SANTA FE VALLEY CHINESE BIBLE CHURCH OF SAN DIEGO TRAFFIC IMPACT STUDY

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SANTA FE VALLEY CHINESE BIBLE CHURCH OF SAN DIEGO TRAFFIC IMPACT STUDY PREPARED FOR THE COUNTY OF SAN DIEGO

March 2017

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GLOSSARY OF TERMS AND ACRONYMS

Acronyms	Definitions
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AWSC	All-way Stop-Controlled
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
HCM	2000 Highway Capacity Manual
ILV	Intersecting Lane Volume
TIF	Transportation Impact Fee
Pcphgpl	passenger cars per hour of green per lane
PCE	Passenger Car Equivalent
TISPeMS	Traffic Impact Study Performance Measurement Systems
pcphgpl	passenger cars per hour of green per lane
TWSC	Two-way Stop Controlled
RTP	Regional Transportation Plan
PeMS	Performance Measurement Systems
SANTEC	San Diego Traffic Engineers' Council
SANDAG	San Diego Association of Governments
TIF	Transportation Impact Fee
SR	State Route
TIS	Traffic Impact Study
TIF	Transportation Impact Fee
TWSC	Two-way Stop Controlled
V/C	Volume-to-Capacity ratio

EXECUTIVE SUMMARY

The Santa Fe Valley Chinese Bible Church of San Diego development project is proposing to construct a 43,500 square foot Sanctuary and Administration Building A, a 12,934 square foot Christian ED Building B, 5,932 square foot Religious Meeting Building C, 13,812 square foot Fellowship Hall Building D, 13,056 square foot Fellowship Learning Center Building E. All proposed accessory buildings will operate outside the weekday peak hours except for other typical weekday activities associated with church. Trips associated with those uses are shown in Table 3. Currently church members attend other existing church facilities. These facilities are located within the vicinity of the proposed church. The main campus is located south of Camino Del Norte on World Trade Drive and the secondary campus is located just west of Camino Del Sur on Wolverine Way. Church activities at these two locations will be discontinued once the new facility is constructed and operated. The proposed Santa Fe Valley Chinese Bible Church of San Diego project will be located on 4 Gee Road in the County of San Diego.

The project trip generation was calculated using the SANDAG trip rates from the *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002*. Based on SANDAG trip rates, the traffic increase is calculated at 392 ADT, 20 AM peak hour trips, 31 PM peak hour trips for weekday trips, and 2,775 Sunday ADT AND 925 Sunday peak hour trips for weekend trips. The project study area includes 8 roadway segments and 10 intersections including project driveway.

Based on the analysis in this report, there are no direct and cumulative impacts.

CHAPTER 1.0
INTRODUCTION

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

1.0 Introduction
2.0 Existing Conditions
3.0 Project Impact Analysis
4.0 Impacts and Mitigations
5.0 List of Preparers and Persons and Organizations Contacted

1.1 PURPOSE OF THE REPORT

This traffic impact analysis has been prepared for the proposed Santa Fe Valley Chinese Bible Church of San Diego development project located in the County of San Diego. The facility will be accessed off 4 Gee Road.

The project is located approximately four miles west of interstate 15 (I-15). I-15 provides regional access to the site.

1.2 PROJECT LOCATION AND DESCRIPTION

The Santa Fe Valley Chinese Bible Church of San Diego development project is proposing to construct a 43,500 square foot Sanctuary and Administration Building A, a 12,934 square foot Christian ED Building B, 5,932 square foot Religious Meeting Building C, 13,812 square foot Fellowship Hall Building D, 13,056 square foot Fellowship Learning Center Building E. All proposed accessory buildings will operate outside the weekday peak hours except for other typical weekday activities associated with church. Trips associated with those uses are shown in Table 3. The project trip generation was calculated using the SANDAG trip rates from the *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002*. Based on SANDAG trip rates, the project is expected to generate approximately 392 ADT, 20 AM peak hour trips, 31 PM peak hour trips for weekday trips, and 2,775 Sunday ADT and 925 Sunday peak hour trips for weekend trips.

The study area for this project includes those locations that are expected to be affected by this project. The scope of the study area is based on the County of San Diego Guidelines and a working knowledge of the local transportation system developed through review of on-going traffic studies. The specific study area includes 8 roadway segments and 10 intersections, including one project driveway.

Roadway Segments

1. 4 Gee Road between Camino Del Norte and the Project Driveway
2. Camino Del Sur between 4 Gee Road and Rancho Bernardo Road
3. Camino Del Norte between Rancho Bernardo Road and 4S Ranch Parkway
4. Camino Del Norte between 4S Ranch Parkway and Dove Canyon Road
5. Camino Del Norte between Dove Canyon Road and Bernardo Center Drive
6. Camino Del Norte between Bernardo Center Drive and Paseo Montanoso
7. Camino Del Norte between Paseo Montanoso and I-15 Ramps
8. Dove Canyon Road between Camino Del Norte and Lone Quail Road

Intersections

1. Project Driveway at 4 Gee Road (signalized as a project feature)
2. Camino Del Sur at 4 Gee Road (signalized)
3. Camino Del Norte at 4S Ranch Parkway (signalized)
4. Camino Del Norte at Rancho Bernardo Road (signalized)
5. Camino Del Norte at Dove Canyon Road (signalized)
6. Camino Del Norte at Bernardo Center Drive (signalized)
7. Camino Del Norte at Paseo Montanoso (signalized)
8. Camino Del Norte at I-15 Southbound Ramps (signalized)
9. Camino Del Norte at I-15 Northbound Ramps (signalized)
10. Lone Quail Road at Dove Canyon Road (signalized)

Figure 1-1 shows the project vicinity and study area. Figure 1-2 shows the project site plan.

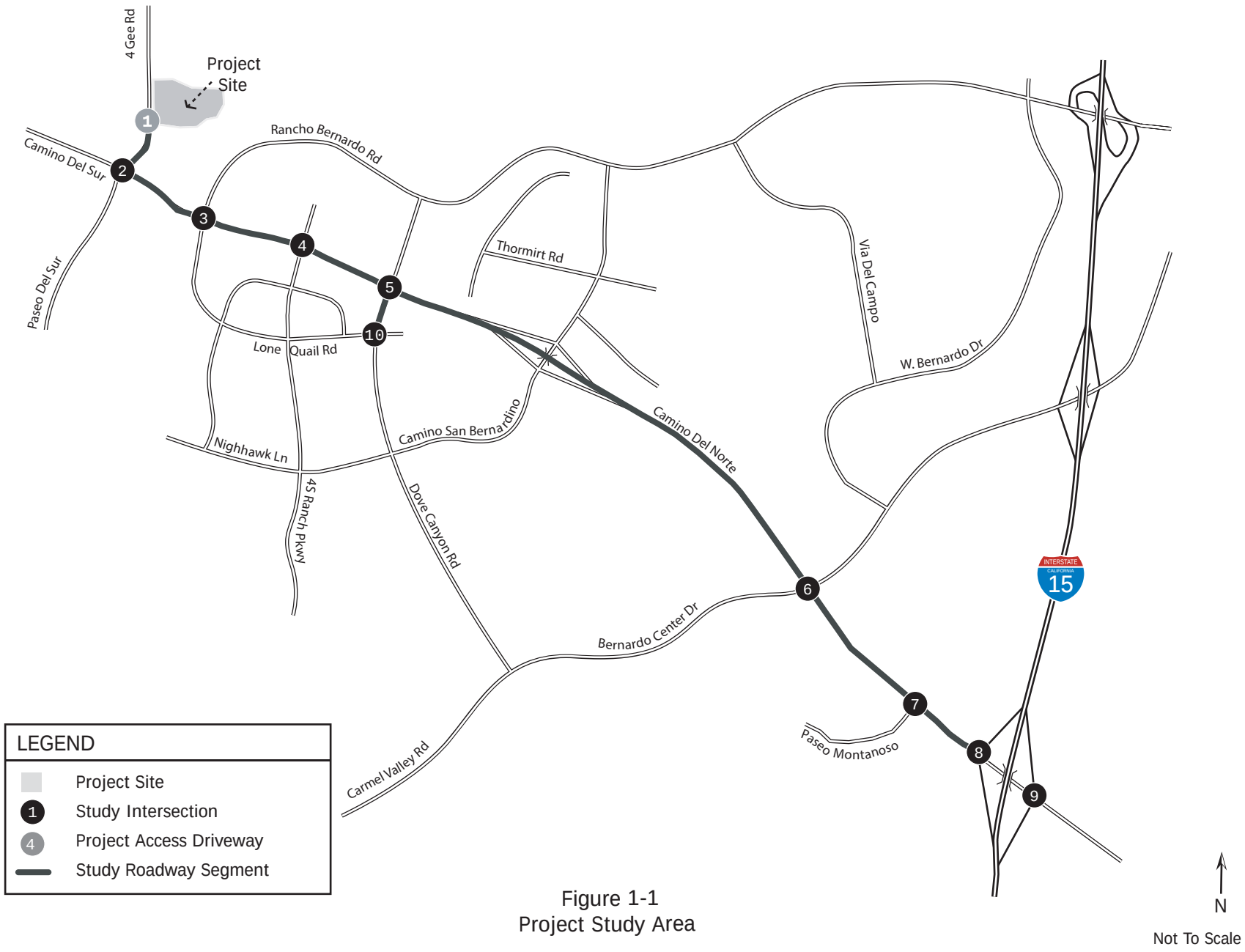


Figure 1-1
Project Study Area

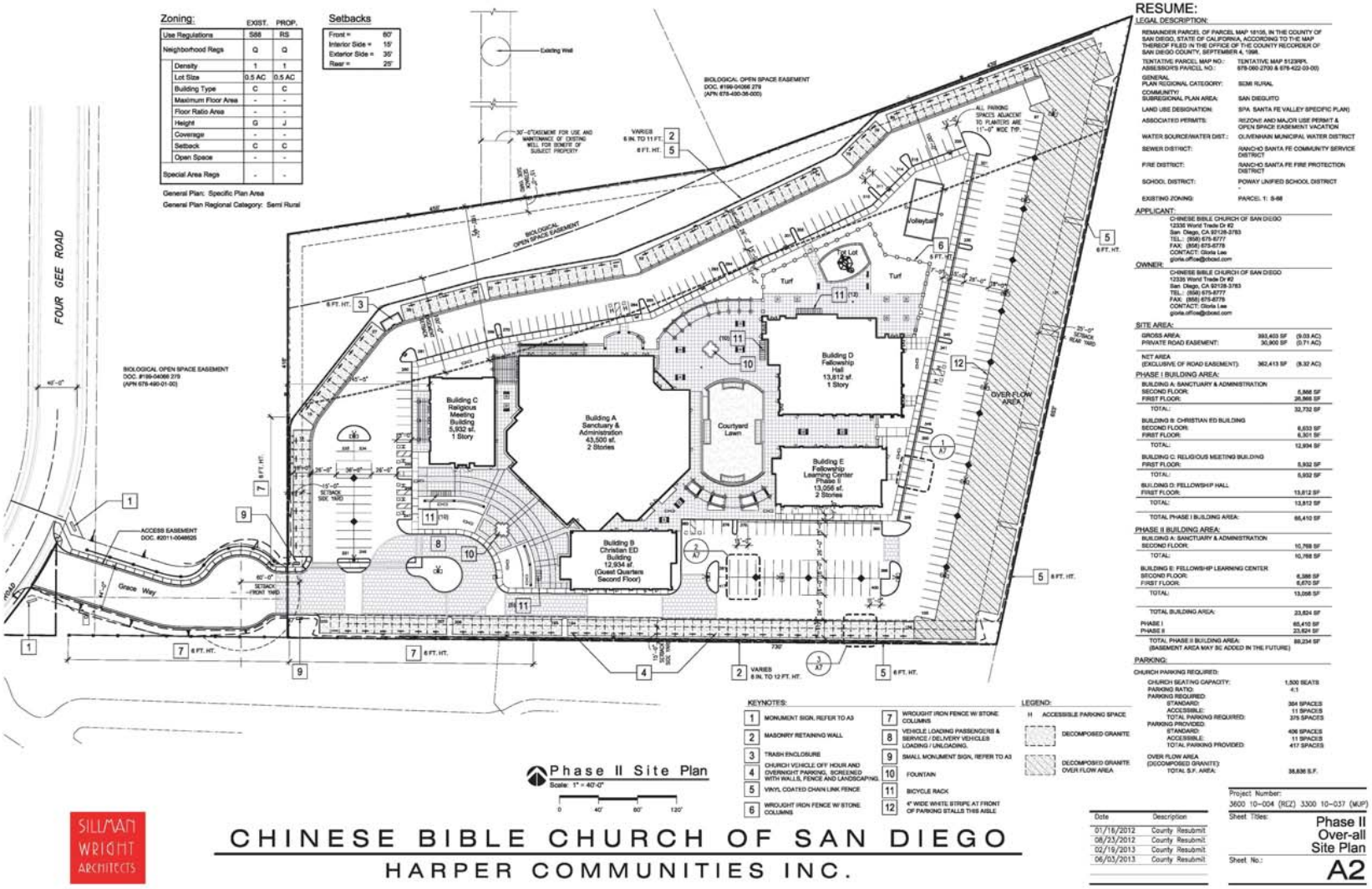


Figure 1-2
Project Site Plan

1.3 SUMMARY OF SIGNIFICANCE CRITERIA

This section describes traffic impact significance criteria for the City and County of San Diego. The study area falls within both jurisdictions therefore the criteria was applied to the intersection and segment based on their geographical location. The County of San Diego significance criteria is based on the San Diego County *Report Format & Content Requirements Transportation and Traffic*, August 24, 2011 and the County of San Diego General Plan Public Facilities Element (Part XII). The City of San Diego significance criteria is based on the City of San Diego Significance Determination Threshold (January, 2011).

1.3.1 County of San Diego Guidelines for Determining Significance

Based on the San Diego County *Report Format & Content Requirements Transportation and Traffic*, August 24, 2011, a project may have a direct and/or cumulative impact if the significance criteria are exceeded, as shown in Table 1.

Table 1
County of San Diego Significant Traffic Impact Thresholds

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 peak hour trips on a critical movement
LOS F	100 ADT	200 ADT	300 ADT	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Notes:
1. A Critical movement is one that is experiencing excessive queues.
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 that contributes any trips must mitigate a share of the cumulative impacts.
3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

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

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

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

The County of San Diego Guidelines for Determining Significance and *Report Format and Content Requirements Transportation and Traffic*, dated August 24, 2011 includes a summary of how a project's potential traffic impact would be perceptible to the average driver on roadway segments:

> "Based on these criteria [Table 1 above], an impact from new development on an LOS E road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 200 ADT. Using SANDAG's "Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region" for most discretionary projects this would generate less than 25 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 2.4 minutes. Therefore, the addition of 200 ADT, in most cases, would result in changes to traffic flow that would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. Significance criteria were also established for four-lane and six-lane roads operating at LOS E and are based upon the above 24 hour ADT significance criterion established for two-lane roads. The two-lane road criterion was doubled to determine impacts to four-lane roads and tripled to determine impacts to six-lane roads. This was considered to be conservative since the 24 hour per lane road capacity for a 4-lane road is more than double that of a two-lane road and the per lane capacity of a six-lane road is more than triple that of the two-lane road. For LOS E roads, the additional significance criteria are 400 ADT for a four-lane road and 600 ADT for a six-lane road. Similar to criterion for two-lane road, the 400 ADT for a 4-lane road and 600 ADT for a 6-lane road criteria would generate less than 25 per lane peak hour trips for most discretionary projects. On average, during peak hour conditions, this would be only one additional car per lane every 2.4 minutes. The addition of 200 ADT per lane (400 ADT for a 4 lane road or 600 for a 6-lane road), in most cases, would result in changes to traffic flow that would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway..."
>
> "The second significance criteria listed in [Table 1 above] addresses roadways presently operating at LOS F. Under LOS F congested conditions, small changes and disruptions to the traffic flow on County Circulation Element Road can have a greater effect on traffic operations when compared to other LOS conditions. In order to better account for potential effects of increased traffic on LOS F road more stringent significance criteria was established when compared to that for LOS E. Based on this guidance, an impact from new development on an LOS F road would be reached when the increase in average daily trips (ADT) on a two-lane road exceeds 100. Again, using SANDAG's "Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region" for most discretionary projects this would generate less than 12.5 peak hour trips. On average, during peak hour conditions, this would be only one additional car every 4.8 minutes. The addition of 100 ADT, in most cases, would not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. The same approach used to determine significance criteria for four-lane and six-lane roads operating at LOS E was used to determine appropriate significance criteria for four-lane and six-lane road operating at LOS F. Based on this approach, the significance criteria for a four-lane road (200 ADT) and for a six-lane road (300 ADT) would generate less than 12.5 per lane peak hour trips for most discretionary projects. On average, during peak hour conditions, this would be only one additional car per lane every 4.8 minutes. The addition of 100 per lane ADT (200 ADT for a 4-lane and 300 ADT for a 6-lane road) would, in most cases, not be noticeable to the average driver and therefore would not constitute a significant impact on the roadway. In summary, under extremely congested LOS F conditions, small changes and disruptions to the traffic flow can significantly affect traffic operations and additional project traffic can increase the likelihood or frequency of these events. Therefore, the LOS F ADT significance criteria was set at 100 ADT (50% of the LOS

E threshold) to provide a higher level of assurance that the traffic allowed under the threshold would not significantly impact traffic operation on the road segment."

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

The significance criterion for signalized intersections listed in [Table 1 above] allows an increase in the overall delay at an intersection operating at LOS E of two seconds. This is consistent with the capacity threshold contained in the SANDAG' CMP and guidelines established by the City of San Diego. A delay of two seconds is a small fraction of the typical cycle length for a signalized intersection that ranges between 60 and 120 seconds. The likelihood of increased vehicular queues due to the additional two seconds of delay is low. Therefore, an increased wait time of two seconds, on average, would result in changes to traffic flow that would not be noticeable to the average driver. Therefore the significance guideline for intersections operating at LOS E is two seconds."

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

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

"The significance guidelines for unsignalized intersections identify a minimum number of trips added to a critical movement at an unsignalized intersection. Since the operations of unsignalized intersections under congested conditions are heavily influenced by traffic volume increases on critical moves, the significance guidelines for unsignalized intersections were based upon the number of trips added to a critical movement. This guideline directly relates to the number of vehicles that can be added to an existing queue that forms at the intersection. A

significance criteria of twenty trips (peak hour) per critical movement was used for LOS E conditions. Although delays drivers experience under LOS E conditions may be noticeable, they are not yet considered unacceptable. The twenty trips spread out over the peak hour would not likely cause the intersection delay or existing queue lengths to become unacceptable. The twenty trips (peak hour) would not be noticeable to the average driver. A significance guideline of five trips (peak hour) per critical movement was used for LOS F conditions. The five trips spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver."

"The operations of unsignalized intersections under congested conditions are heavily influenced by traffic volumes increases on critical moves. Therefore, the significance guidelines for unsignalized intersections are based upon the number of peak hour trips added to a critical movement at that intersection. This guideline examines the number of vehicles that may be added to an existing queue that forms at the intersection by the additional traffic generated by a project. In LOS E situations, the delays that drivers experience are noticeable, but are not considered excessive. A peak hour increase of twenty trips to the critical movement of an unsignalized intersection would be, on average, one additional car every 3.0 minutes or 180 seconds. Assuming the average wait time for a vehicle in the critical movement queue is less than 3.0 minutes, which is typical for LOS E conditions, this would not be noticeable to the average driver and would not be considered a significant impact."

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

1.3.2 County of San Diego General Plan Public Facilities Element (Part XII)

The County of San Diego Guidelines for Determining Significance and R*eport Format & Content Requirements Transportation and Traffic*, August 24, 2011, includes a summary of the Public Facilities Element of the San Diego County General Plan as follows:

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

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

In summary, the County of San Diego traffic impact significance criteria covers the significance criteria identified in PFE policies.

1.3.3 City of San Diego Guidelines for Determining Significance

For the City of San Diego, a project is considered to have caused a significant impact if the project traffic degrades a facility from acceptable LOS D to unacceptable LOS E or F, or decrease the operations on the surrounding roadways by the impact thresholds listed in the City of San Diego Significance Determination Threshold (January, 2011). Table 2 shows the City of San Diego traffic impact significance thresholds:

Table 2
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.

If a significant impact is calculated due to the addition of project traffic, then feasible mitigation is required to reduce the facility to the pre-project conditions or better. The City guideline states that there are two impact thresholds for roadway segments: one threshold for volume-to-capacity (V/C) ratio change and another threshold for travel speed change. For roadway segment that have been identified to have project impacts based on the roadway capacity analysis, the HCM Urban Street peak hour segment analysis will be used in order to verify if the change in travel speeds would exceed the impact thresholds. If the HCM Urban Street peak hour segment analysis shows that there are no project impacts in travel speeds for the roadway segments, it will interpreted that there are no project impacts identified for the study area roadway segments.

1.4 CONGESTION MANAGEMENT PROGRAM REQUIREMENTS

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare a Congestion Management Program (CMP). The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address Existing + Ambient + Cumulative and Buildout congestion, and better integrate transportation and land use planning. SANDAG has prepared the CMP for the San Diego region. It establishes significance criteria that

identifies that LOS D is the minimum acceptable LOS for peak hour operation. Any roadway segment operating at LOS E or F is considered to be operating deficiently. The SANDAG Congestion Management Plan 1999 Update (CMP) requires a traffic analysis for all large-scale projects that generate at least 2,400 daily trips or 200 or more peak hour trips. The proposed project does ***not*** meet the daily and peak hour trip generation threshold, so a detailed RSA analysis is ***not*** required.

CHAPTER 2.0
EXISTING CONDITIONS

2.1 EXISTING TRANSPORTATION CONDITIONS

The principal roadways in the project study area are described briefly below. The description includes the physical characteristics, adjacent land uses, and traffic control devices along these roadways. The existing roadway geometry and control conditions are shown in Figure 2-1.

Camino Del Norte runs east/west connecting the major arterials in the unincorporated area of the County of San Diego and City of San Diego. It functions as a 4-lane major road to a 6-lane prime arterial within the project study area. The General Plan recommends an ultimate classification as a 6-lane prime arterial. The roadway has a paved roadway width of approximately 75 to 135 feet with a raised median with median breaks. The roadway has bike lanes and sidewalks. The posted speed limit ranges from 50 to 55 MPH. The roadway provides driveway access to adjacent institutional land uses.

4 Gee Road has a functional classification as a Light Collector roadway, which serves a main corridor for project trips originating or destined for areas east or west on Camino Del Norte. 4 Gee Road operates as a north-south roadway and has direct access to the project driveway. There is a speed limit of 25 MPH on in the project vicinity. There are some residential areas along 4 Gee Road and parking and sidewalks exist along both sides of the roadway. The County General Plan Update suggests the ultimate classification of 4 Gee Road as a Light Collector.

Rancho Bernardo Road has a functional classification as a 4-lane Major Road within the project area with a posted speed limit of 25 MPH. Rancho Bernardo Road operated as a north/east-south/west roadway. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. The County General Plan Update suggests the ultimate classification of Rancho Bernardo Road as a Major Road.

4S Ranch Parkway has a functional classification as a 4-lane Collector, which serves the project area via Camino Del Norte. 4S Ranch Parkway Road operates as a north-south roadway with a posted speed limit of 35 MPH in the project area. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. The County General Plan Update suggests the ultimate classification of 4S Ranch Parkway as a Collector Road.

Dove Canyon Road has a functional classification as a 4-lane Major roadway, which serves the project area via Camino Del Norte. Dove Canyon Road operates as a north-south roadway with no posted speed limits in the project area. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. The County General Plan Update suggests the ultimate classification of Dove Canyon Road as a Major Road.

Bernardo Center Drive has a functional classification as a 4- to 6-lane roadway which serves the project area via Camino Del Norte for trips in and around the community. Bernardo Center Drive operates as a mostly north-south roadway with a posted speed limit of 45 MPH to 50 MPH in the project area. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. The County General Plan Update suggests the ultimate classification of Bernardo Center Drive as a Major Road.

Paseo Montanoso has a functional classification as a 2-lane roadway which serves the project area via Camino Del Norte for trips in and around the community. Paseo Montanoso operates as a north-south roadway with a posted speed limit of 30 MPH in. Parking on the roadway and sidewalks were

observed on both sides of the road during the site field review. The County General Plan Update suggests the ultimate classification of Paseo Montanoso as a Light Collector.

Lone Quail Road has a functional classification as a 2-lane roadway which serves the project area via Dove Canyon Road and 4S Ranch Parkway. Lone Quail Road operates as an east-west roadway with a posted speed limit of 25 MPH in the project area. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. The County General Plan Update suggests the ultimate classification of a Light Collector.

Interstate 15 is an 8-lane divided highway, which serves the project area via Camino Del Norte, Rancho Bernardo Road, and Bernardo Center Drive on- and off-ramps. Interstate 15 operates as a north-south highway with posted speed limits of 65 MPH.

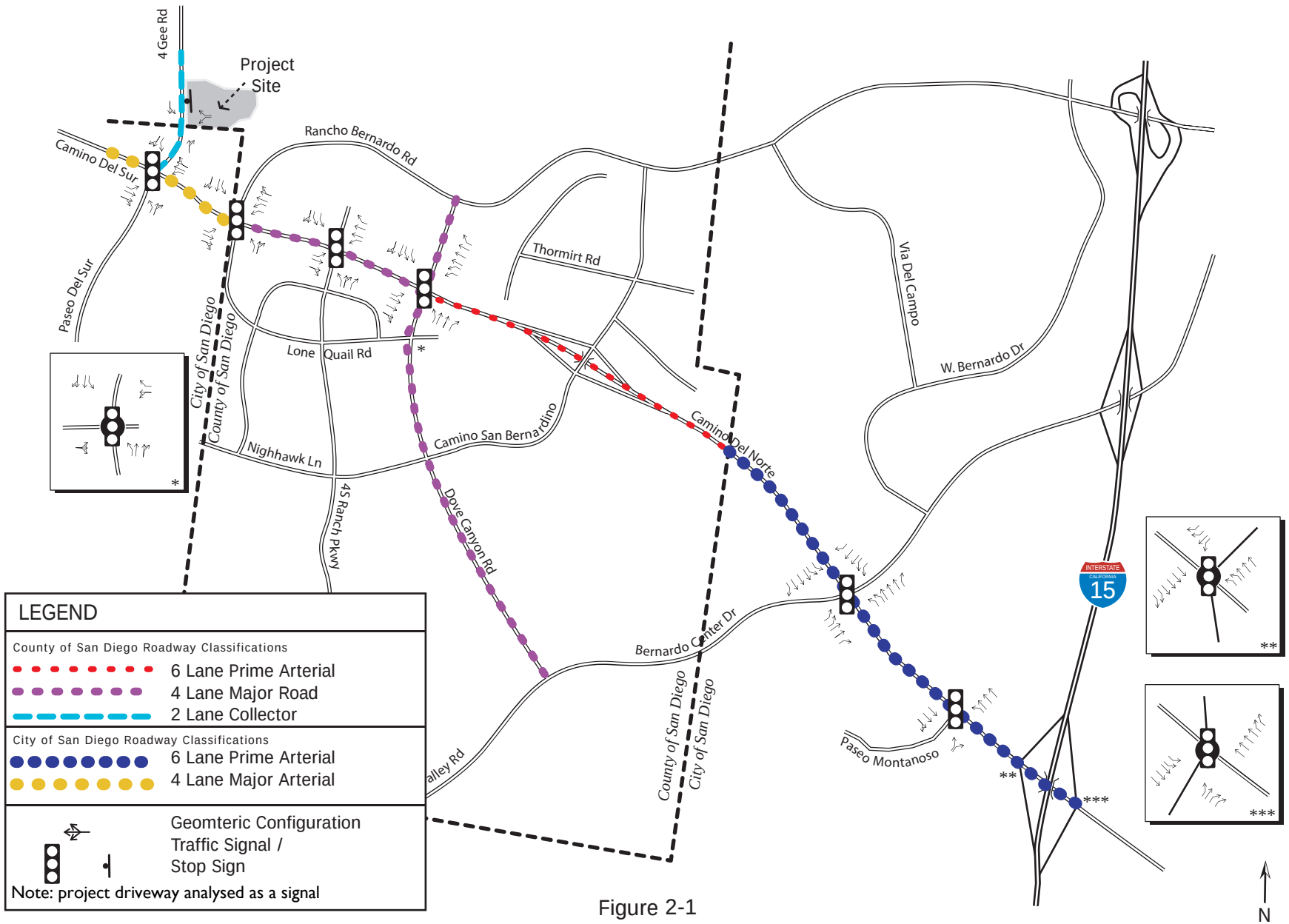


Figure 2-1
Existing Circulation Network

2.2 EXISTING PARKING, TRANSIT, AND ON-SITE CIRCULATION

2.2.1 Parking

The existing uses on the subject property currently provides adequate parking that is consistent with County of San Diego code requirement

2.2.2 Transit

Transit service is offered by the Metropolitan Transit Service (MTS) throughout the urbanized area in the County of San Diego. MTS Express Bus Route 880 currently serves the 4S Ranch and Rancho Bernardo communities with limited stop service to Sorrento Valley and Golden Triangle. MTS Premium Express Bus Service is a commuter service with limited stops in premium coach buses.

Starting at the 4S Commons Town Center, Express Route 880, will stop at the Rancho Bernardo Transit Station and then go directly to Mira Mesa via the Interstate 15 Expressway. The bus will exit I-15 at Mira Mesa Boulevard and go to Sorrento Valley, serving the employment centers there. The service will end at the UTC Transit Center. The bus service will have three morning rush hour trips and three trips in the evening. The proposed project does not directly affect Express Route 880 or its transit stops. The current service would not be affected since road closures and detours are not a feature of the proposed project.

2.2.3 On-Site Circulation

The on-site circulation network currently consists of a private driveway that connects existing uses on the subject property to 4 Gee Road.

CHAPTER 3.0
PROJECT IMPACT ANALYSIS

3.1 EXISTING TRAFFIC VOLUMES AND ANALYSIS

The intersection turning movement counts were conducted during the weekday morning peak period from 7:00 AM to 9:00 AM, evening peak period from 4:00 PM to 6:00 PM, and weekend Sunday peak period from 8:00 AM to 1:00 PM in January of 2017. Average daily traffic volumes were also conducted in January of 2017 and were obtained through machine data collection. The daily traffic volumes are shown in Figures 3-1 and 3-2. The resultant existing weekday morning peak hour, evening peak hour, and weekend Sunday peak hour intersection volumes are shown in Figures 3-3, 3-4, and 3-5. Both intersection and segment count data is included in Appendix B. The LOS calculated for the intersections and street segments are shown in Tables 3 and 4, respectively. Existing LOS calculations are included in Appendix C.

Table 3
Existing Segment ADT Volumes and Level of Service

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project		
			ADT	LOS	V/C
Weekday					
4 Gee Rd					
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	3,088	B	0.191
Camino Del Sur					
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	25,523	C	0.638
Camino Del Norte					
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	20,071	B	0.542
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	20,839	B	0.563
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	26,816	B	0.470
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	49,587	C	0.826
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	51,471	D	0.858
Dove Canyon Rd					
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	13,355	A	0.361
Weekend					
4 Gee Rd					
From Camino Del Surr to Project Driveway[1]	2-lane Collector	16,200	2,306	B	0.142
Camino Del Sur					
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	14,661	A	0.367
Camino Del Norte					
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	12,740	A	0.344
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	13,402	A	0.362
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	19,134	A	0.336
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	29,855	B	0.498
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	32,566	B	0.543
Dove Canyon Rd					
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	8,978	A	0.243

Note: [1] County of San Diego Jurisdiction, [2] City of San Diego Jurisdiction

Table 4
Existing Intersection Level of Service

Traffix	Report	Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekend Sunday Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
601	1	Project Driveway at 4 Gee Rd [1,2]	1.8	A	0.8	A	2.4	A
602	2	Camino Del Sur at 4 Gee Rd [3]	23.2	C	20.9	C	23.4	C
603	3	Camino Del Norte at Rancho Bernardo Rd [2]	38.2	D	35.7	D	28.2	C
604	4	Camino Del Norte at 4S Ranch Pkwy [2]	22.4	C	26.5	C	25.4	C
605	5	Camino Del Norte at Dove Canyon Rd [3]	28.7	C	29.9	C	29.5	C
606	6	Camino Del Norte at Bernardo Center Dr [3]	44.9	D	42.3	D	28.4	C
607	7	Camino Del Norte at Paseo Montanoso [3]	15.1	B	15.9	B	14.4	B
608	8	Camino Del Norte at I-15 SB Ramps [3]	46.4	D	25.6	C	22.6	C
609	9	Camino Del Norte at I-15 NB Ramps [3]	52.2	D	35.8	D	21.2	C
610	10	Lone Quail Rd at Dove Canyon Rd [2]	26.2	C	26.8	C	26.8	C

Note: [1]Project Driveway is currently unsignalized however is proposed to be signalized as a project feature therefore was analyzed as such

[2] County of San Diego Jurisdiction

[3] City of San Diego Jurisdiction

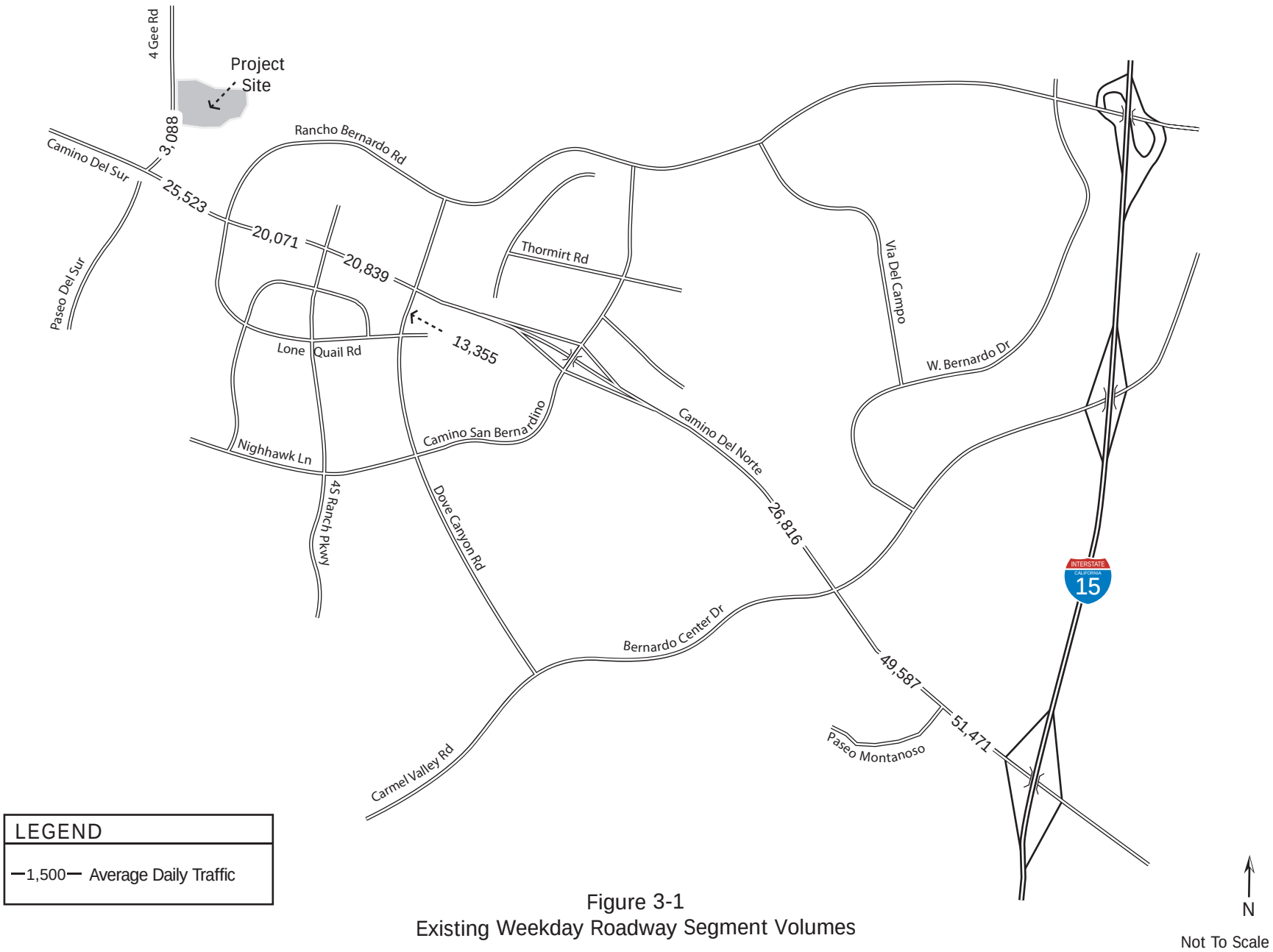


Figure 3-1
Existing Weekday Roadway Segment Volumes

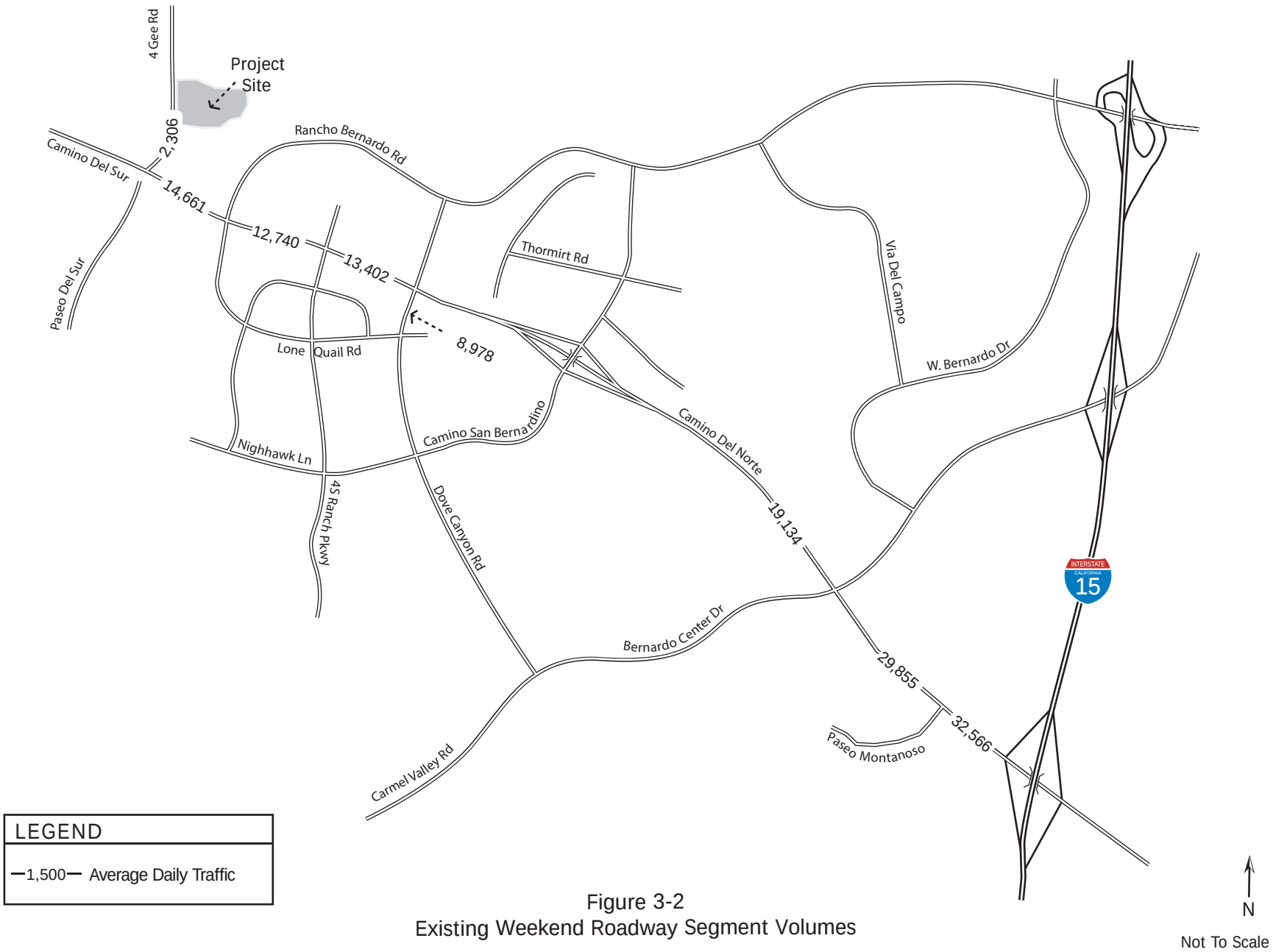
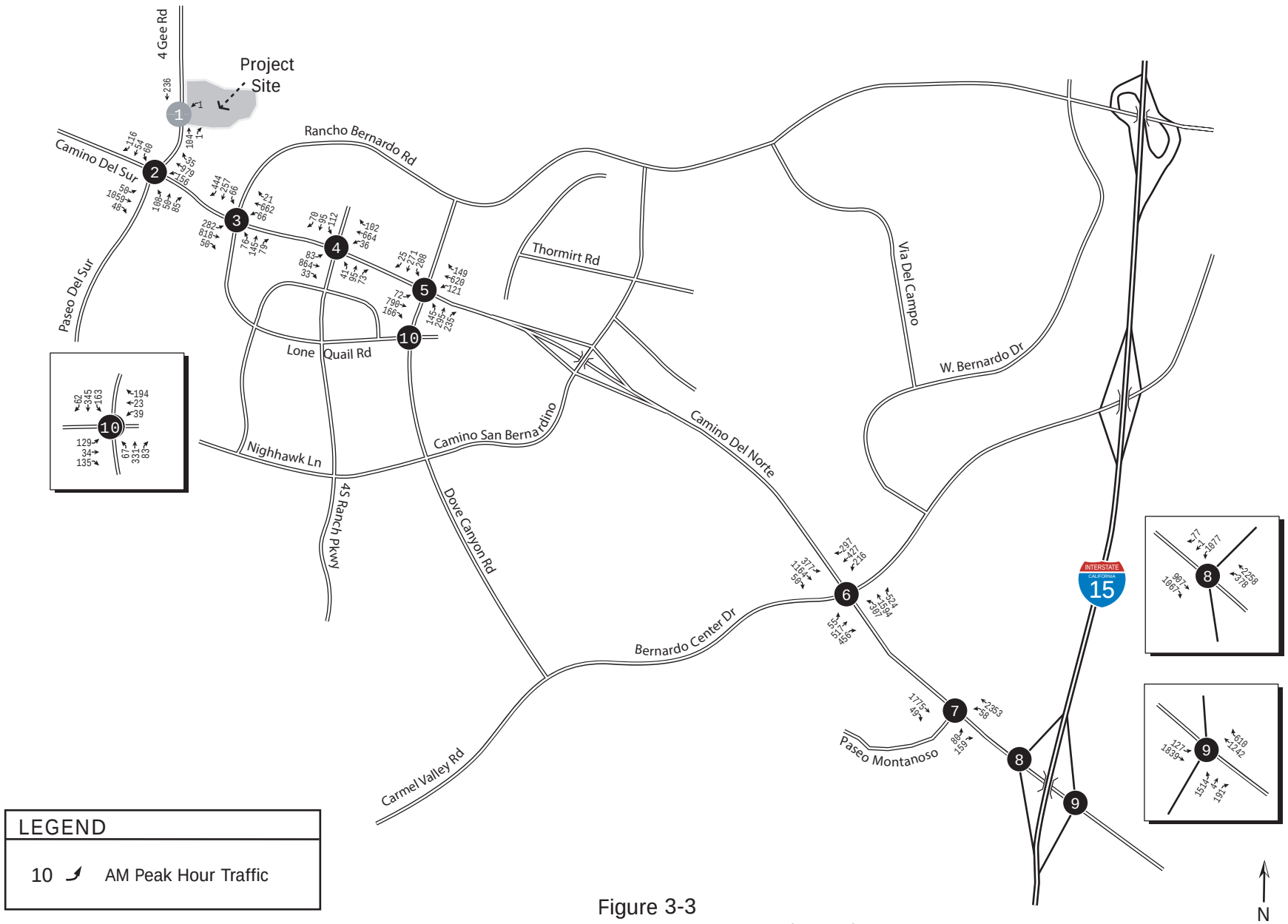


Figure 3-2
Existing Weekend Roadway Segment Volumes

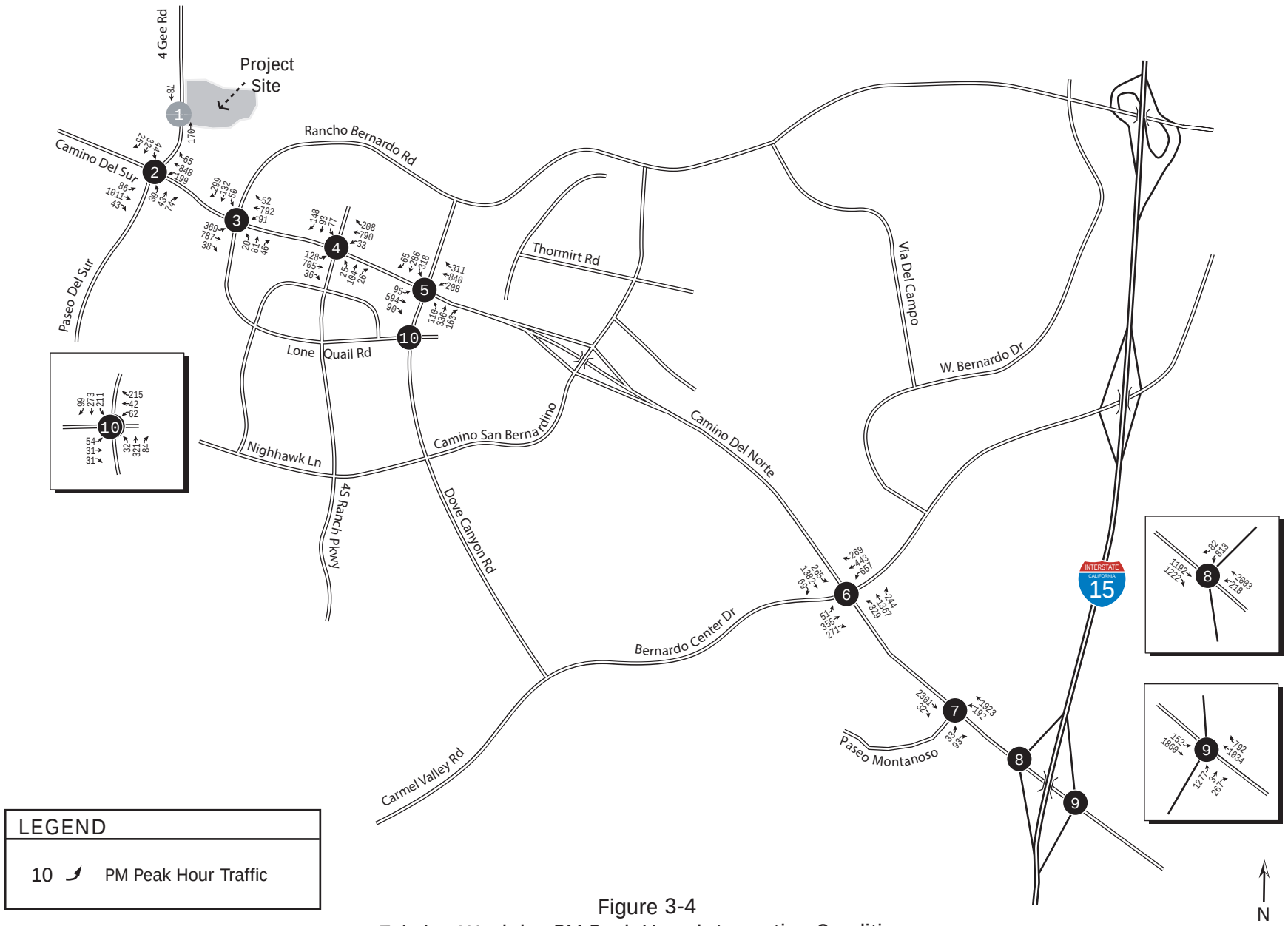


LEGEND

10 AM Peak Hour Traffic

Figure 3-3
Existing Weekday AM Peak Hour Intersection Volumes

Not To Scale



LEGEND

10 PM Peak Hour Traffic

Figure 3-4
Existing Weekday PM Peak Hour Intersection Conditions

Not To Scale

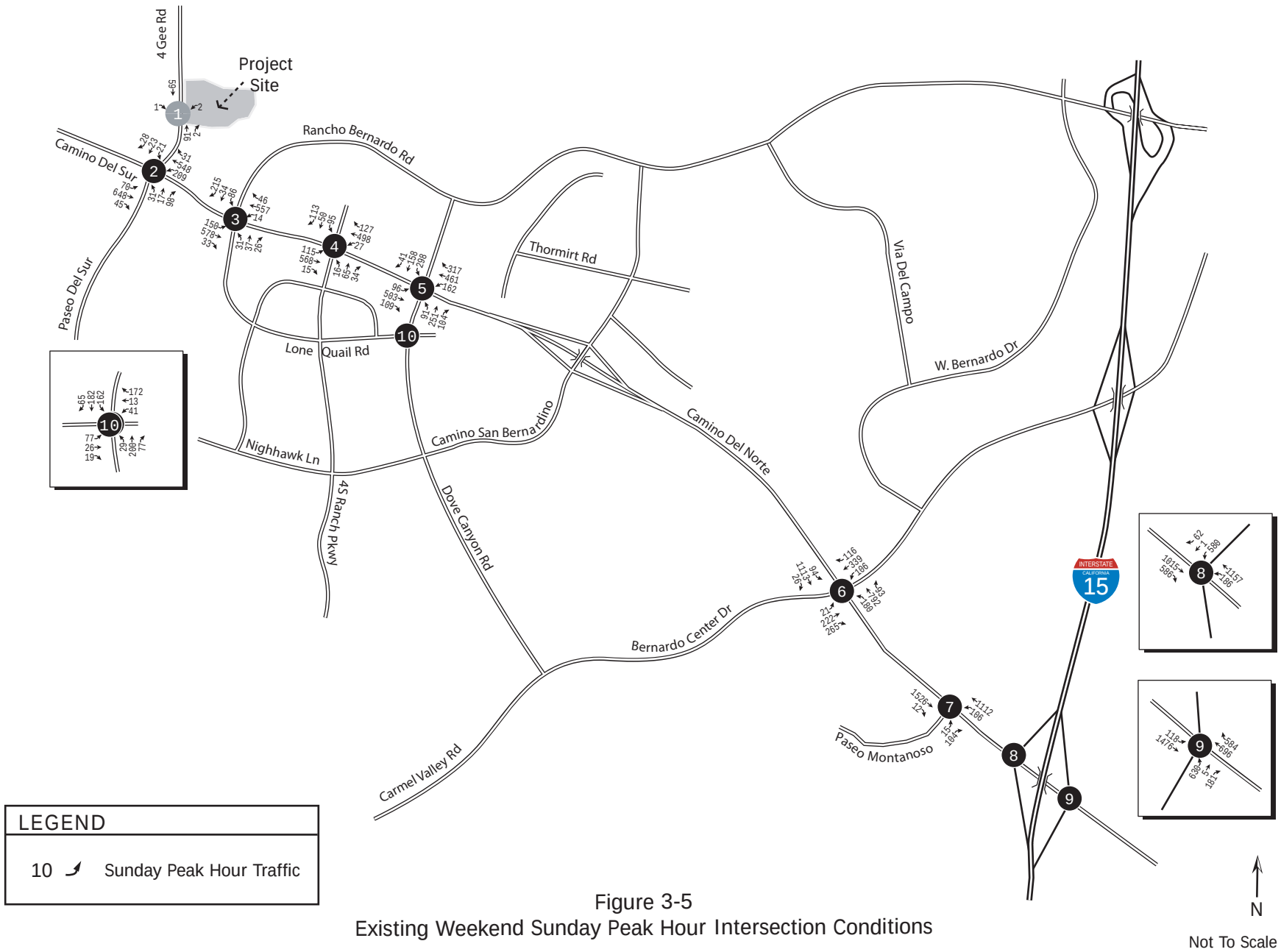


Figure 3-5
Existing Weekend Sunday Peak Hour Intersection Conditions

3.2 PROJECT TRIP GENERATION

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Vehicular traffic generation characteristics for projects are estimated based on established rates. These rates identify the probable traffic generation of various land use based studies of developments in comparable settings. The rates used in this analysis were determined based on rates contained in the *(SANDAG) (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (2002)*. This manual provides standards and recommendations for the probable traffic generation of various land uses based upon local, regional and nationwide studies of existing developments in comparable settings. Appendix D contains excerpts from this manual.

