Loss Time (sec): 16 Average Delay (sec/veh): 42.5

Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	31	17	98	21	23	28	70	648	45	209	548	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	32	18	102	22	24	29	73	674	47	217	570	32
Added Vol:	0	0	0	413	0	37	37	-7	0	0	-7	413
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	18	102	435	24	66	110	667	47	217	563	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	19	107	458	25	70	116	702	49	229	593	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	19	107	458	25	70	116	702	49	229	593	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	19	107	458	25	70	116	702	49	229	593	469

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.85	0.85	0.66	0.87	0.87	0.93	0.92	0.92	0.93	0.87	0.87
Lanes:	1.00	0.15	0.85	1.00	0.27	0.73	1.00	1.87	0.13	1.00	1.12	0.88
Final Sat.:	1290	240	1384	1251	440	1217	1769	3273	230	1769	1845	1459

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.08	0.37	0.06	0.06	0.07	0.21	0.21	0.13	0.32	0.32
Crit Moves:				****			****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.07	0.27	0.27	0.16	0.36	0.36
Volume/Cap:	0.06	0.19	0.19	0.89	0.14	0.14	0.89	0.79	0.79	0.79	0.89	0.89
Delay/Veh:	18.7	19.8	19.8	45.5	19.3	19.3	94.8	40.0	40.0	55.7	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	19.8	19.8	45.5	19.3	19.3	94.8	40.0	40.0	55.7	39.9	39.9
LOS by Move:	B	B	B	D	B	B	F	D	D	E	D	D
HCM2k95thQ:	35	130	130	742	96	96	304	611	611	338	750	750

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #603 Camino Del Norte / Rancho Bernardo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 16 Average Delay (sec/veh): 30.4
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	31	37	26	86	34	215	150	578	33	14	557	46
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	32	38	27	89	35	224	156	601	34	15	579	48
Added Vol:	5	0	-2	0	0	51	51	350	5	-2	350	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	38	25	89	35	275	207	951	39	13	929	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	41	26	94	37	289	218	1001	41	13	978	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	41	26	94	37	289	218	1001	41	13	978	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	41	26	94	37	289	218	1001	41	13	978	50

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.81	0.81	0.93	0.93	0.93	0.90	0.92	0.92
Lanes:	1.00	0.61	0.39	1.00	1.00	1.00	1.00	1.92	0.08	2.00	1.90	0.10
Final Sat.:	1769	1061	691	1769	1534	1534	1769	3377	140	3432	3341	172

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.04	0.04	0.05	0.02	0.19	0.12	0.30	0.30	0.00	0.29	0.29
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.14	0.14	0.15	0.25	0.25	0.16	0.47	0.47	0.08	0.38	0.38
Volume/Cap:	0.44	0.27	0.27	0.35	0.10	0.77	0.77	0.64	0.64	0.05	0.77	0.77
Delay/Veh:	49.7	38.7	38.7	38.7	29.1	43.1	51.8	21.2	21.2	42.7	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	38.7	38.7	38.7	29.1	43.1	51.8	21.2	21.2	42.7	29.6	29.6
LOS by Move:	D	D	D	D	C	D	D	C	C	D	C	C
HCM2k95thQ:	91	102	102	144	49	482	305	550	550	10	645	645

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #604 Camino Del Norte / 4S Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501

Loss Time (sec): 16 Average Delay (sec/veh): 22.4

Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	2	0	0	1	0	1

Volume Module:

Base Vol:	16	65	34	95	50	113	115	568	15	27	498	127
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	68	35	99	52	118	120	591	16	28	518	132
Added Vol:	6	0	-2	0	0	0	0	343	6	-2	343	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	68	33	99	52	118	120	934	22	26	861	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	71	35	104	55	124	126	983	23	27	906	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	71	35	104	55	124	126	983	23	27	906	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	71	35	104	55	124	126	983	23	27	906	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.88	0.88	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	2.00	0.31	0.69	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	3432	512	1157	1769	3447	80	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.02	0.03	0.11	0.11	0.07	0.29	0.29	0.02	0.26	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.13	0.18	0.13	0.20	0.20	0.13	0.54	0.54	0.05	0.46	0.46
Volume/Cap:	0.27	0.30	0.13	0.24	0.53	0.53	0.56	0.53	0.53	0.31	0.56	0.19
Delay/Veh:	47.4	40.5	34.9	39.7	37.3	37.3	44.0	15.2	15.2	47.8	20.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	40.5	34.9	39.7	37.3	37.3	44.0	15.2	15.2	47.8	20.0	16.1
LOS by Move:	D	D	C	D	D	D	D	B	B	D	C	B
HCM2k95thQ:	51	113	50	85	267	267	177	465	465	42	476	122