Currently church members attend two other existing church facilities. These facilities are located within the vicinity of the proposed church. The main campus is located south of Camino Del Norte on World Trade Drive and the secondary campus is located just west of Camino Del Sur on Wolverine Way. Church activities at these two locations will be discontinued once the new facility is constructed and operational. Project trips will be redirected to the new facility and this may cause the net increase of the project to be reduced where trips begin to divert; however, the increased intensity of the project will be realized through this process. Diverted routes are roadways where existing trips within the study areas will divert to in order to access the new location of the church. These existing trips, currently accessing the existing church locations, will divert from their normal route with construction of the new church. The resulting diverted trips will create an increase, decrease, or no change in the traffic volumes along roadway segments and intersections located within the area of influence. Appendix D includes the development process of the project trips. Project trip redirection has only been applied to weekends. The church weekend trip rate is based on seats because the church will have services during the Sunday peak hour. Table 5 provides the trip generation for full development.

Table 5
Weekday Project Trip Generation

Land Use	Intensity	Units	Rate/Trips	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Weekday Trip Generation										
Church (House of Worship)	43.5	ksf	Rate	9	5%	60%	40%	8%	50%	50%
			Trips	392	20	12	8	31	16	16
			TOTAL	392	20	12	8	31	16	16

Source: SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002).
Note: Numbers may not total due to rounding.

Table 6
Weekend Project Trip Generation

Land Use	Intensity	Units	Rate/Trips	Daily	Sunday Peak Hour		
					Total	In	Out
Sunday Trip Generation							
Church (House of Worship)	1,500	Seats	Rate	1.85	33%	50%	50%
			Trips	2,775	925	463	463
			TOTAL	2,775	925	463	463

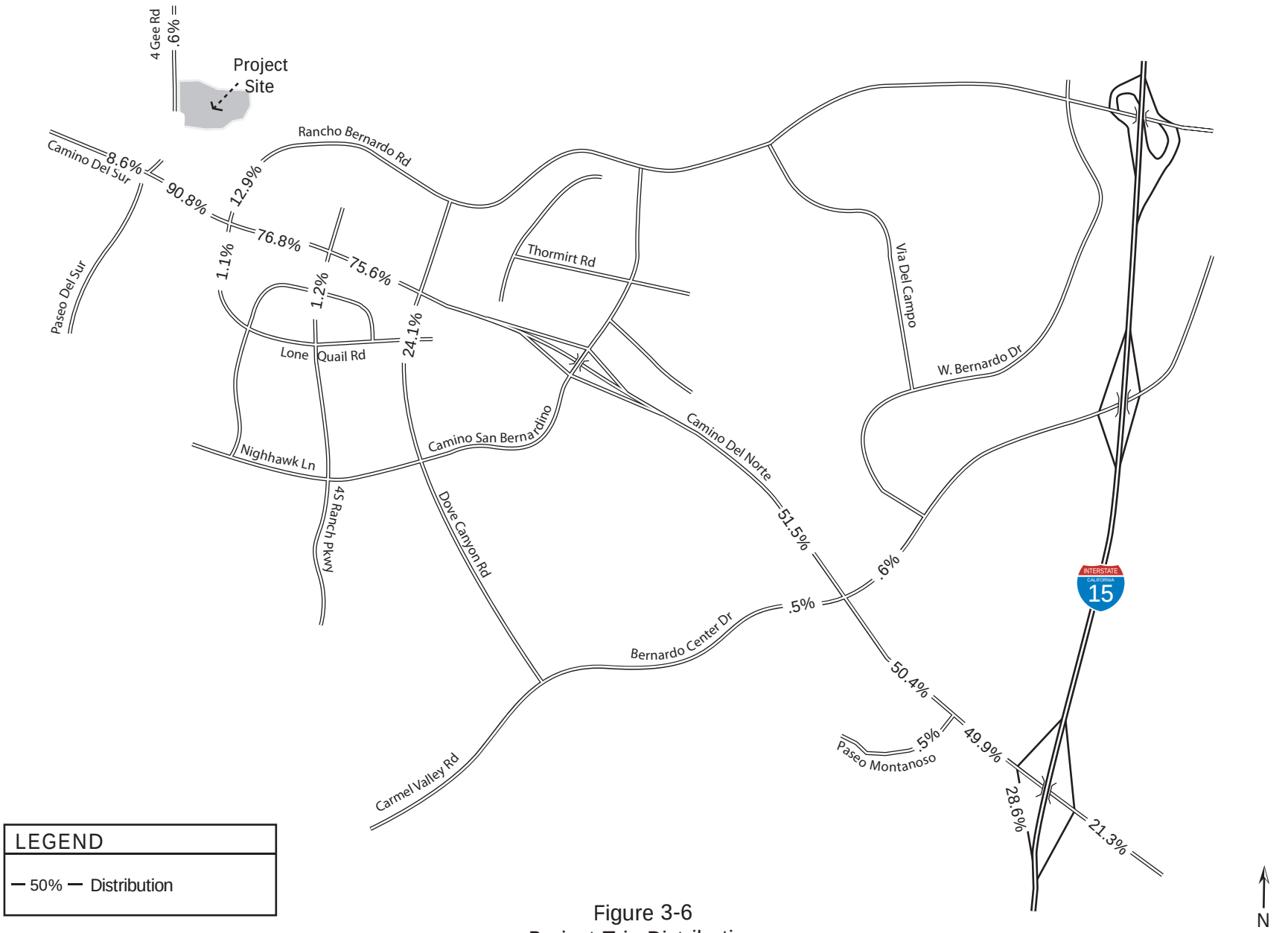
Source: ITE Trip Generation 8th Edition.

Note: Numbers may not total due to rounding.

3.3 PROJECT TRIP DISTRIBUTION

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will likely affect. Trip distribution and assignment information can be estimated from observed traffic patterns, experience or through use of a computerized travel forecast model. Once the proposed developments trips have been estimated, they are assigned to the study area network. The trip distribution and assignment for this project are based on zip code location of current parishioners.

The trip distribution and assignment are shown in Figure 3-6. Daily project trips are shown in Figures 3-7 and 3-8. AM, PM and Sunday peak hour project trips are shown in Figures 3-9 thru 3-11.



LEGEND

— 50% — Distribution

Figure 3-6
Project Trip Distribution

Not To Scale

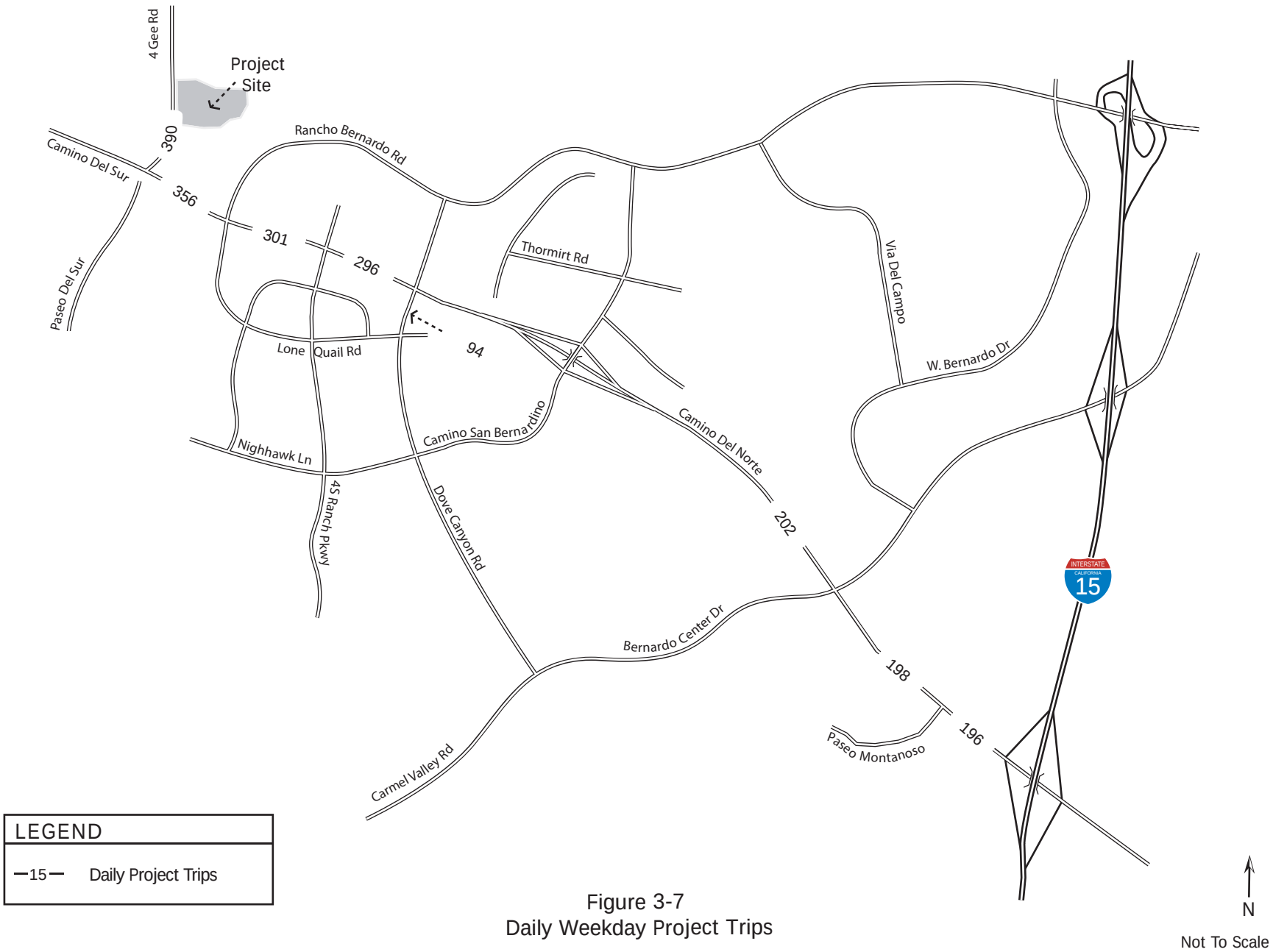
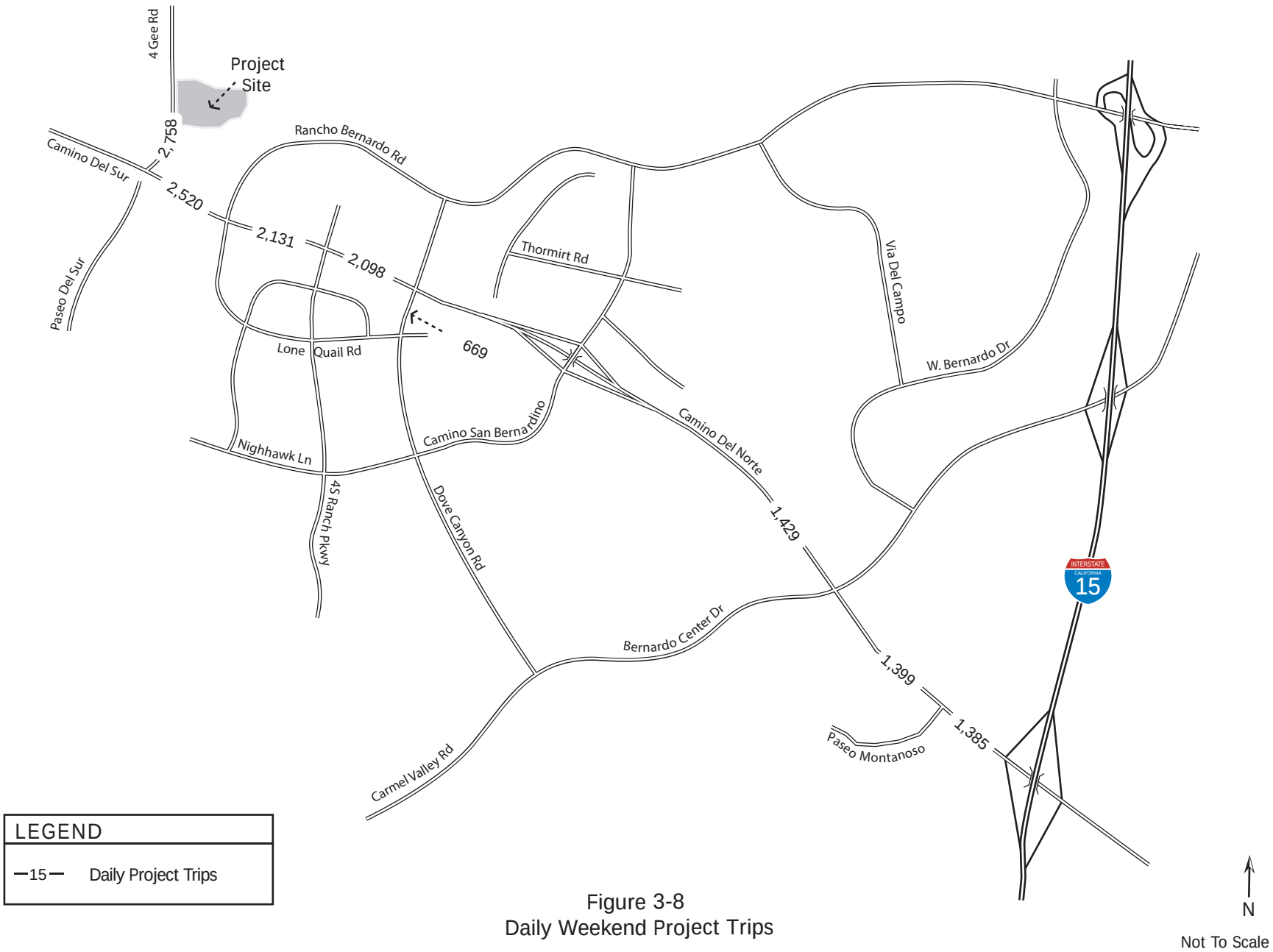


Figure 3-7
Daily Weekday Project Trips

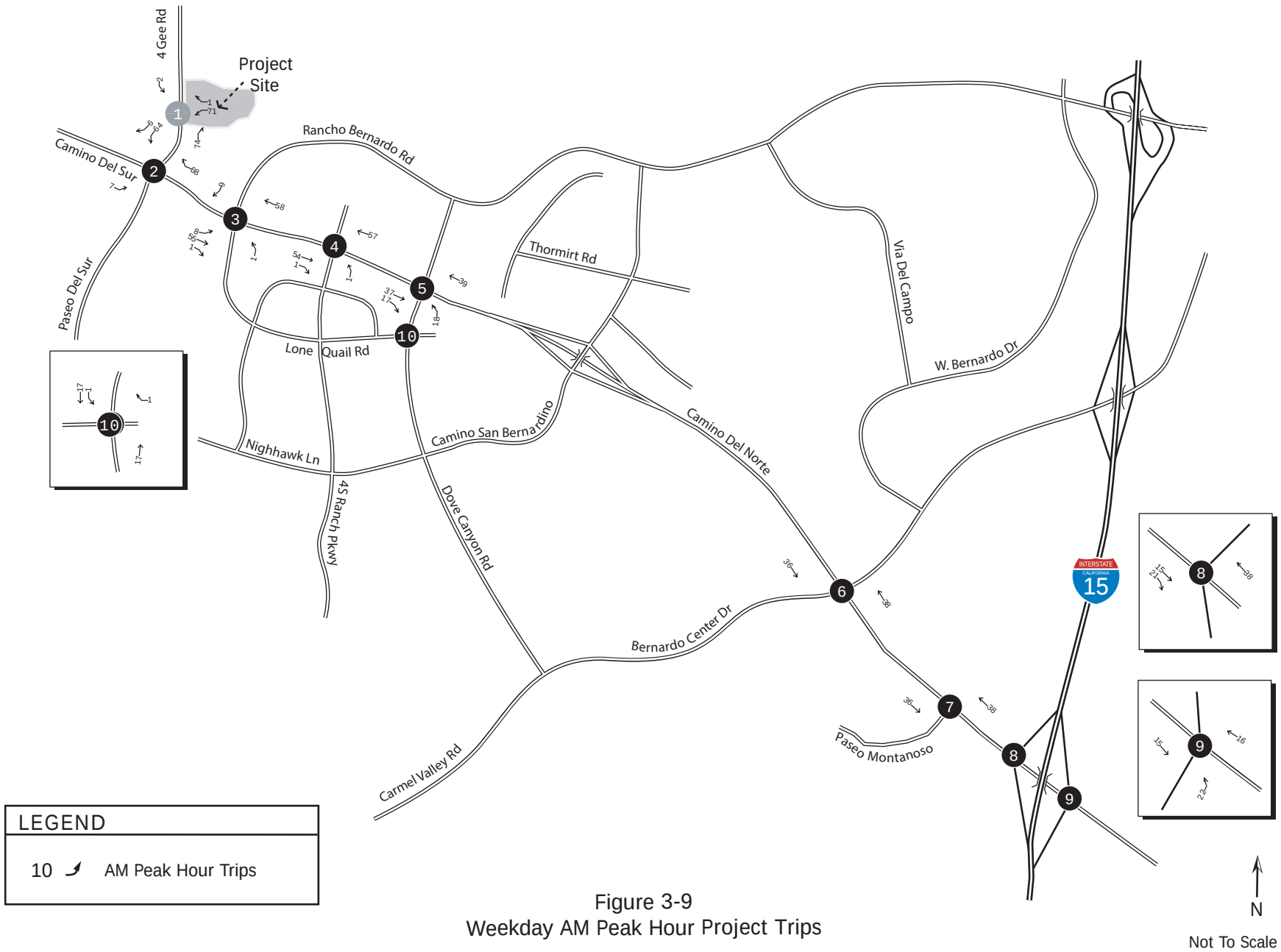


LEGEND

—15— Daily Project Trips

Figure 3-8
Daily Weekend Project Trips

Not To Scale



LEGEND

10 AM Peak Hour Trips

Figure 3-9
Weekday AM Peak Hour Project Trips

Not To Scale

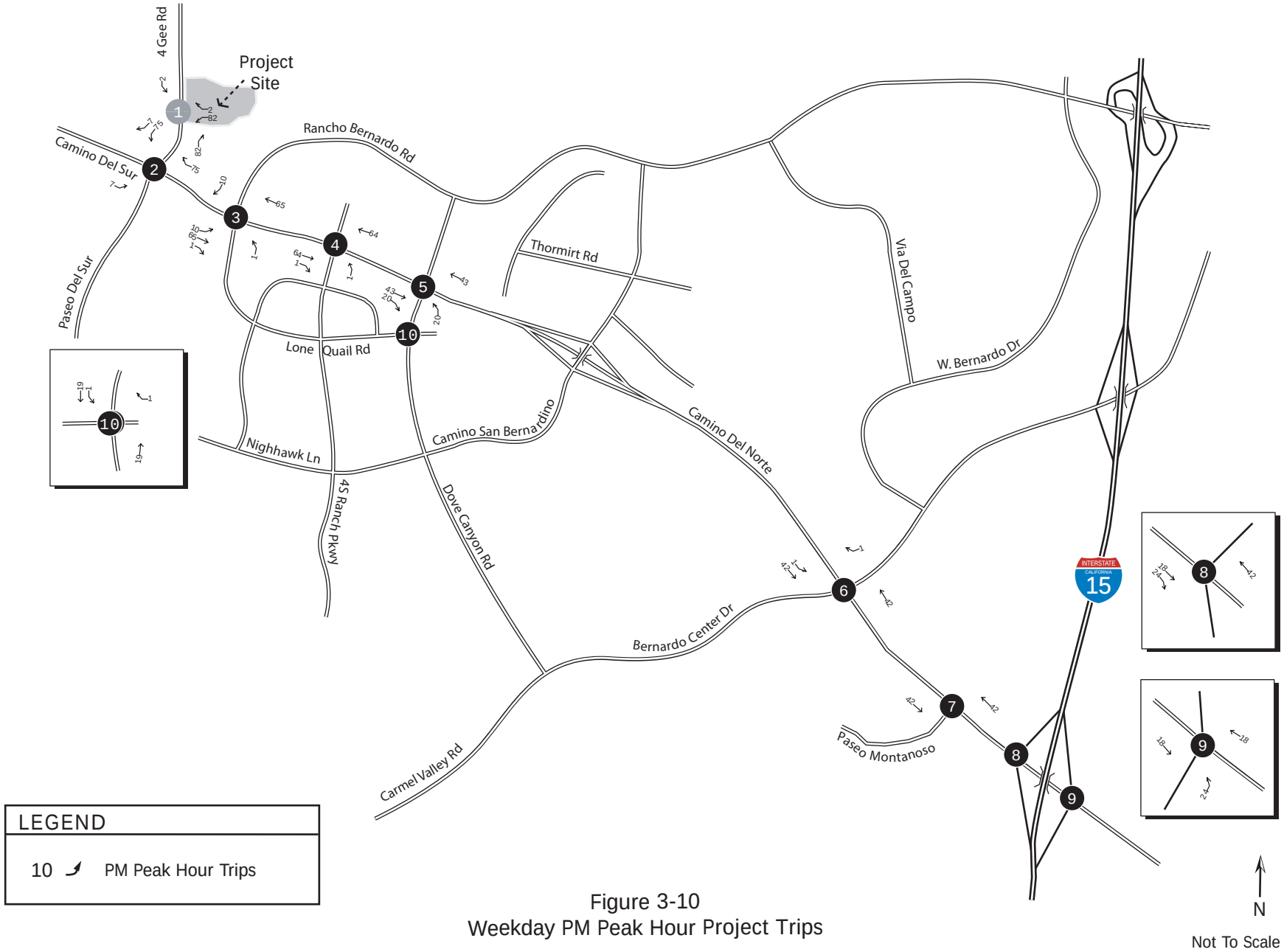
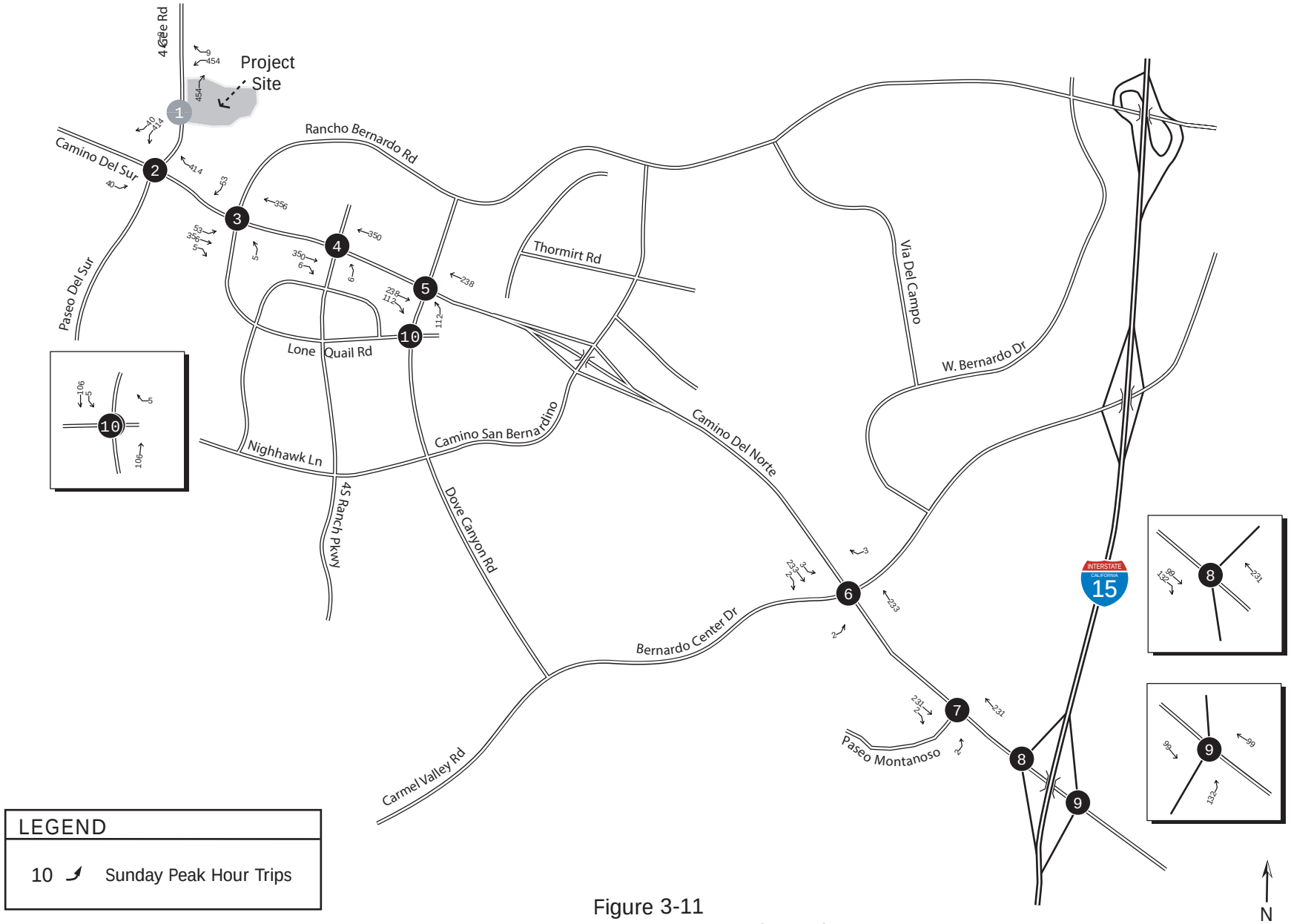


Figure 3-10
Weekday PM Peak Hour Project Trips



Not To Scale

Figure 3-11
Weekday Sunday Peak Hour Project Trips

3.4 EXISTING CONDITIONS + PROJECT

3.4.1 Analysis

This section will summarize the analysis for the addition of project traffic onto the existing background traffic for AM, PM, Sunday, and ADT conditions. The traffic analysis criteria are the same as outlined in Section 2.1.

Daily traffic volumes for existing plus project are shown in Figures 3-12 and 3-13. AM, PM, and Sunday peak hour intersection volumes are shown in Figures 3-14 thru 3-16. The LOS calculated for street segments and intersections are shown in Tables 7 and 8. Existing + Project LOS calculations are included in Appendix E.

Table 7
Existing + Project Segment ADT Volumes and Level of Service

Roadway Segment Name	Lanes/Class	Capacity	Without Project			Project Traffic	With Project			Δ V/C	Sig?
			ADT	LOS	V/C		ADT	LOS	V/C		
Weekday											
4 Gee Road											
From Camino Del Norte to Project Driveway[1]	2-lane Collector	16,200	3,088	B	0.191	390	3,478	B	0.215	0.02	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	25,523	C	0.638	356	25,879	C	0.647	0.01	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	20,071	B	0.542	301	20,372	B	0.551	0.01	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	20,839	B	0.563	296	21,135	B	0.571	0.01	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	26,816	B	0.470	202	27,018	B	0.474	0.00	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	49,587	C	0.826	198	49,785	C	0.830	0.00	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	51,471	D	0.858	196	51,667	D	0.861	0.00	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	13,355	A	0.361	94	13,449	A	0.363	0.00	No
Weekend											
4 Gee Road											
From Camino Del Norte to Project Driveway[1]	2-lane Collector	16,200	2,306	B	0.142	2,758	5,064	C	0.313	0.17	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	14,661	A	0.367	2,520	17,181	B	0.430	0.06	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	12,740	A	0.344	2,131	14,871	B	0.402	0.06	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	13,402	A	0.362	2,098	15,500	B	0.419	0.06	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	19,134	A	0.336	1,429	20,563	A	0.361	0.03	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	29,855	B	0.498	1,399	31,254	B	0.521	0.02	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	32,566	B	0.543	1,385	33,951	B	0.566	0.02	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	8,978	A	0.243	669	9,647	A	0.261	0.02	No

Note: [1] County of San Diego Jurisdiction, [2] City of San Diego Jurisdiction

Table 8
Existing + Project Intersection Level of Service

Intersection	Without Project		With Project		Δ Delay	Significant?
	Delay	LOS	Delay	LOS		
Weekday AM Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	1.8	A	2.8	A	1.0	No
Camino Del Sur at 4 Gee Rd [3]	23.2	C	23.3	C	0.1	No
Camino Del Norte at Rancho Bernardo Rd [2]	38.2	D	38.4	D	0.2	No
Camino Del Norte at 4S Ranch Pkwy [2]	22.4	C	22.4	C	0.0	No
Camino Del Norte at Dove Canyon Rd [3]	28.7	C	28.7	C	0.0	No
Camino Del Norte at Bernardo Center Dr 3	44.9	D	45.0	D	0.1	No
Camino Del Norte at Paseo Montanoso [3]	15.1	B	15.1	B	0.0	No
Camino Del Norte at I-15 SB Ramps [3]	46.4	D	46.6	D	0.2	No
Camino Del Norte at I-15 NB Ramps [3]	52.2	D	52.5	D	0.3	No
Lone Quail Rd at Dove Canyon Rd [2]	26.2	C	26.2	C	0.0	No
Weekday PM Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	0.8	A	4.7	A	3.9	No
Camino Del Sur at 4 Gee Rd [3]	20.9	C	21.1	C	0.2	No
Camino Del Norte at Rancho Bernardo Rd [2]	35.7	D	36.1	D	0.4	No
Camino Del Norte at 4S Ranch Pkwy [2]	26.5	C	26.4	C	-0.1	No
Camino Del Norte at Dove Canyon Rd [3]	29.9	C	29.9	C	0.0	No
Camino Del Norte at Bernardo Center Dr [3]	42.3	D	42.5	D	0.2	No
Camino Del Norte at Paseo Montanoso [3]	15.9	B	15.9	B	0.0	No
Camino Del Norte at I-15 SB Ramps [3]	25.6	C	25.7	C	0.1	No
Camino Del Norte at I-15 NB Ramps [3]	35.8	D	36.1	D	0.3	No
Lone Quail Rd at Dove Canyon Rd [2]	26.8	C	26.7	C	-0.1	No
Weekend Sunday Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	2.4	A	28.4	C	26.0	No
Camino Del Sur at 4 Gee Rd [3]	23.4	C	41.3	D	17.9	No
Camino Del Norte at Rancho Bernardo Rd [2]	28.2	C	29.8	C	1.6	No
Camino Del Norte at 4S Ranch Pkwy [2]	25.4	C	22.0	C	-3.4	No
Camino Del Norte at Dove Canyon Rd [3]	29.5	C	28.7	C	-0.8	No
Camino Del Norte at Bernardo Center Dr [3]	28.4	C	27.1	C	-1.3	No
Camino Del Norte at Paseo Montanoso [3]	14.4	B	13.6	B	-0.8	No
Camino Del Norte at I-15 SB Ramps [3]	22.6	C	21.6	C	-1.0	No
Camino Del Norte at I-15 NB Ramps [3]	21.2	C	23.0	C	1.8	No
Lone Quail Rd at Dove Canyon Rd [2]	26.8	C	25.9	C	-0.9	No

Note: [1] Project Driveway is currently unsignalized however is proposed to be signalized as a project feature therefore was analyzed as such
[2] *County of San Diego Jurisdiction*
[3] *City of San Diego Jurisdiction*

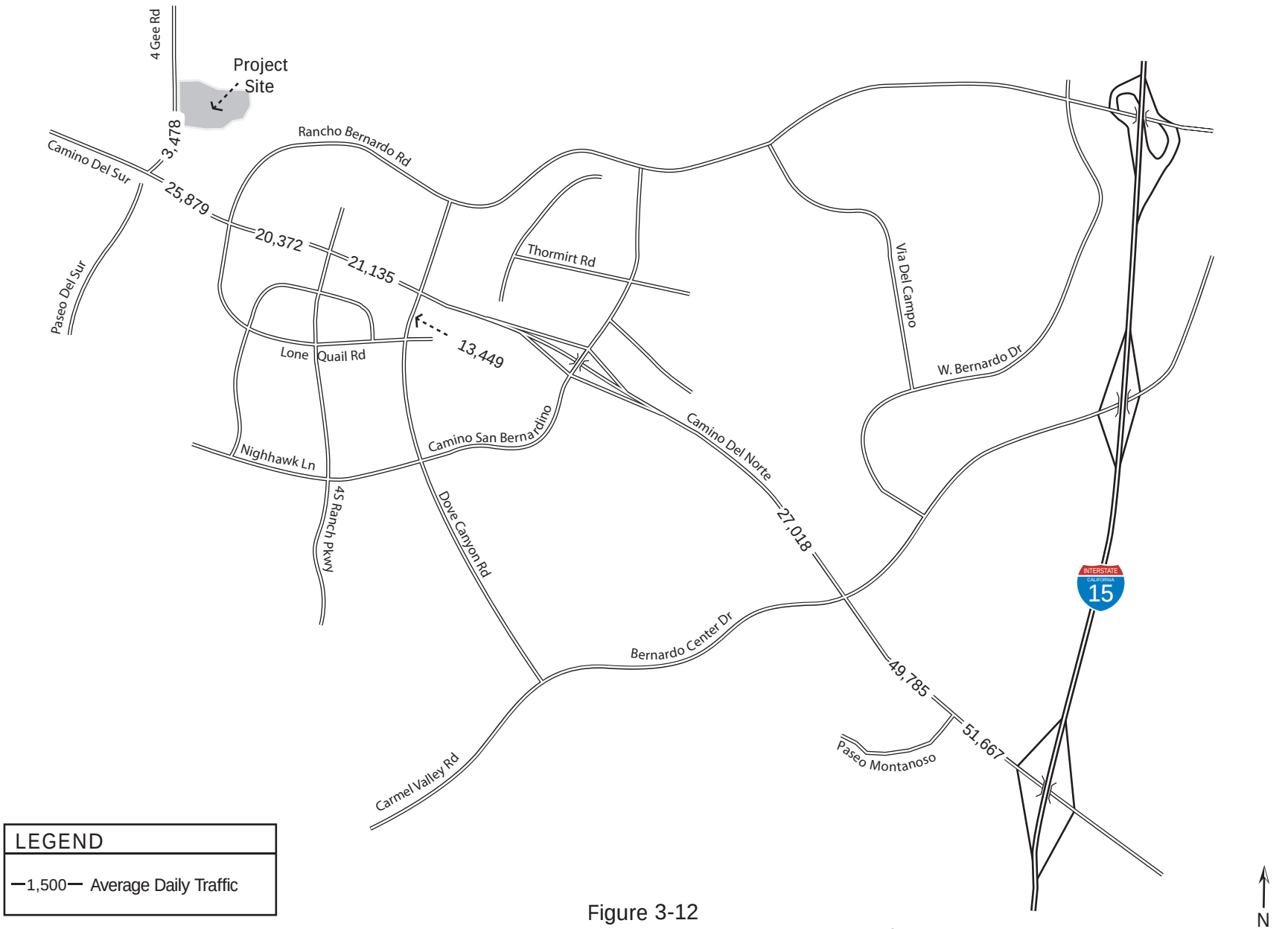


Figure 3-12
Existing Weekday Roadway Segment Volumes With Project

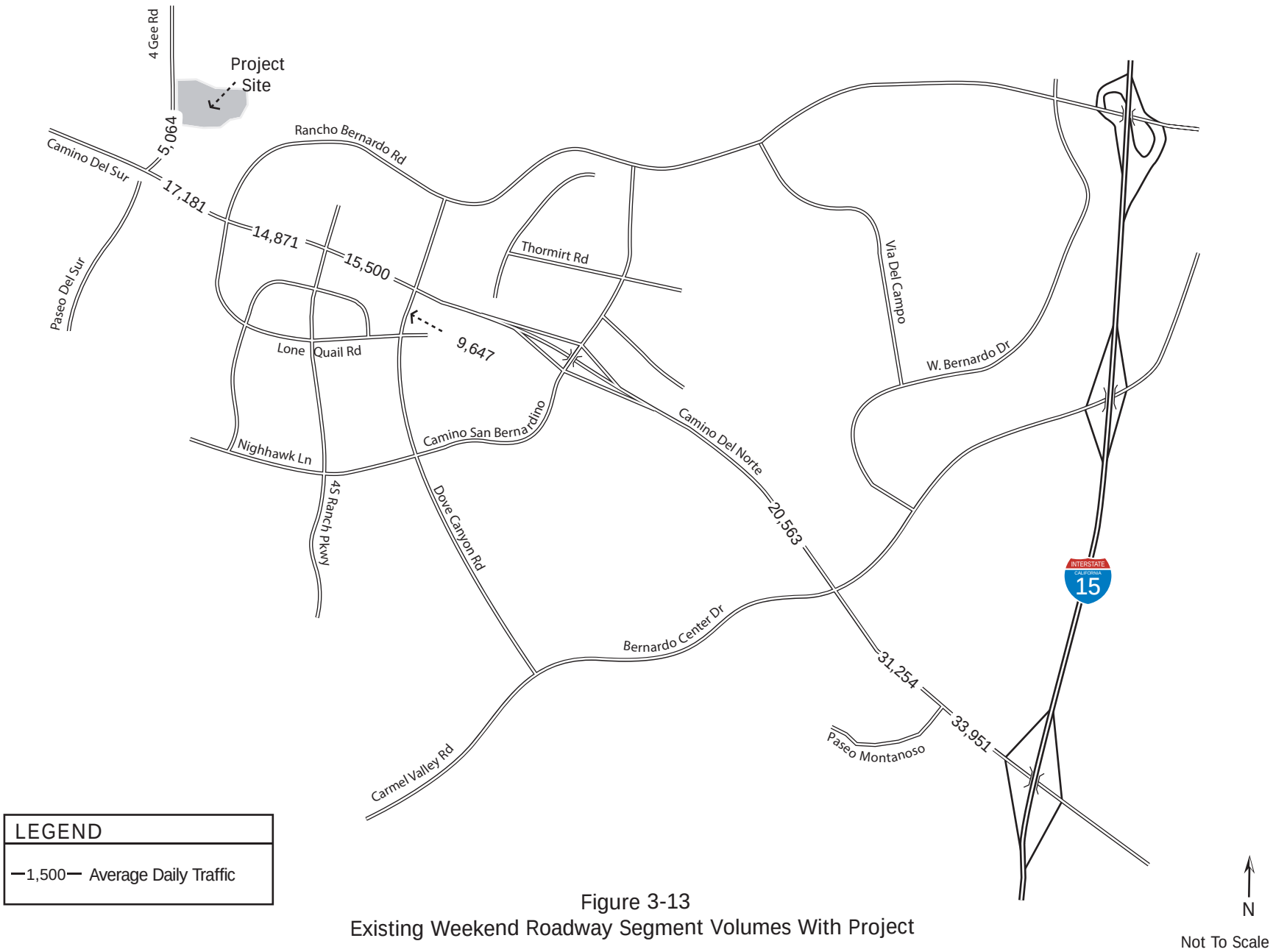
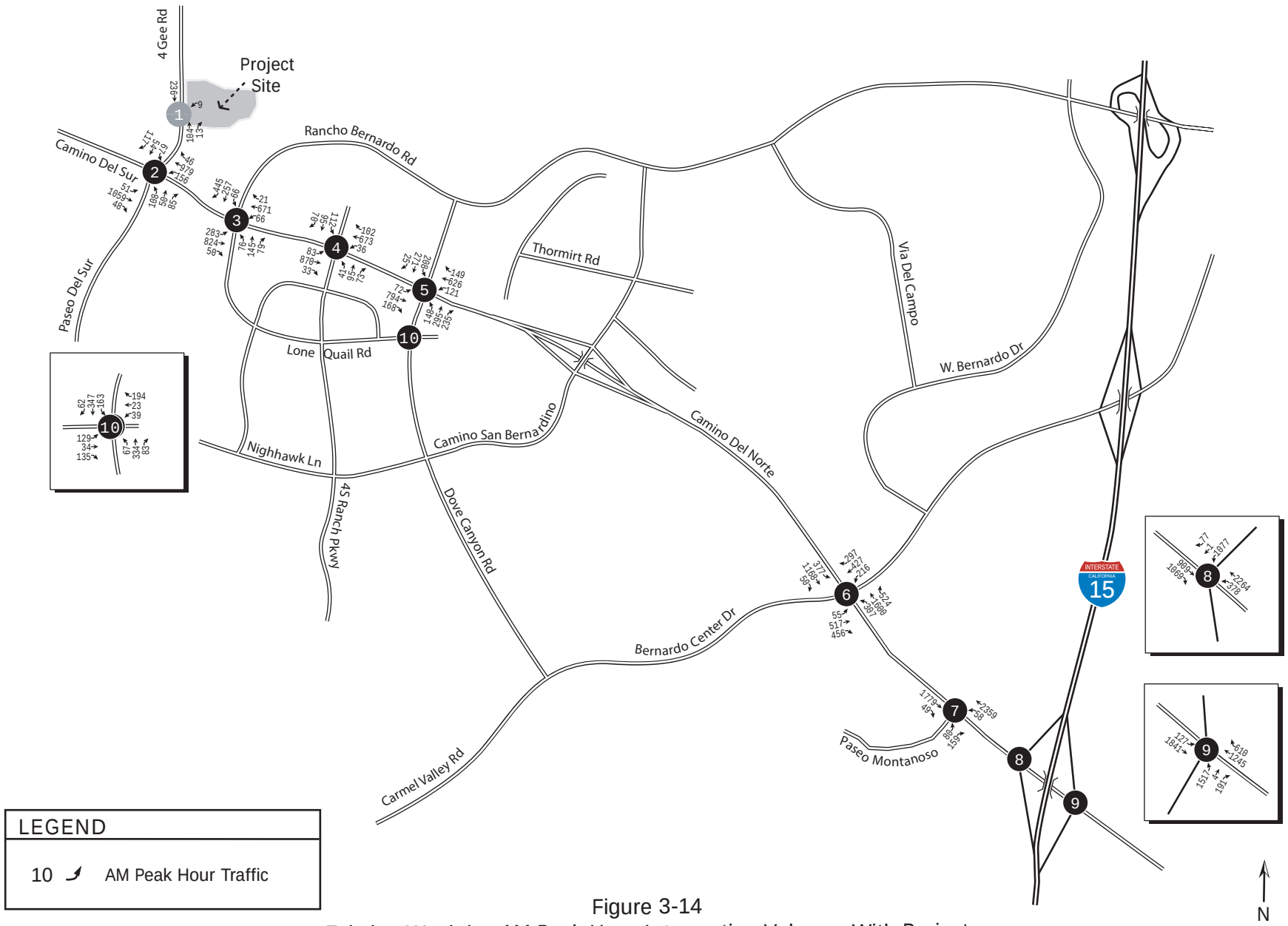


Figure 3-13
Existing Weekend Roadway Segment Volumes With Project

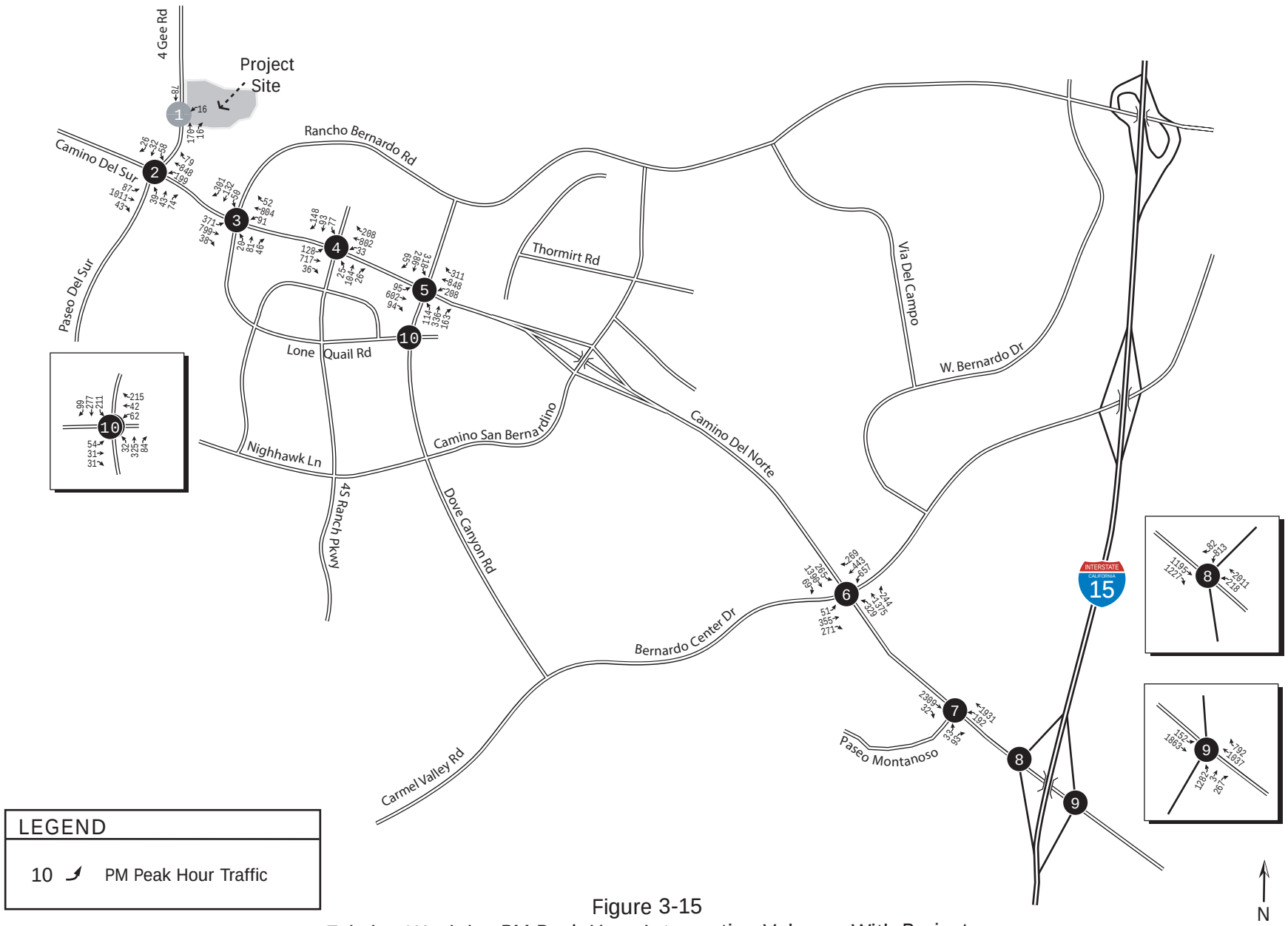


LEGEND

10 AM Peak Hour Traffic

Figure 3-14
Existing Weekday AM Peak Hour Intersection Volumes With Project

Not To Scale



LEGEND

10 PM Peak Hour Traffic

Figure 3-15
Existing Weekday PM Peak Hour Intersection Volumes With Project

Not To Scale

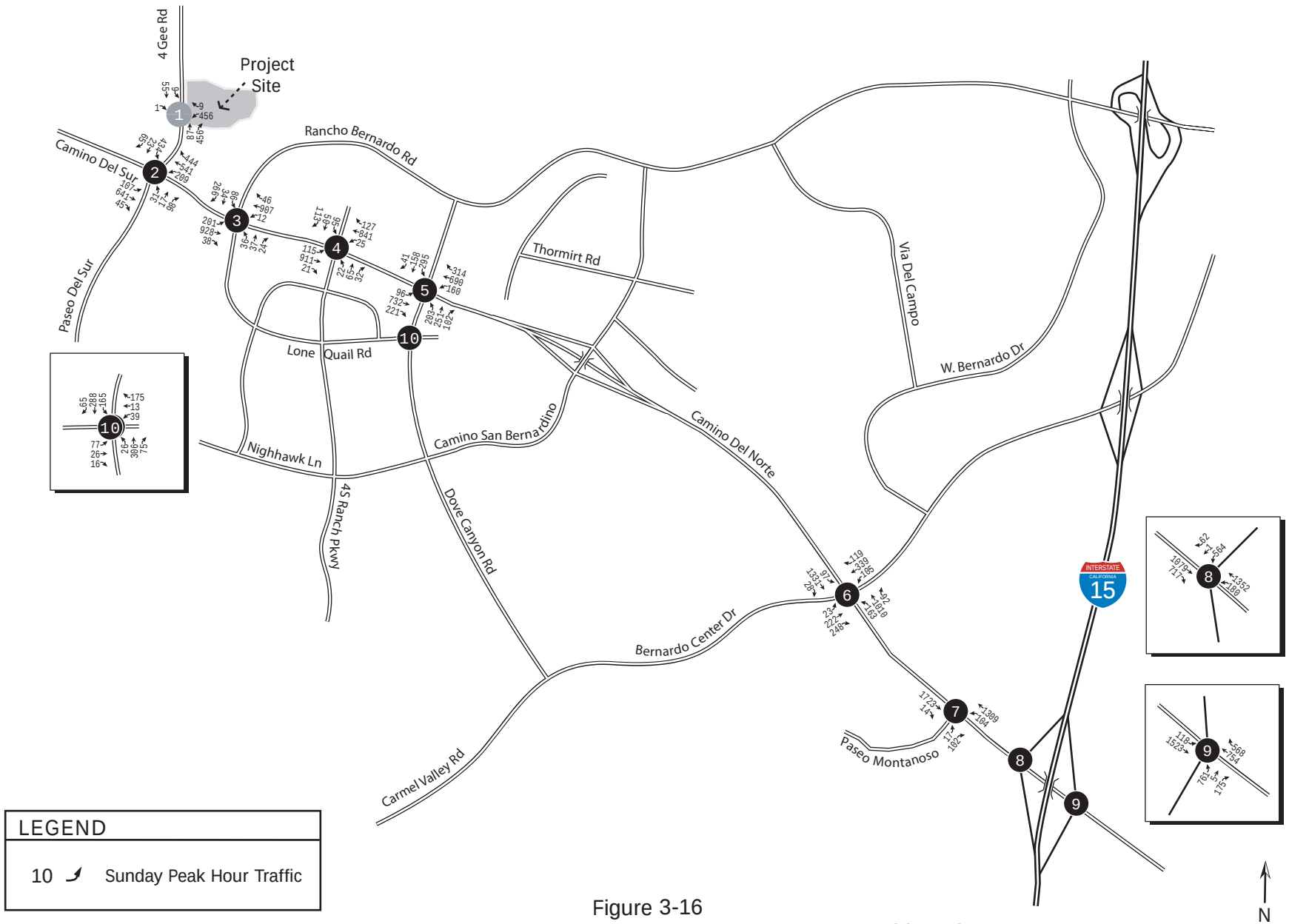


Figure 3-16
Existing Weekend Sunday Peak Hour Intersection Volumes With Project

3.5 EXISTING + AMBIENT + CUMULATIVE CONDITIONS

This section will analyze the existing + ambient + cumulative projects conditions. Figure 3-17 shows the geometries and control devices used in this condition.

3.5.1 Cumulative Project

A number of cumulative projects were identified to potentially generate traffic to roadway segments and intersections within the study area of the proposed project. Traffic growth on roadways is a function of the expected land development, economic activity, and changes in demographics. Several methods can be used to estimate this growth.

For this analysis we have conservatively assumed that every parcel builds out to the General Plan designation; and that all General Plan Amendments within the study area are approved and implemented. The SANDAG Series 12 is a Year 2050 development forecast, which assumes development of each parcel consistent to its General Plan land use. A 27% growth rate was derived and was then applied to the existing counts to reach the 2050 year forecasted volumes.

Other potential cumulative projects may add additional traffic to the study area roadways; however, since the County has a TIF program, the applicant can mitigate all cumulative impacts regardless of the number of cumulative projects included in the analysis.

A summary of the cumulative projects (which generate more than 500 ADT) is included below with their respective and cumulative traffic generation shown in Table 10.

Table 10
Cumulative Project Traffic Generation

Project Name	Type	Size	Daily Trips	Status
Lot 11	Office	290 ksf	3,800	Planned
Lots A & B	Office	390 ksf	6,176	Planned
The Vista	Office	270 ksf	4,545	Planned

The daily and peak hour cumulative project volumes are shown on Figures 3-18 thru 3-21 with support data included in Appendix G.

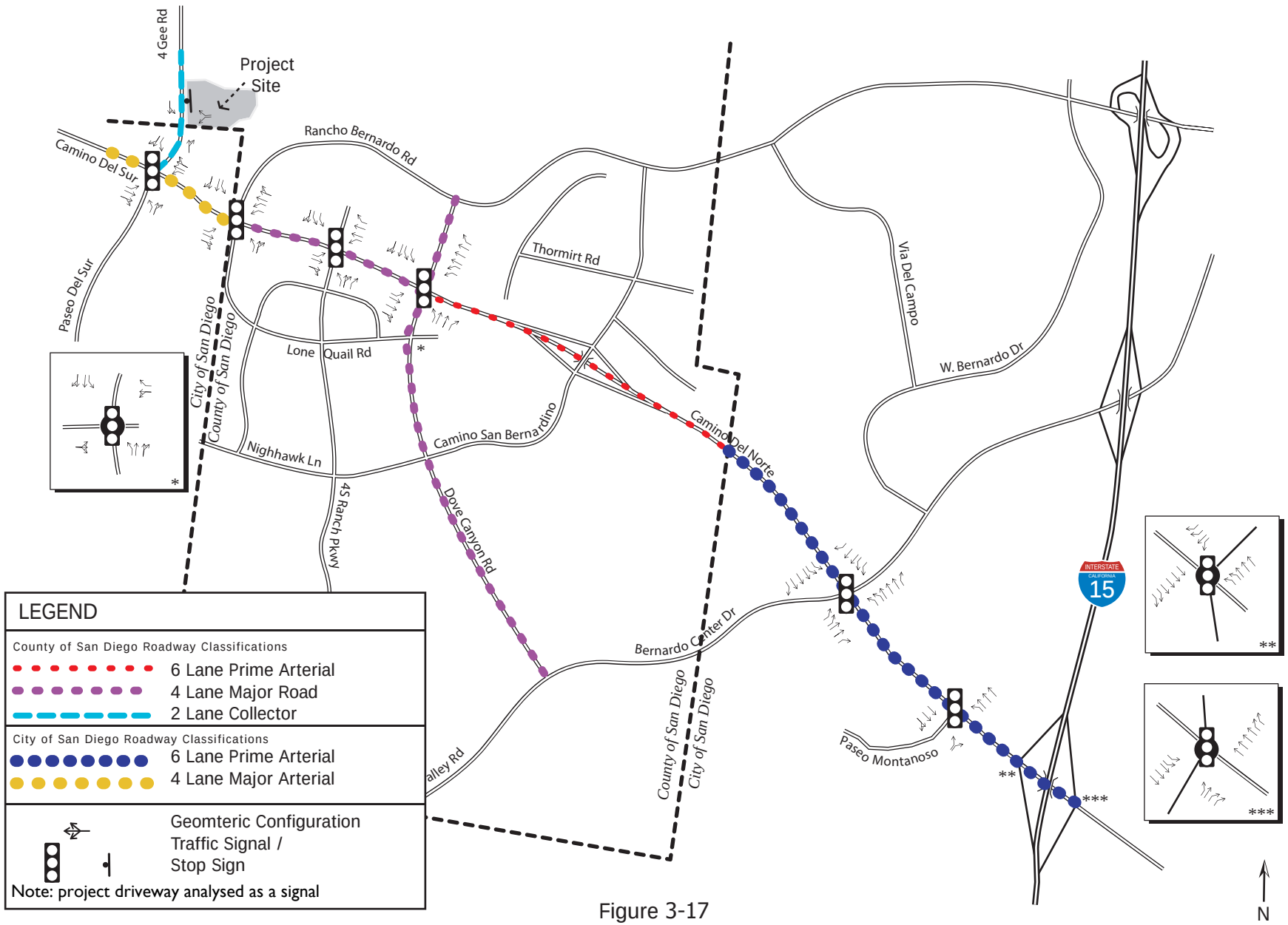


Figure 3-17
Near Term Circulation Network

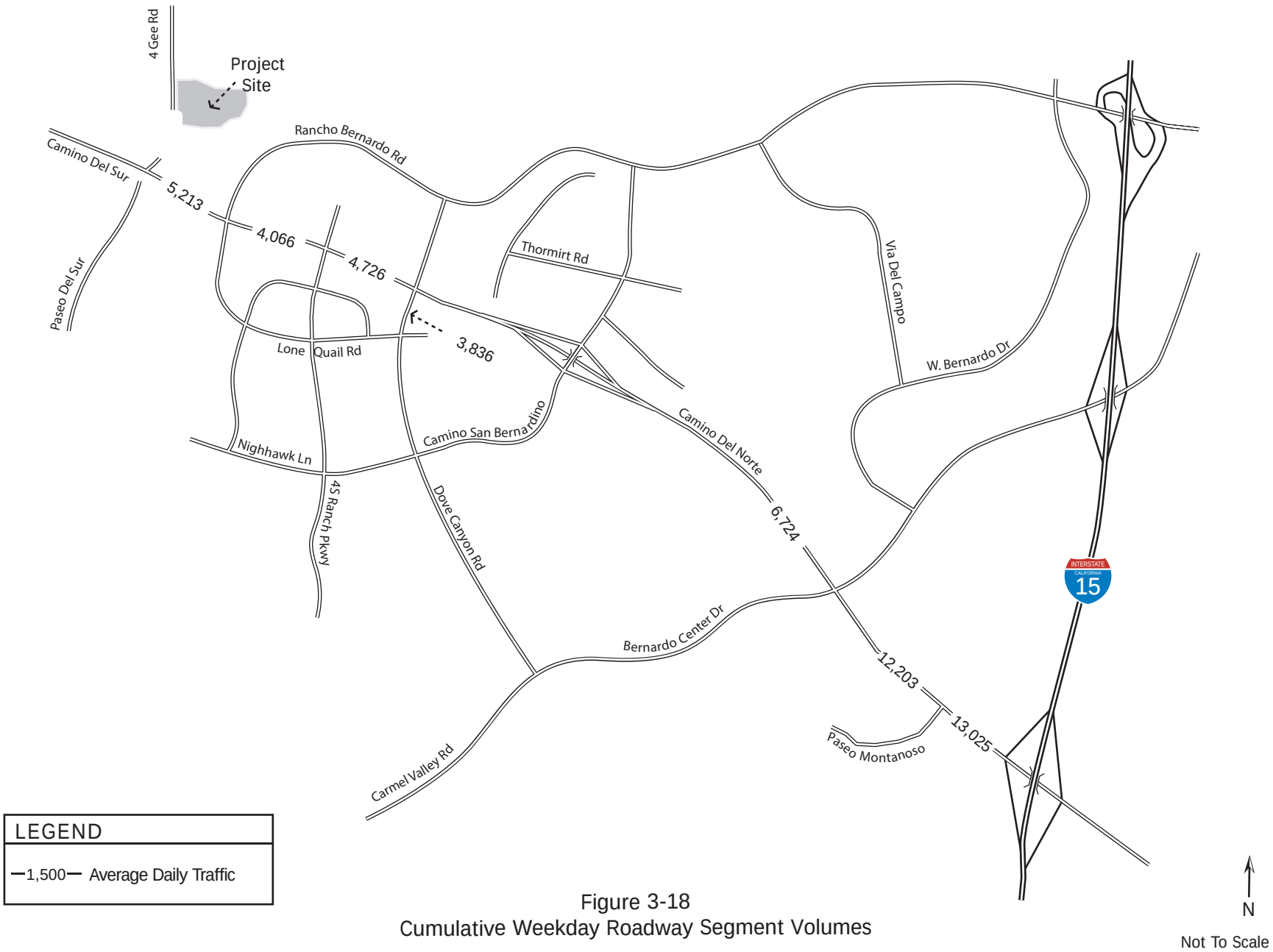
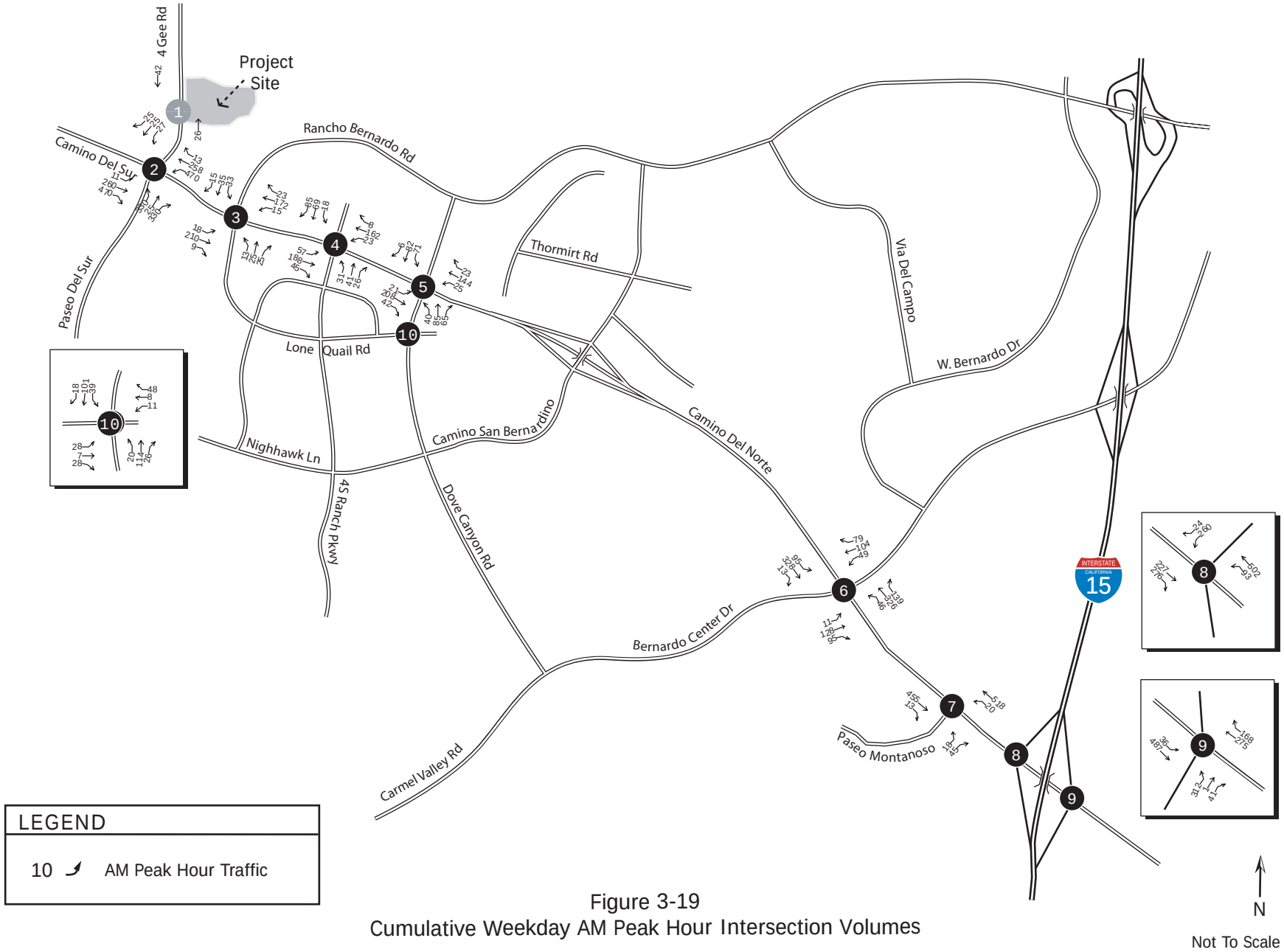


Figure 3-18
Cumulative Weekday Roadway Segment Volumes

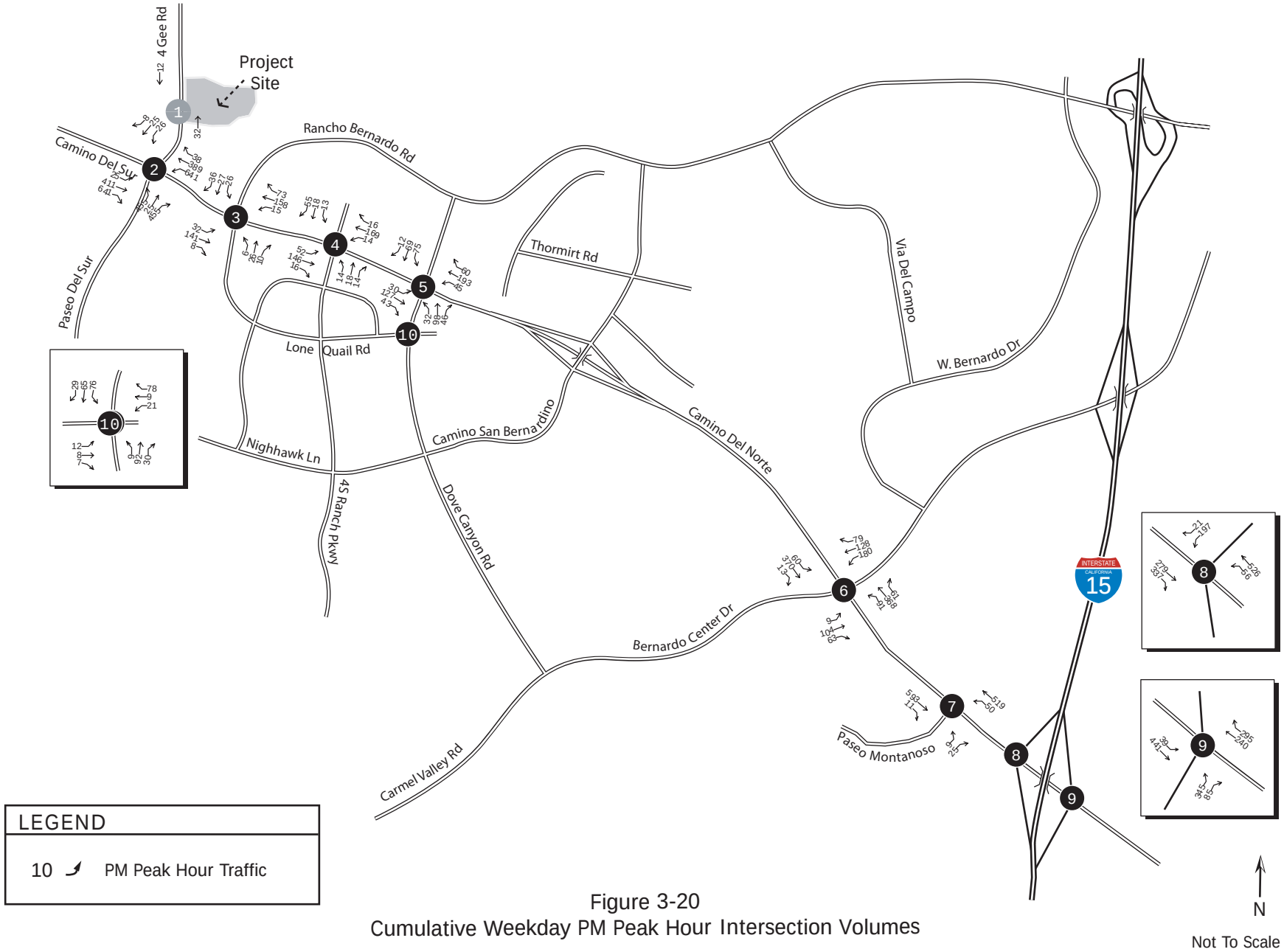


LEGEND

10 AM Peak Hour Traffic

Figure 3-19
Cumulative Weekday AM Peak Hour Intersection Volumes

Not To Scale



LEGEND

10 PM Peak Hour Traffic

Figure 3-20
Cumulative Weekday PM Peak Hour Intersection Volumes

Not To Scale

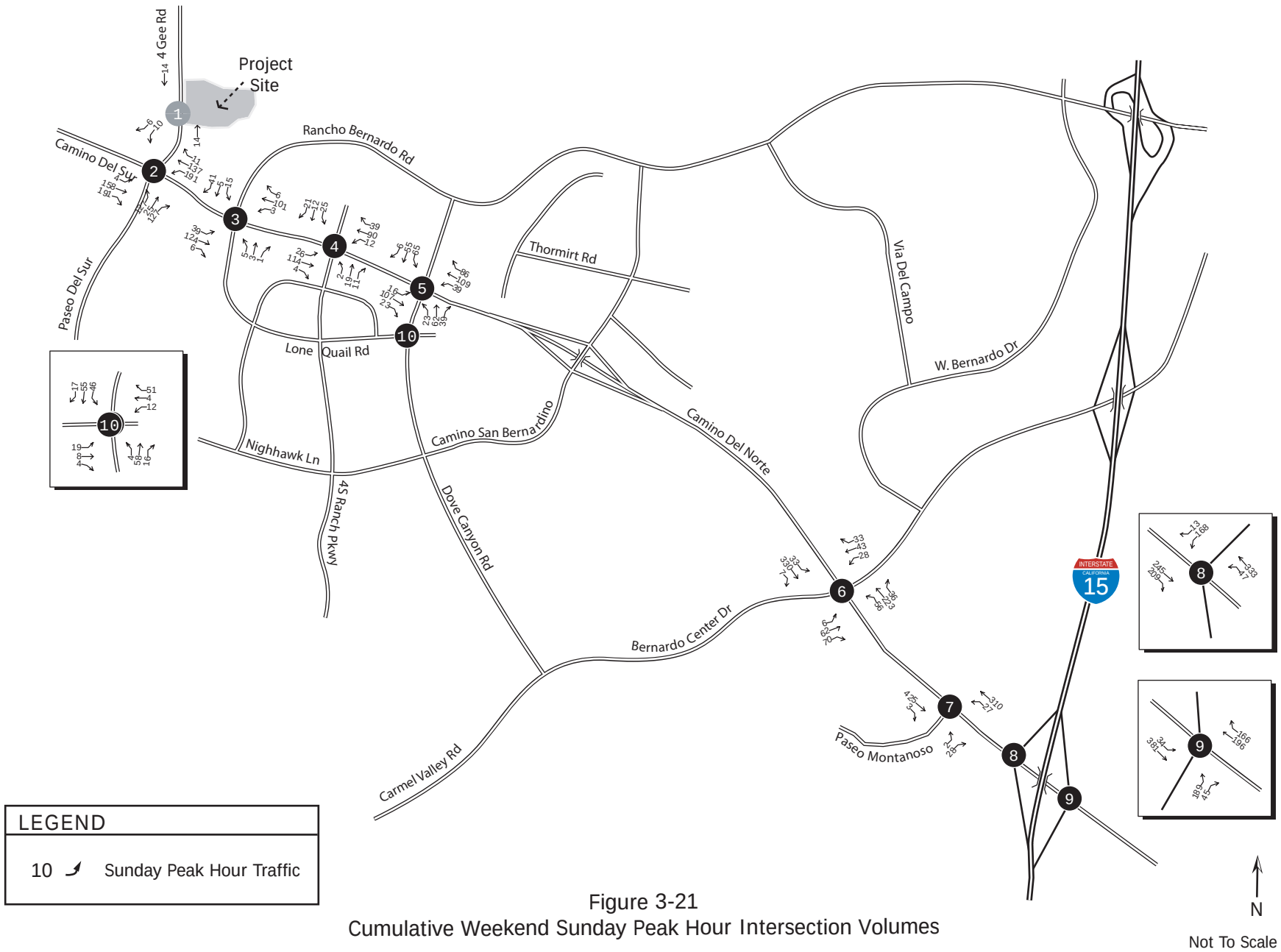


Figure 3-21
Cumulative Weekend Sunday Peak Hour Intersection Volumes

3.5.2 Existing + Ambient + Cumulative Conditions Analysis

The existing + ambient + cumulative conditions were developed by adding ambient growth and known cumulative project traffic onto the existing traffic. The daily traffic volumes and peak hour turning movements including Sunday are shown in Figures 3-22 through 3-26.

The roadway segment and intersection analysis are shown in Tables 10 and 11, respectively. Existing + Ambient + Cumulative LOS calculations are included in Appendix G.

Table 10
Existing + Ambient + Cumulative Segment ADT Volumes and Level of Service

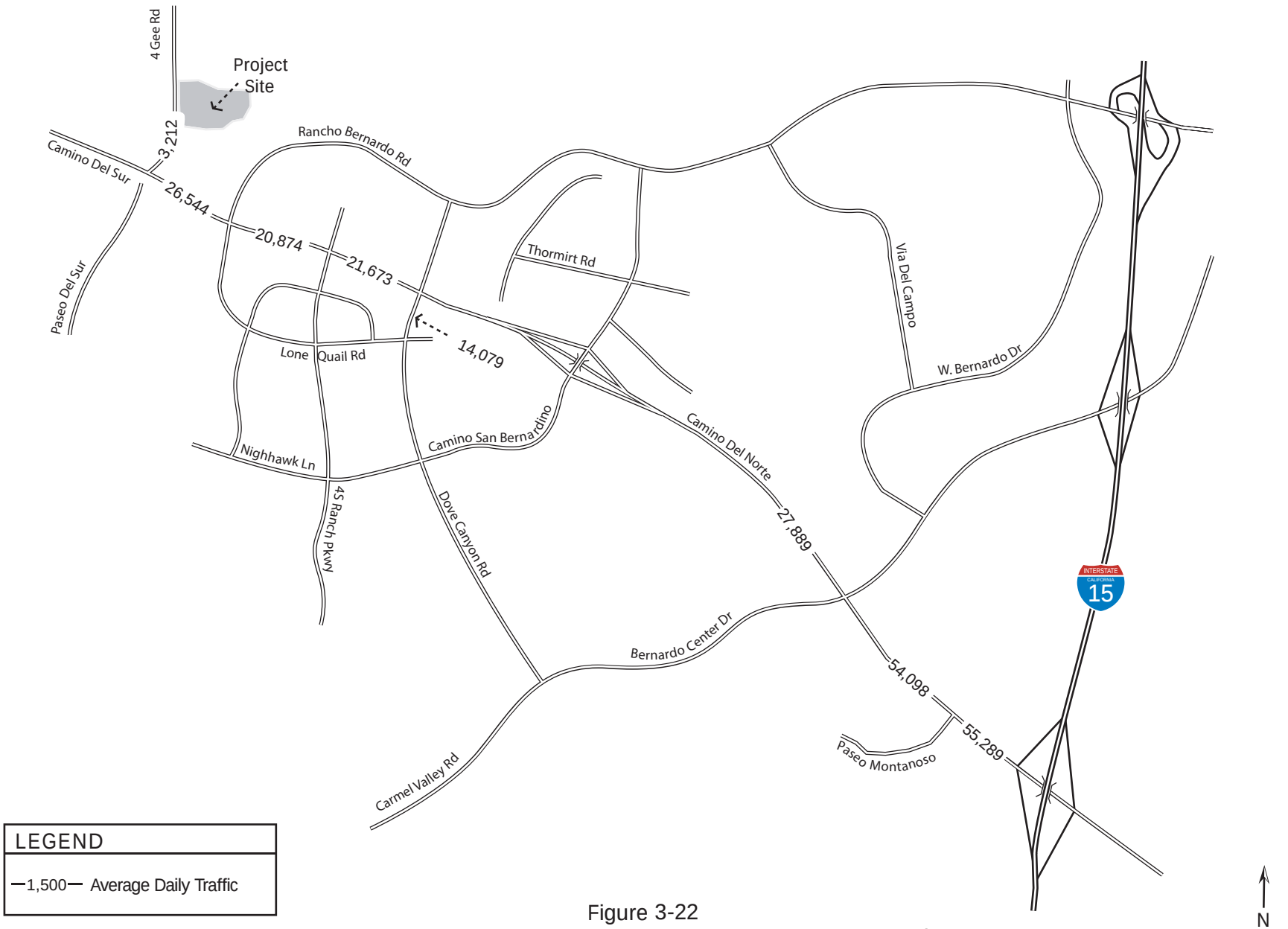
Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project		
			ADT	LOS	V/C
Weekday					
4 Gee Rd					
From Camino Del Norte to Project Driveway[1]	2-lane Collector	16,200	3,212	B	0.1982
Camino Del Sur					
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	26,544	C	0.6636
Camino Del Norte					
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	20,874	B	0.5642
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	21,673	B	0.5857
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	27,889	B	0.4893
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	54,098	D	0.9016
From Paseo Montanoso to I-15 Ramps [2]	6-lane Prime Arterial	60,000	55,289	E	0.9215
Dove Canyon Rd					
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	14,079	A	0.3805
Weekend					
4 Gee Rd					
From Camino Del Norte to Project Driveway[1]	2-lane Collector	16,200	2,467	B	0.1523
Camino Del Sur					
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	15,687	B	0.3922
Camino Del Norte					
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	13,632	A	0.3684
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	14,340	A	0.3876
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	20,473	A	0.3592
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	31,945	B	0.5324
From Paseo Montanoso to I-15 Ramps [2]	6-lane Prime Arterial	60,000	34,846	B	0.5808
Dove Canyon Rd					
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	9,606	A	0.2596

Note: [1] County of San Diego Jurisdiction, [2] City of San Diego Jurisdiction

Table 11
Existing + Ambient + Cumulative Intersection Level of Service

Intersection	Without Project	
	Delay	LOS
Weekday AM Peak Hour		
Project Driveway at 4 Gee Rd [1,2]	1.8	A
Camino Del Sur at 4 Gee Rd [3]	23.8	C
Camino Del Norte at Rancho Bernardo Rd [2]	40.3	D
Camino Del Norte at 4S Ranch Pkwy [2]	22.6	C
Camino Del Norte at Dove Canyon Rd [3]	29.8	C
Camino Del Norte at Bernardo Center Dr [3]	65.8	E
Camino Del Norte at Paseo Montanoso [3]	17.0	B
Camino Del Norte at I-15 SB Ramps [3]	64.3	E
Camino Del Norte at I-15 NB Ramps [3]	78.2	E
Lone Quail Rd at Dove Canyon Rd [2]	26.3	C
Weekday PM Peak Hour		
Project Driveway at 4 Gee Rd [1,2]	0.8	A
Camino Del Sur at 4 Gee Rd [3]	21.3	C
Camino Del Norte at Rancho Bernardo Rd [2]	37.8	D
Camino Del Norte at 4S Ranch Pkwy [2]	26.8	C
Camino Del Norte at Dove Canyon Rd [3]	30.6	C
Camino Del Norte at Bernardo Center Dr [3]	64.3	E
Camino Del Norte at Paseo Montanoso [3]	18.8	B
Camino Del Norte at I-15 SB Ramps [3]	34.1	C
Camino Del Norte at I-15 NB Ramps [3]	49.7	D
Lone Quail Rd at Dove Canyon Rd [2]	27.6	C
Weekend Sunday Peak Hour		
Project Driveway at 4 Gee Rd [1,2]	2.4	A
Camino Del Sur at 4 Gee Rd [3]	23.5	C
Camino Del Norte at Rancho Bernardo Rd [2]	28.4	C
Camino Del Norte at 4S Ranch Pkwy [2]	25.5	C
Camino Del Norte at Dove Canyon Rd [3]	29.6	C
Camino Del Norte at Bernardo Center Dr [3]	32.7	C
Camino Del Norte at Paseo Montanoso [3]	14.6	B
Camino Del Norte at I-15 SB Ramps [3]	26.8	C
Camino Del Norte at I-15 NB Ramps [3]	27.9	C
Lone Quail Rd at Dove Canyon Rd [2]	26.9	C

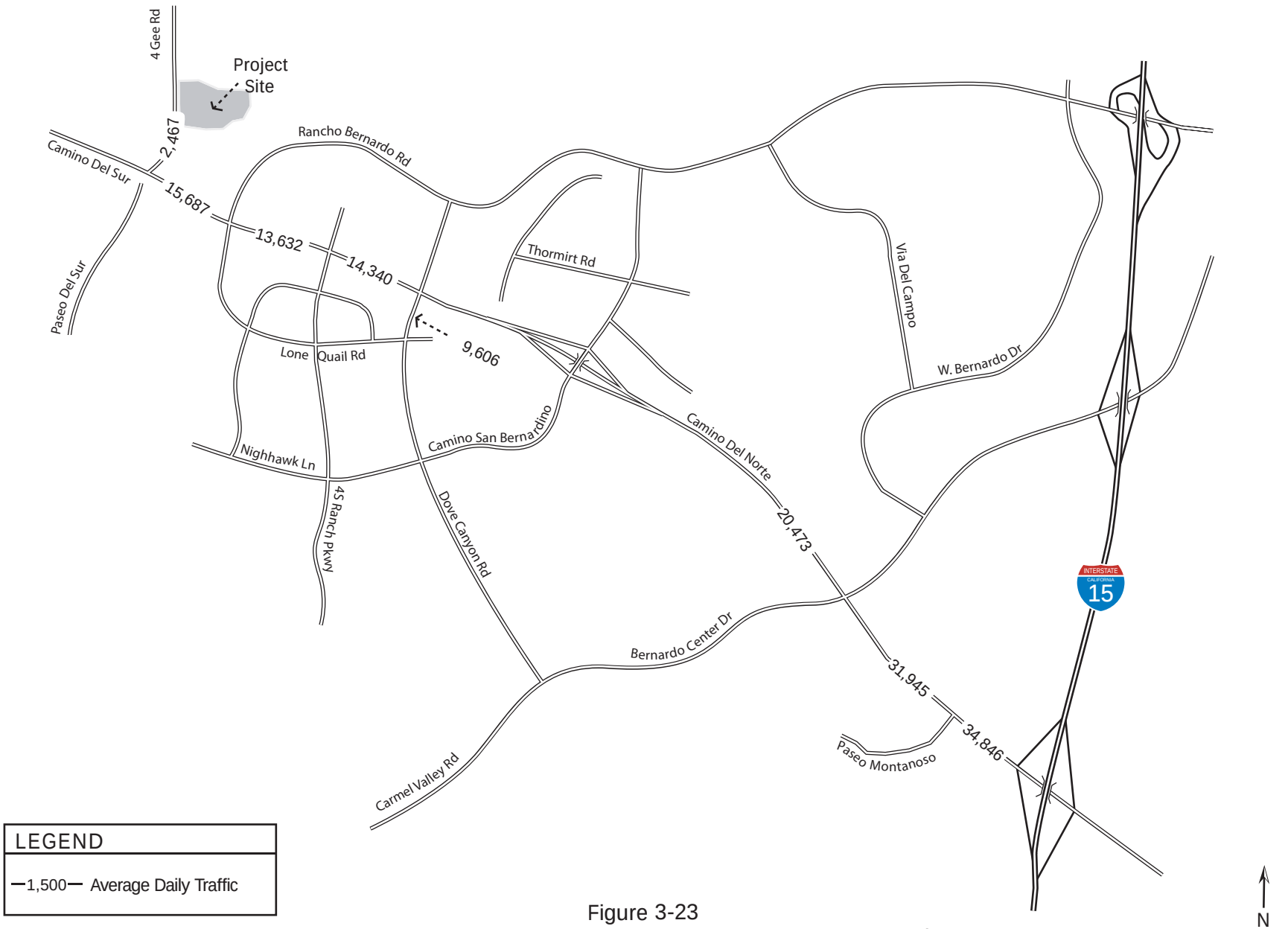
Note: [1]Project Driveway is currently unsignalized however is proposed to be signalized as a project feature therefore was analyzed as such
[2]*County of San Diego Jurisdiction*
[3]*City of San Diego Jurisdiction*



LEGEND

—1,500— Average Daily Traffic

Figure 3-22
Near-Term Weekday Roadway Segment Volumes Without Project

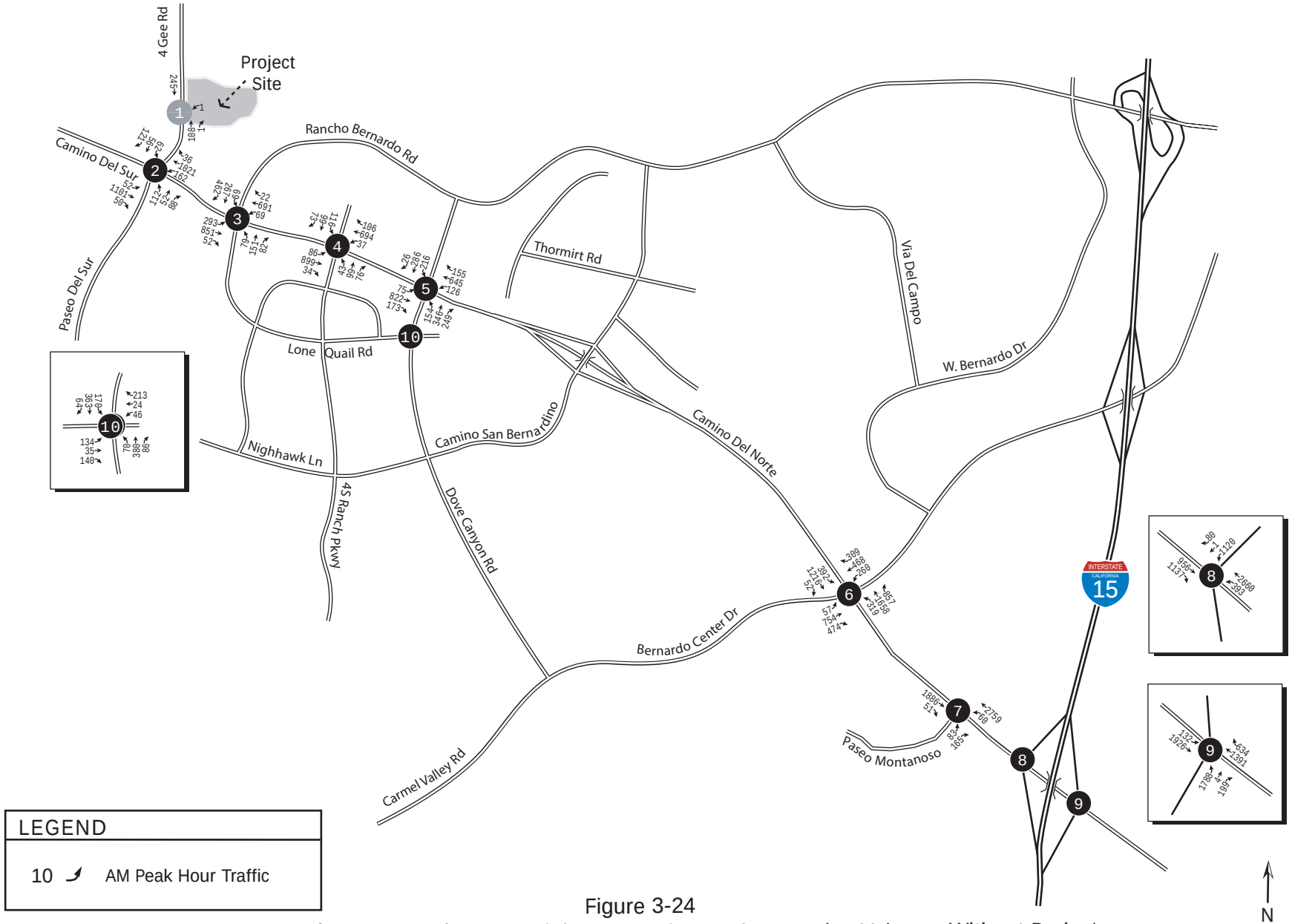


LEGEND

—1,500— Average Daily Traffic

Figure 3-23
Near-Term Weekend Roadway Segment Volumes Without Project

Not To Scale



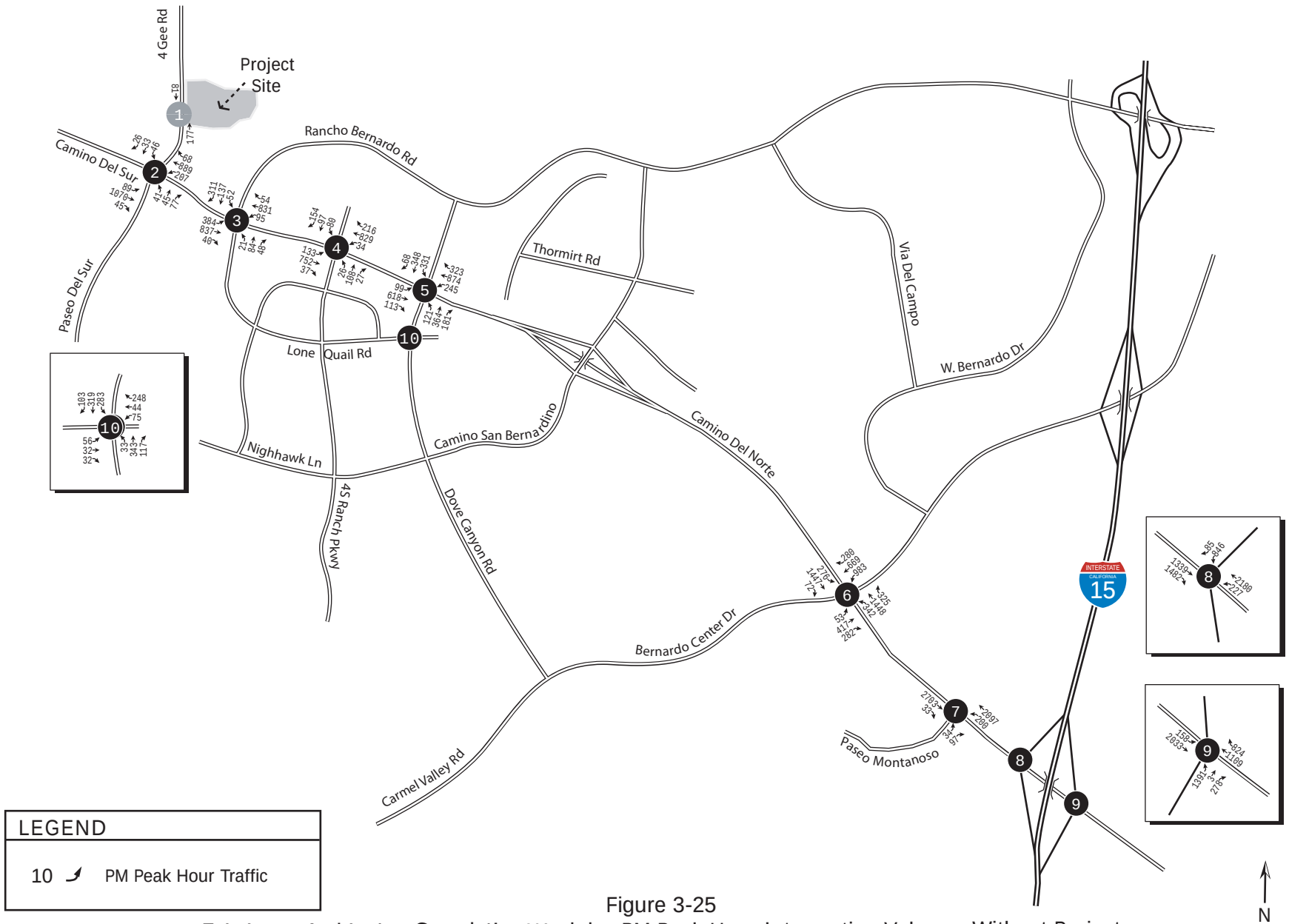
LEGEND

10 AM Peak Hour Traffic

Figure 3-24

Existing + Ambient+ Cumulative Weekday AM Peak Hour Intersection Volumes Without Project

Not To Scale



LEGEND

10 PM Peak Hour Traffic

Figure 3-25

Existing + Ambient + Cumulative Weekday PM Peak Hour Intersection Volumes Without Project

Not To Scale

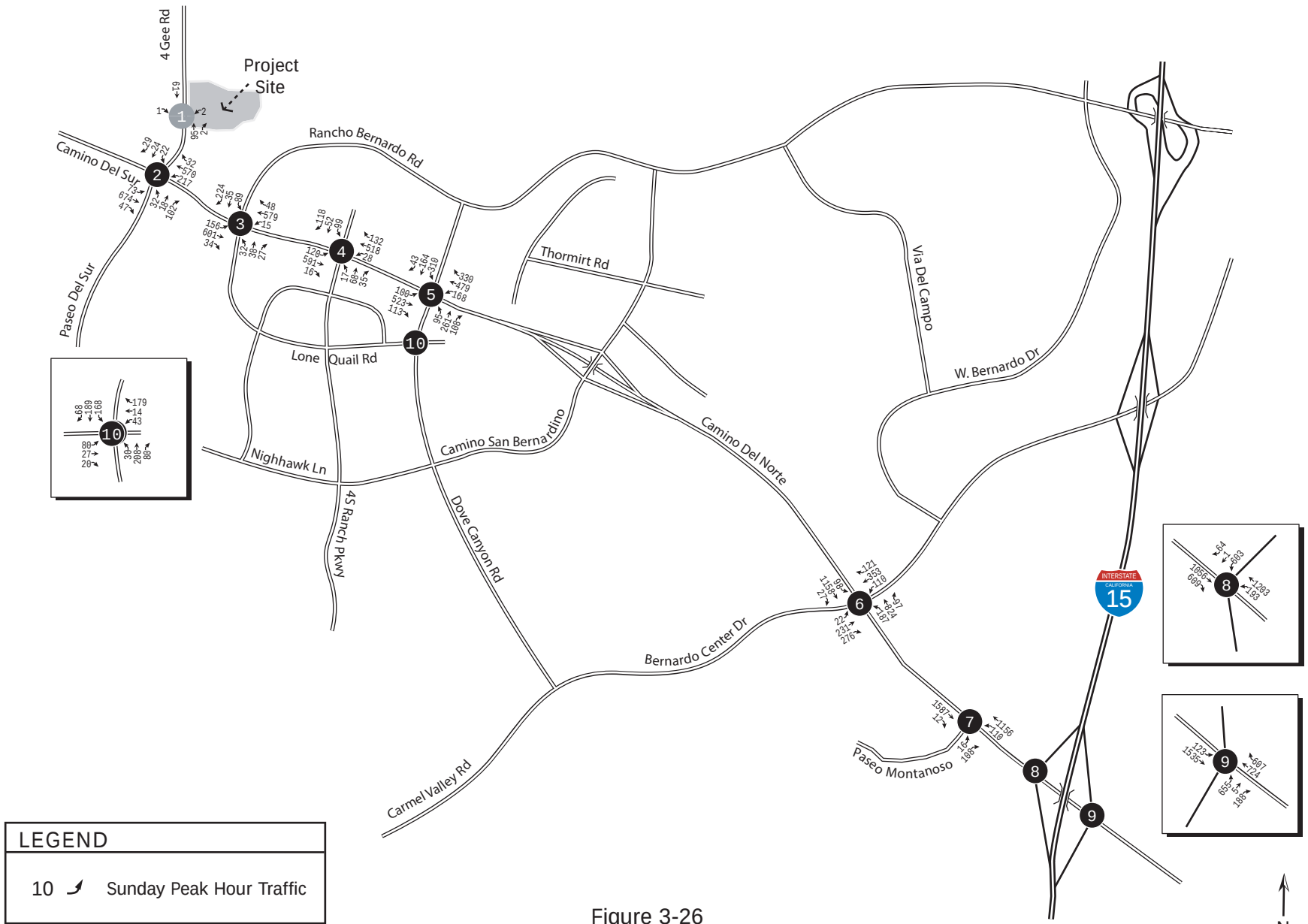


Figure 3-26
Existing + Ambient + Cumulative Weekend Sunday Peak Hour Intersection Volumes Without Project

3.6 EXISTING + AMBIENT + CUMULATIVE + PROJECT CONDITIONS

This scenario accounts for the addition of the project traffic to the existing + project + cumulative conditions. Daily traffic volumes for the Existing + Ambient + Cumulative + Project conditions are shown in Figures 3-27 and 3-28. The peak hour intersection volumes are shown in Figures 3-29 through 3-31.