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #605 Camino Del Norte / Dove Canyon

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 16 Average Delay (sec/veh): 29.0
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	91	251	104	298	158	41	96	503	109	162	461	317
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	95	261	108	310	164	43	100	523	113	168	479	330
Added Vol:	112	0	-2	-3	0	0	0	229	112	-2	229	-3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	261	106	307	164	43	100	752	225	166	708	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	218	275	112	323	173	45	105	792	237	175	746	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	275	112	323	173	45	105	792	237	175	746	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	275	112	323	173	45	105	792	237	175	746	344

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.93	0.86	0.86	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	2.00	1.59	0.41	1.00	2.31	0.69	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	3432	2722	706	1769	3774	1131	3432	5083	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.08	0.07	0.09	0.06	0.06	0.06	0.21	0.21	0.05	0.15	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.16	0.25	0.19	0.12	0.12	0.14	0.39	0.39	0.10	0.35	0.54
Volume/Cap:	0.53	0.49	0.28	0.49	0.53	0.53	0.42	0.53	0.53	0.53	0.42	0.40
Delay/Veh:	35.1	39.1	30.3	36.6	42.8	42.8	40.4	23.5	23.5	44.8	25.0	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	39.1	30.3	36.6	42.8	42.8	40.4	23.5	23.5	44.8	25.0	13.8
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	B
HCM2k95thQ:	278	197	133	247	200	200	144	402	402	171	312	302

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #606 Camino Del Norte / Bernardo Center

Cycle (sec): 120 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 16 Average Delay (sec/veh): 31.1
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Ovl						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0	1		2	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	21	222	265	106	339	116	94	1113	26	180	792	93
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	22	231	276	110	353	121	98	1158	27	187	824	97
Added Vol:	2	0	-17	-1	0	3	3	218	2	-17	218	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	231	259	109	353	124	101	1376	29	170	1042	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	243	272	115	371	130	106	1448	31	179	1097	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	243	272	115	371	130	106	1448	31	179	1097	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	243	272	115	371	130	106	1448	31	179	1097	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.17	0.03	0.10	0.08	0.03	0.28	0.02	0.05	0.22	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.27	0.27	0.05	0.23	0.23	0.09	0.46	0.46	0.08	0.45	0.50
Volume/Cap:	0.08	0.25	0.63	0.63	0.45	0.35	0.35	0.63	0.04	0.63	0.48	0.13
Delay/Veh:	49.8	34.0	41.0	62.3	39.6	38.8	52.3	25.5	18.2	57.5	23.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	34.0	41.0	62.3	39.6	38.8	52.3	25.5	18.2	57.5	23.2	15.8
LOS by Move:	D	C	D	E	D	D	D	C	B	E	C	B
HCM2k95thQ:	25	182	440	162	305	205	114	663	32	167	460	95

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #607 Camino Del Norte / Paseo Montanoso

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 Average Delay (sec/veh): 13.8
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0

Volume Module:

Base Vol:	15	0	104	0	0	0	0	1526	12	106	1112	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	16	0	108	0	0	0	0	1587	12	110	1156	0
Added Vol:	2	0	-2	0	0	0	0	197	2	-2	197	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	106	0	0	0	0	1784	14	108	1353	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	0	112	0	0	0	0	1878	15	114	1425	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	112	0	0	0	0	1878	15	114	1425	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	0	112	0	0	0	0	1878	15	114	1425	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	5037	41	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.37	0.37	0.06	0.28	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.00	0.12	0.00	0.00	0.00	0.00	0.62	0.62	0.11	0.61	0.00
Volume/Cap:	0.13	0.00	0.60	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.46	0.00
Delay/Veh:	42.8	0.0	47.6	0.0	0.0	0.0	0.0	12.1	12.1	48.1	10.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	0.0	47.6	0.0	0.0	0.0	0.0	12.1	12.1	48.1	10.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	32	0	211	0	0	0	0	569	569	167	390	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #608 Camino Del Norte / I-15 SB Ramps

Cycle (sec): 120 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 12 Average Delay (sec/veh): 24.9
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	1	0	0	2	0	0