The roadway segment and intersection analysis are shown in Tables 12 and 13, respectively. Existing + Ambient + Cumulative + Project LOS calculations are included in Appendix H.

Table 12
Existing + Ambient + Cumulative + Project Segment ADT Volumes and Level of Service

Roadway Segment Name	Lanes/Class	Capacity	Without Project			Project Traffic	With Project			Δ V/C	Sig?
			ADT	LOS	V/C		ADT	LOS	V/C		
Weekday											
4 Gee Road											
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	3,212	B	0.198	390	3,601	B	0.222	0.02	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	26,544	C	0.664	356	26,900	C	0.672	0.01	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	20,874	B	0.564	301	21,175	B	0.572	0.01	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	21,673	B	0.586	296	21,969	B	0.594	0.01	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	27,889	B	0.489	202	28,091	B	0.493	0.00	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	54,098	D	0.902	198	54,296	D	0.905	0.00	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	55,289	E	0.921	196	55,484	E	0.925	0.00	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	14,079	A	0.381	94	14,174	A	0.383	0.00	No
Weekend											
4 Gee Road											
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	2,467	B	0.152	2,758	5,226	C	0.323	0.17	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	15,687	B	0.392	2,520	18,207	B	0.455	0.06	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	13,632	A	0.368	2,131	15,763	B	0.426	0.06	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	14,340	A	0.388	2,098	16,438	B	0.444	0.06	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	20,473	A	0.359	1,429	21,903	A	0.384	0.03	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	31,945	B	0.532	1,399	33,343	B	0.556	0.02	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	34,846	B	0.581	1,385	36,230	C	0.604	0.02	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	9,606	A	0.260	669	10,275	A	0.278	0.02	No

Note: [1] County of San Diego Jurisdiction
Note: [2] City of San Diego Jurisdiction

Table 13
Existing + Ambient + Cumulative+ Project Intersection Level of Service

Intersection	Without Project		With Project		Δ Delay	Significant?
	Delay	LOS	Delay	LOS		
Weekday AM Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	1.8	A	2.7	A	0.9	No
Camino Del Sur at 4 Gee Rd [3]	23.8	C	23.9	C	0.1	No
Camino Del Norte at Rancho Bernardo Rd [2]	40.3	D	40.6	D	0.3	No
Camino Del Norte at 4S Ranch Pkwy [2]	22.6	C	22.6	C	0.0	No
Camino Del Norte at Dove Canyon Rd [3]	29.8	C	29.8	C	0.0	No
Camino Del Norte at Bernardo Center Dr [3]	65.8	E	65.8	E	0.0	No
Camino Del Norte at Paseo Montanoso [3]	17.0	B	17.0	B	0.0	No
Camino Del Norte at I-15 SB Ramps [3]	64.3	E	64.6	E	0.3	No
Camino Del Norte at I-15 NB Ramps [3]	78.2	E	78.7	E	0.5	No
Lone Quail Rd at Dove Canyon Rd [2]	26.3	C	26.3	C	0.0	No
Weekday PM Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	0.8	A	4.6	A	3.8	No
Camino Del Sur at 4 Gee Rd [3]	21.3	C	21.4	C	0.1	No
Camino Del Norte at Rancho Bernardo Rd [2]	37.8	D	38.2	D	0.4	No
Camino Del Norte at 4S Ranch Pkwy [2]	26.8	C	26.7	C	-0.1	No
Camino Del Norte at Dove Canyon Rd [3]	30.6	C	30.7	C	0.1	No
Camino Del Norte at Bernardo Center Dr [3]	64.3	E	64.7	E	0.4	No
Camino Del Norte at Paseo Montanoso [3]	18.8	B	18.8	B	0.0	No
Camino Del Norte at I-15 SB Ramps [3]	34.1	C	34.3	C	0.2	No
Camino Del Norte at I-15 NB Ramps [3]	49.7	D	50.1	D	0.4	No
Lone Quail Rd at Dove Canyon Rd [2]	27.6	C	27.6	C	0.0	No
Weekend Sunday Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	2.4	A	28.5	C	26.1	No
Camino Del Sur at 4 Gee Rd [3]	23.5	C	42.5	D	19.0	No
Camino Del Norte at Rancho Bernardo Rd [2]	28.4	C	30.4	C	2.0	No
Camino Del Norte at 4S Ranch Pkwy [2]	25.5	C	22.4	C	-3.1	No
Camino Del Norte at Dove Canyon Rd [3]	29.6	C	29.0	C	-0.6	No
Camino Del Norte at Bernardo Center Dr 3	32.7	C	31.1	C	-1.6	No
Camino Del Norte at Paseo Montanoso [3]	14.6	B	13.8	B	-0.8	No
Camino Del Norte at I-15 SB Ramps [3]	26.8	C	24.9	C	-1.9	No
Camino Del Norte at I-15 NB Ramps [3]	27.9	C	30.3	C	2.4	No
Lone Quail Rd at Dove Canyon Rd [2]	26.9	C	26.0	C	-0.9	No

Note: [1]Unsignalized Intersection Without Project / Signalized Intersection With Project (Project Feature)
[2]County of San Diego Jurisdiction
[3] City of San Diego Jurisdiction

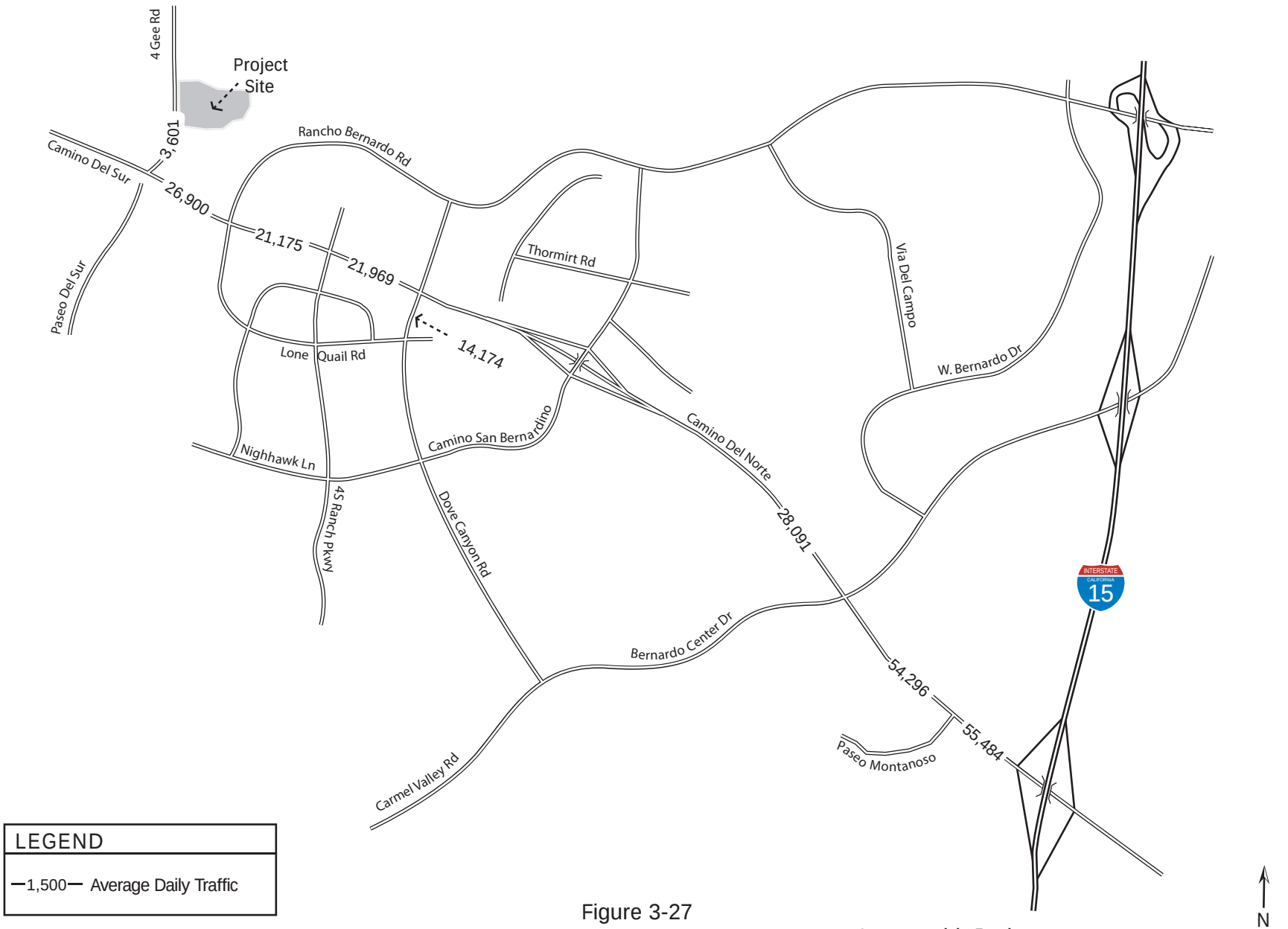


Figure 3-27
Existing + Ambient+ Cumulative Weekday Roadway Segment Volumes With Project

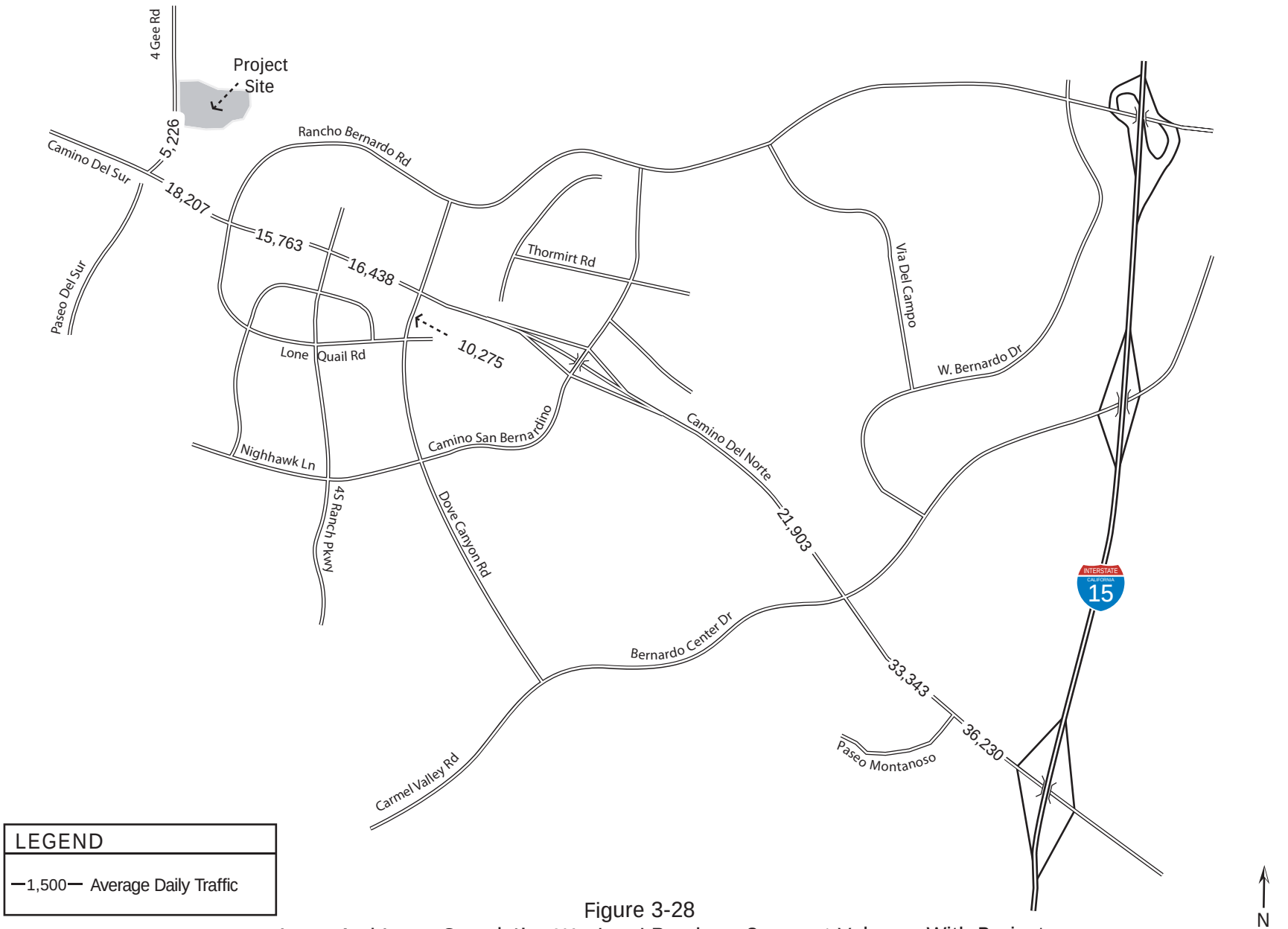
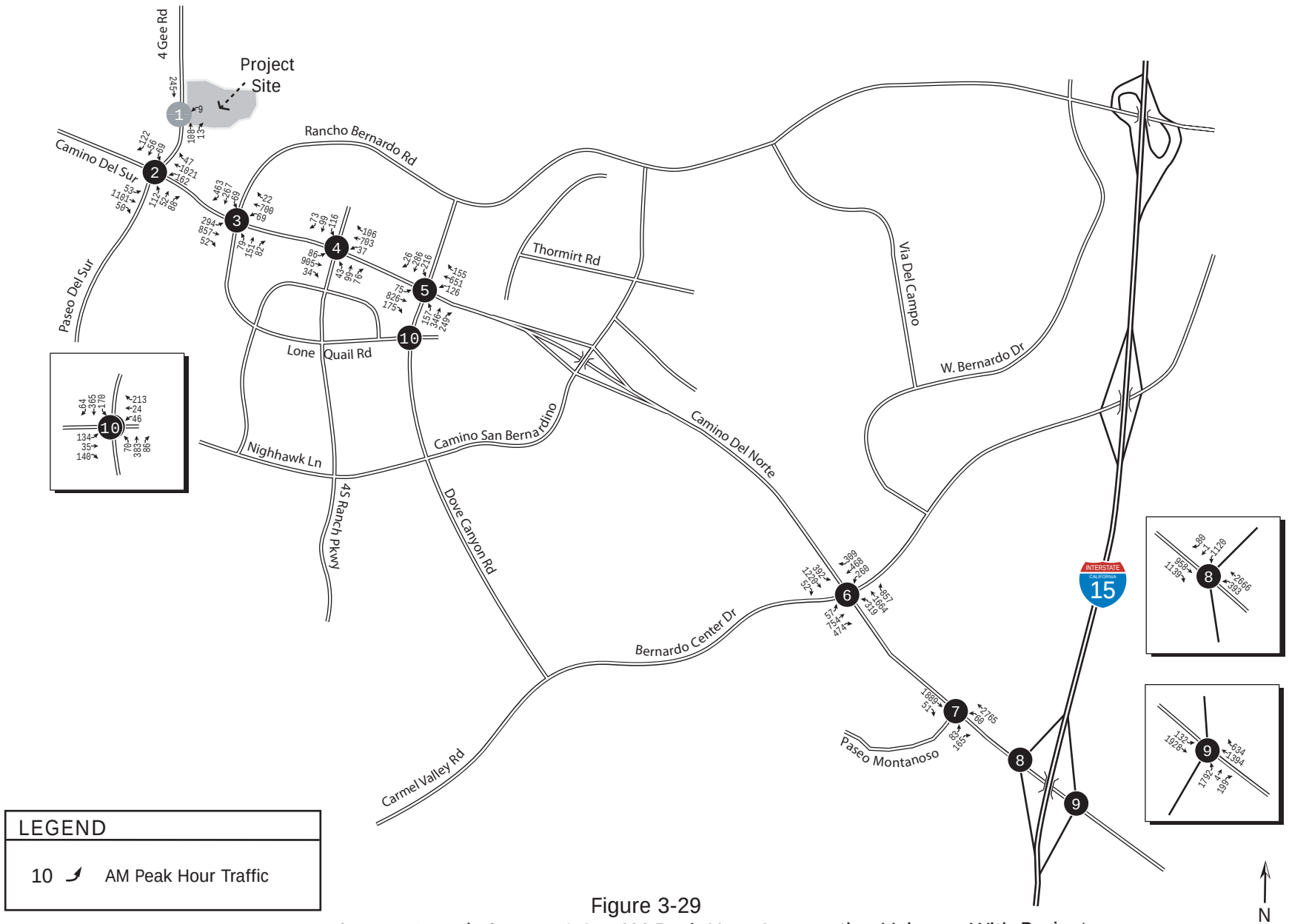


Figure 3-28
Existing + Ambient+ Cumulative Weekend Roadway Segment Volumes With Project



LEGEND

10 AM Peak Hour Traffic

Figure 3-29

Existing + Ambient+ Cumulative Weekday AM Peak Hour Intersection Volumes With Project

Not To Scale

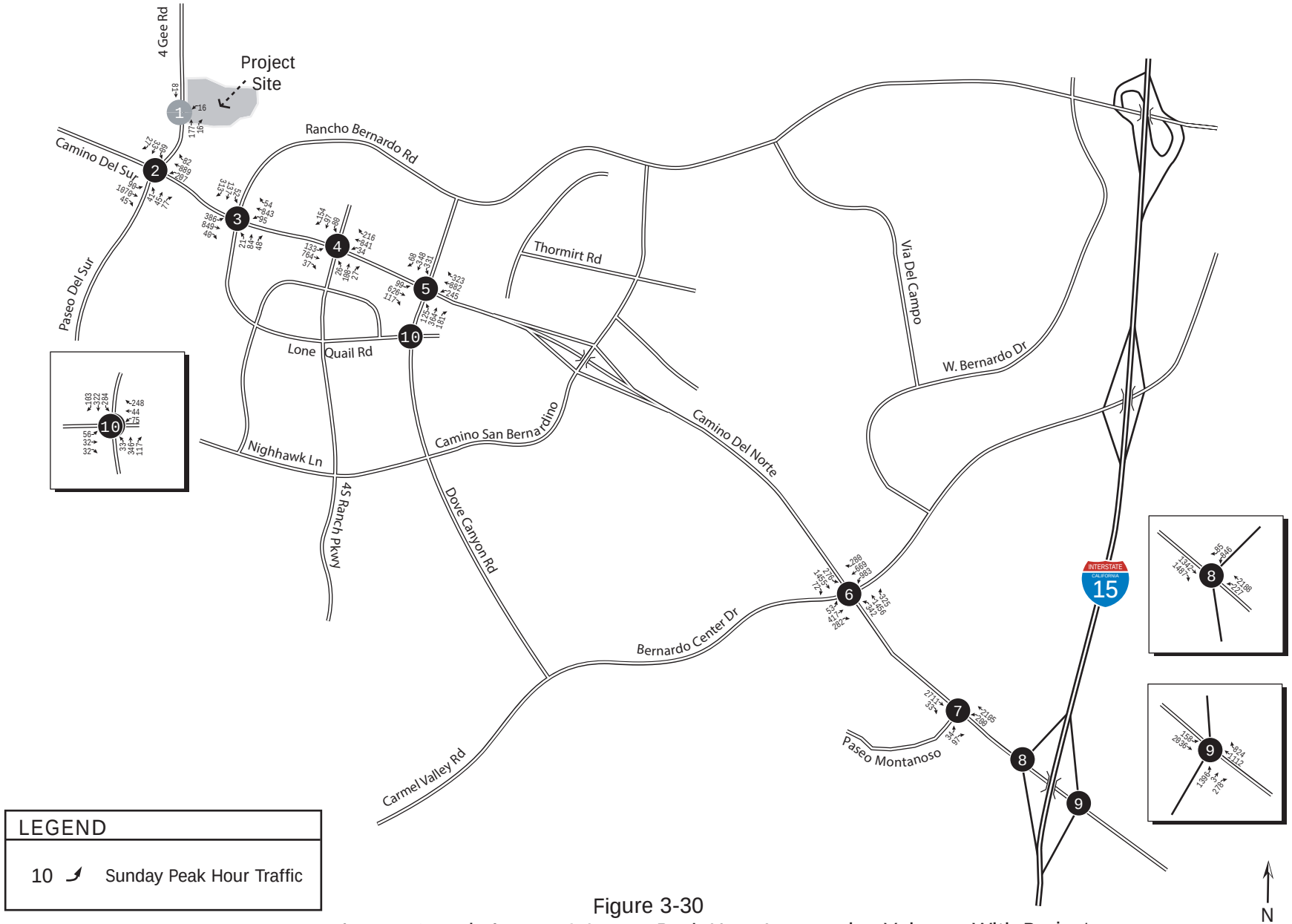
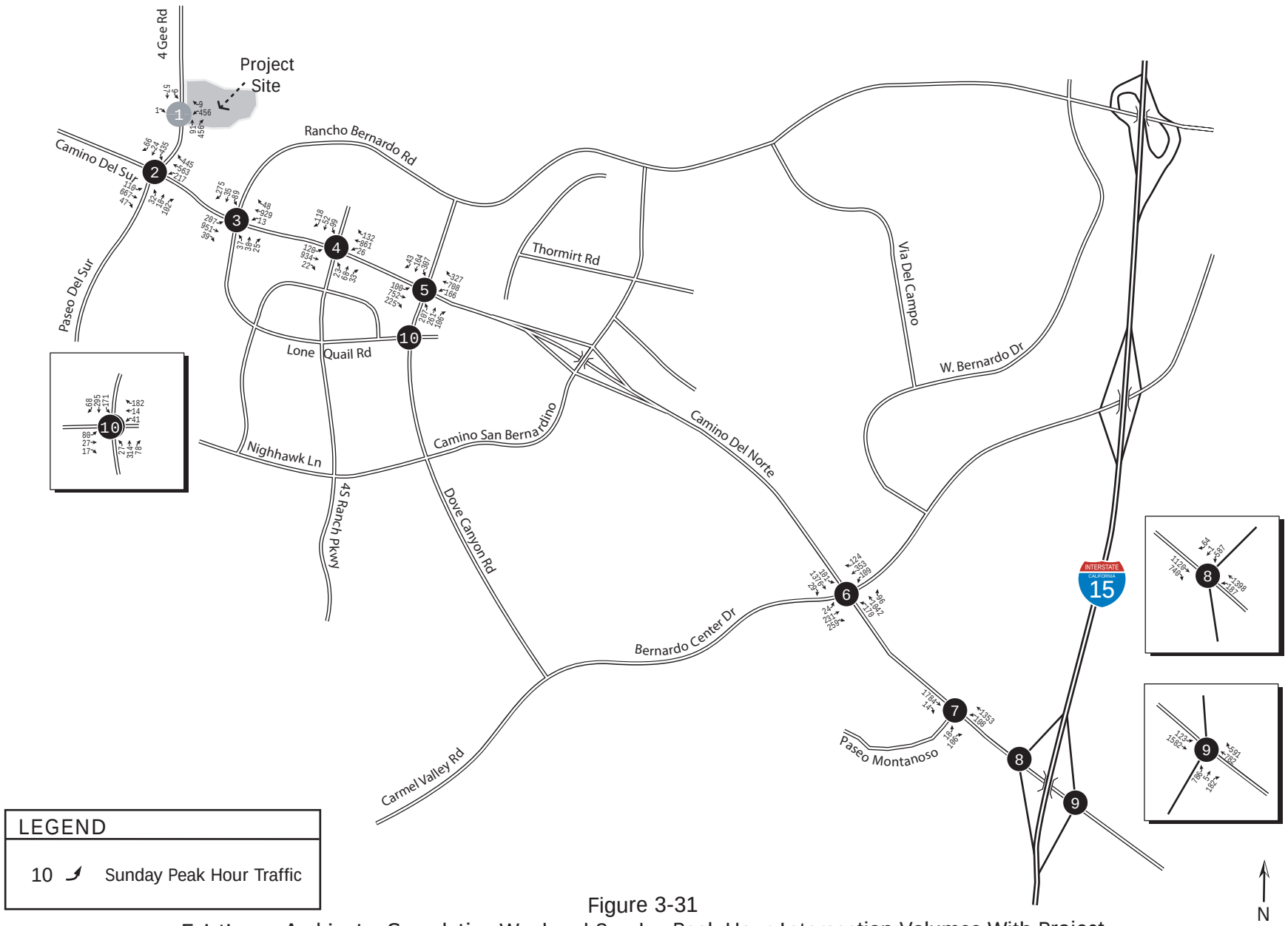


Figure 3-30
Existing + Ambient+ Cumulative Weekday PM Peak Hour Intersection Volumes With Project



LEGEND

10 Sunday Peak Hour Traffic

Not To Scale

Figure 3-31
Existing + Ambient+ Cumulative Weekend Sunday Peak Hour Intersection Volumes With Project

3.7 GENERAL PLAN CONDITIONS

General Plan conditions represent traffic conditions in 2050. This analysis reflects the conditions that are proposed in the General Plan.

GENERAL PLAN TRAFFIC VOLUMES

Traffic growth on area roadways is a function of the expected land development, economic activity, and changes in demographics. Several methods can be used to estimate this growth. For this analysis General Plan 2050 traffic forecast model was used to develop General Plan base volumes.

GENERAL PLAN MOBILITY NETWORK

All circulation improvements are assumed under General Plan conditions to be completed. The effect of the proposed project on the study area circulation network was evaluated. Table 14 shows the General Plan roadway segment conditions with and without the proposed project.

Table 14
General Plan Segment ADT Volumes and Level of Service

Roadway Segment Name	Lanes/Class	Capacity	Without Project			Project Traffic	With Project			Δ V/C	Sig?
			ADT	LOS	V/C		ADT	LOS	V/C		
Weekday											
4 Gee Road											
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	3,922	B	0.242	390	4,311	C	0.266	0.02	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	32,414	D	0.810	356	32,770	D	0.819	0.01	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	25,490	C	0.689	301	25,791	C	0.697	0.01	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	26,466	C	0.715	296	26,762	C	0.723	0.01	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	34,056	B	0.597	202	34,258	B	0.601	0.00	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	62,975	F	1.050	198	63,173	F	1.053	0.00	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	65,368	F	1.089	196	65,564	F	1.093	0.00	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	16,961	B	0.458	94	17,055	B	0.461	0.00	No
Weekend											
4 Gee Road											
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	2,929	B	0.181	2,758	5,687	C	0.351	0.17	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	18,619	B	0.465	2,520	21,139	B	0.528	0.06	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	16,180	B	0.437	2,131	18,311	B	0.495	0.06	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	17,021	B	0.460	2,098	19,118	B	0.517	0.06	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	24,300	B	0.426	1,429	25,729	B	0.451	0.03	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	37,916	C	0.632	1,399	39,314	C	0.655	0.02	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	41,359	C	0.689	1,385	42,744	C	0.712	0.02	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	11,402	A	0.308	669	12,071	A	0.326	0.02	No

Note: [1] County of San Diego Jurisdiction
Note: [2] City of San Diego Jurisdiction

3.8 PROJECT ACCESS, PARKING, AND SPECIAL EVENTS

3.8.1 Project Access

The proposed project will take access off 4 Gee Road via one private driveway. This access is proposed as a signalized intersection as a project feature. Regional access is provided by Camino Del Norte (south of the project site) and Interstate 15 (east of the project site). Camino Del Norte/Camino Del Sur is an arterial that connects the project to the surrounding freeway.

Rancho Santa Fe fire station

As determined in the preceding analysis, the project main access point off 4 Gee Road is operating at an acceptable LOS under all conditions. However, due to the project access proximity to the adjacent Rancho Santa Fe fire station, the Santa Fe Chinese Bible Church project is proposing, as a project feature, to signalize and interconnect its access point at 4 Gee Road with the intersection of Four Gee Road and Camino Del Sur.

3.8.2 Parking

The total number of parking spaces required for the proposed project will be provided consistent with the County of San Diego parking requirement. A total of 375 off-street parking spaces are required for the proposed project. The church is proposing to provide 417 parking spaces on site which is 42 spaces above the code requirement. If additional parking spaces are needed during holiday services, an area on the east end of the project will have decomposed granite ("DG") to accommodate any overflow parking necessary. Parking spaces provided by the proposed project will be assessed by County staff during the review and approval process of the site plan.

3.8.3 Special Events

All anticipated special events, other than typical church holidays, including non-church community events, will be performed during off peak hours and outside typical church. Peak traffic hours include Monday thru Friday 7 AM to 9 AM and 4 PM to 6 PM.

CHAPTER 4.0
IMPACTS AND MITIGATION

This chapter identifies significant impacts and describes appropriate project mitigation.

4.1 IMPACTS AND MITIGATIONS

No intersections and roadway segments were found to be significantly impacted by the proposed project based on the significance criteria presented in Appendix A:

Direct Impacts

- None

Cumulative Impacts

Roadway Segments
- None

Intersections
- None

There are no direct or cumulative impacts to the roadway system for the cumulative scenario.

Project Feature

As part of the project, the applicant will install a traffic signal for the project entrance that can be interconnected with the intersection of 4 Gee Road and Camino Del Sur. Interconnecting the two signals could allow for traffic to travel more smoothly and quickly with maximum green-light time, through the corridor. This essentially gets the greatest number of vehicles through the system with the fewest stops and/or travel time.

An operational analysis to evaluate the vehicular queue was performed at 4 Gee Road/project access point and 4 Gee Road/Camino Del Sur intersections. The proposed improvements at the intersection of 4 Gee Road and Camino Del Sur (as part of the Camino Del Sur widening project) are accounted for in the operational analysis. The analysis is based on vehicle queuing for high demand movements at the analyzed intersections. The 95th percentile queue was reported. This analysis thus provided a basis for estimating the future storage requirements at the selected locations. The queue estimates are provided in Table 15.

The operations analysis indicates that the estimated maximum vehicle queue for the south bound leg at 4 Gee Road and Camino Del Sur would not exceed the capacity.

Table 15
Future Queue Analysis

Intersection	Lane Group	Existing + Ambient + Cumulative + Project			
		Storage Capacity (ft)	Weekday AM Peak Hour Queue Length (ft)	Weekday PM Peak Hour Queue Length (ft)	Weekend Sunday Peak Hour Queue Length (ft)
Project Driveway at 4 Gee Rd					
Northbound	Right	400	38	72	678
	Thru				
Southbound	Thru	900	83	30	63
	Left				
Westbound	Right	280	0	31	9
	Left	280	21	31	636
4 Gee Rd at Camino Del Sur					
Southbound	Thru	400	301	245	96
	Left	150	120	76	742
Eastbound	Right	250	691	634	611
	Thru	1500	691	634	611
	Left	250	107	172	304
Westbound	Thru	1000	512	411	750
	Left	250	242	291	338
Northbound	Right	250	238	245	130
	Thru	1500	227	245	130
	Left	250	227	76	35

The storage capacities at the intersection of 4 Gee Road and Camino Del Sur shown in the above table are taken from the approved Camino Del Norte widening improvement plans provided by the City of San Diego Development Services Department. These improvement plans are provided in Appendix I. As shown in Table 15, the estimated maximum vehicle queue for the south bound leg at 4 Gee Road and Camino Del Sur would at times exceed the capacity. However, once the intersections are interconnected, any queue that accumulates would be mitigated. Having both signals coordinated allows the controller to respond to sudden surges/variations in traffic demand in order to steal time from phases that don’t need it and give times to phases that do need it to decrease the amount of queue and delay. Improvement plans can be found in Appendix I.

CHAPTER 5.0
LIST OF PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

5.1 LIST OF PREPARERS

J. Arnold Torma, P.E. (RCE 60690), KOA Corporation, Principal Engineer
Rogelio Pelayo, KOA Corporation, Senior Transportation Planner

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)

			LEVEL OF SERVICE				
STREET CLASSIFICATION	LANES	CROSS SECTIONS	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**

Daily Totals

NB	SB	EB	WB	**Combined**
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**

PACIFIC TECHNICAL DATA

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			**PM**		
Split %	43.5%	56.5%	**31.1%**	54.2%	45.8%	**68.9%**
Peak Hour	11:45	10:15	**11:45**	12:30	14:15	**12:30**
Volume	112	103	**185**	137	108	**230**
P.H.F.	0.70	0.92	**0.75**	0.84	0.77	**0.93**

PACIFIC TECHNICAL DATA

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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**

PACIFIC TECHNICAL DATA

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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			**PM**		
Split %	57.2%	42.8%	**31.5%**	47.4%	52.6%	**68.5%**
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**

PACIFIC TECHNICAL DATA

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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**

PACIFIC TECHNICAL DATA

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	21	127	205	12:45			202	918	244	956	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	16	65	125	13:45			216	851	205	847	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	11	63	95	14:45			162	742	188	769	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	4	26	53	15:45			177	635	166	748	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	4	20	34	16:45			174	651	205	786	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	12	35	55	17:45			165	721	184	751	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	23	74	172	18:45			141	572	135	593	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	55	185	508	19:45			88	425	126	513	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	90	309	831	20:45			77	307	70	358	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	135	468	1240	21:45			35	184	44	236	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	151	565	1373	22:45			19	121	21	127	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	174	712	1492	23:45			18	65	18	75	140
Total Vol.				3534		2649	**6183**					6192		6759	**12951**

Daily Totals

NB	SB	EB	WB	**Combined**
		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**

PACIFIC TECHNICAL DATA

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			41	169	40	271	440
Total Vol.				8831		10071	**18902**					15660		15025	**30685**

Daily Totals

NB	SB	EB	WB	**Combined**
		24491	25096	**49587**

	AM			**PM**		
Split %	46.7%	53.3%	**38.1%**	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**

PACIFIC TECHNICAL DATA

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			33	159	28	142	301
Total Vol.				5334		4645	**9979**					9677		10199	**19876**

Daily Totals

NB	SB	EB	WB	**Combined**
		15011	14844	**29855**

	AM			**PM**		
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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	40	185	355	12:45			418	1652	319	1222	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	28	139	247	13:45			366	1579	312	1266	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	21	106	174	14:45			305	1264	308	1330	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	14	64	107	15:45			262	1173	356	1310	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	18	62	92	16:45			288	1018	333	1433	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	44	124	225	17:45			306	1214	328	1296	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	40	144	395	18:45			205	926	242	1119	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	88	281	680	19:45			135	672	210	886	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	180	706	1465	20:45			88	445	141	650	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	235	754	1812	21:45			58	284	81	445	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	270	1112	2616	22:45			55	190	65	324	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	281	1082	2403	23:45			22	125	42	172	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**

PACIFIC TECHNICAL DATA

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				87	12:45	105	444	101	417				861
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				44	13:45	76	388	106	397				785
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				33	14:45	92	379	90	371				750
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				24	15:45	92	372	68	258				630
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				12	16:45	62	258	111	370				628
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				26	17:45	68	304	84	326				630
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				48	18:45	48	208	68	261				469
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				219	19:45	36	166	40	200				366
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				468	20:45	29	120	35	155				275
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				680	21:45	18	76	28	148				224
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				739	22:45	13	54	15	77				131
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				797	23:45	1	17	5	35				52
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

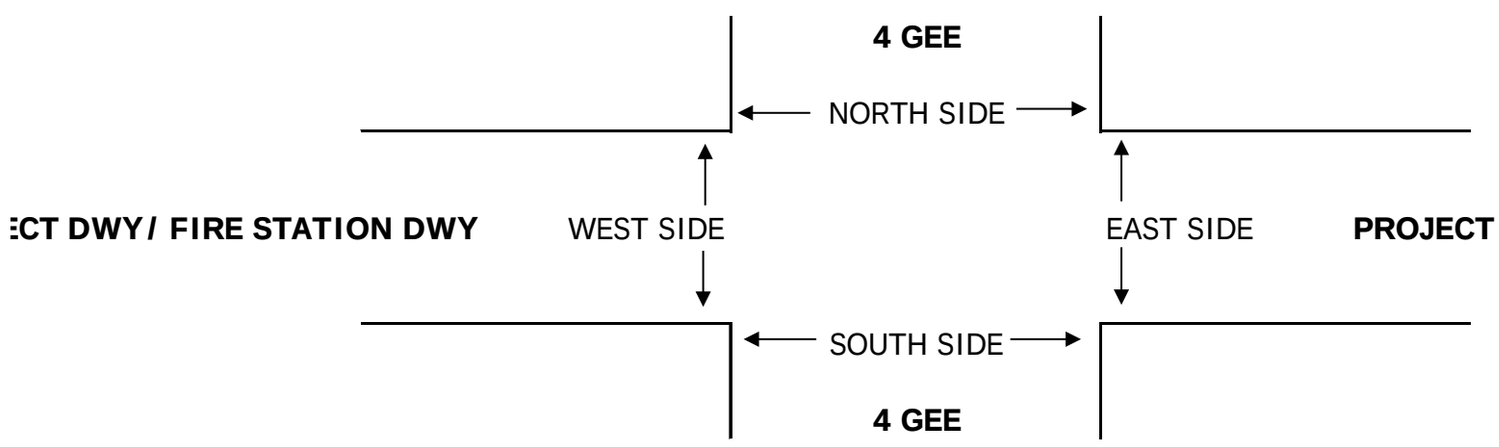
DATE:				
1/18/17	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
WEDNESDAY	NORTH & SOUTH:	4 GEE	LOCATION #:	1
	EAST & WEST:	PROJECT DWY/ FIRE STATION DWY	CONTROL:	1-WAY STOP (WB)

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ ◄ W E ► S ▼

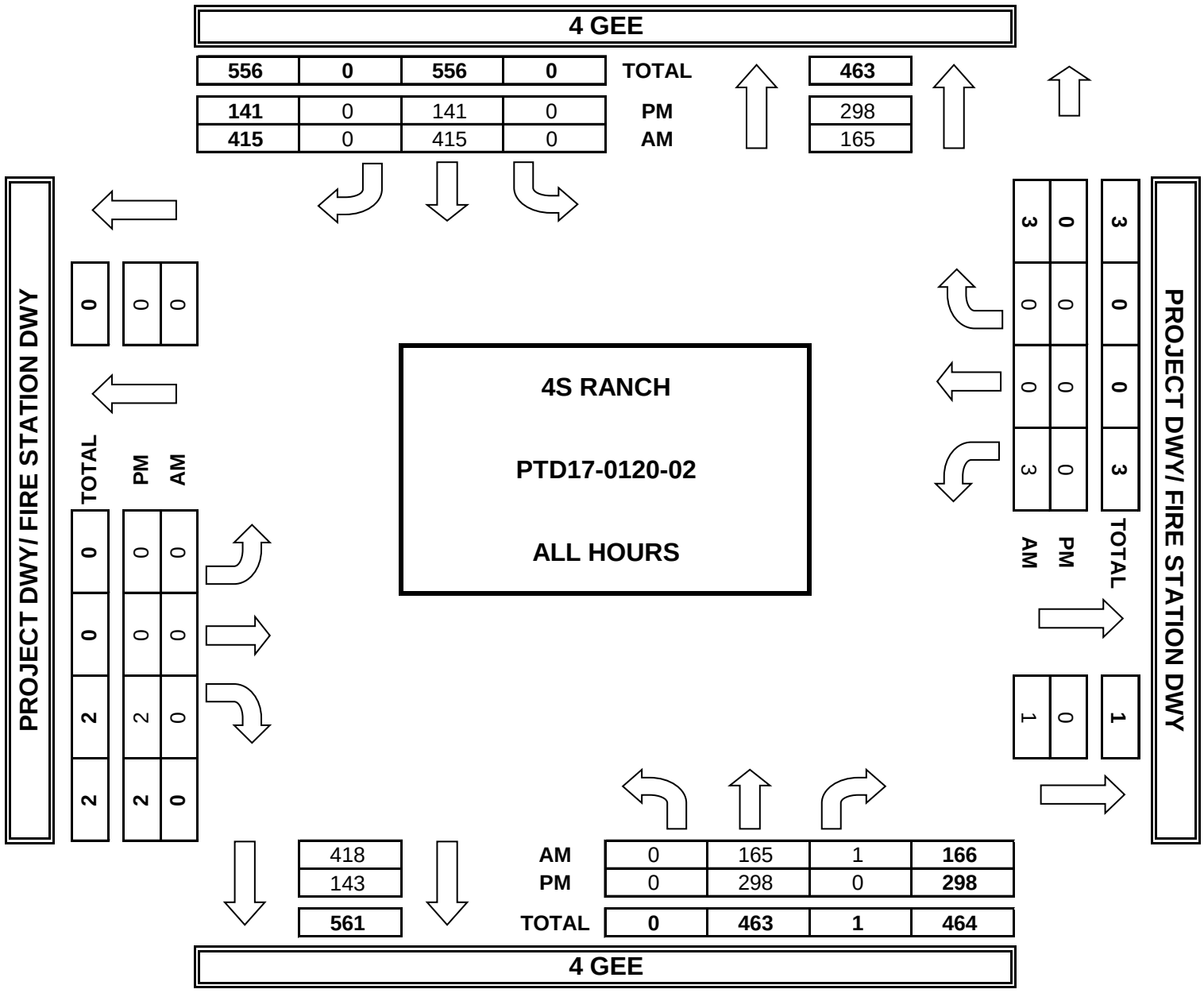
		NORTHBOUND 4 GEE			SOUTHBOUND 4 GEE			EASTBOUND PROJECT DWY/ FIRE STATION DWY			WESTBOUND PROJECT DWY/ FIRE STATION DWY				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	7	0	0	33	0	0	0	0	1	0	0	41					0
	7:15 AM	0	10	0	0	46	0	0	0	0	0	0	0	56					0
	7:30 AM	0	16	0	0	55	0	0	0	0	1	0	0	72					0
	7:45 AM	0	21	0	0	86	0	0	0	0	0	0	0	107					0
	8:00 AM	0	28	1	0	45	0	0	0	0	0	0	0	74					0
	8:15 AM	0	22	0	0	39	0	0	0	0	1	0	0	62					0
	8:30 AM	0	33	0	0	66	0	0	0	0	0	0	0	99					0
	8:45 AM	0	28	0	0	45	0	0	0	0	0	0	0	73					0
	VOLUMES	0	165	1	0	415	0	0	0	0	3	0	0	584	0	0	0	0	0
	APPROACH %	0%	99%	1%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	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	1	0	0	342					
	APPROACH %	0%	99%	1%	0%	100%	0%	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					
PM	4:00 PM	0	26	0	0	15	0	0	0	0	0	0	0	41					0
	4:15 PM	0	23	0	0	16	0	0	0	0	0	0	0	39					0
	4:30 PM	0	45	0	0	28	0	0	0	0	0	0	0	73					0
	4:45 PM	0	36	0	0	15	0	0	0	0	0	0	0	51					0
	5:00 PM	0	45	0	0	16	0	0	0	0	0	0	0	61					0
	5:15 PM	0	44	0	0	19	0	0	0	0	0	0	0	63					0
	5:30 PM	0	42	0	0	15	0	0	0	2	0	0	0	59					0
	5:45 PM	0	37	0	0	17	0	0	0	0	0	0	0	54					0
	VOLUMES	0	298	0	0	141	0	0	0	2	0	0	0	441	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	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	0	248					
	APPROACH %	0%	100%	0%	0%	100%	0%	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					

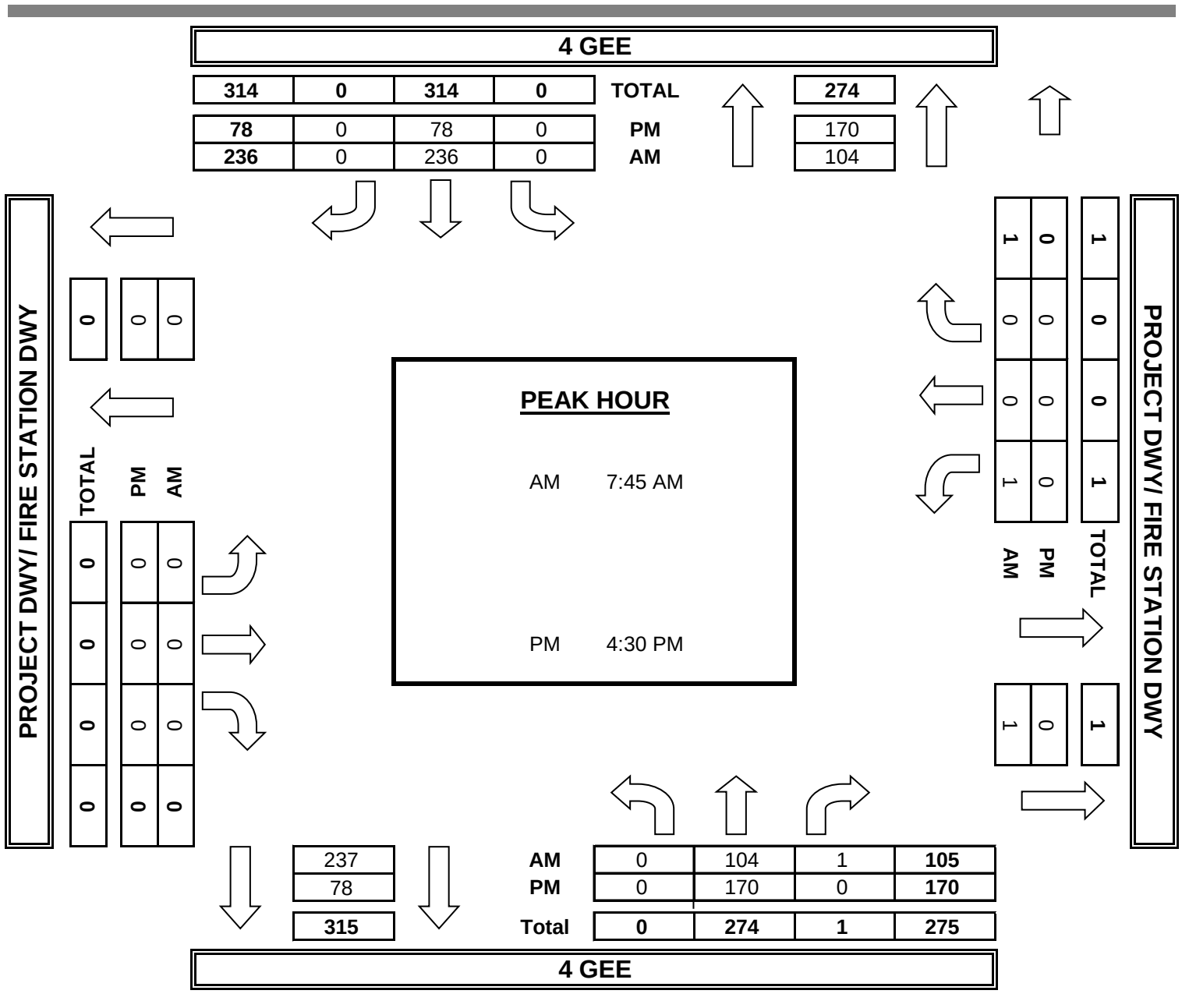


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

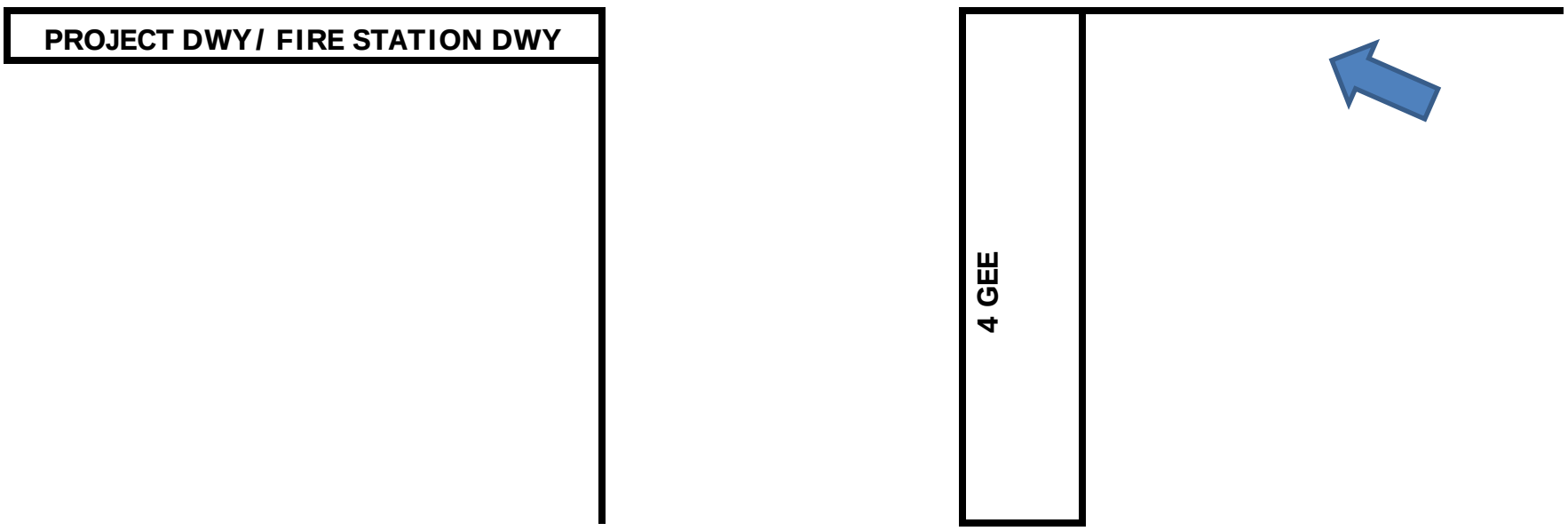
PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





CAM	LOCATION
	01



NORTH / SOUTH STREET	4 GEE
EAST / WEST STREET	PROJECT DWY / FIRE STATION DWY

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

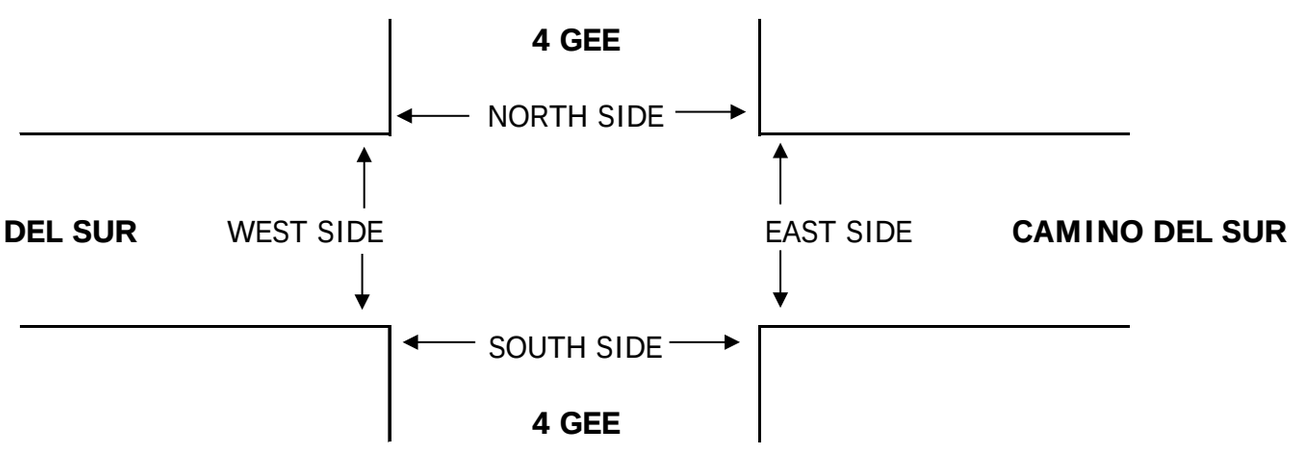
DATE:				
1/18/17	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
WEDNESDAY	NORTH & SOUTH:	4 GEE	LOCATION #:	2
	EAST & WEST:	CAMINO DEL SUR	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

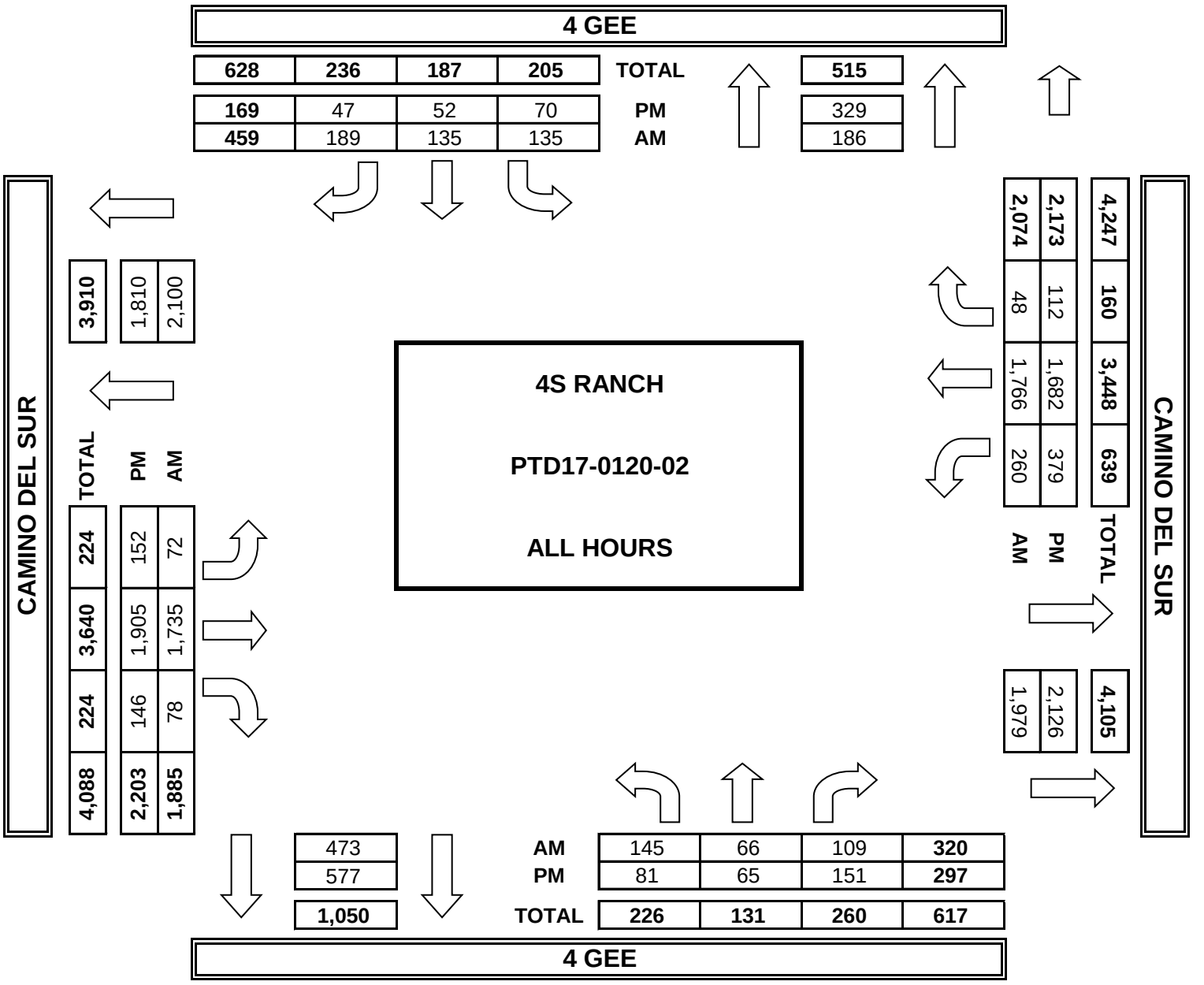
		NORTHBOUND 4 GEE			SOUTHBOUND 4 GEE			EASTBOUND CAMINO DEL SUR			WESTBOUND CAMINO DEL SUR				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	1	0	1	1	0	1	2	0	1	2	0		X	X	X	X	
AM	7:00 AM	9	2	5	13	2	16	1	138	4	30	163	5	388				1	1
	7:15 AM	8	2	2	15	6	25	6	154	5	19	204	0	446			1		1
	7:30 AM	10	4	7	19	22	14	6	171	2	16	198	0	469			1	1	2
	7:45 AM	10	8	10	28	51	18	9	213	19	39	222	8	635				1	1
	8:00 AM	18	12	16	17	17	26	8	209	9	51	250	9	642				1	1
	8:15 AM	12	7	16	11	7	28	9	241	5	29	262	11	638			1	1	2
	8:30 AM	38	16	24	17	25	39	15	321	18	34	235	8	790			1	5	6
	8:45 AM	40	15	29	15	5	23	18	288	16	42	232	7	730				4	4
	VOLUMES	145	66	109	135	135	189	72	1,735	78	260	1,766	48	4,738	0	0	4	14	18
	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																
	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					
PM	4:00 PM	9	6	16	10	4	5	21	230	5	35	212	14	567			2		2
	4:15 PM	17	3	20	8	5	6	9	185	78	43	191	10	575			1	1	2
	4:30 PM	7	6	21	1	5	6	13	218	12	61	220	15	585			1	1	2
	4:45 PM	9	7	20	7	6	5	23	261	8	41	211	8	606			1		1
	5:00 PM	14	14	20	6	4	8	21	289	9	41	223	13	662			1	1	2
	5:15 PM	7	9	19	11	8	4	16	234	7	51	212	12	590			3		3
	5:30 PM	8	6	15	12	10	6	22	257	9	54	224	27	650					0
	5:45 PM	10	14	20	15	10	7	27	231	18	53	189	13	607			2		2
	VOLUMES	81	65	151	70	52	47	152	1,905	146	379	1,682	112	4,842	0	0	11	3	14
	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					

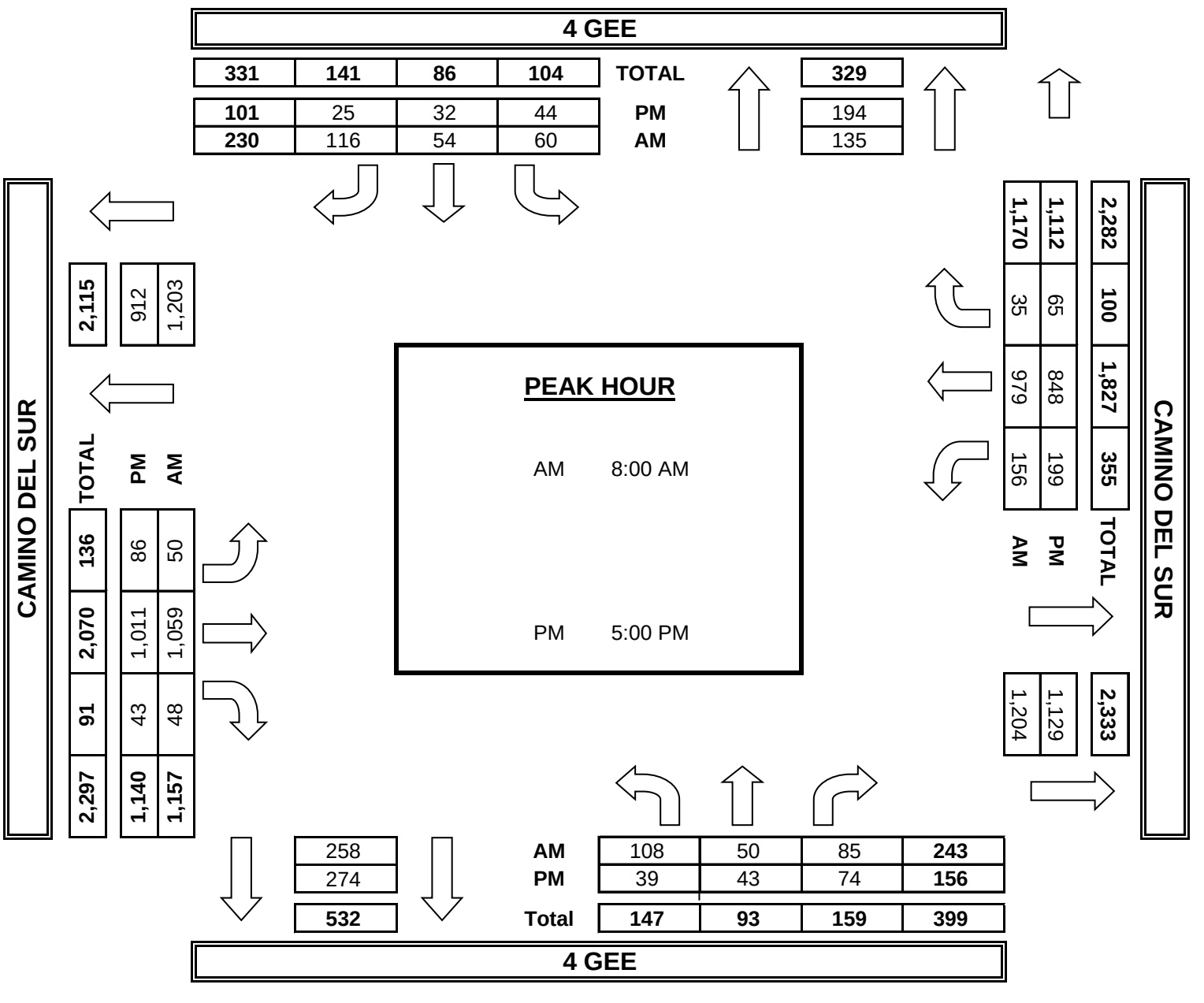


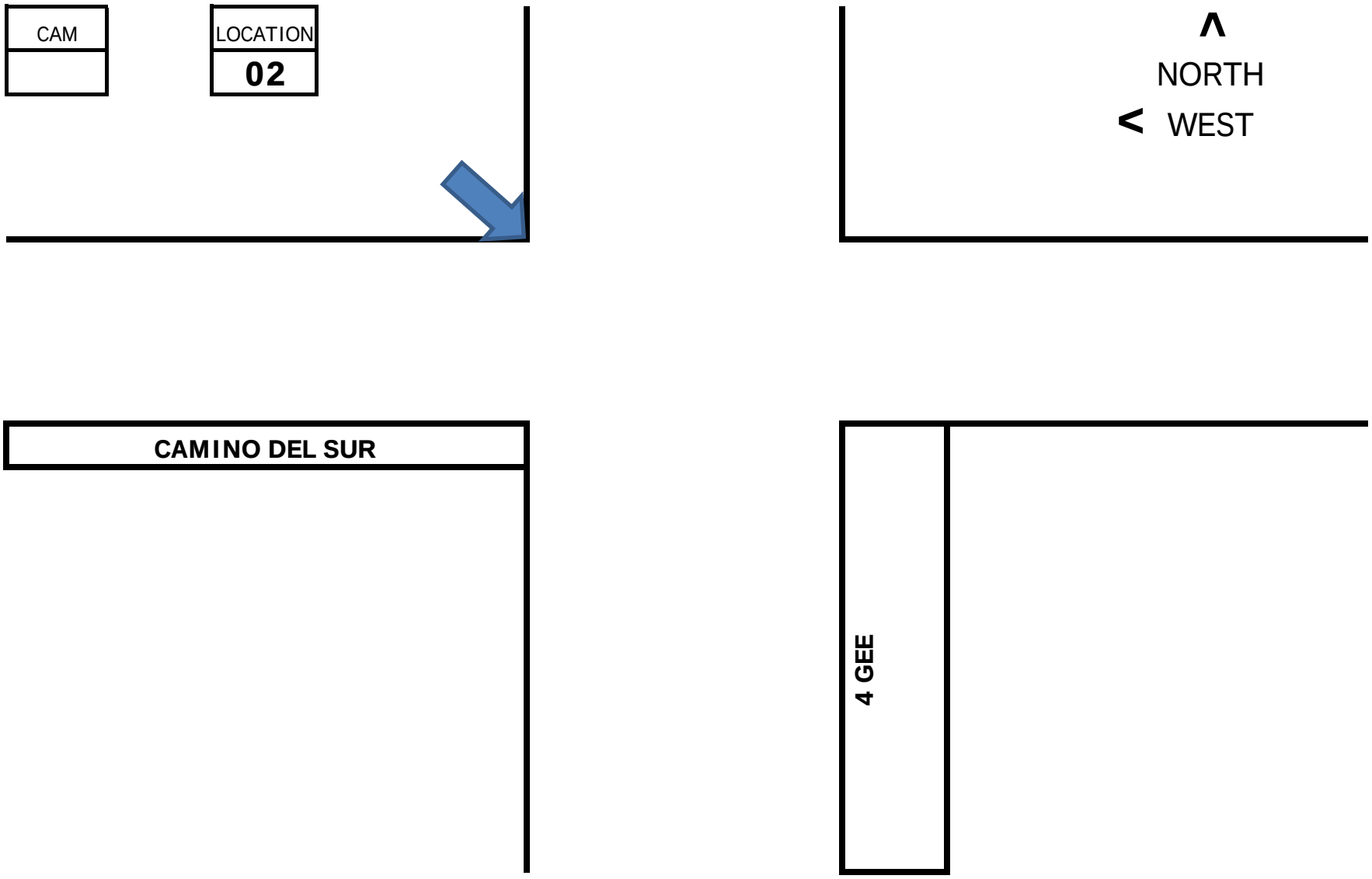
		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS







NORTH / SOUTH STREET	4 GEE
EAST / WEST STREET	CAMINO DEL SUR

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

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

NOTES:

AM
PM
MD
OTHER
OTHER

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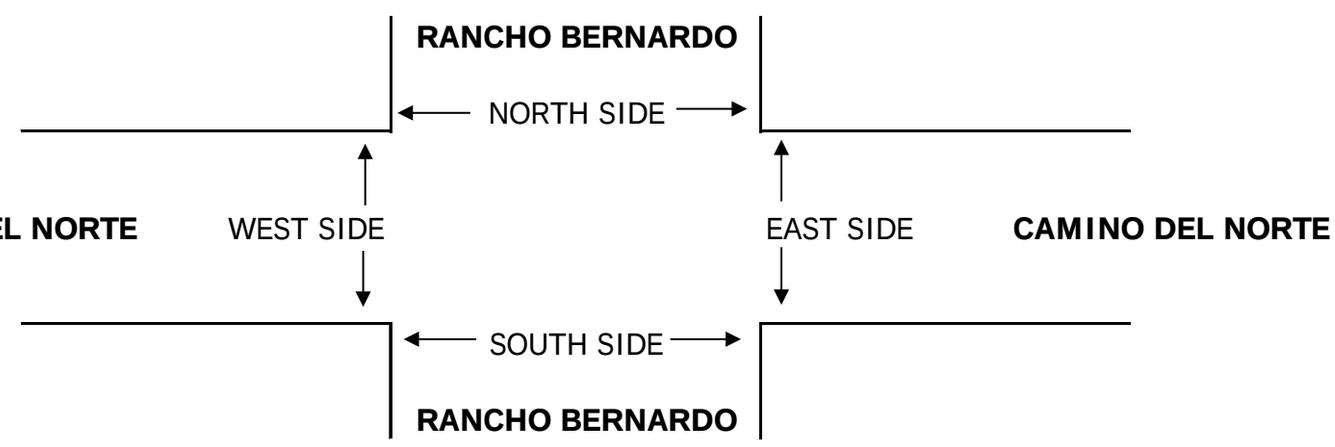
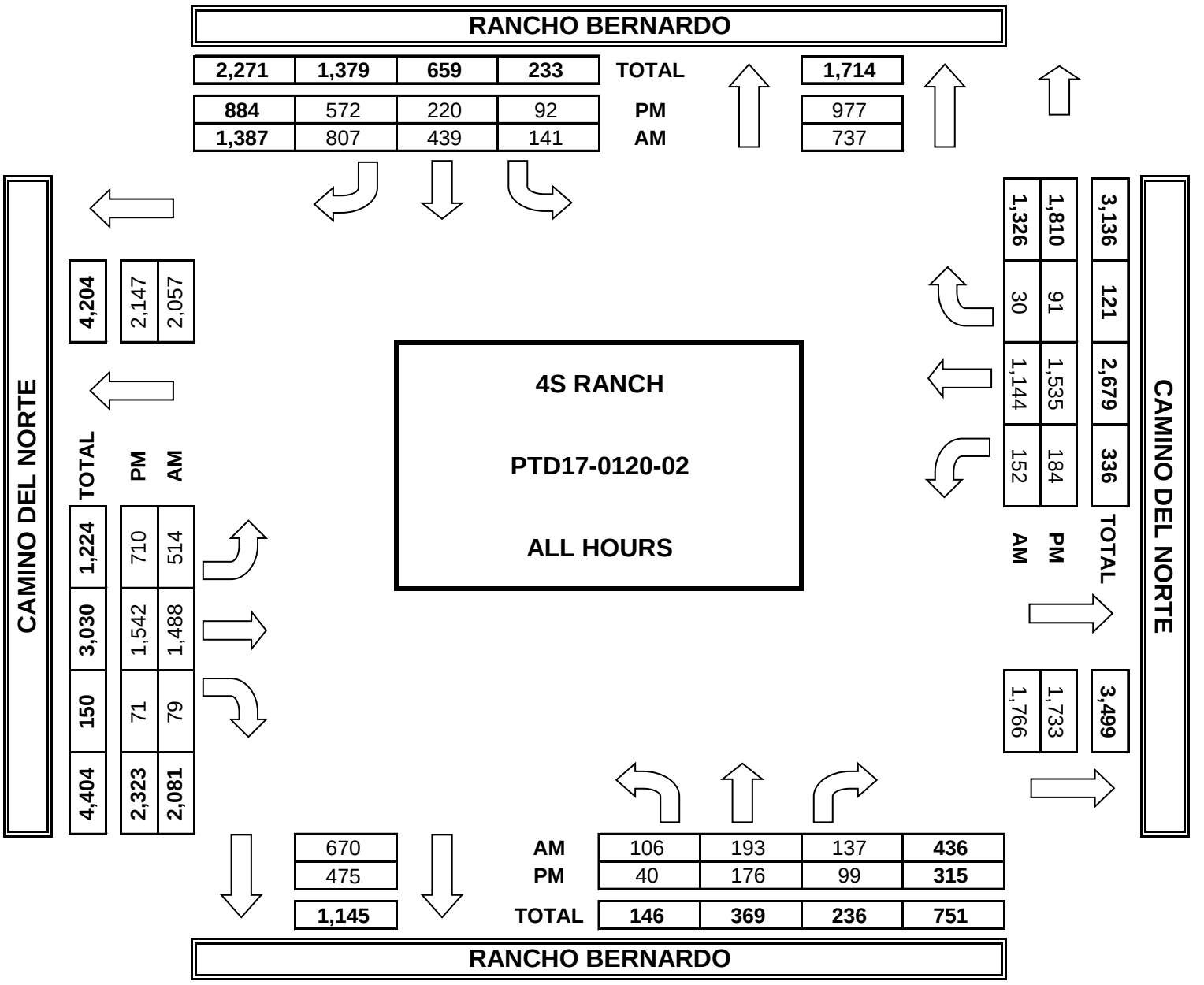
		NORTHBOUND RANCHO BERNARDO			SOUTHBOUND RANCHO BERNARDO			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	8	3	9	16	13	94	31	130	2	22	93	2	423					0
	7:15 AM	4	11	13	15	58	91	49	133	7	24	125	2	532		1			1
	7:30 AM	11	19	25	24	94	66	63	166	15	28	133	2	646		3			3
	7:45 AM	32	64	32	23	153	116	57	160	14	29	131	5	816		1			1
	8:00 AM	21	41	31	15	27	94	68	180	5	15	185	9	691		3			3
	8:15 AM	10	11	6	13	40	118	76	221	10	14	188	4	711		2	1		3
	8:30 AM	13	29	10	15	37	116	81	257	21	8	158	3	748		3			3
	8:45 AM	7	15	11	20	17	112	89	241	5	12	131	3	663		4	1	1	6
	VOLUMES	106	193	137	141	439	807	514	1,488	79	152	1,144	30	5,230	0	17	2	1	20
	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	1	1	6
	4:15 PM	5	34	11	8	26	74	84	214	5	21	174	11	667		2			2
	4:30 PM	3	20	10	12	20	73	80	173	9	24	216	7	647		1			1
	4:45 PM	4	20	11	7	21	60	89	185	11	24	171	9	612		1	1		2
	5:00 PM	5	25	19	13	29	84	93	222	7	17	209	14	737		2			2
	5:15 PM	6	17	12	14	33	76	81	177	10	13	204	14	657		1			1
	5:30 PM	5	21	8	6	37	68	98	176	9	29	210	13	680		1		1	2
	5:45 PM	4	18	7	17	33	71	97	212	12	32	169	11	683		6			6
	VOLUMES	40	176	99	92	220	572	710	1,542	71	184	1,535	91	5,332	0	18	2	2	22
	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					

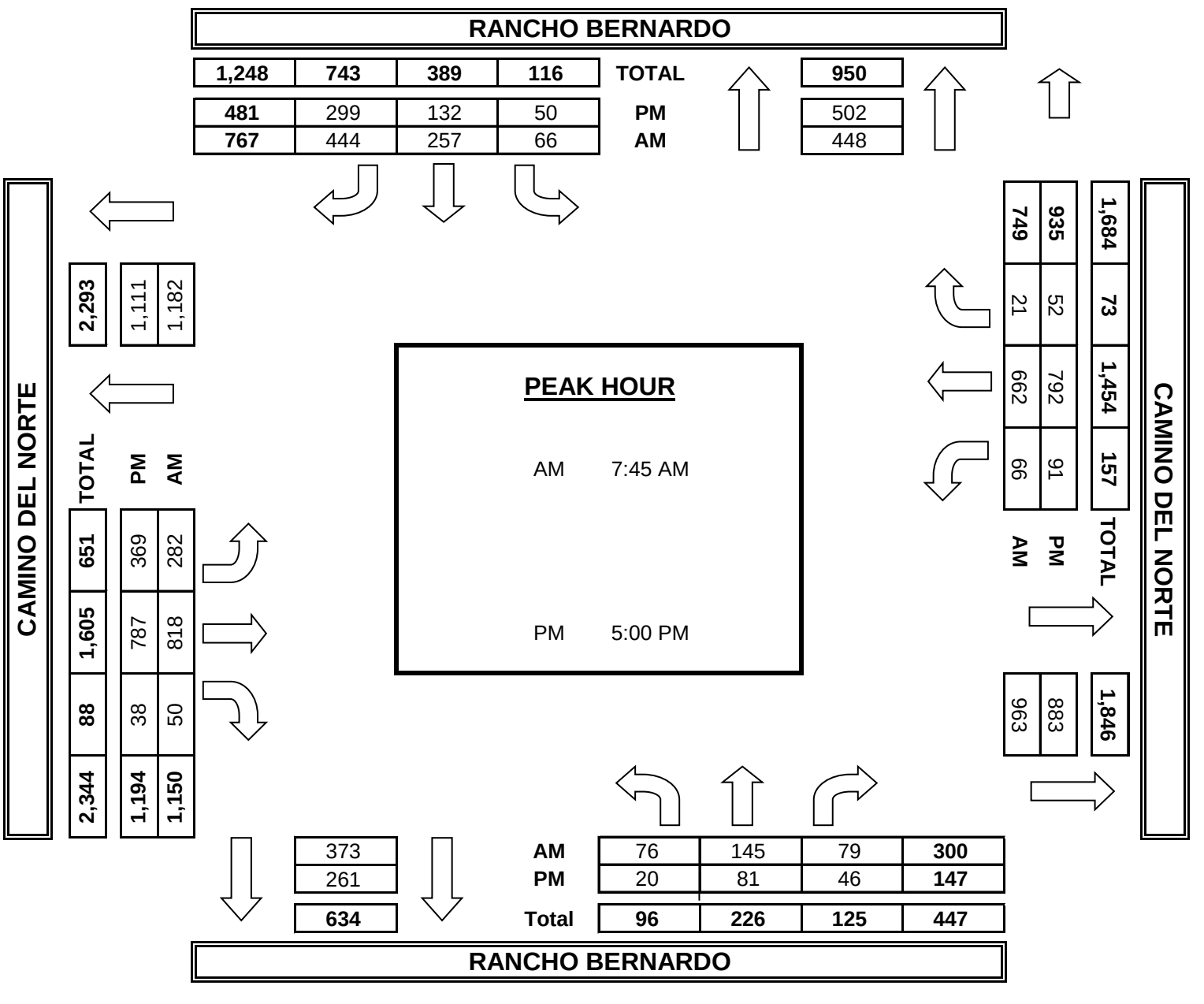


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

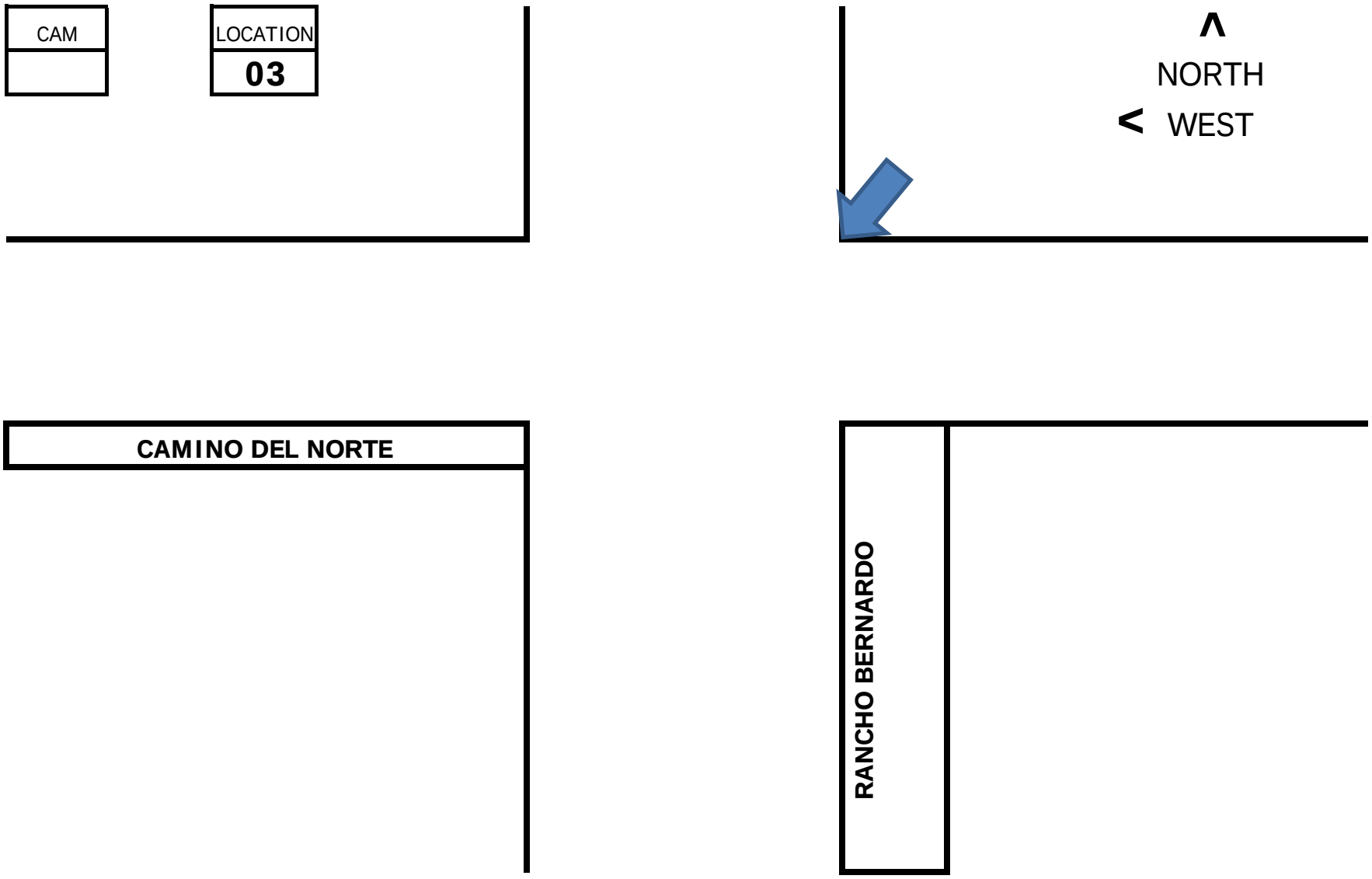
PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





CAM	LOCATION
	03



NORTH / SOUTH STREET	RANCHO BERNARDO
EAST / WEST STREET	CAMINO DEL NORTE

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

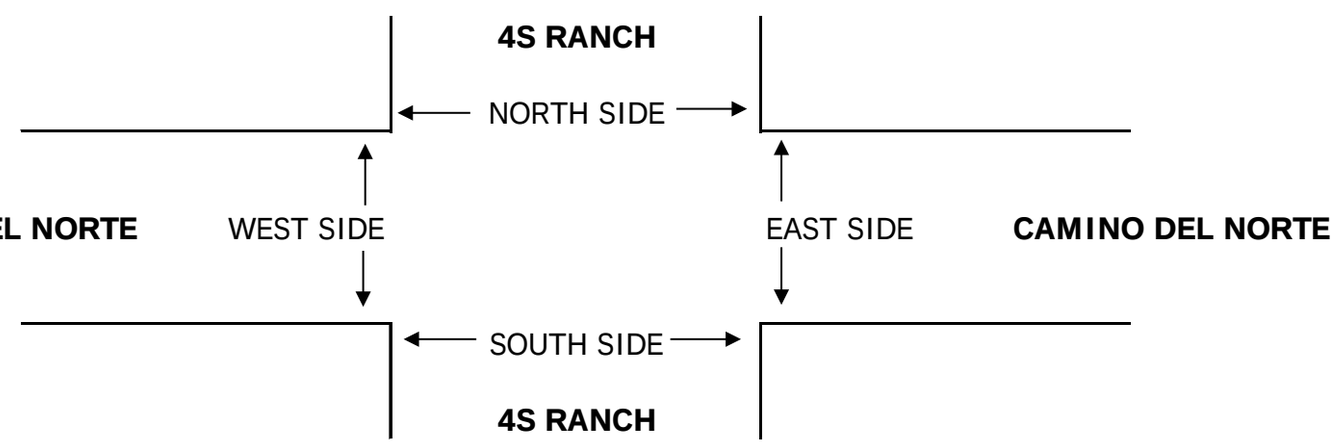
DATE:				
1/18/17	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
WEDNESDAY	NORTH & SOUTH:	4S RANCH	LOCATION #:	4
	EAST & WEST:	CAMINO DEL NORTE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

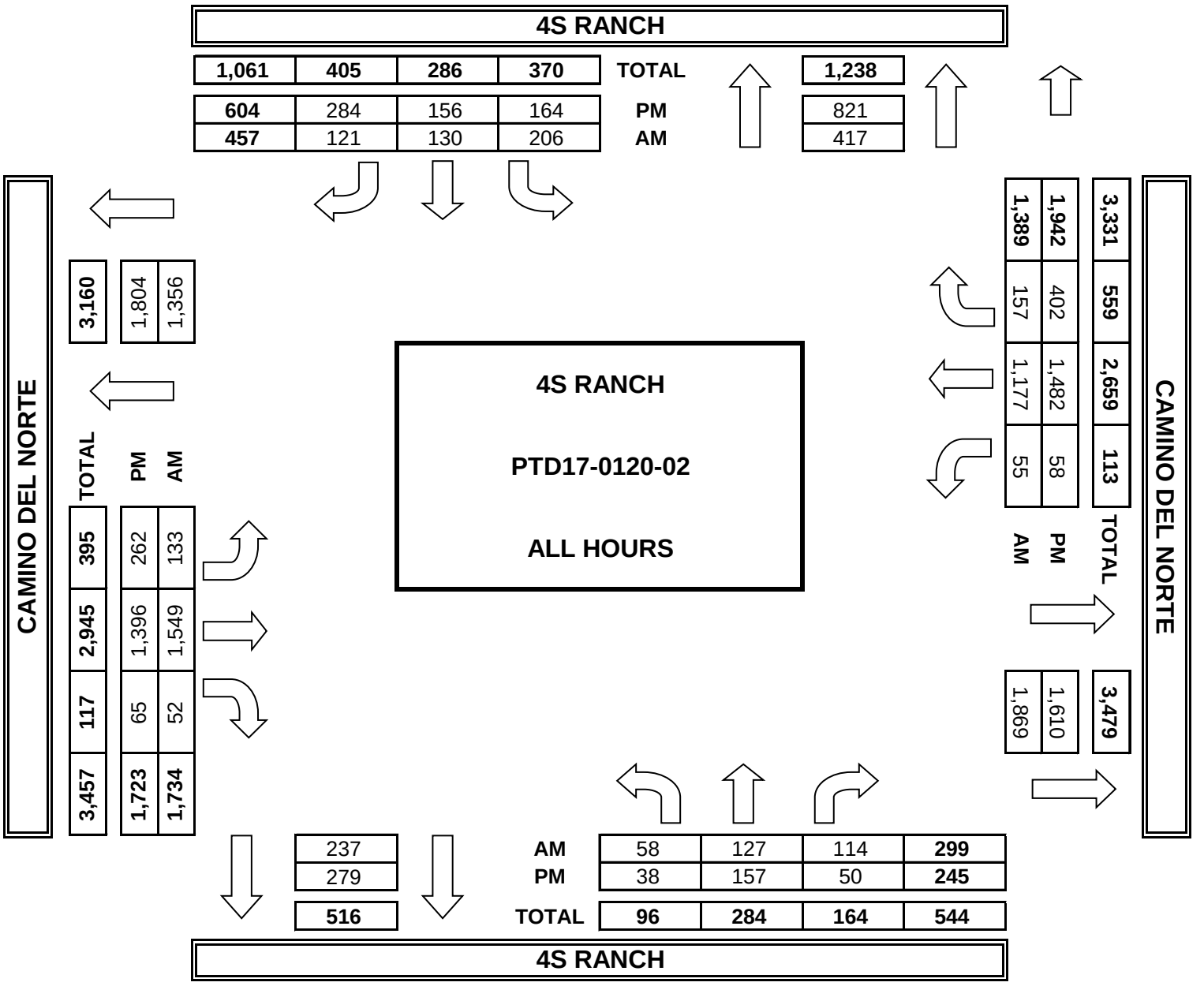
		NORTHBOUND 4S RANCH			SOUTHBOUND 4S RANCH			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	2	0	2	1	0	1	2	0	1	2	1		X	X	X	X	
AM	7:00 AM	4	5	6	19	7	7	3	149	1	0	115	7	323					0
	7:15 AM	4	2	6	17	10	13	6	139	3	3	134	12	349					0
	7:30 AM	5	8	17	33	4	11	16	177	8	10	141	15	445					0
	7:45 AM	8	22	25	33	48	13	14	223	11	15	160	25	597					0
	8:00 AM	20	33	31	33	29	17	13	192	9	12	168	35	592					0
	8:15 AM	7	16	8	23	5	25	18	202	2	8	198	26	538			1		1
	8:30 AM	6	24	9	23	13	15	38	247	11	1	138	16	541					0
	8:45 AM	4	17	12	25	14	20	25	220	7	6	123	21	494					0
	VOLUMES	58	127	114	206	130	121	133	1,549	52	55	1,177	157	3,879	0	0	1	0	1
	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			1		1
	4:15 PM	4	12	10	25	16	28	35	172	12	4	200	50	568	1		2		3
	4:30 PM	4	14	4	17	16	33	38	162	8	9	183	53	541					0
	4:45 PM	3	12	1	25	20	41	29	167	6	10	161	51	526					0
	5:00 PM	2	24	9	25	25	42	35	203	9	10	172	49	605			1		1
	5:15 PM	3	18	5	18	28	41	31	164	10	10	199	48	575			1		1
	5:30 PM	16	40	8	21	21	41	32	159	12	6	206	46	608					0
	5:45 PM	4	22	4	13	19	24	30	179	5	7	213	65	585					0
	VOLUMES	38	157	50	164	156	284	262	1,396	65	58	1,482	402	4,514	1	0	5	0	6
	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					

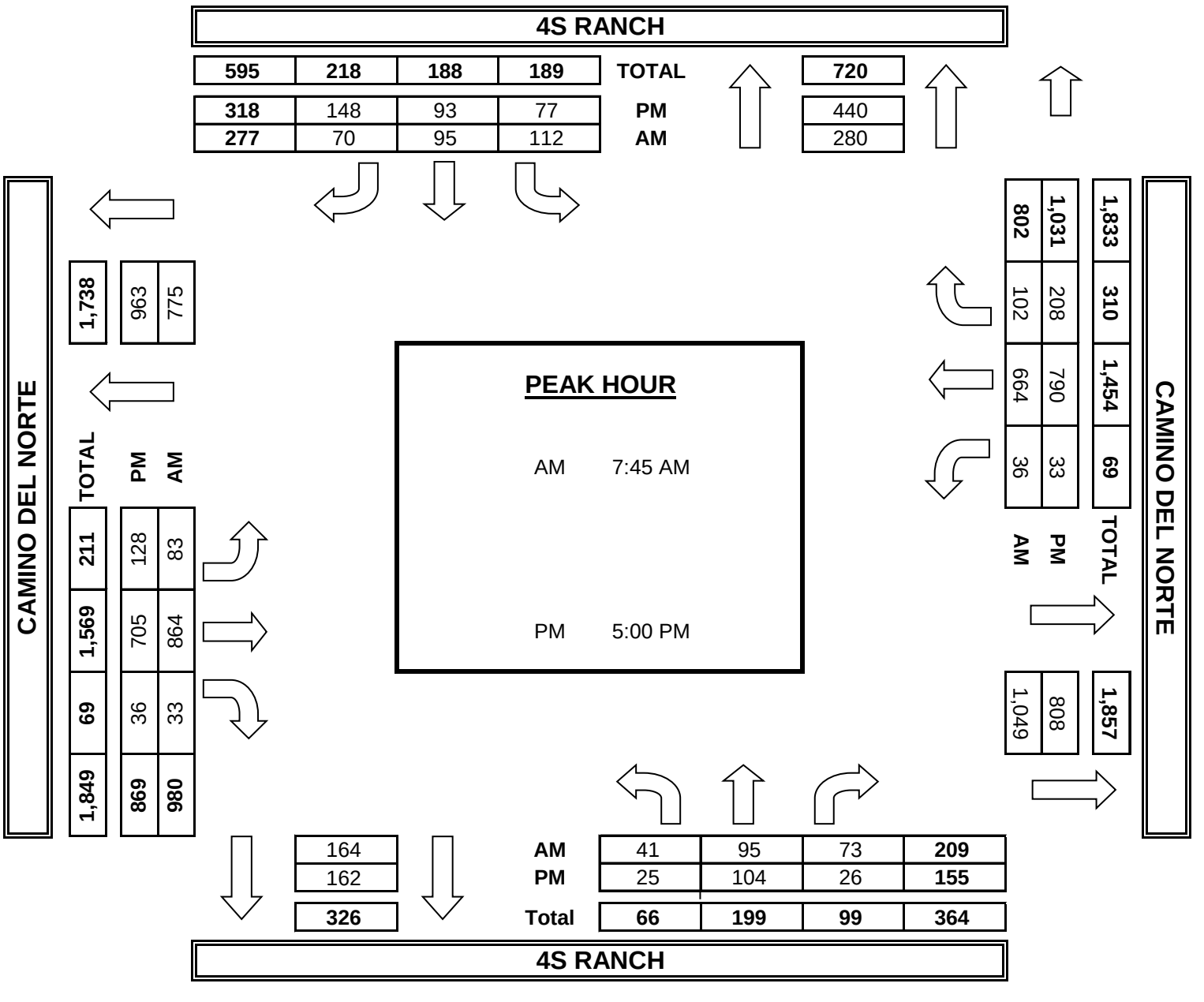


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

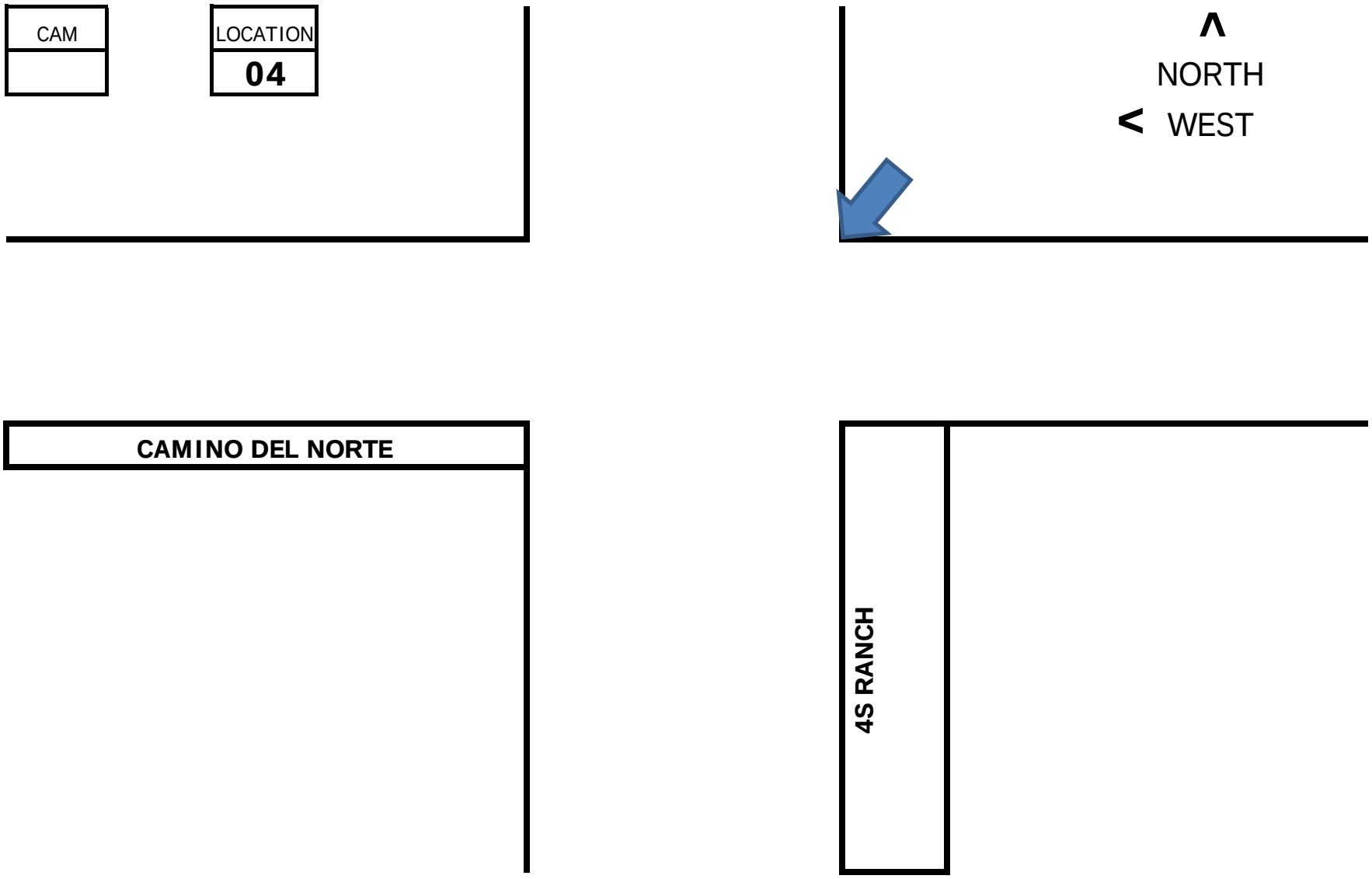
PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





CAM	LOCATION
	04



NORTH / SOUTH STREET	4S RANCH
EAST / WEST STREET	CAMINO DEL NORTE

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

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

NOTES:

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OTHER

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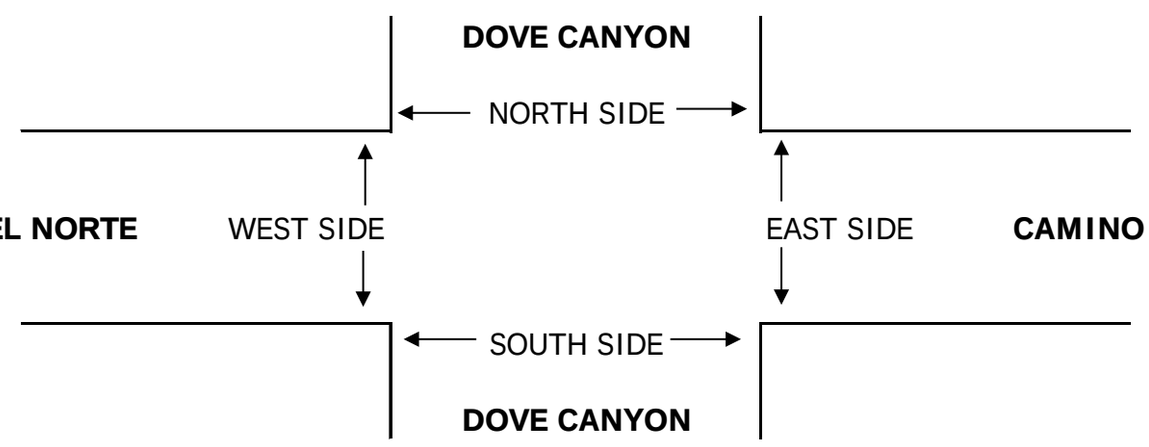
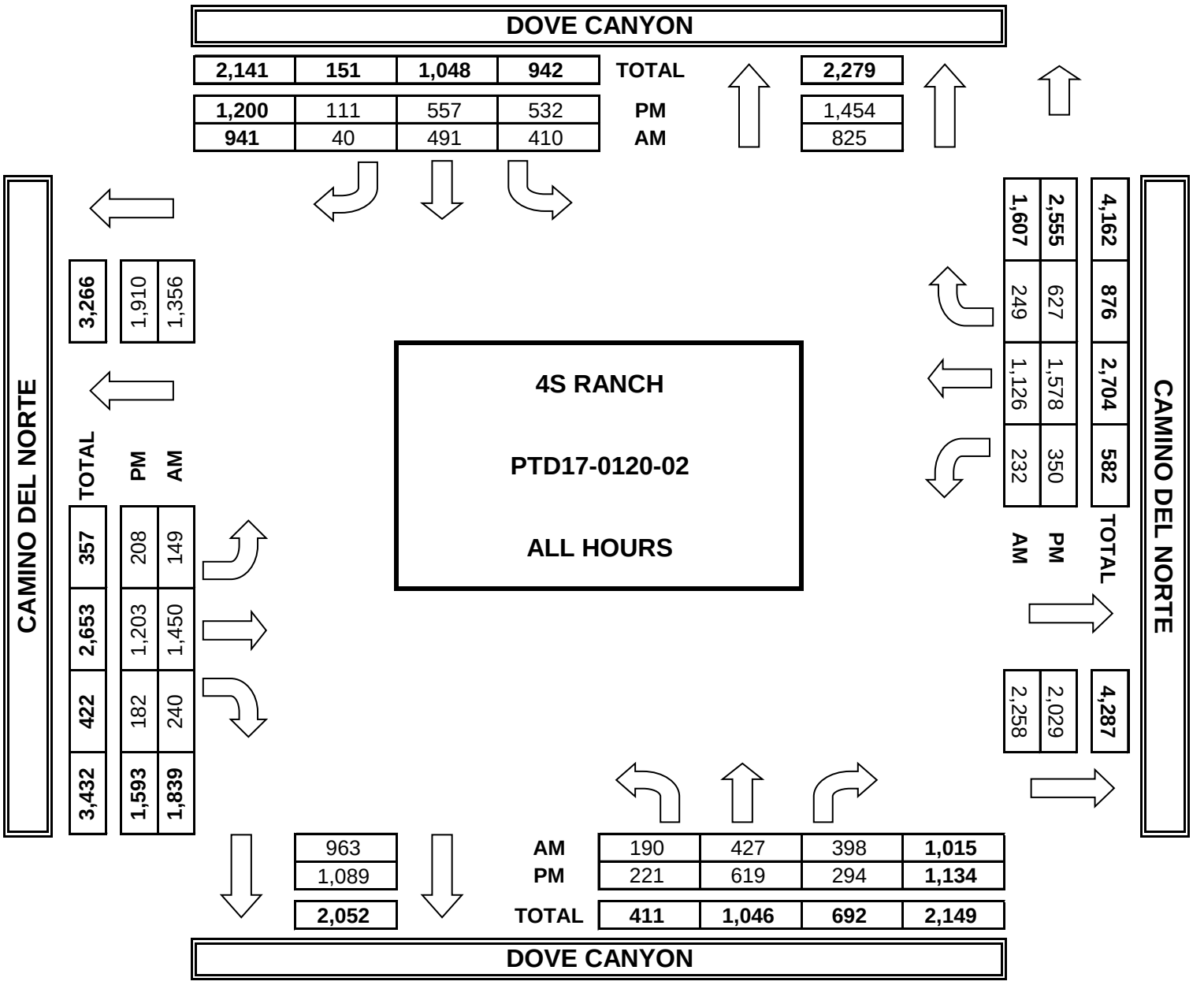
		NORTHBOUND DOVE CANYON			SOUTHBOUND DOVE CANYON			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	2	1	2	2	0	1	3	0	2	3	1		X	X	X	X	
AM	7:00 AM	6	24	36	45	36	2	14	138	14	22	100	21	458				1	1
	7:15 AM	10	28	50	41	65	5	13	128	11	34	144	17	546					0
	7:30 AM	11	32	46	49	59	7	14	166	26	32	134	26	602					0
	7:45 AM	34	71	63	49	104	8	18	204	42	41	151	43	828				1	1
	8:00 AM	37	92	59	50	63	5	22	205	53	31	174	37	828					0
	8:15 AM	51	84	55	53	43	4	15	163	11	22	168	29	698					0
	8:30 AM	23	48	58	56	61	8	17	218	60	27	127	40	743	1				1
	8:45 AM	18	48	31	67	60	1	36	228	23	23	128	36	699					0
	VOLUMES	190	427	398	410	491	40	149	1,450	240	232	1,126	249	5,402	1	0	0	2	3
	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																
	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					
PM	4:00 PM	24	74	36	45	69	7	28	149	22	37	158	75	724				1	1
	4:15 PM	29	72	38	48	72	10	33	169	33	29	206	92	831					0
	4:30 PM	33	61	28	53	73	17	21	135	19	34	197	63	734					0
	4:45 PM	25	76	29	68	57	12	31	156	18	42	177	86	777					0
	5:00 PM	29	79	44	83	77	12	26	171	21	48	184	78	852					0
	5:15 PM	26	86	46	80	64	14	29	140	23	44	235	81	868					0
	5:30 PM	32	88	40	79	71	16	22	156	25	58	226	72	885					0
	5:45 PM	23	83	33	76	74	23	18	127	21	58	195	80	811					0
	VOLUMES	221	619	294	532	557	111	208	1,203	182	350	1,578	627	6,482	0	0	0	1	1
	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					

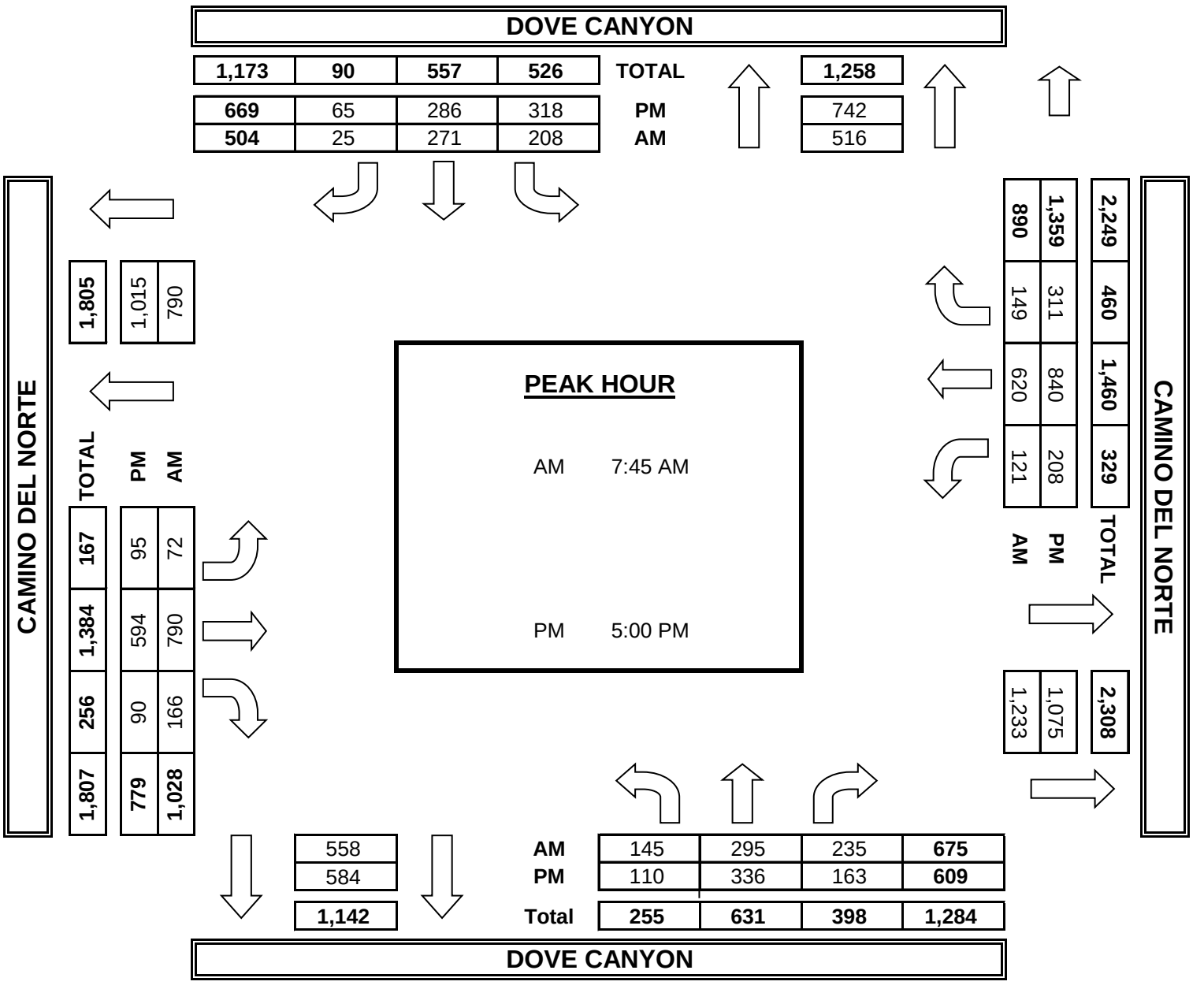


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

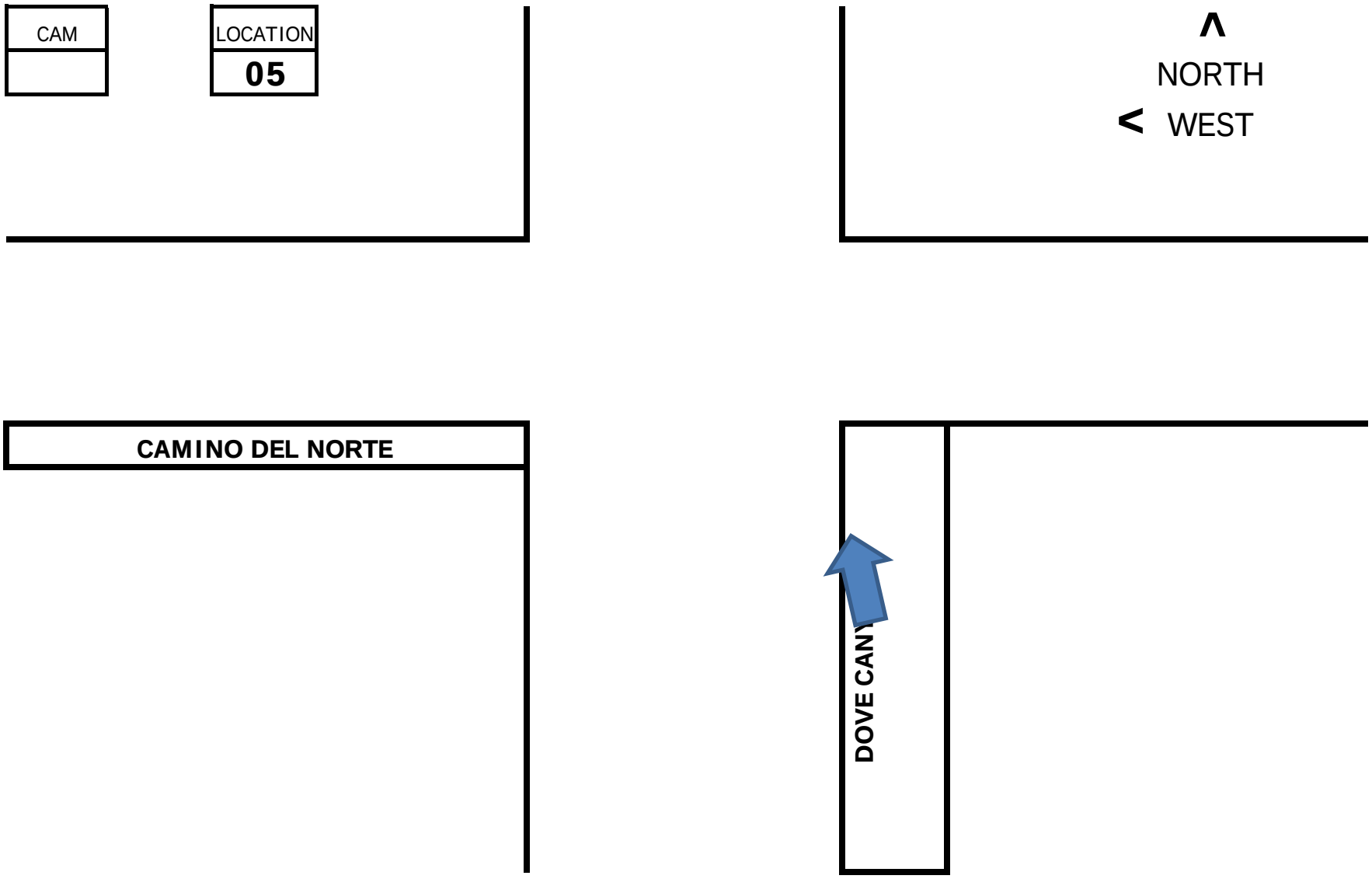
PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





CAM	LOCATION
	05



NORTH / SOUTH STREET	DOVE CANYON
EAST / WEST STREET	CAMINO DEL NORTE

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

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

NOTES:

AM / PM / MD / OTHER / OTHER

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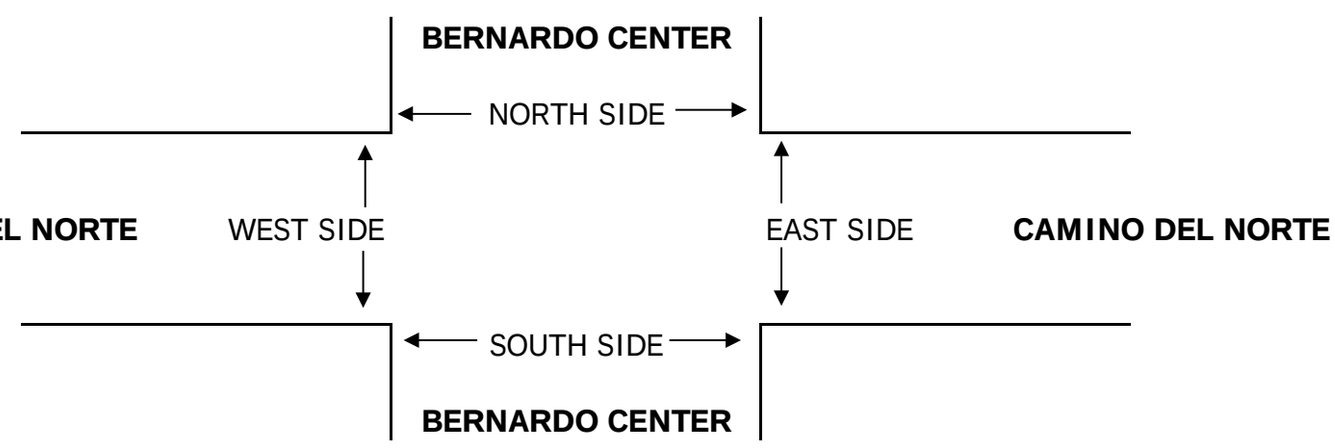
S ▼

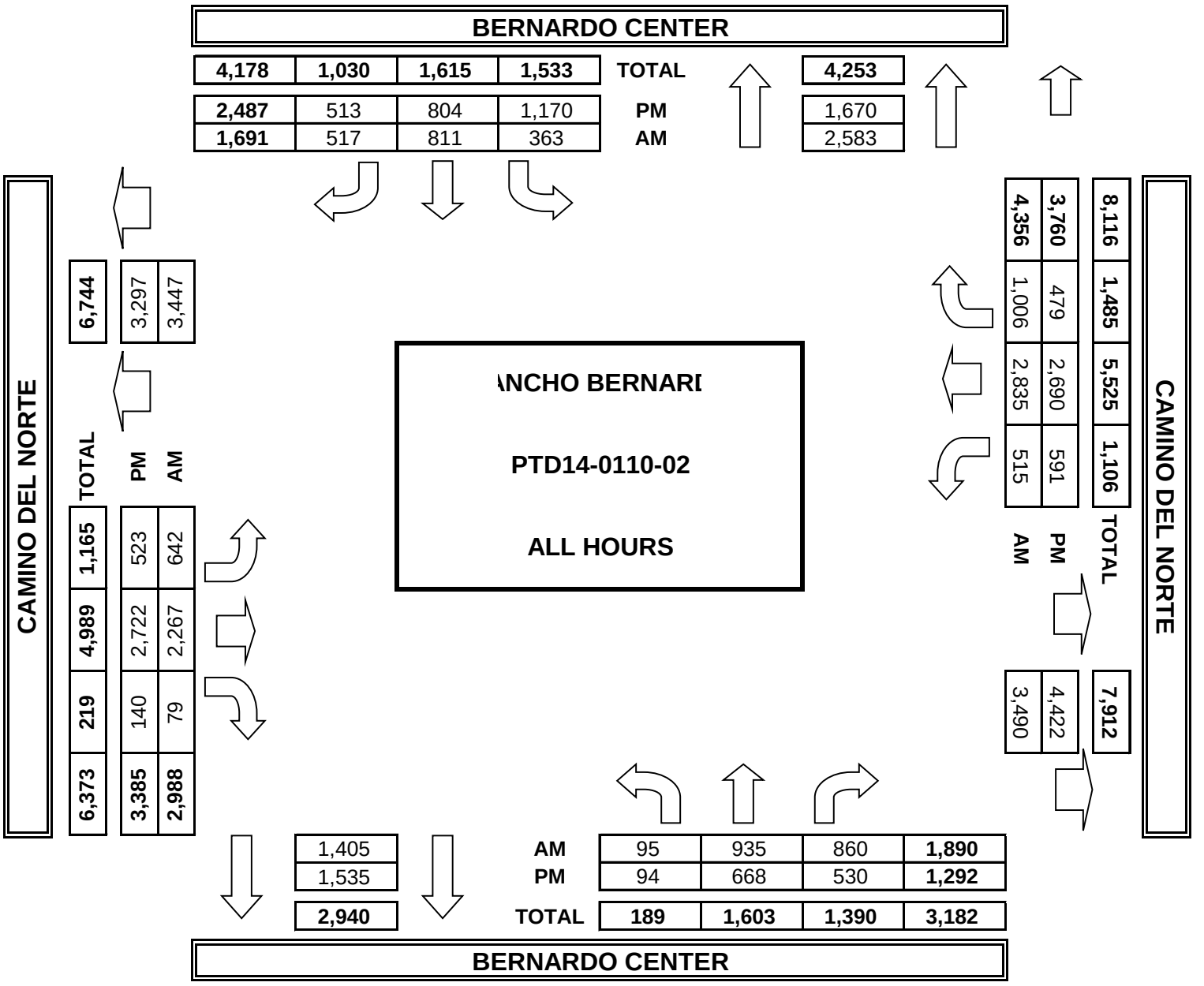
		NORTHBOUND BERNARDO CENTER			SOUTHBOUND BERNARDO CENTER			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	2	2	2	2	2.5	0.5	2	4	1	2	4	1		X	X	X	X	
AM	7:00 AM	12	77	105	30	105	44	68	235	6	44	298	105	1,129					0
	7:15 AM	11	105	111	33	100	40	77	245	7	68	336	111	1,244			2		2
	7:30 AM	16	121	106	45	105	55	84	235	9	84	368	121	1,349			2		2
	7:45 AM	20	128	121	51	106	77	108	284	12	88	428	126	1,549					0
	8:00 AM	11	135	116	65	111	84	111	312	11	70	414	135	1,575			1		1
	8:15 AM	8	133	113	55	105	81	74	333	18	65	384	142	1,511			2		2
	8:30 AM	10	125	98	40	88	70	65	318	9	45	333	141	1,342					0
	8:45 AM	7	111	90	44	91	66	55	305	7	51	274	125	1,226					0
	VOLUMES	95	935	860	363	811	517	642	2,267	79	515	2,835	1,006	10,925	0	0	7	0	7
	APPROACH %	5%	49%	46%	21%	48%	31%	21%	76%	3%	12%	65%	23%						
	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					
PM	4:00 PM	10	88	66	121	94	55	68	342	15	51	305	66	1,281					0
	4:15 PM	15	90	70	116	88	51	70	354	18	66	333	50	1,321			2		2
	4:30 PM	9	70	55	135	84	68	54	318	22	68	349	51	1,283		1	4		5
	4:45 PM	9	65	68	141	95	70	66	326	16	77	336	68	1,337			4		4
	5:00 PM	12	77	70	166	105	84	70	352	19	84	329	65	1,433			2		2
	5:15 PM	18	84	84	174	84	66	74	344	20	81	351	66	1,446		1	1		2
	5:30 PM	11	95	66	165	121	51	55	345	12	90	342	51	1,404					0
	5:45 PM	10	99	51	152	133	68	66	341	18	74	345	62	1,419			1		1
	VOLUMES	94	668	530	1,170	804	513	523	2,722	140	591	2,690	479	10,924	0	2	14	0	16
	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					

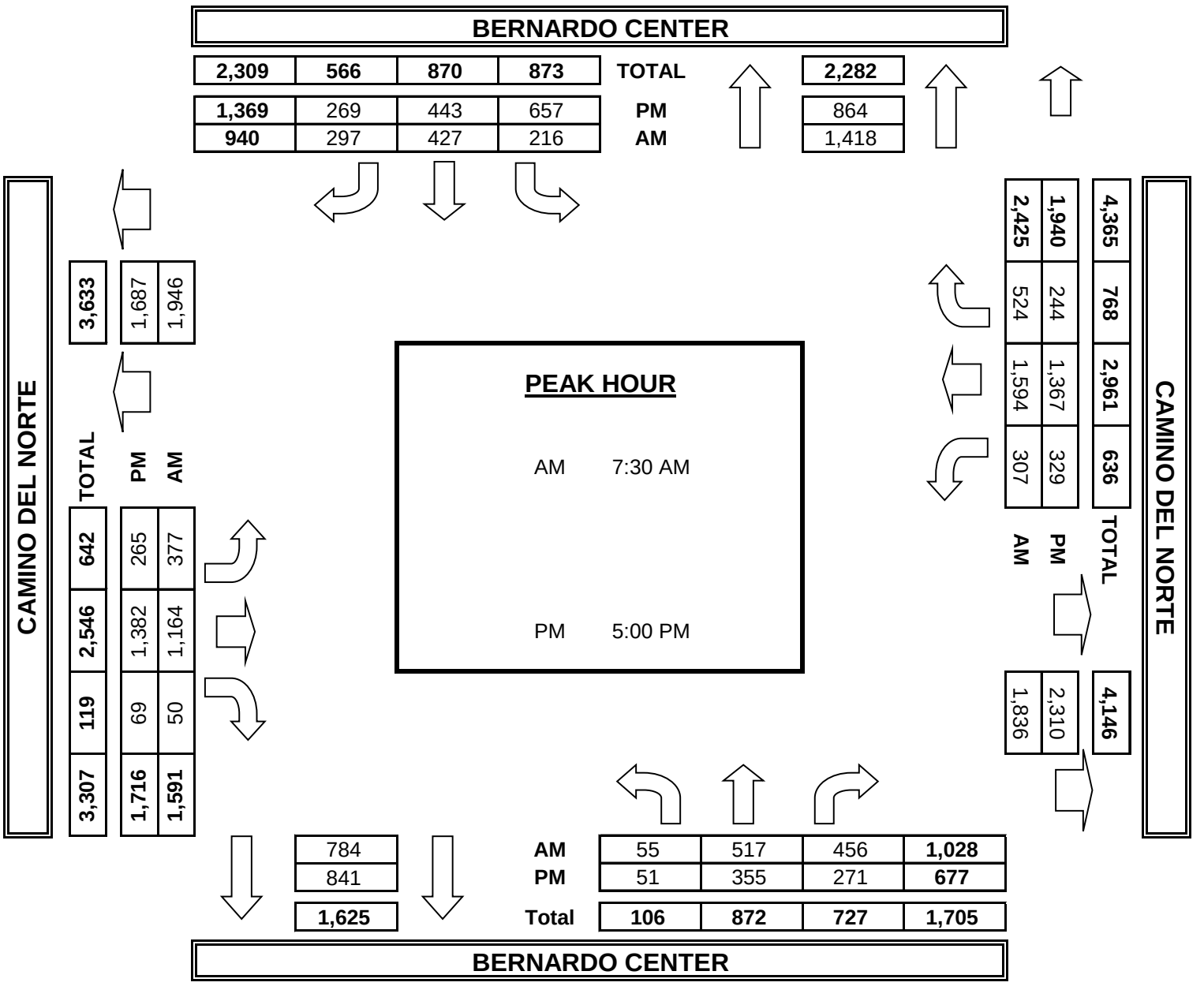


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

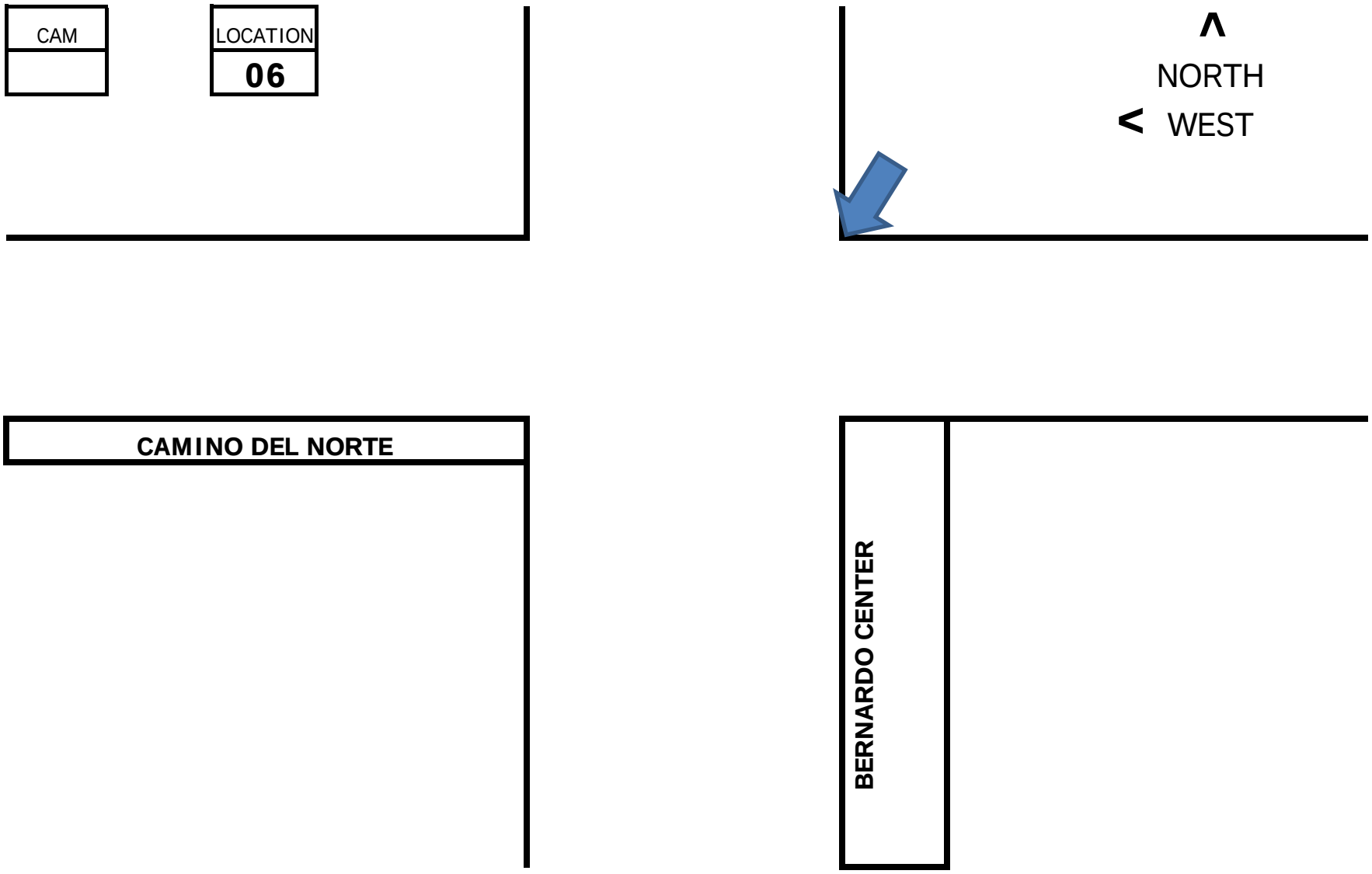
PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





CAM	LOCATION
	06



NORTH / SOUTH STREET	BERNARDO CENTER
EAST / WEST STREET	CAMINO DEL NORTE

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

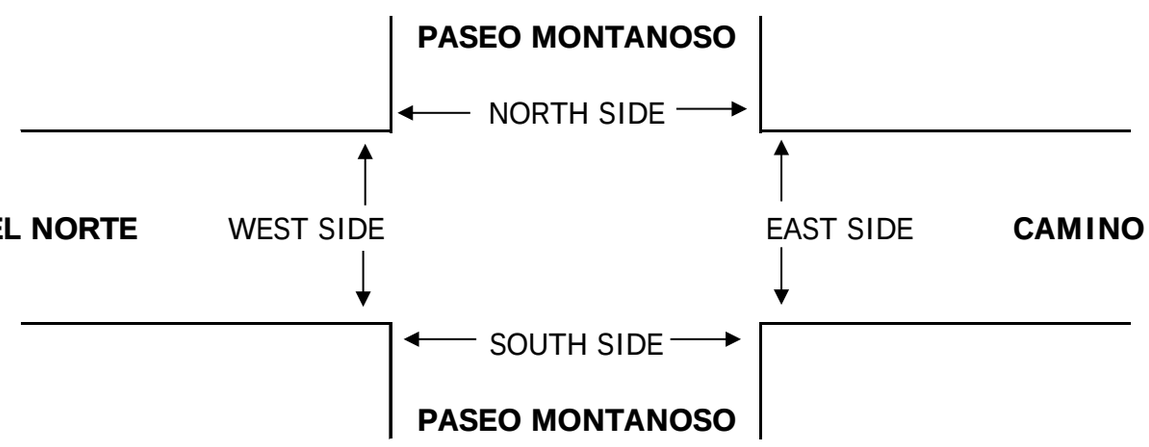
DATE:				
1/18/17	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
WEDNESDAY	NORTH & SOUTH:	PASEO MONTANOSO	LOCATION #:	7
	EAST & WEST:	CAMINO DEL NORTE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

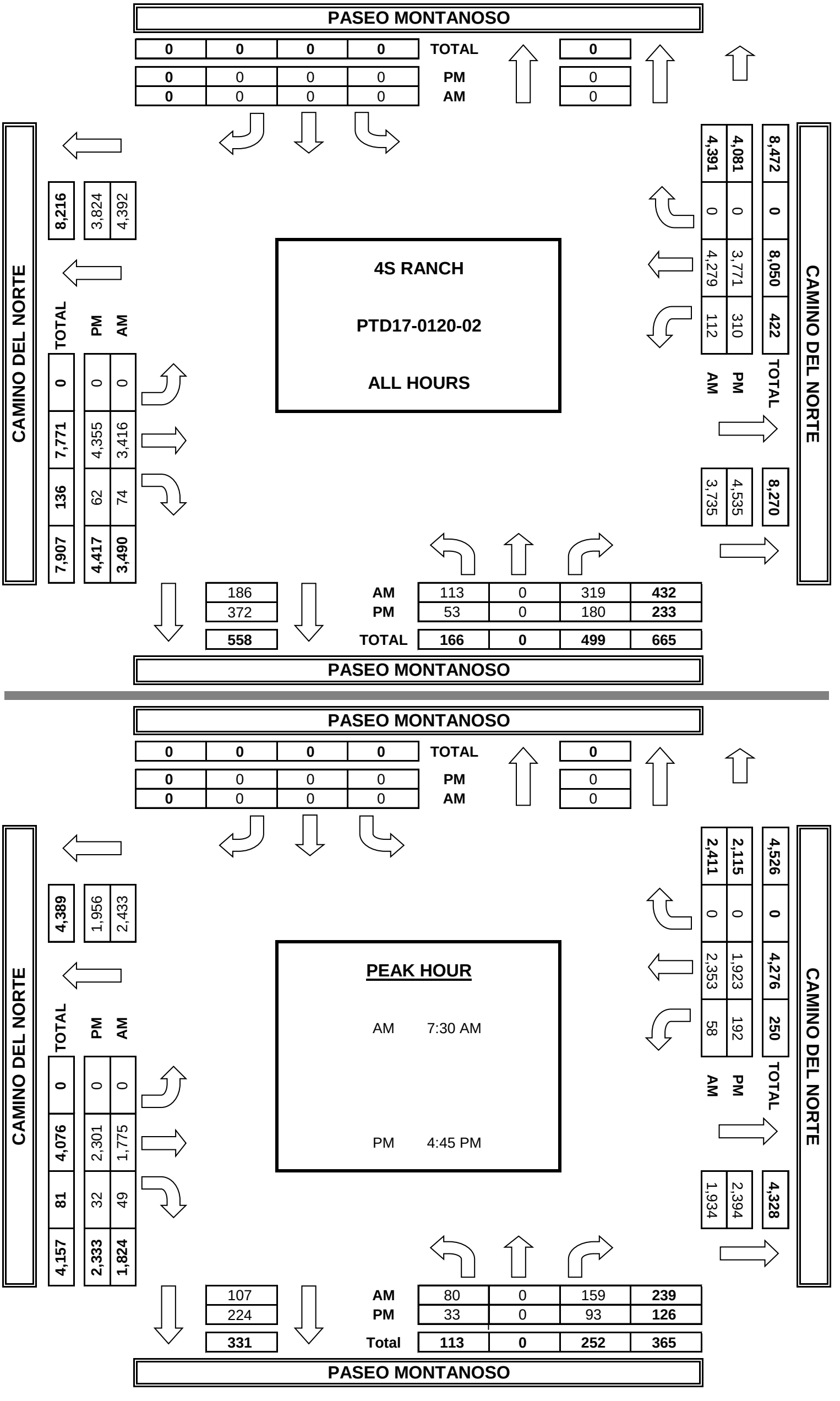
		NORTHBOUND PASEO MONTANOSO			SOUTHBOUND PASEO MONTANOSO			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 0	WL 1	WT 3	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	6		50					414	4	15	444		933					0
	7:15 AM	14		49					370	7	12	487		939					0
	7:30 AM	14		42					384	5	14	583		1,042					0
	7:45 AM	43		48					452	8	18	598		1,167					0
	8:00 AM	8		35					533	18	14	613		1,221					0
	8:15 AM	15		34					406	18	12	559		1,044					0
	8:30 AM	10		28					445	7	19	527		1,036					0
	8:45 AM	3		33					412	7	8	468		931					0
	VOLUMES	113	0	319	0	0	0	0	3,416	74	112	4,279	0	8,313	0	0	0	0	0
	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					0
	4:15 PM	5		24					551	8	28	492		1,108					0
	4:30 PM	5		18					482	9	26	444		984					0
	4:45 PM	4		23					548	8	39	506		1,128					0
	5:00 PM	10		24					551	11	41	464		1,101					0
	5:15 PM	7		21					629	5	53	469		1,184					0
	5:30 PM	12		25					573	8	59	484		1,161					0
	5:45 PM	4		29					516	10	33	505		1,097					0
	VOLUMES	53	0	180	0	0	0	0	4,355	62	310	3,771	0	8,731	0	0	0	0	0
	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					



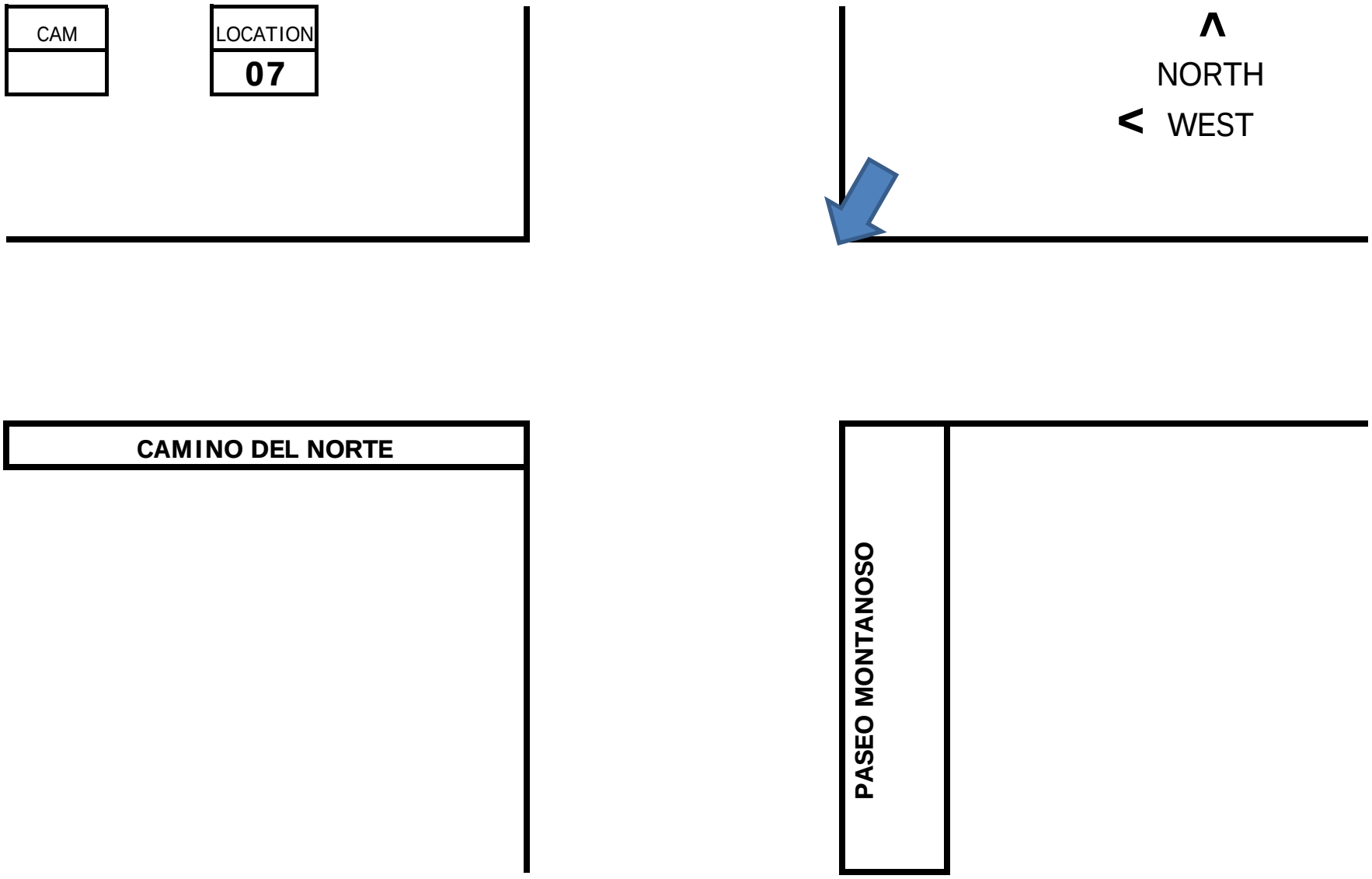
		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS



CAM	LOCATION
	07



NORTH / SOUTH STREET	PASEO MONTANOSO
EAST / WEST STREET	CAMINO DEL NORTE

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

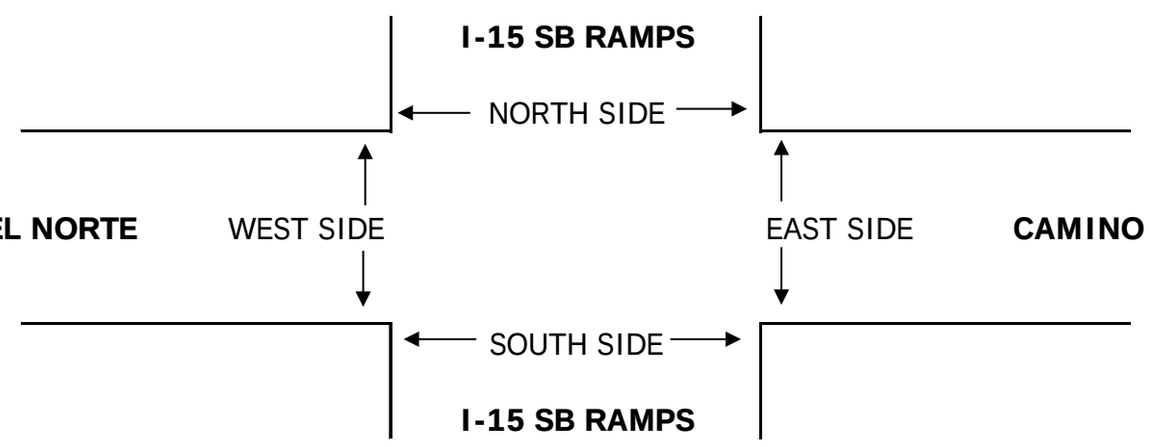
DATE:				
1/18/17	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
WEDNESDAY	NORTH & SOUTH:	I-15 SB RAMPS	LOCATION #:	8
	EAST & WEST:	CAMINO DEL NORTE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

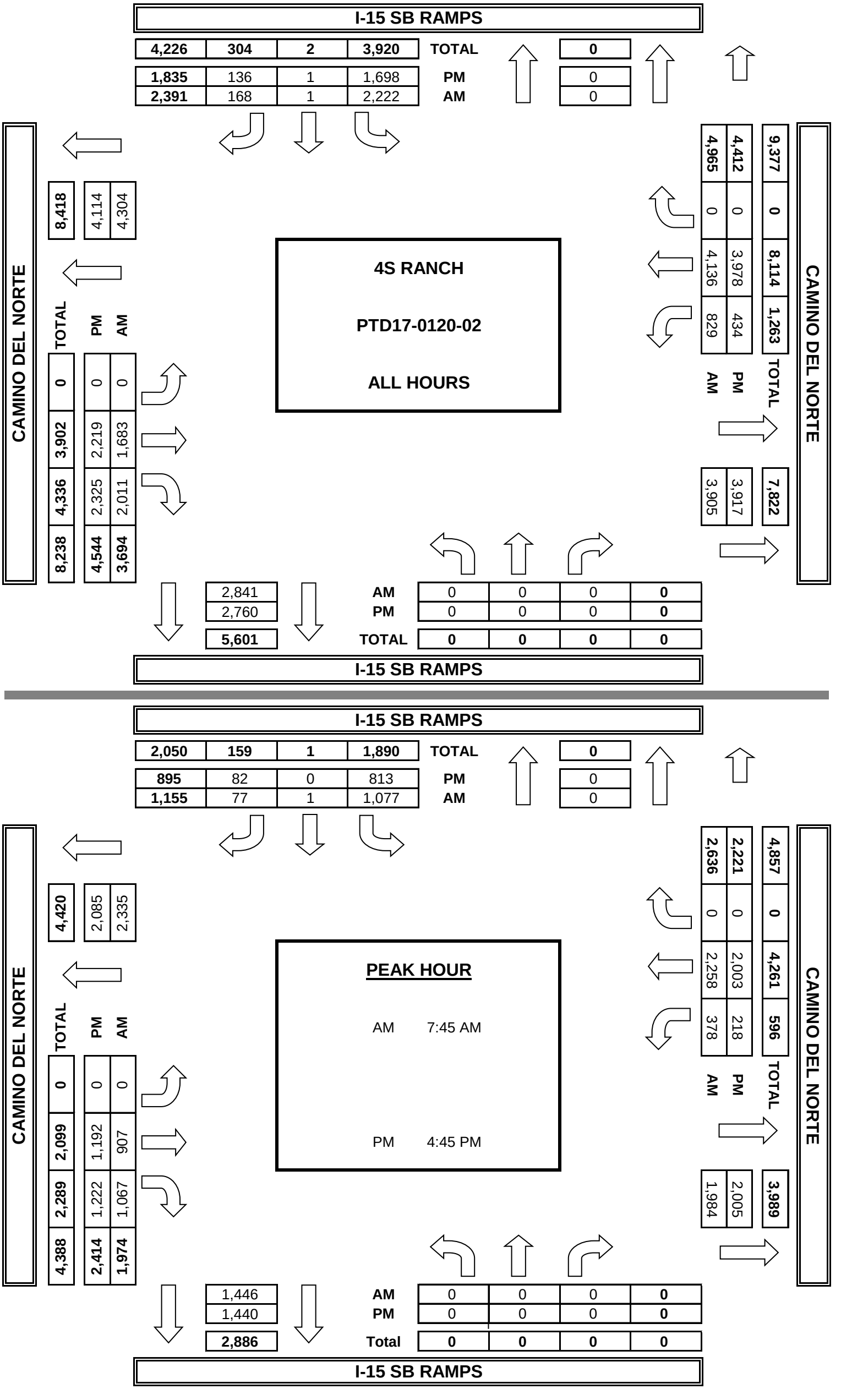
		NORTHBOUND I-15 SB RAMPS			SOUTHBOUND I-15 SB RAMPS			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	1.5	0.5	2	X	4	2	2	3	X		X	X	X	X	
AM	7:00 AM				272	0	25		203	223	117	413		1,253					0
	7:15 AM				308	0	20		169	233	137	461		1,328					0
	7:30 AM				288	0	26		199	251	116	556		1,436					0
	7:45 AM				259	0	17		230	274	82	616		1,478					0
	8:00 AM				251	0	23		248	281	93	566		1,462					0
	8:15 AM				272	1	13		218	221	105	559		1,389					0
	8:30 AM				295	0	24		211	291	98	517		1,436					0
	8:45 AM				277	0	20		205	237	81	448		1,268					0
	VOLUMES	0	0	0	2,222	1	168	0	1,683	2,011	829	4,136	0	11,050	0	0	0	0	0
	APPROACH %	0%	0%	0%	93%	0%	7%	0%	46%	54%	17%	83%	0%						
	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					
PM	4:00 PM				184	0	9		254	277	52	448		1,224					0
	4:15 PM				227	0	14		262	304	61	441		1,309					0
	4:30 PM				245	0	16		229	268	49	525		1,332					0
	4:45 PM				225	0	30		280	301	48	568		1,452					0
	5:00 PM				145	0	9		277	291	51	431		1,204					0
	5:15 PM				218	0	21		309	339	63	515		1,465					0
	5:30 PM				225	0	22		326	291	56	489		1,409					0
	5:45 PM				229	1	15		282	254	54	561		1,396					0
	VOLUMES	0	0	0	1,698	1	136	0	2,219	2,325	434	3,978	0	10,791	0	0	0	0	0
	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					



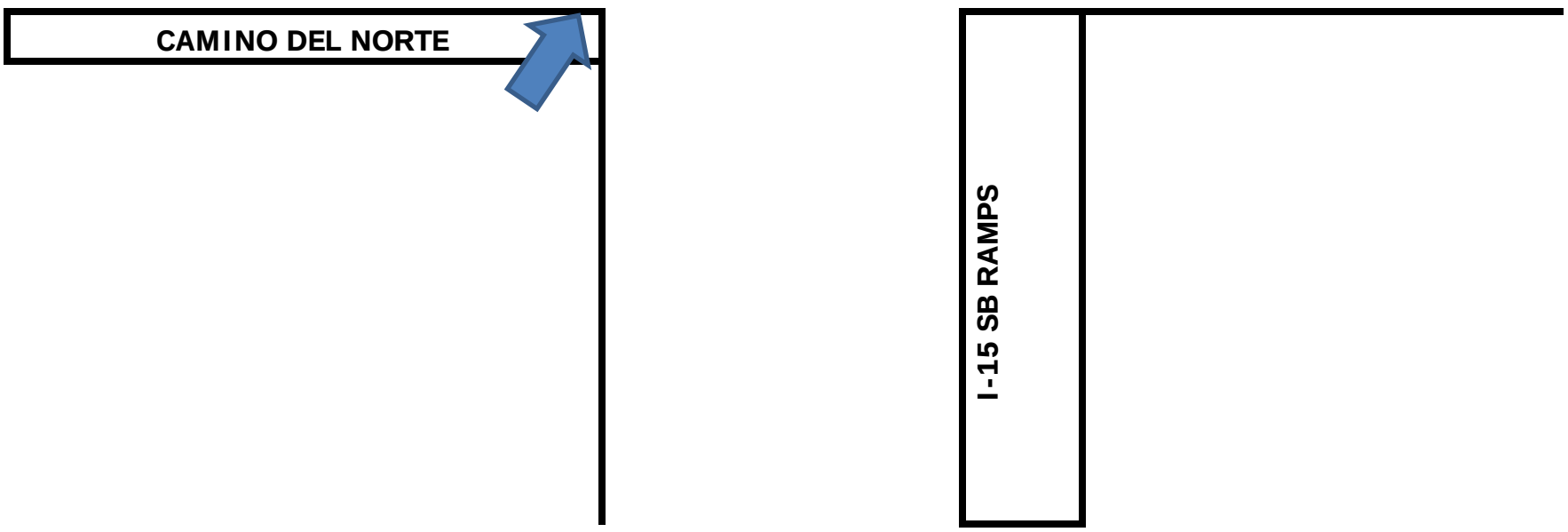
		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS



CAM	LOCATION
	08



NORTH/SOUTH STREET	I-15 SB RAMPS
EAST/WEST STREET	CAMINO DEL NORTE

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

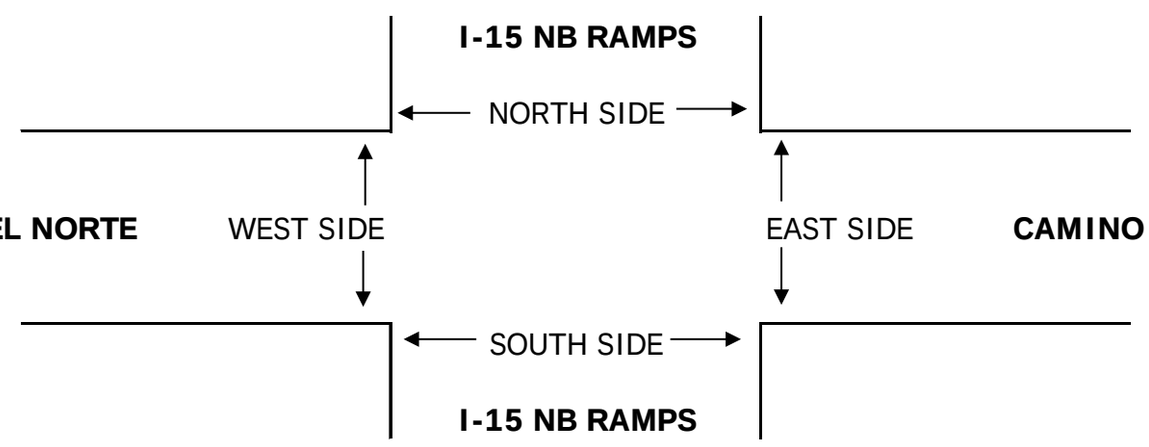
DATE:				
1/18/17	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
WEDNESDAY	NORTH & SOUTH:	I-15 NB RAMPS	LOCATION #:	9
	EAST & WEST:	CAMINO DEL NORTE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