Volume Module:

Base Vol:	0	0	0	580	1	62	0	1015	586	186	1157	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	603	1	64	0	1056	609	193	1203	0
Added Vol:	0	0	0	-16	0	0	0	64	131	-6	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	587	1	64	0	1120	740	187	1398	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	618	1	68	0	1179	779	197	1472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	618	1	68	0	1179	779	197	1472	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	618	1	68	0	1179	779	197	1472	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.73	1.00	0.89	0.73	0.90	0.89	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	4.00	2.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3216	6	2786	0	6778	2786	3432	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.02	0.00	0.17	0.28	0.06	0.29	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.48	0.48	0.10	0.50	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.07	0.00	0.37	0.59	0.59	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	34.6	34.6	27.9	0.0	20.0	23.6	54.6	21.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.6	34.6	27.9	0.0	20.0	23.6	54.6	21.3	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	C	A
HCM2k95thQ:	0	0	0	460	460	50	0	342	522	180	608	0

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #609 Camino Del Norte / I-15 NB Ramps

Cycle (sec): 145 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	0 0 0 0 0			2	0	3 0 0	0	0 0 4 0 2	

Volume Module:

Base Vol:	630	5	181	0	0	0	118	1476	0	0	696	584
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	655	5	188	0	0	0	123	1535	0	0	724	607
Added Vol:	131	0	-6	0	0	0	0	47	0	0	58	-16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	786	5	182	0	0	0	123	1582	0	0	782	591
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	828	5	192	0	0	0	129	1665	0	0	823	622
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	828	5	192	0	0	0	129	1665	0	0	823	622
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	828	5	192	0	0	0	129	1665	0	0	823	622

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.89	0.73
Lanes:	1.99	0.01	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	4.00	2.00
Final Sat.:	3252	22	2786	0	0	0	3432	5083	0	0	6778	2786

Capacity Analysis Module:

Vol/Sat:	0.25	0.25	0.07	0.00	0.00	0.00	0.04	0.33	0.00	0.00	0.12	0.22
Crit Moves:	****						****			****		
Green/Cycle:	0.39	0.39	0.42	0.00	0.00	0.00	0.08	0.50	0.00	0.00	0.45	0.45
Volume/Cap:	0.66	0.66	0.16	0.00	0.00	0.00	0.49	0.66	0.00	0.00	0.27	0.49
Delay/Veh:	38.0	38.0	26.2	0.0	0.0	0.0	65.7	28.0	0.0	0.0	24.6	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	38.0	26.2	0.0	0.0	0.0	65.7	28.0	0.0	0.0	24.6	28.1
LOS by Move:	D	D	C	A	A	A	E	C	A	A	C	C
HCM2k95thQ:	685	685	147	0	0	0	142	846	0	0	290	500

Note: Queue reported is the distance per lane in feet.

Santa Fe Valley Church
Existing + ambient + cumulative + p
Wknd Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #610 Dove Canyon / Lone Quail

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 12 Average Delay (sec/veh): 26.0
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	1	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	200	77	162	182	65	77	26	19	41	13	172
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	30	208	80	168	189	68	80	27	20	43	14	179
Added Vol:	-3	106	-2	3	106	0	0	0	-3	-2	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	314	78	171	295	68	80	27	17	41	14	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	331	82	181	311	71	84	28	18	43	14	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	331	82	181	311	71	84	28	18	43	14	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	331	82	181	311	71	84	28	18	43	14	191