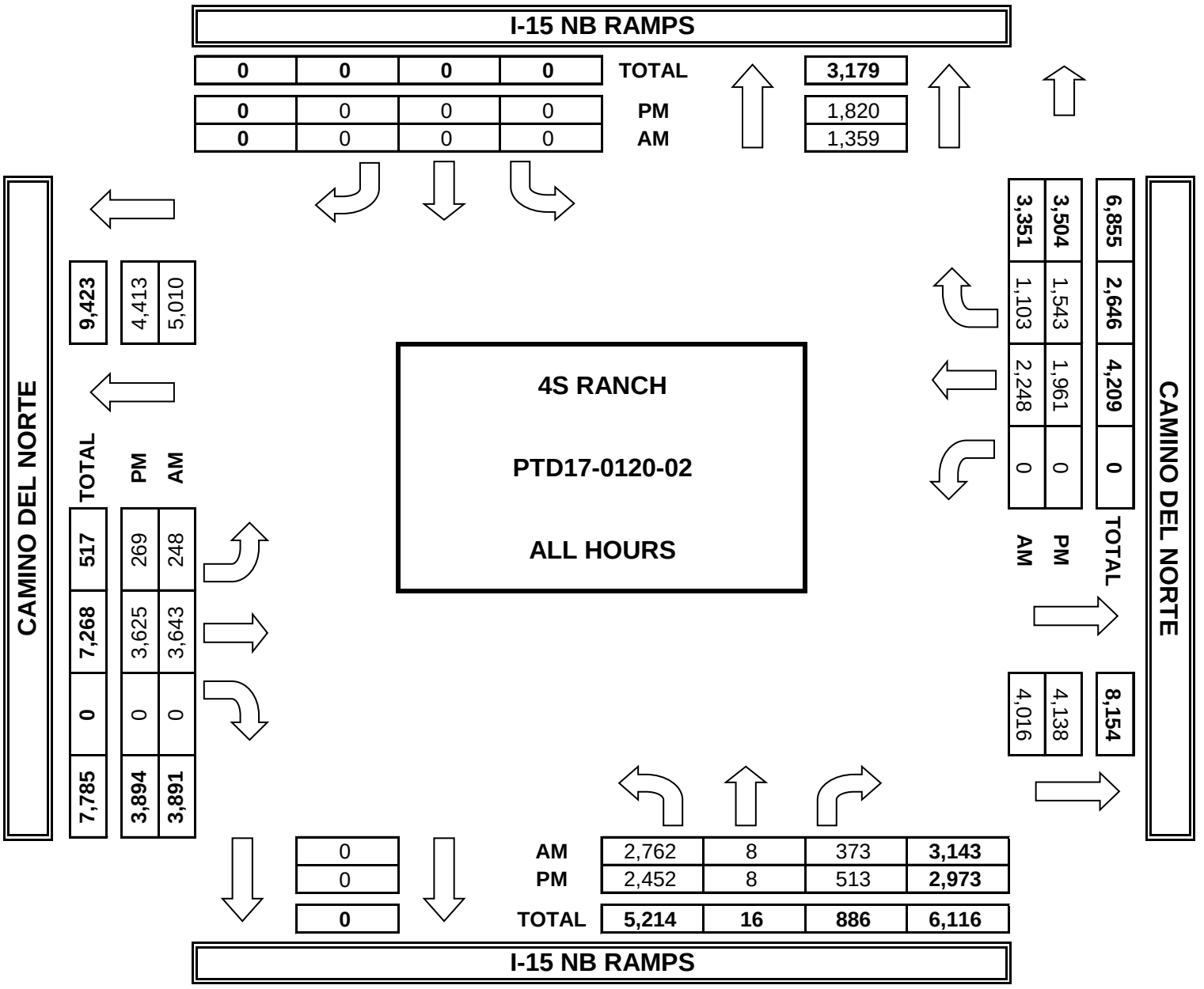
		NORTHBOUND I-15 NB RAMPS			SOUTHBOUND I-15 NB RAMPS			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE				U-TURNS				
	LANES:	NL 1.5	NT 0.5	NR 2	SL X	ST X	SR X	EL 2	ET 3	ER X	WL X	WT 4	WR 2	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	269	1	50				22	452			280	109	1,183					0
	7:15 AM	306	0	41				30	432			284	138	1,231					0
	7:30 AM	358	1	43				36	478			339	177	1,432					0
	7:45 AM	411	0	48				29	460			290	140	1,378					0
	8:00 AM	376	0	53				36	455			320	135	1,375					0
	8:15 AM	369	3	47				26	446			293	158	1,342					0
	8:30 AM	377	2	44				37	459			241	138	1,298					0
	8:45 AM	296	1	47				32	461			201	108	1,146					0
	VOLUMES	2,762	8	373	0	0	0	248	3,643	0	0	2,248	1,103	10,385	0	0	0	0	0
	APPROACH %	88%	0%	12%	0%	0%	0%	6%	94%	0%	0%	67%	33%						
	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					
PM	4:00 PM	258	0	57				33	409			217	167	1,141					0
	4:15 PM	270	4	62				17	439			227	165	1,184					0
	4:30 PM	339	0	60				26	449			235	225	1,334					0
	4:45 PM	308	1	67				41	468			248	194	1,327					0
	5:00 PM	288	2	72				37	424			262	188	1,273					0
	5:15 PM	323	0	61				36	483			253	205	1,361					0
	5:30 PM	317	0	71				41	493			259	190	1,371					0
	5:45 PM	349	1	63				38	460			260	209	1,380					0
	VOLUMES	2,452	8	513	0	0	0	269	3,625	0	0	1,961	1,543	10,371	0	0	0	0	0
	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					

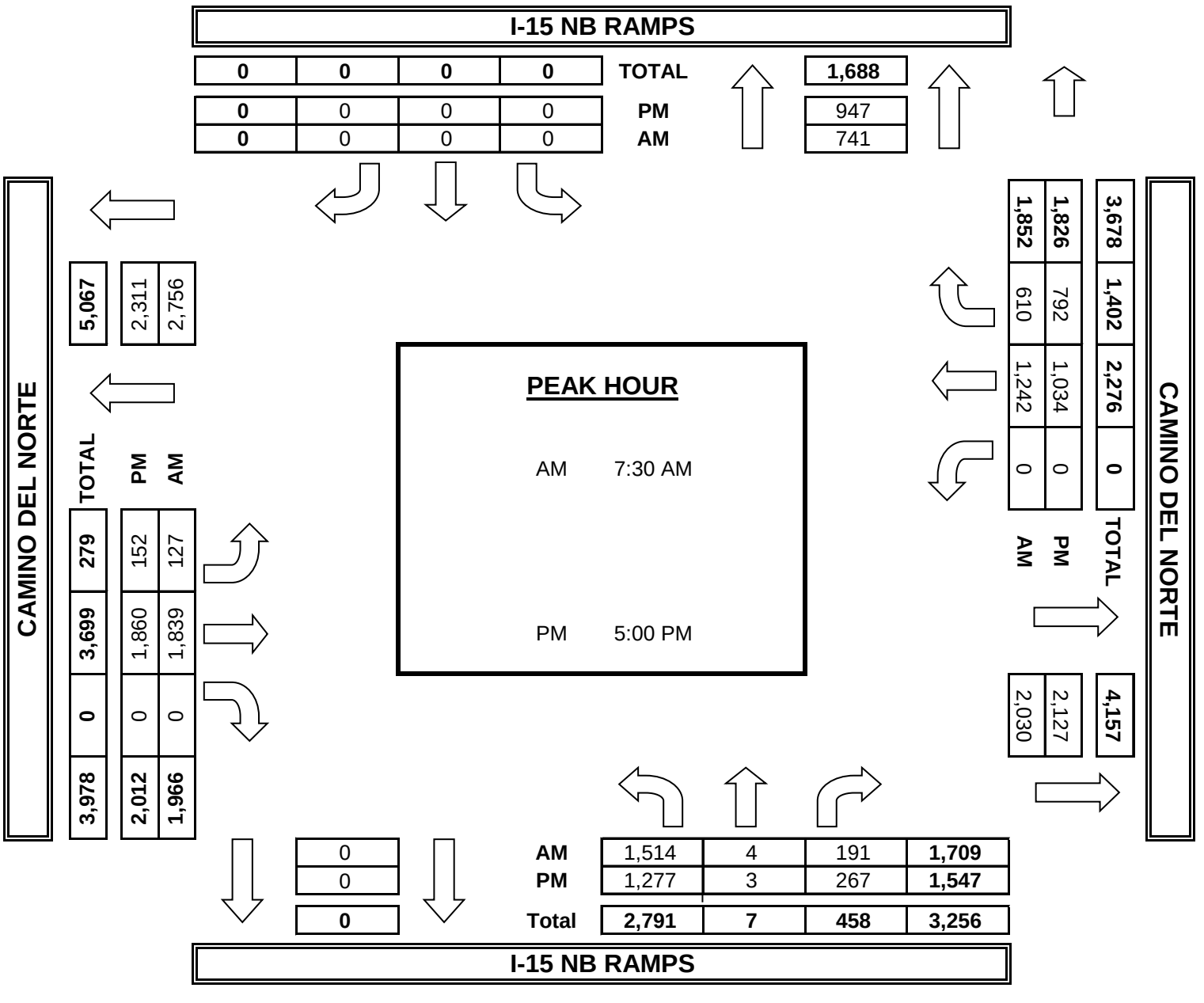


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

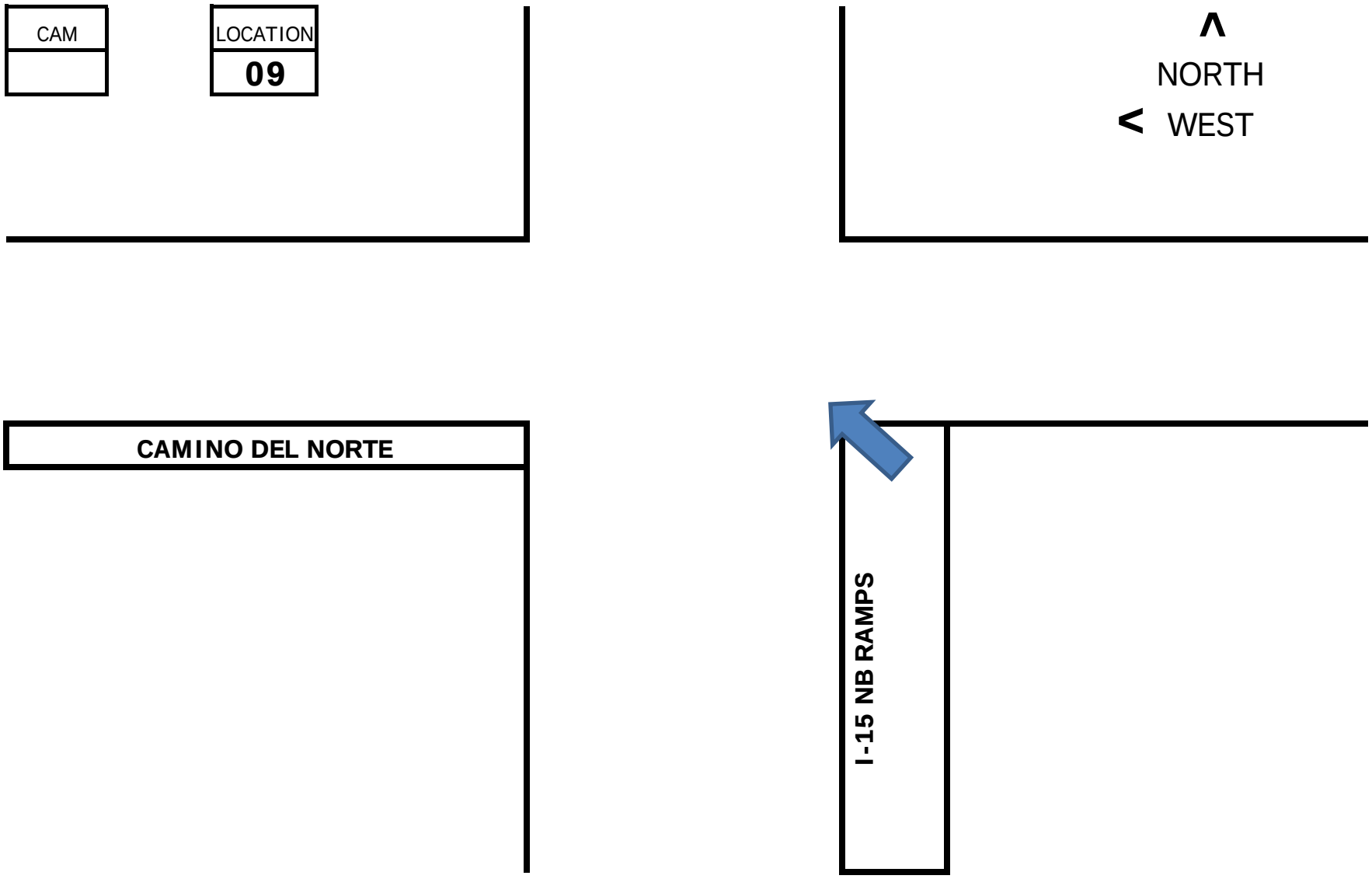
PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





CAM	LOCATION
	09



NORTH/SOUTH STREET	I-15 NB RAMPS
EAST/WEST STREET	CAMINO DEL NORTE

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

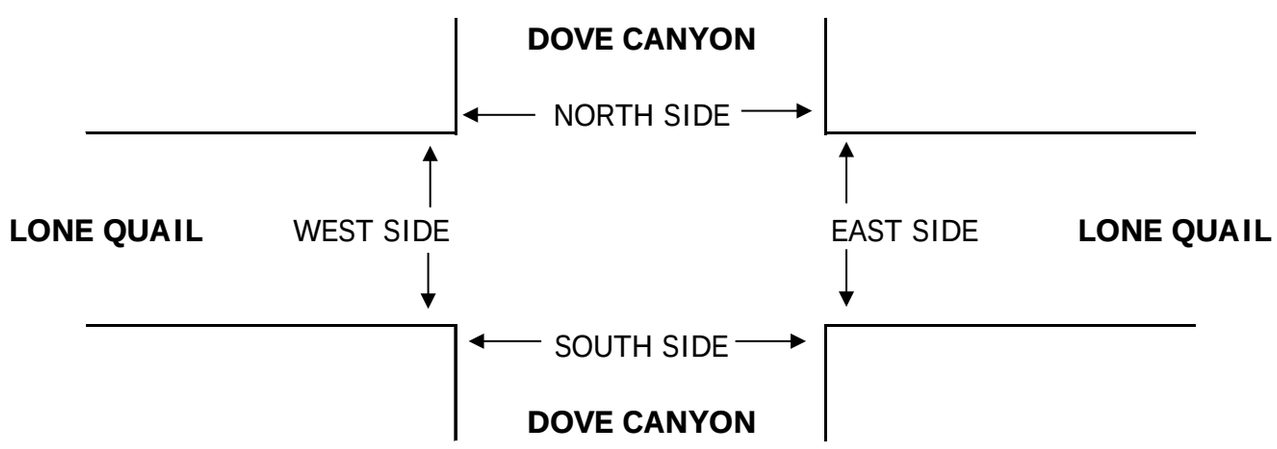
DATE:				
1/18/17	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
WEDNESDAY	NORTH & SOUTH:	DOVE CANYON	LOCATION #:	10
	EAST & WEST:	LONE QUAIL	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

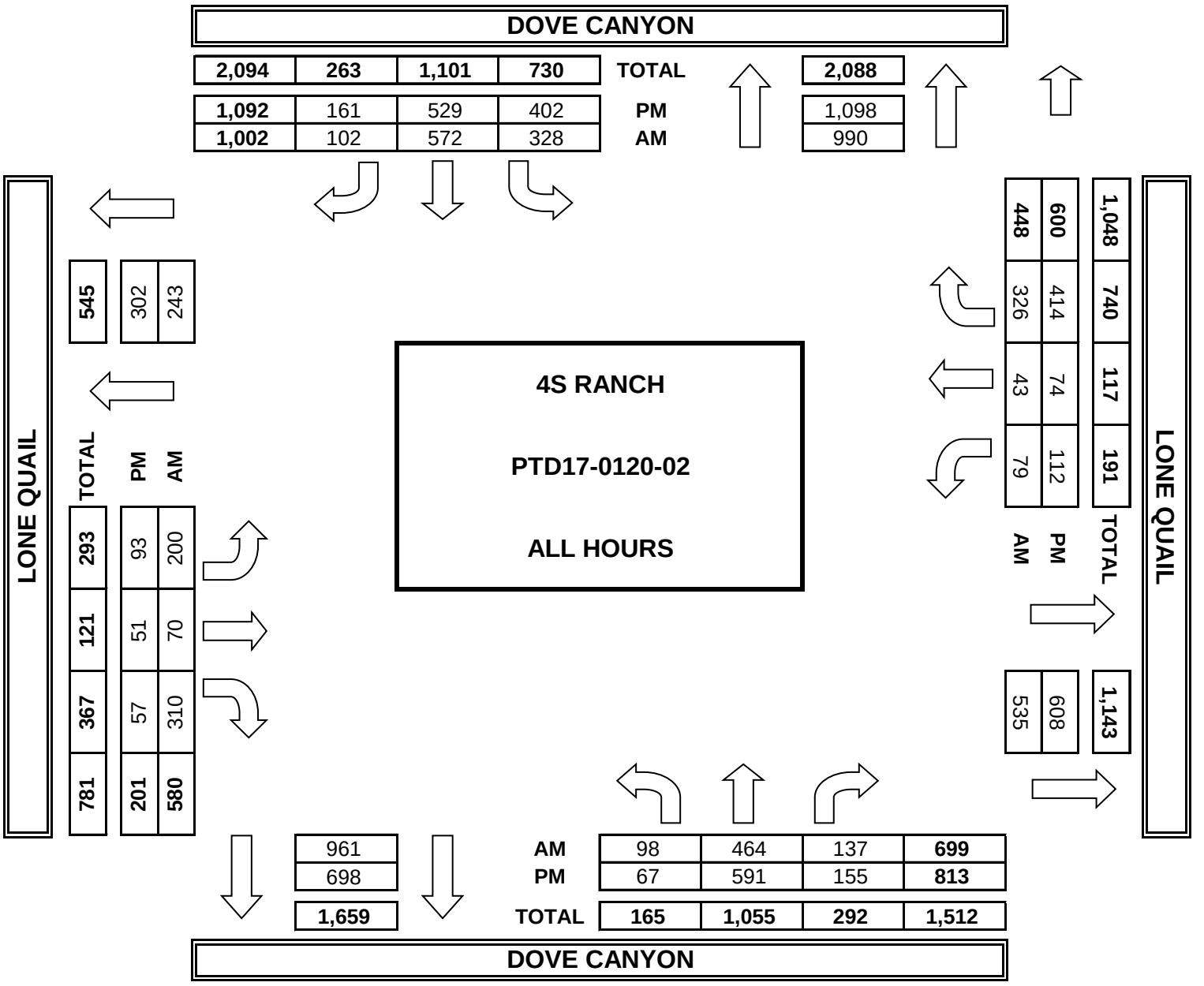
		NORTHBOUND DOVE CANYON			SOUTHBOUND DOVE CANYON			EASTBOUND LONE QUAIL			WESTBOUND LONE QUAIL				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	26	13	23	48	4	13	12	66	11	4	24	248					0
	7:15 AM	8	35	10	36	51	6	15	9	68	11	3	41	293		1	1		2
	7:30 AM	15	31	17	47	67	11	24	5	24	12	3	29	285		1			1
	7:45 AM	27	84	21	30	152	23	31	8	70	15	6	50	517					0
	8:00 AM	26	105	31	54	88	17	41	10	38	3	5	41	459		2			2
	8:15 AM	9	100	20	36	44	9	24	4	12	11	6	62	337					0
	8:30 AM	5	42	11	43	61	13	33	12	15	10	6	41	292					0
	8:45 AM	4	41	14	59	61	19	19	10	17	6	10	38	298					0
	VOLUMES	98	464	137	328	572	102	200	70	310	79	43	326	2,729	0	4	1	0	5
	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		1			1
	4:15 PM	9	72	16	40	61	11	15	6	7	7	7	53	304					0
	4:30 PM	14	71	20	49	62	18	5	4	3	17	11	50	324					0
	4:45 PM	6	64	18	51	57	14	8	6	7	14	7	43	295					0
	5:00 PM	10	85	17	57	59	20	15	7	9	11	7	56	353					0
	5:15 PM	7	85	22	46	78	23	13	9	8	15	8	55	369					0
	5:30 PM	5	85	22	56	63	22	18	6	2	18	15	53	365		2			2
	5:45 PM	10	66	23	52	73	34	8	9	12	18	12	51	368					0
	VOLUMES	67	591	155	402	529	161	93	51	57	112	74	414	2,706	0	3	0	0	3
	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					

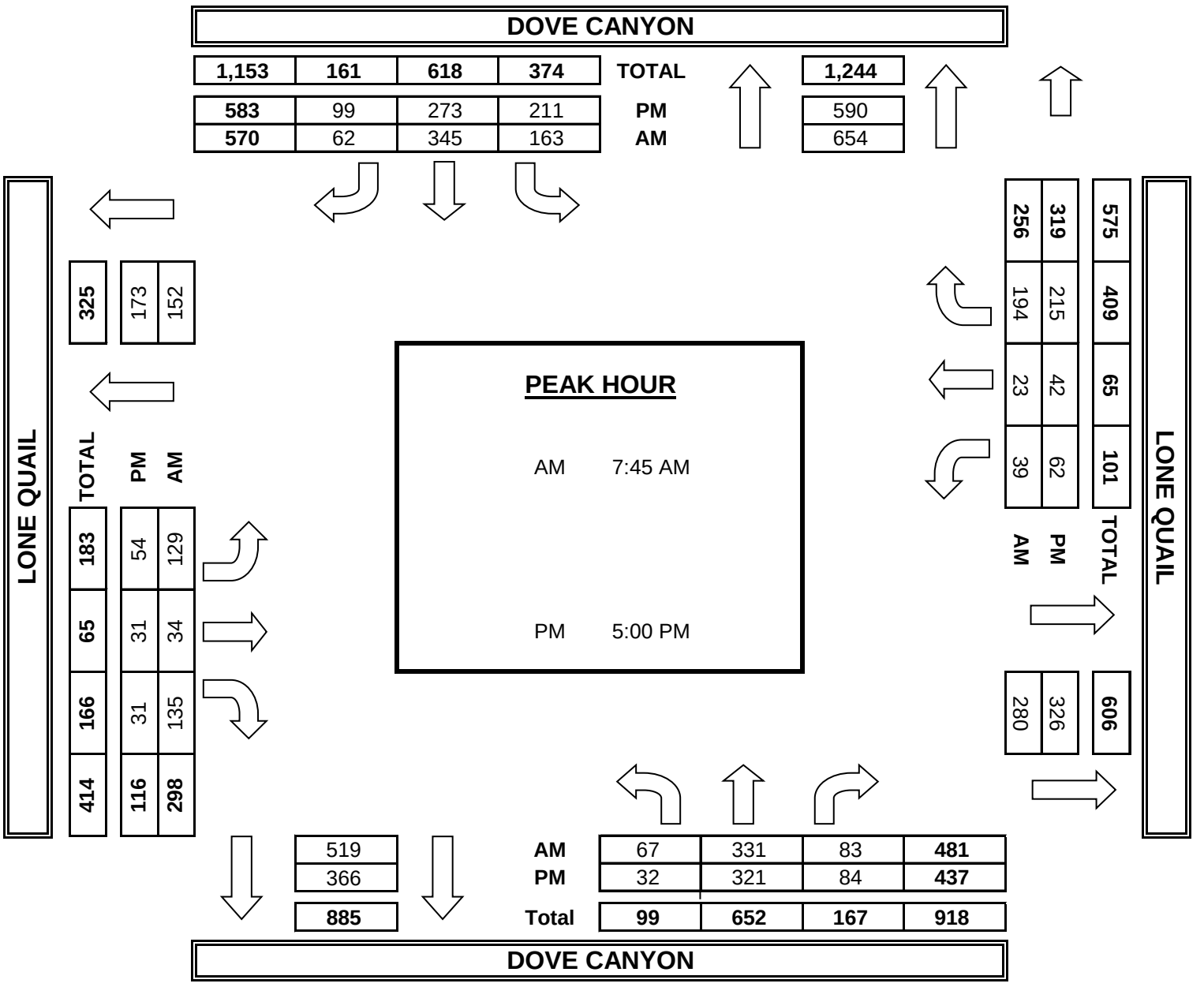


		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

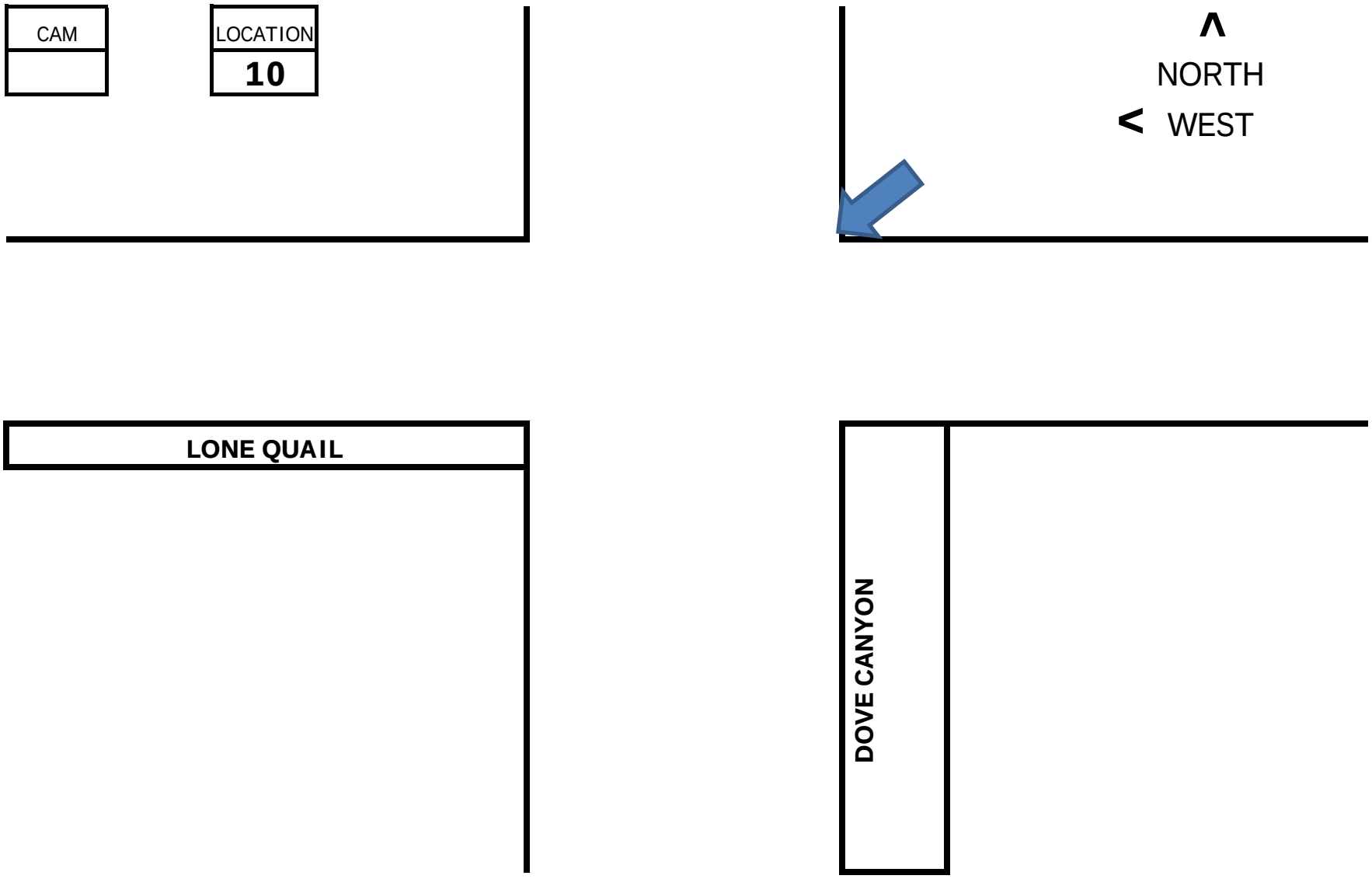
PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





CAM	LOCATION
	10



NORTH / SOUTH STREET	DOVE CANYON
EAST / WEST STREET	LONE QUAIL

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0700												
1600												

Weekend Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
1/29/17	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
SUNDAY	NORTH/SOUTH:	4 GEE	LOCATION #:	1
	EAST/WEST:	PROJECT DWY	CONTROL:	2-WAY STOP (EW)

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

INTERSECTION TURNING MOVEMENT

	NORTHBOUND 4 GEE			SOUTHBOUND 4 GEE			EASTBOUND PROJECT DWY			WESTBOUND PROJECT DWY			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
8:00 AM	0	4	0	0	16	0	0	0	0	0	0	0	20
8:15 AM	0	9	0	0	12	0	0	0	0	0	0	0	21
8:30 AM	0	5	0	0	4	0	0	0	0	0	0	0	9
8:45 AM	0	5	0	0	23	0	0	0	0	0	0	0	28
9:00 AM	0	11	0	0	12	0	0	0	1	0	0	0	24
9:15 AM	0	12	0	0	17	0	0	0	0	0	0	0	29
9:30 AM	0	7	0	0	23	0	0	0	1	1	0	0	32
9:45 AM	0	13	0	0	16	0	0	0	1	1	0	0	31
10:00 AM	0	8	0	0	21	0	0	0	0	0	0	0	29
10:15 AM	0	16	0	0	18	0	0	0	0	0	0	0	34
10:30 AM	0	11	0	0	22	0	0	0	0	0	0	0	33
10:45 AM	0	7	0	0	24	0	0	0	0	0	0	0	31
11:00 AM	0	12	0	0	11	0	0	0	0	0	0	0	23
11:15 AM	0	8	0	0	18	0	0	0	0	0	0	0	26
11:30 AM	0	16	0	0	11	0	0	0	0	0	0	0	27
11:45 AM	0	18	0	0	12	0	0	0	1	0	0	0	31
12:00 PM	0	19	0	0	15	0	0	0	0	1	0	0	35
12:15 PM	0	15	1	0	10	0	0	0	0	1	0	0	27
12:30 PM	0	35	1	0	16	0	0	0	0	0	0	0	52
12:45 PM	0	22	0	0	18	0	0	0	1	0	0	0	41
VOLUMES	0	253	2	0	319	0	0	0	5	4	0	0	583
APPROACH %	0%	99%	1%	0%	100%	0%	0%	0%	100%	100%	0%	0%	
APP/DEPART	255	/	253	319	/	328	5	/	2	4	/	0	0
BEGIN PEAK HR		12:00 PM											
VOLUMES	0	91	2	0	59	0	0	0	1	2	0	0	155
APPROACH %	0%	98%	2%	0%	100%	0%	0%	0%	100%	100%	0%	0%	
PEAK HR FACTOR		0.646			0.819			0.250			0.500		0.745
APP/DEPART	93	/	91	59	/	62	1	/	2	2	/	0	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
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				0					0
				0					0
				0					0
				0					0
				0					0
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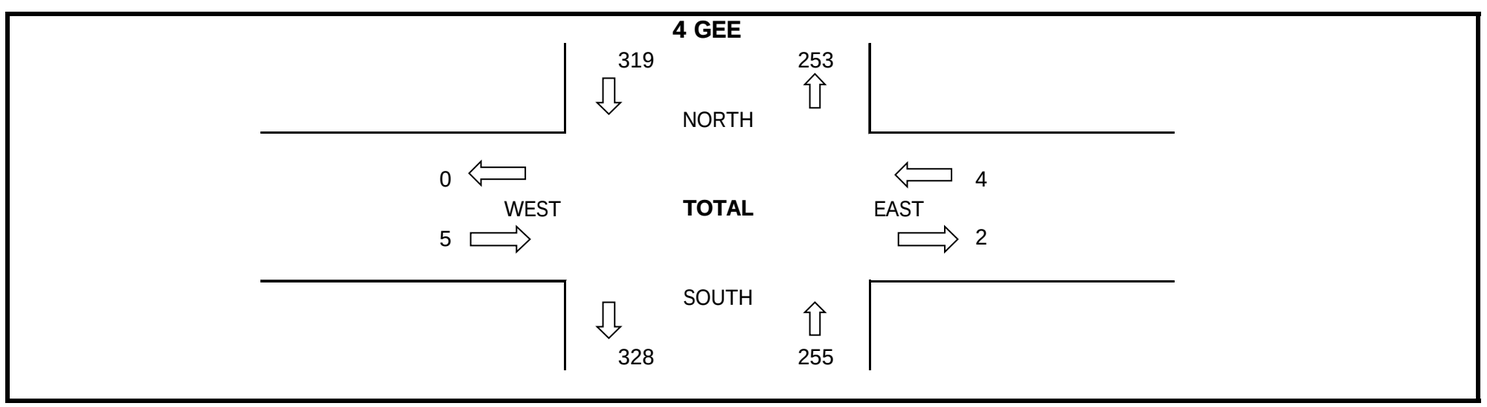
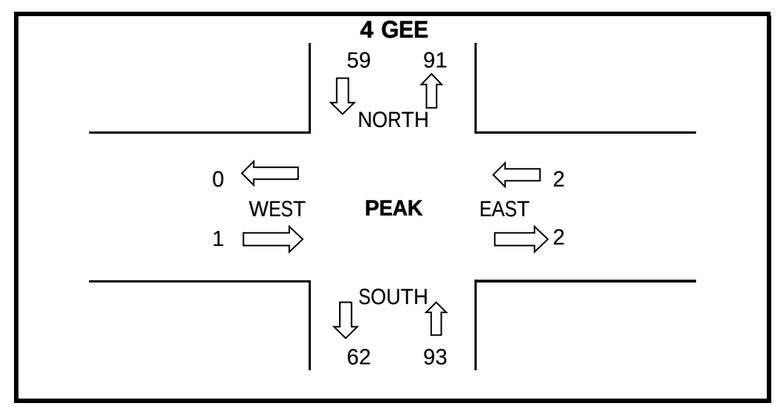
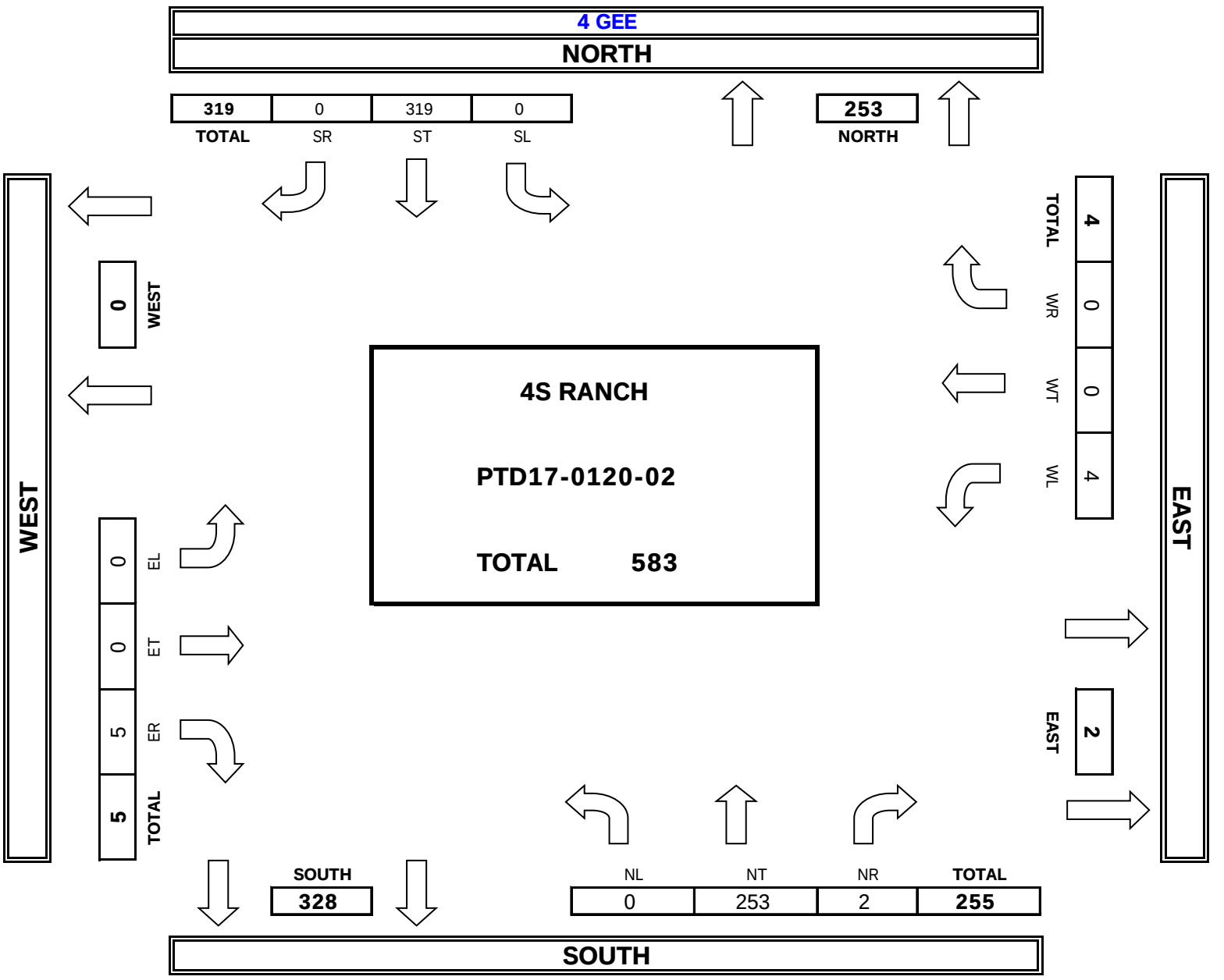
				0					0
				0					0
				0					0
0	0	0	0	0	0	0	0	0	0

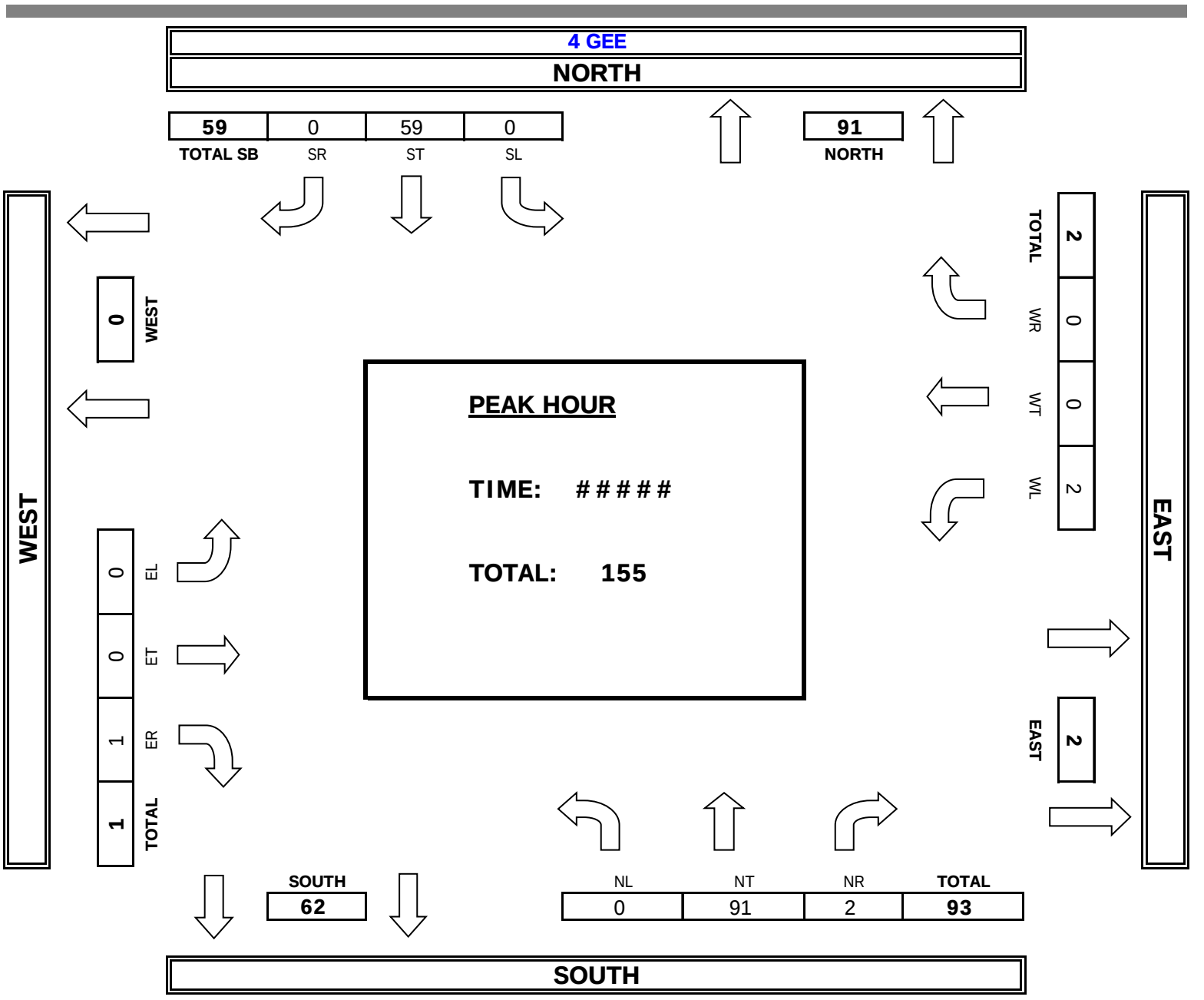




PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
1/29/17	NORTH/SOUTH:	4 GEE	LOCATION #:	2
SUNDAY	EAST/WEST:	CAMINO DEL SUR	CONTROL:	SIGNAL

NOTES:

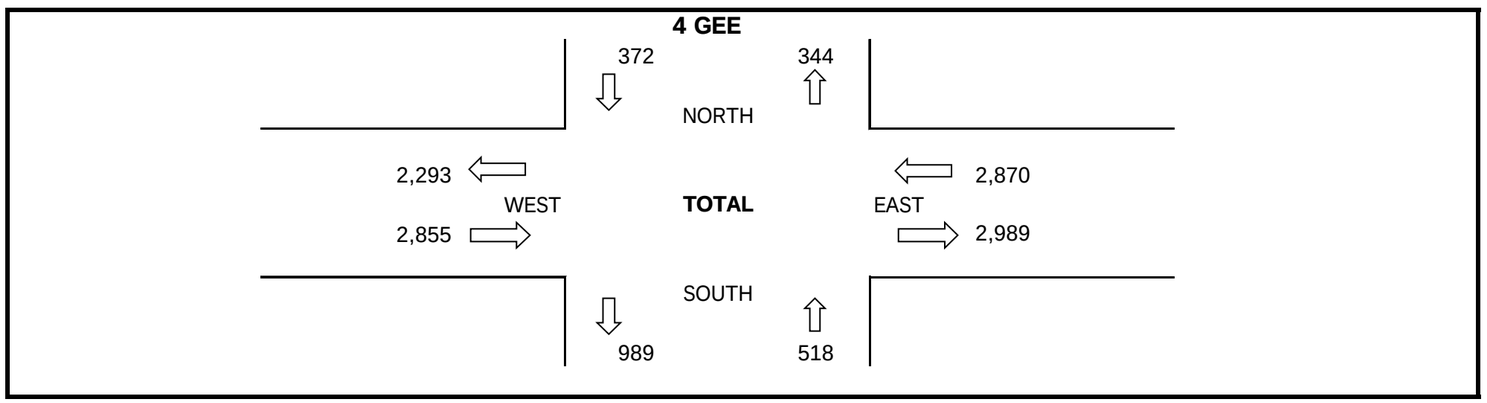
AM
PM
MD
OTHER
OTHER

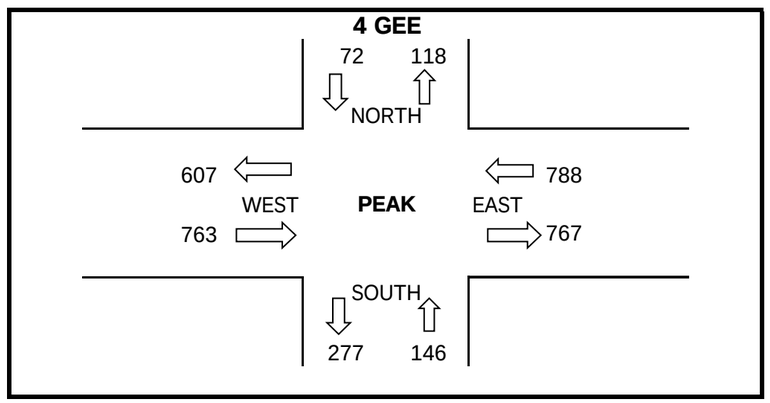
▲ N
◄ W
E ►
S ▼

INTERSECTION TURNING MOVEMENT

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

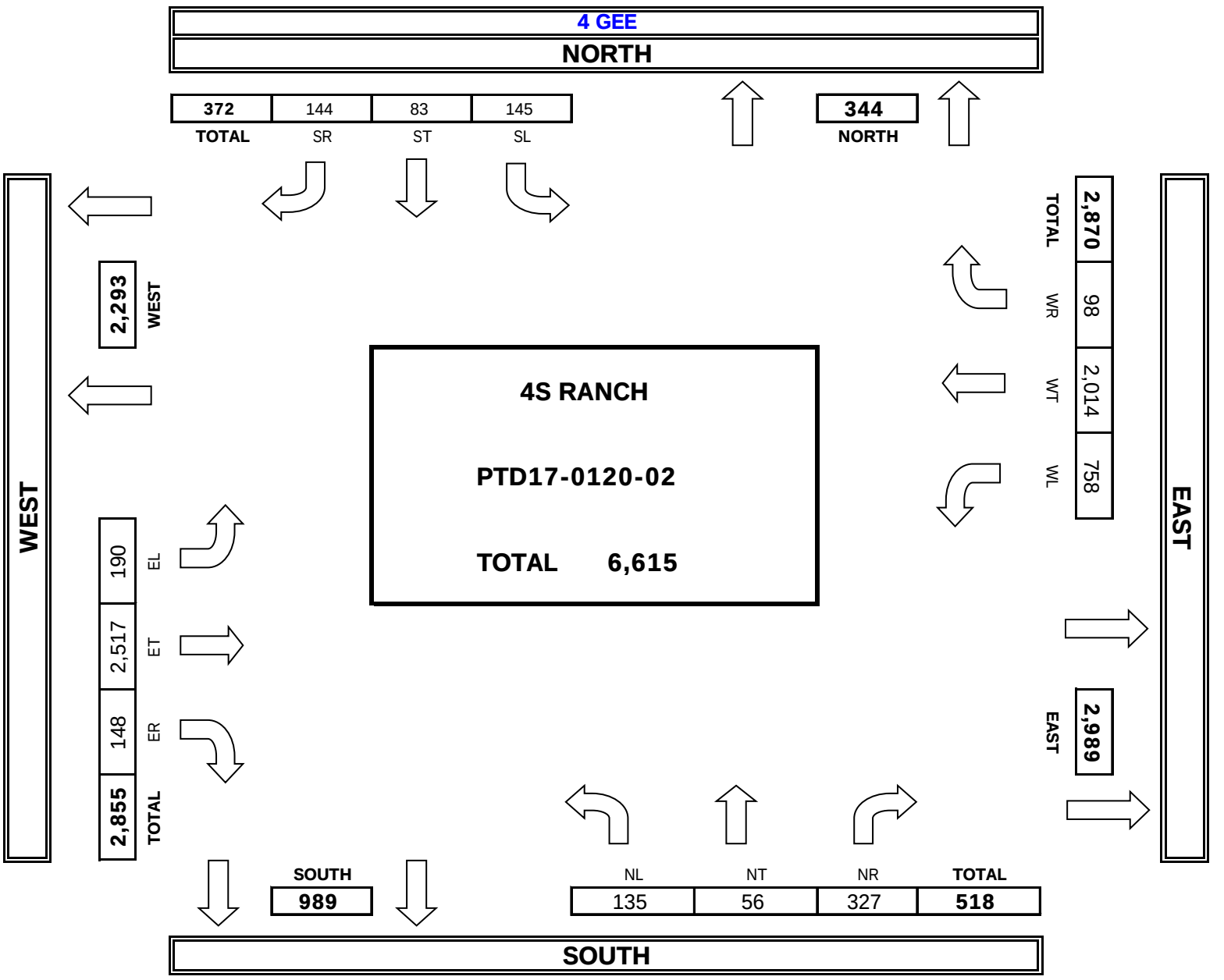
	VEHICLE U-TURNS					BIKE LEFT TURNS				
	NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
LANES:	X	X	X	X		X	X	X	X	
8:00 AM			2		2					0
8:15 AM			2	1	3					0
8:30 AM					0					0
8:45 AM			1	1	2					0
9:00 AM					0					0
9:15 AM					0					0
9:30 AM			3	2	5					0
9:45 AM				2	2					0
10:00 AM					0					0
10:15 AM			5		5					0
10:30 AM			2		2					0
10:45 AM			1		1					0
11:00 AM			2	1	3					0
11:15 AM			1		1					0
11:30 AM			3		3					0
11:45 AM			3		3					0
12:00 PM			3		3					0
12:15 PM			4		4					0
12:30 PM			5		5					0
12:45 PM			2		2					0
VOLUMES	0	0	39	7	46	0	0	0	0	0