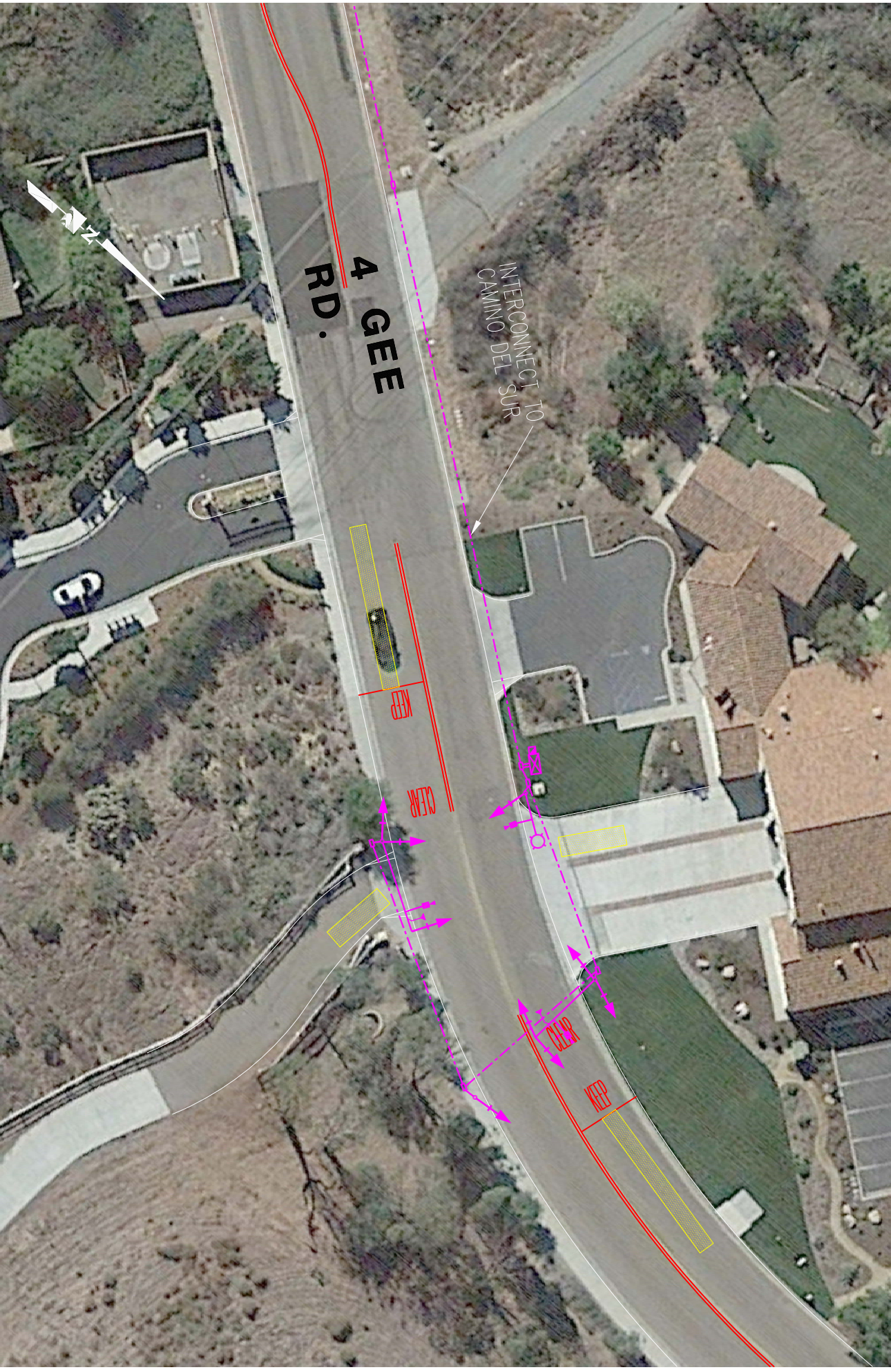
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.90	0.90	0.74	0.74	0.83	0.76	0.76	0.83
Lanes:	1.00	1.60	0.40	1.00	1.63	0.37	0.75	0.25	1.00	0.75	0.25	1.00
Final Sat.:	1769	2748	683	1769	2798	641	1045	353	1583	1079	359	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.12	0.12	0.10	0.11	0.11	0.08	0.08	0.01	0.04	0.04	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.18	0.31	0.31	0.26	0.39	0.39	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.09	0.39	0.39	0.39	0.28	0.28	0.26	0.26	0.04	0.13	0.13	0.39
Delay/Veh:	34.6	27.4	27.4	30.9	20.8	20.8	26.2	26.2	24.1	24.9	24.9	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	27.4	27.4	30.9	20.8	20.8	26.2	26.2	24.1	24.9	24.9	27.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	40	261	261	215	198	198	136	136	20	66	66	235

Note: Queue reported is the distance per lane in feet.

APPENDIX I

IMPROVEMENT PLANS



LEGEND:

- EXISTING CONDITION
- PROPOSED CONDITION
- FUTURE DEVELOPMENT
- VIDEO DETECTION AREA



PLANNING & ENGINEERING
5095 Murphy Canyon Road, Suite 330
San Diego, California 92110-2926
Tel: (619) 683-2933 Fax: (619) 683-7982