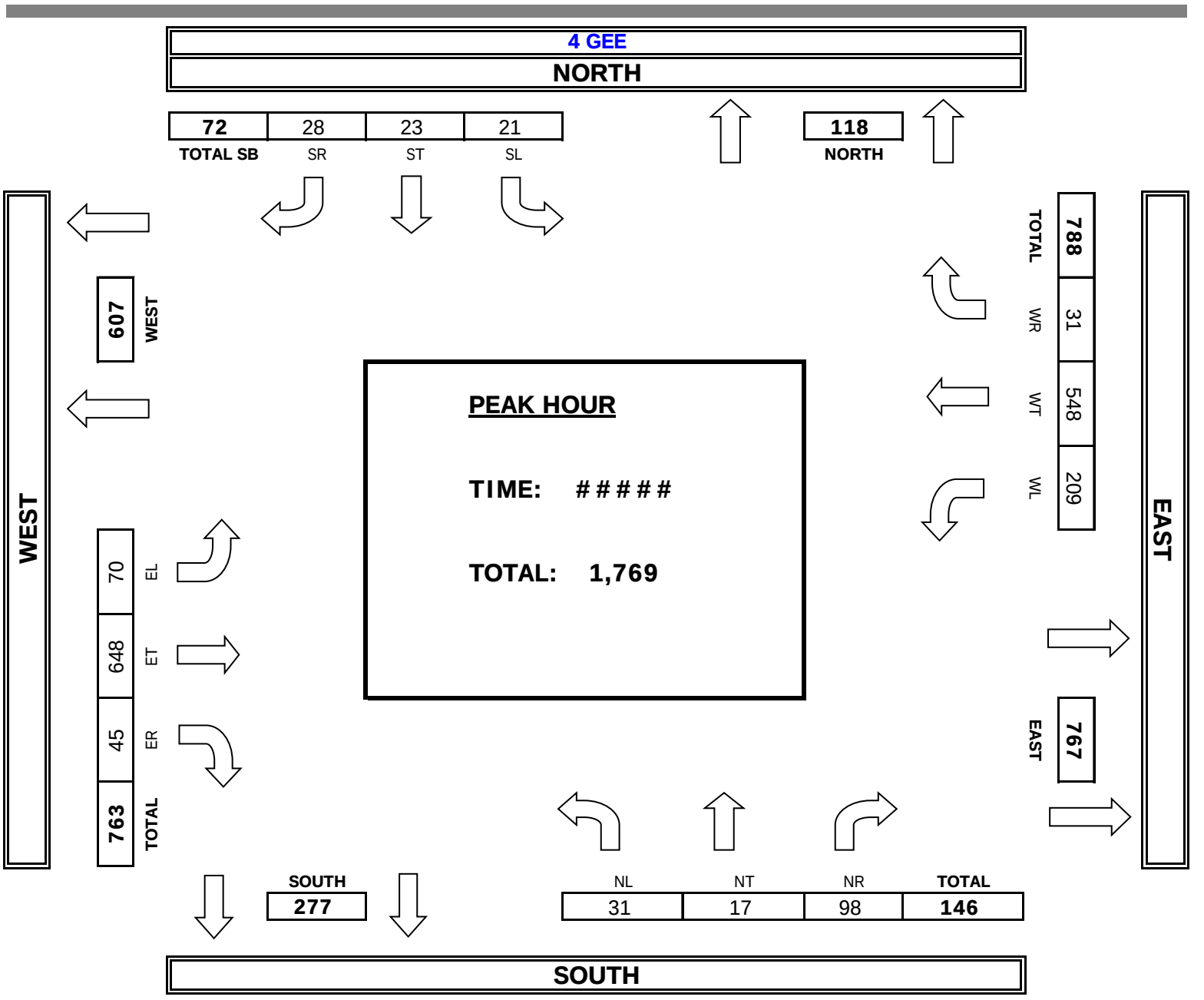




PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
1/29/17	NORTH/SOUTH:	RANCHO BERNARDO	LOCATION #:	3
SUNDAY	EAST/WEST:	CAMINO DEL NORTE	CONTROL:	SIGNAL

NOTES:

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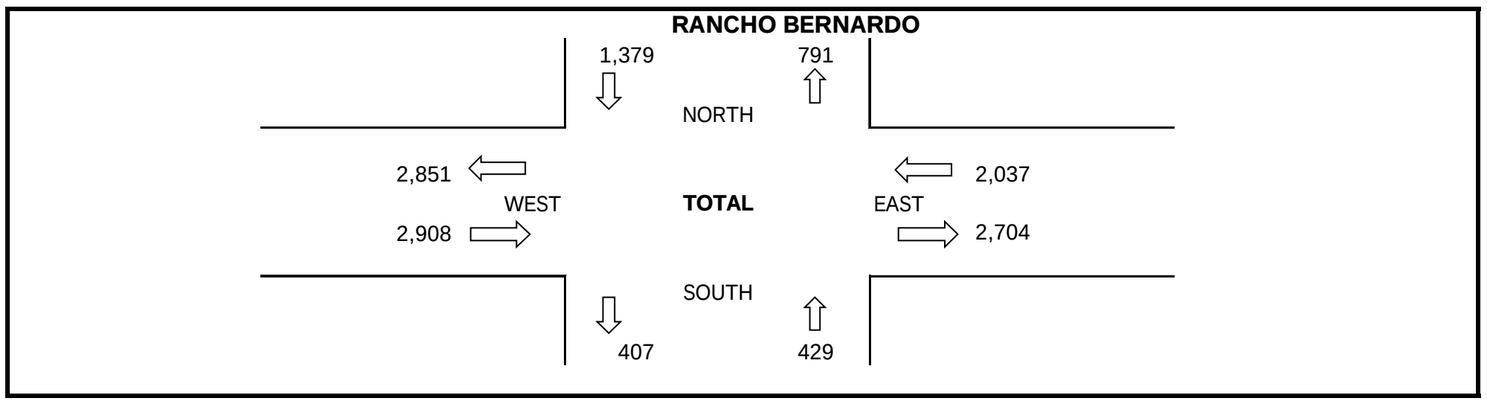
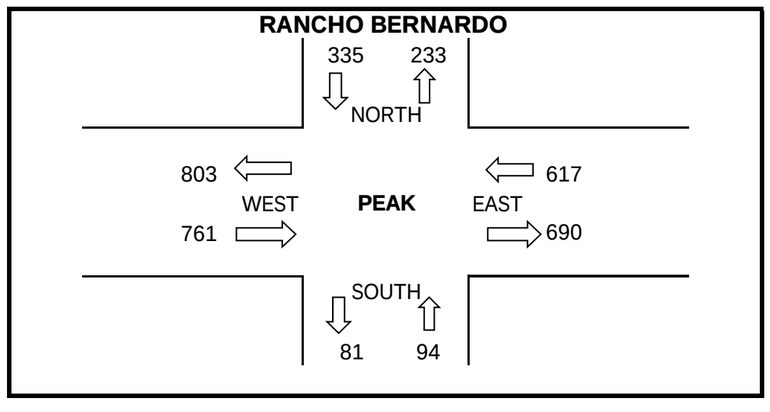
INTERSECTION TURNING MOVEMENT

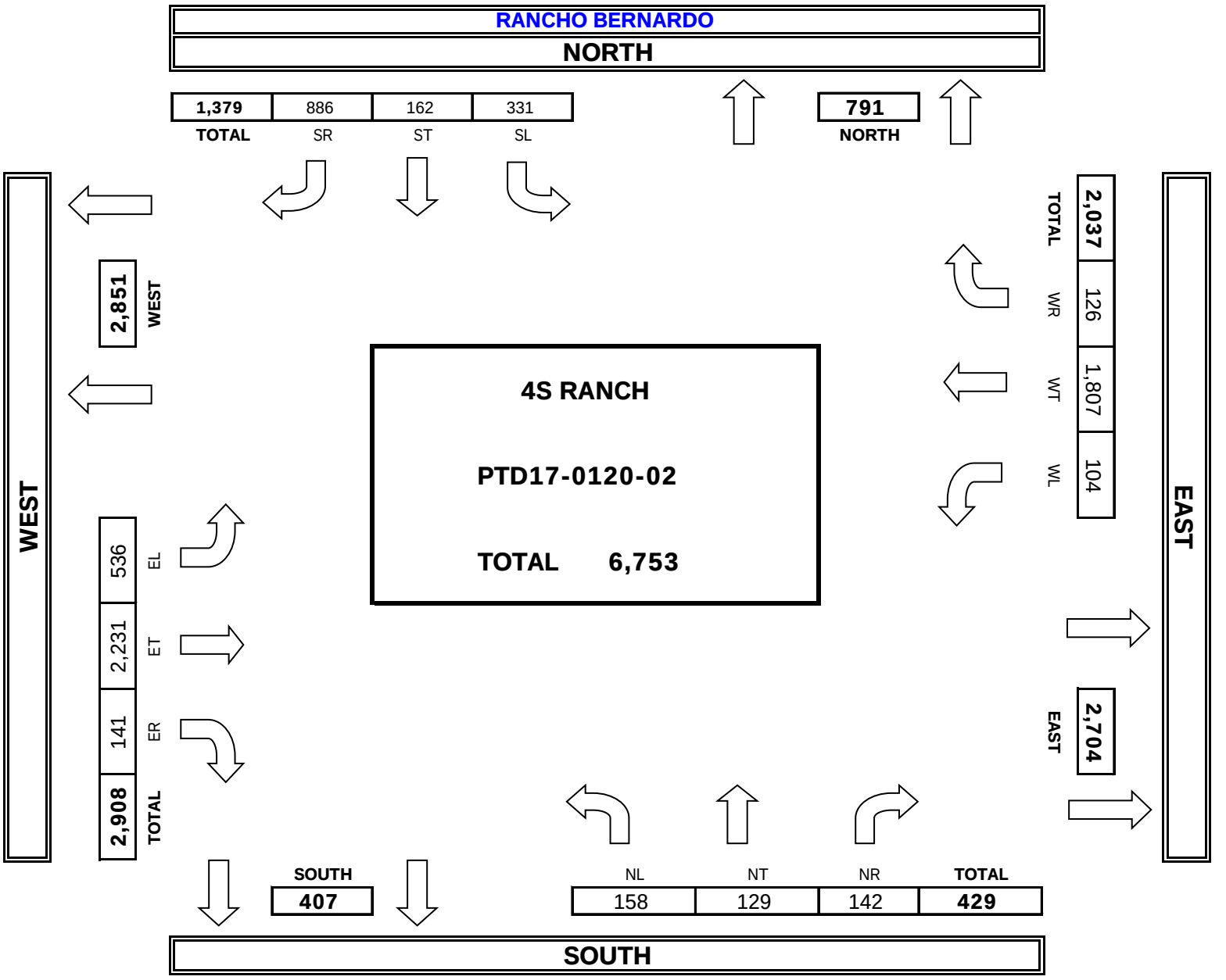
	NORTHBOUND RANCHO BERNARDO			SOUTHBOUND RANCHO BERNARDO			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE				VEHICLE U-TURNS					BIKE LEFT TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
LANES:	1	1	0	1	2	0	1	2	0	2	2	0		X	X	X	X		X	X	X	X	
8:00 AM	6	4	4	12	7	31	15	68	7	3	33	4	194		1			1					0
8:15 AM	8	7	7	18	9	28	11	61	5	3	40	3	200		1			1					0
8:30 AM	9	5	9	22	10	32	18	66	4	6	50	2	233					0					0
8:45 AM	10	3	12	16	5	28	20	80	5	2	51	4	236					0					0
9:00 AM	11	3	5	19	4	33	26	77	3	4	68	5	258					0					0
9:15 AM	5	6	4	11	6	35	22	91	5	4	59	4	252		1			1					0
9:30 AM	9	8	6	18	9	40	21	121	6	3	66	6	313		1			1					0
9:45 AM	5	7	8	20	12	44	22	115	9	8	84	8	342					0					0
10:00 AM	9	9	9	18	11	44	28	121	10	9	81	9	358		1		1	2					0
10:15 AM	12	5	10	11	8	48	30	101	5	5	105	5	345		2		1	3					0
10:30 AM	8	4	5	15	9	55	33	116	4	4	101	4	358					0					0
10:45 AM	5	4	4	20	10	68	32	148	9	9	84	4	397					0					0
11:00 AM	5	4	9	16	5	42	28	105	12	8	105	4	343		2			2					0
11:15 AM	6	5	9	11	4	39	29	131	11	8	101	7	361		2			2					0
11:30 AM	9	6	10	6	9	49	22	118	5	9	119	5	367		3			3					0
11:45 AM	10	12	5	12	10	55	29	134	8	5	103	6	389		5		1	6					0
12:00 PM	5	8	7	22	7	44	33	168	10	4	145	12	465		4		1	5					0
12:15 PM	8	10	9	25	8	55	32	131	6	5	135	11	435					0					0
12:30 PM	9	11	5	20	9	65	41	141	8	3	141	12	465		2			2					0
12:45 PM	9	8	5	19	10	51	44	138	9	2	136	11	442		1			1					0
VOLUMES	158	129	142	331	162	886	536	2,231	141	104	1,807	126	6,753	0	26	0	4	30	0	0	0	0	0
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										

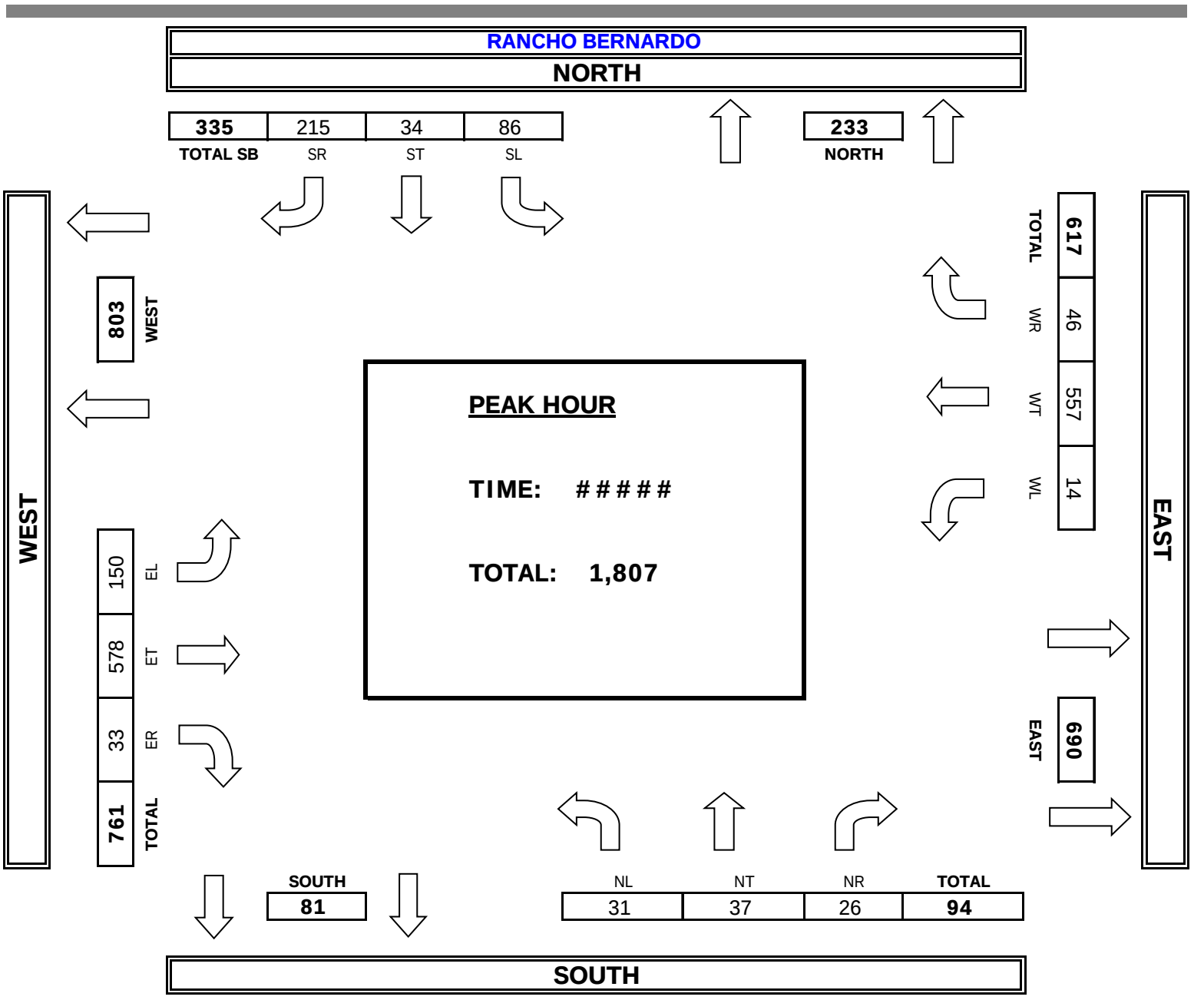




PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
1/29/17	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
SUNDAY	NORTH/SOUTH:	4S RANCH	LOCATION #:	4
	EAST/WEST:	CAMINO DEL NORTE	CONTROL:	SIGNAL

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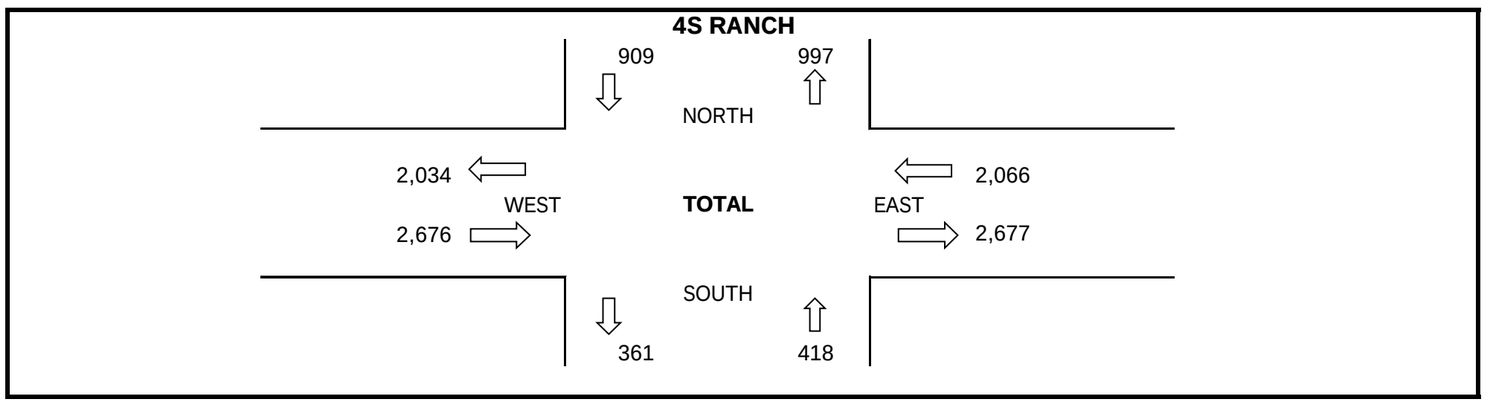
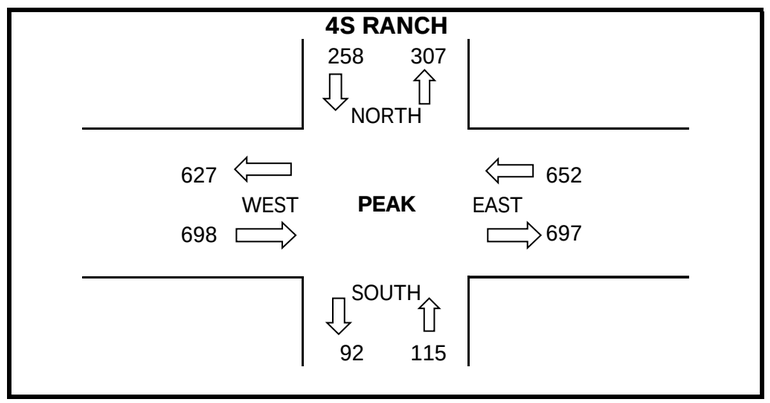
INTERSECTION TURNING MOVEMENT

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

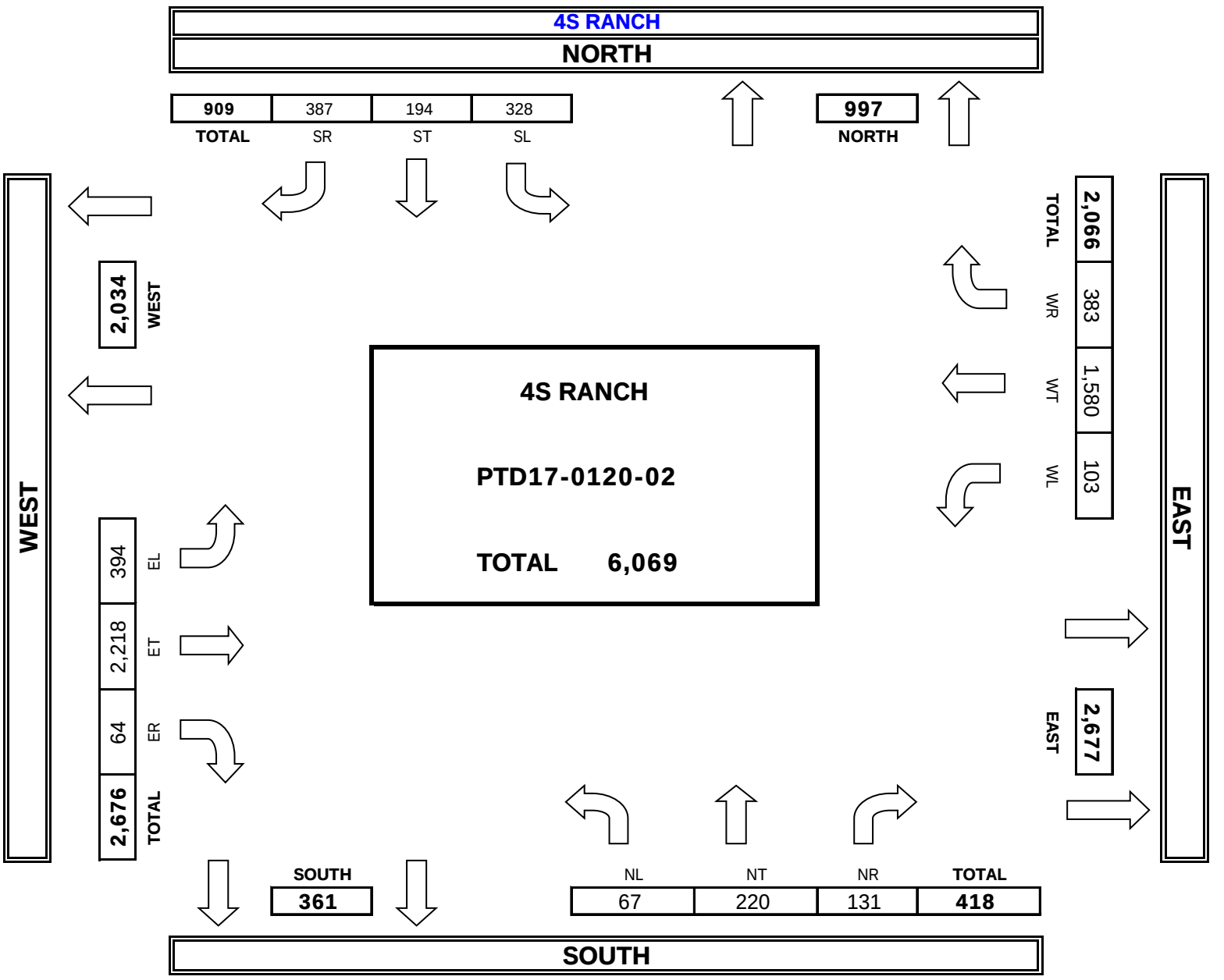
	VEHICLE U-TURNS					BIKE LEFT TURNS				
	NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
LANES:	X	X	X	X		X	X	X	X	
8:00 AM					0					0
8:15 AM					0					0
8:30 AM					0					0
8:45 AM					0					0
9:00 AM					0					0
9:15 AM					0					0
9:30 AM			1		1					0
9:45 AM					0					0
10:00 AM			1		1					0
10:15 AM					0					0
10:30 AM					0					0
10:45 AM					0					0
11:00 AM					0					0
11:15 AM			1		1					0
11:30 AM			1		1					0
11:45 AM	1		2		3					0
12:00 PM					0					0
12:15 PM			1		1					0
12:30 PM					0					0
12:45 PM			1		1					0
VOLUMES	1	0	8	0	9	0	0	0	0	0

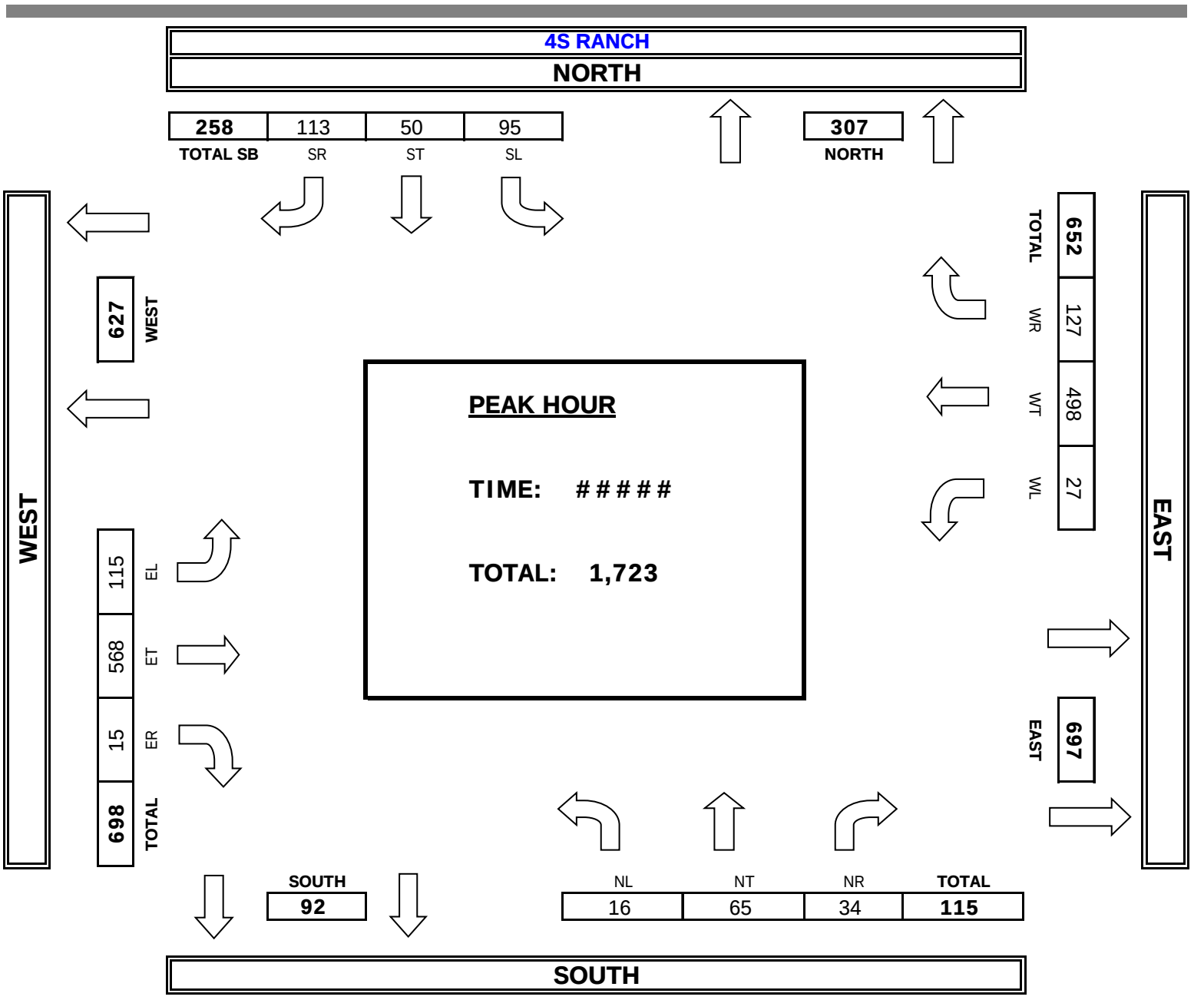




PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:			
1/29/17	LOCATION:	4S RANCH	PROJECT #: PTD17-0120-02
SUNDAY	NORTH/SOUTH:	DOVE CANYON	LOCATION #: 5
	EAST/WEST:	CAMINO DEL NORTE	CONTROL: SIGNAL

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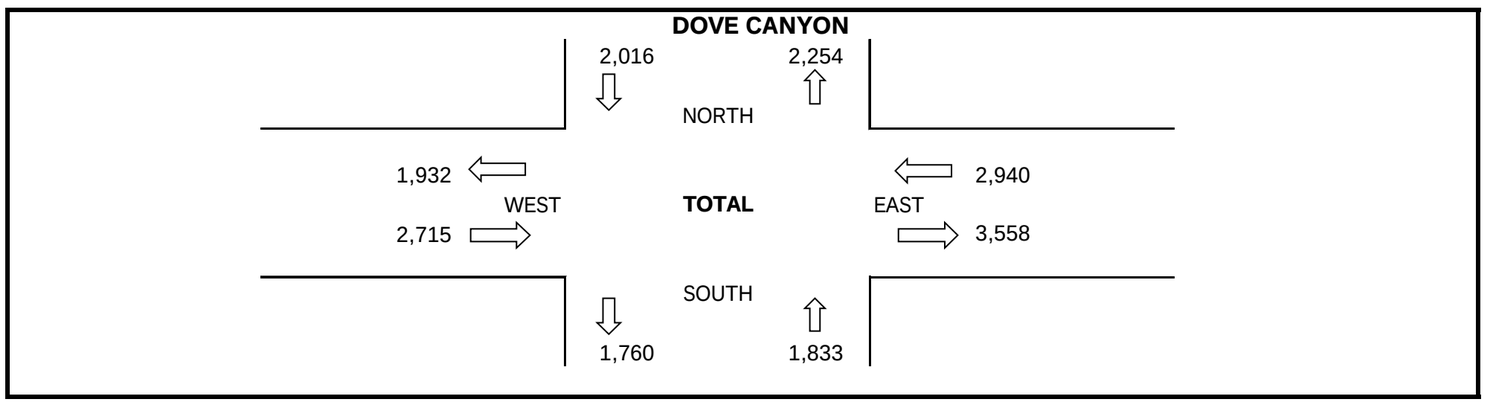
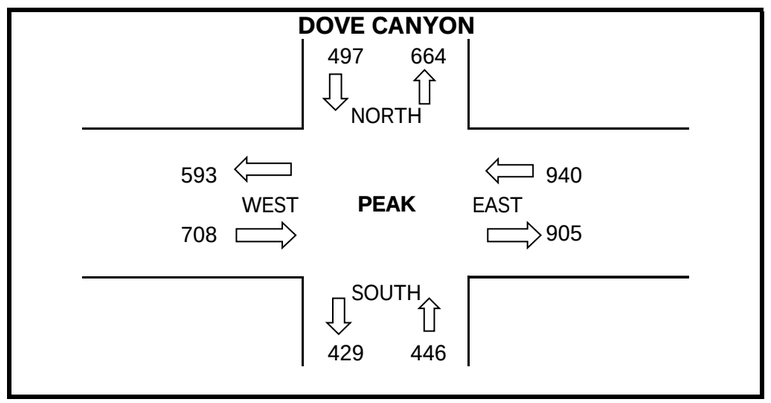
INTERSECTION TURNING MOVEMENT

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

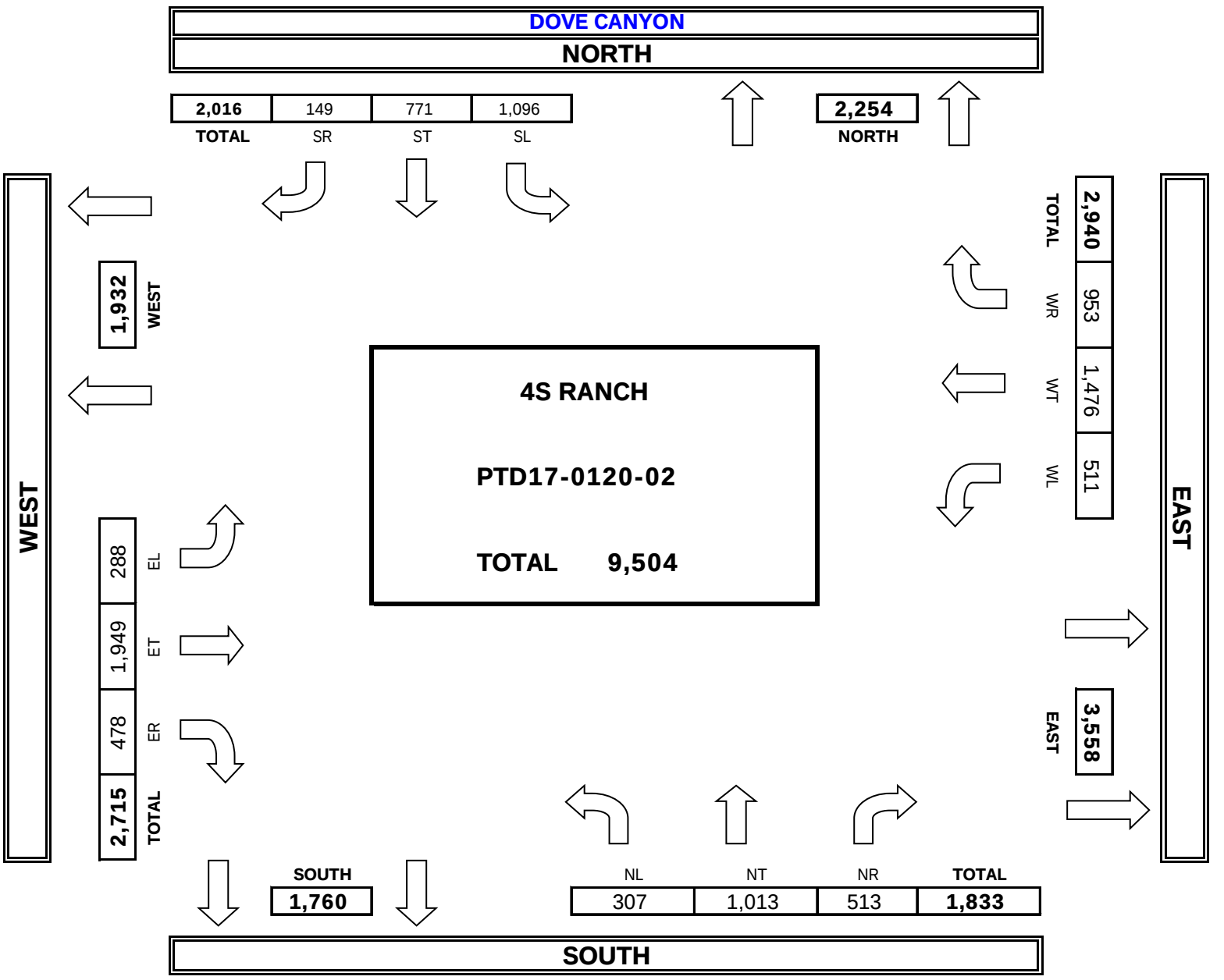
	VEHICLE U-TURNS					BIKE LEFT TURNS				
	NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
LANES:	X	X	X	X		X	X	X	X	
8:00 AM					0					0
8:15 AM					0					0
8:30 AM					0					0
8:45 AM					0					0
9:00 AM	1				1					0
9:15 AM					0					0
9:30 AM	1		1		2					0
9:45 AM					0					0
10:00 AM			1		1					0
10:15 AM					0					0
10:30 AM		2			2					0
10:45 AM					0					0
11:00 AM	1	1			2					0
11:15 AM	1	1			2					0
11:30 AM					0					0
11:45 AM					0					0
12:00 PM					0					0
12:15 PM					0					0
12:30 PM					0					0
12:45 PM					0					0
VOLUMES	4	4	2	0	10	0	0	0	0	0

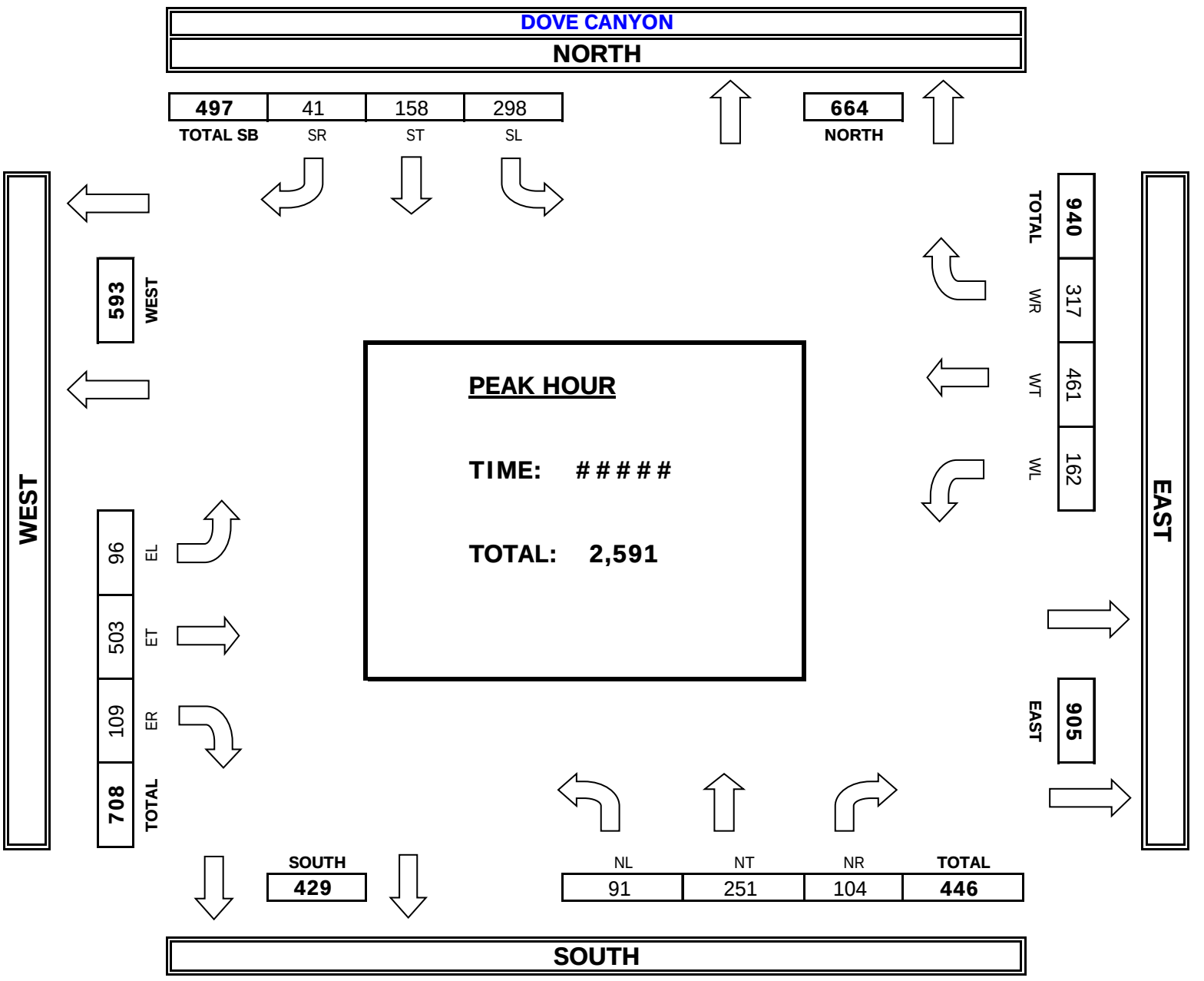




PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
1/29/17	NORTH/SOUTH:	BERNARDO CENTER	LOCATION #:	6
SUNDAY	EAST/WEST:	CAMINO DEL NORTE	CONTROL:	SIGNAL

NOTES:

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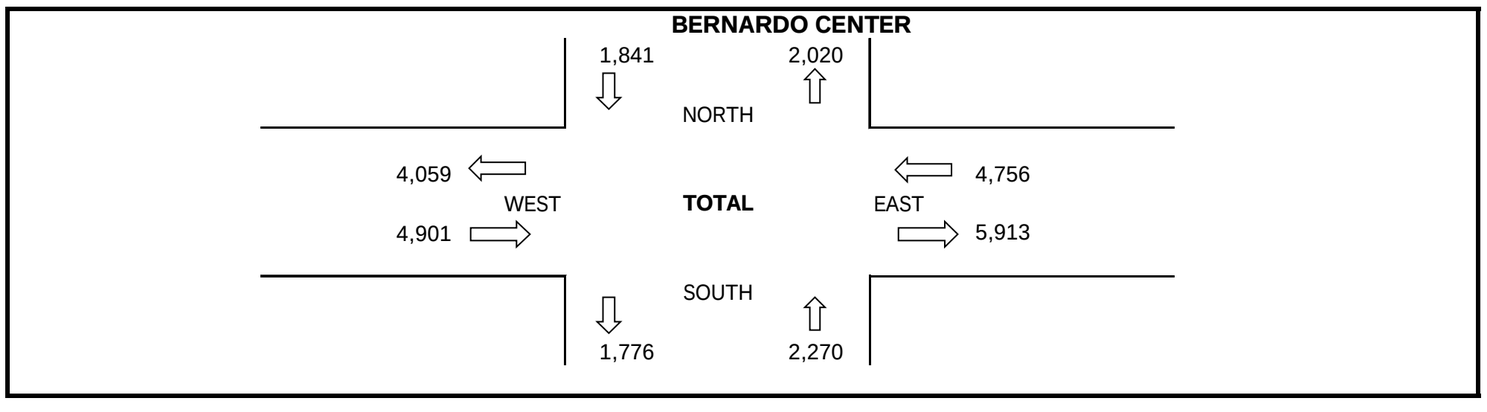
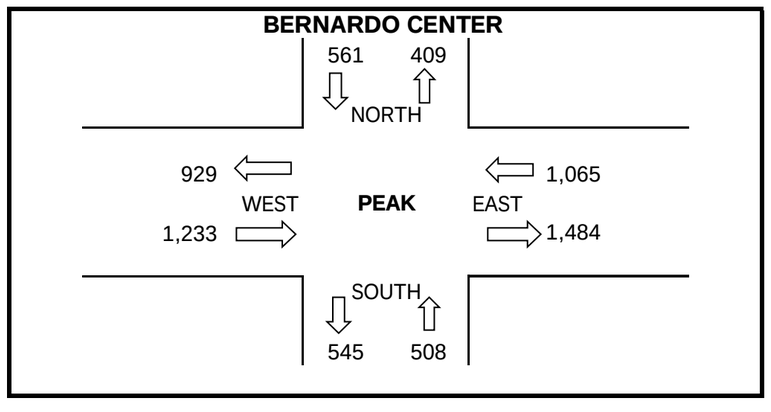
INTERSECTION TURNING MOVEMENT

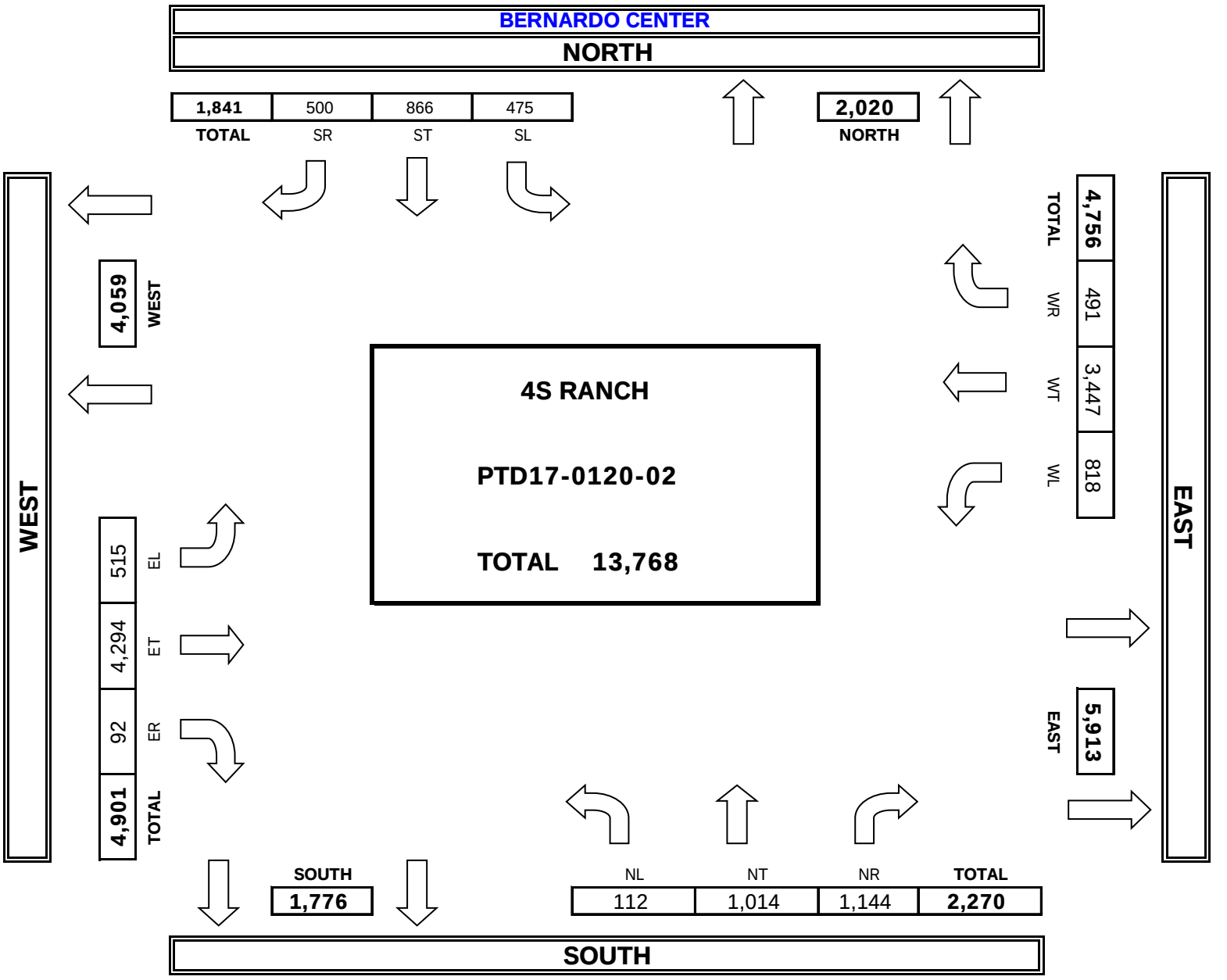
	NORTHBOUND BERNARDO CENTER			SOUTHBOUND BERNARDO CENTER			EASTBOUND CAMINO DEL NORTE			WESTBOUND CAMINO DEL NORTE				VEHICLE U-TURNS					BIKE LEFT TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
LANES:	2	2	1	2	2	1	2	3	1	2	3	1		X	X	X	X		X	X	X	X	
8:00 AM	6	30	17	20	14	21	8	97	1	39	110	8	371			1		1					0
8:15 AM	8	49	29	8	14	21	12	117	1	34	135	15	443			1		1					0
8:30 AM	6	36	33	12	24	20	20	137	1	16	153	16	474					0					0
8:45 AM	4	65	53	9	25	20	22	140	1	26	120	31	516	1		1		2					0
9:00 AM	5	37	45	13	25	11	21	151	5	28	103	19	463					0					0
9:15 AM	3	44	51	19	39	16	20	164	3	30	95	13	497					0					0
9:30 AM	2	43	56	17	23	26	37	200	3	33	133	15	588			1		1					0
9:45 AM	2	61	62	26	116	30	13	277	8	46	146	25	812		1	1		2					0
10:00 AM	7	39	58	23	95	26	29	294	9	46	176	22	824					0					0
10:15 AM	8	65	63	28	70	29	25	283	5	53	254	19	902	1		1		2					0
10:30 AM	4	57	82	29	58	31	27	259	4	35	216	27	829			2		2					0
10:45 AM	5	65	75	28	37	27	24	223	7	40	186	41	758			3		3					0
11:00 AM	8	47	44	27	34	29	37	226	8	43	203	26	732	1		1		2					0
11:15 AM	5	64	54	25	30	29	21	201	3	36	226	17	711	1				1					0
11:30 AM	9	52	65	28	55	25	26	223	4	46	185	33	751					0					0
11:45 AM	12	59	91	23	37	32	27	193	6	61	202	29	772	1		1		2					0
12:00 PM	4	62	74	26	38	24	32	272	7	55	209	38	841	1				1					0
12:15 PM	2	36	61	29	28	22	35	268	8	39	188	34	750					0					0
12:30 PM	8	53	83	41	49	29	36	271	4	58	197	34	863			1		1					0
12:45 PM	4	50	48	44	55	32	43	298	4	54	210	29	871			3		3					0
VOLUMES	112	1,014	1,144	475	866	500	515	4,294	92	818	3,447	491	13,768	6	1	17	0	24	0	0	0	0	0
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										

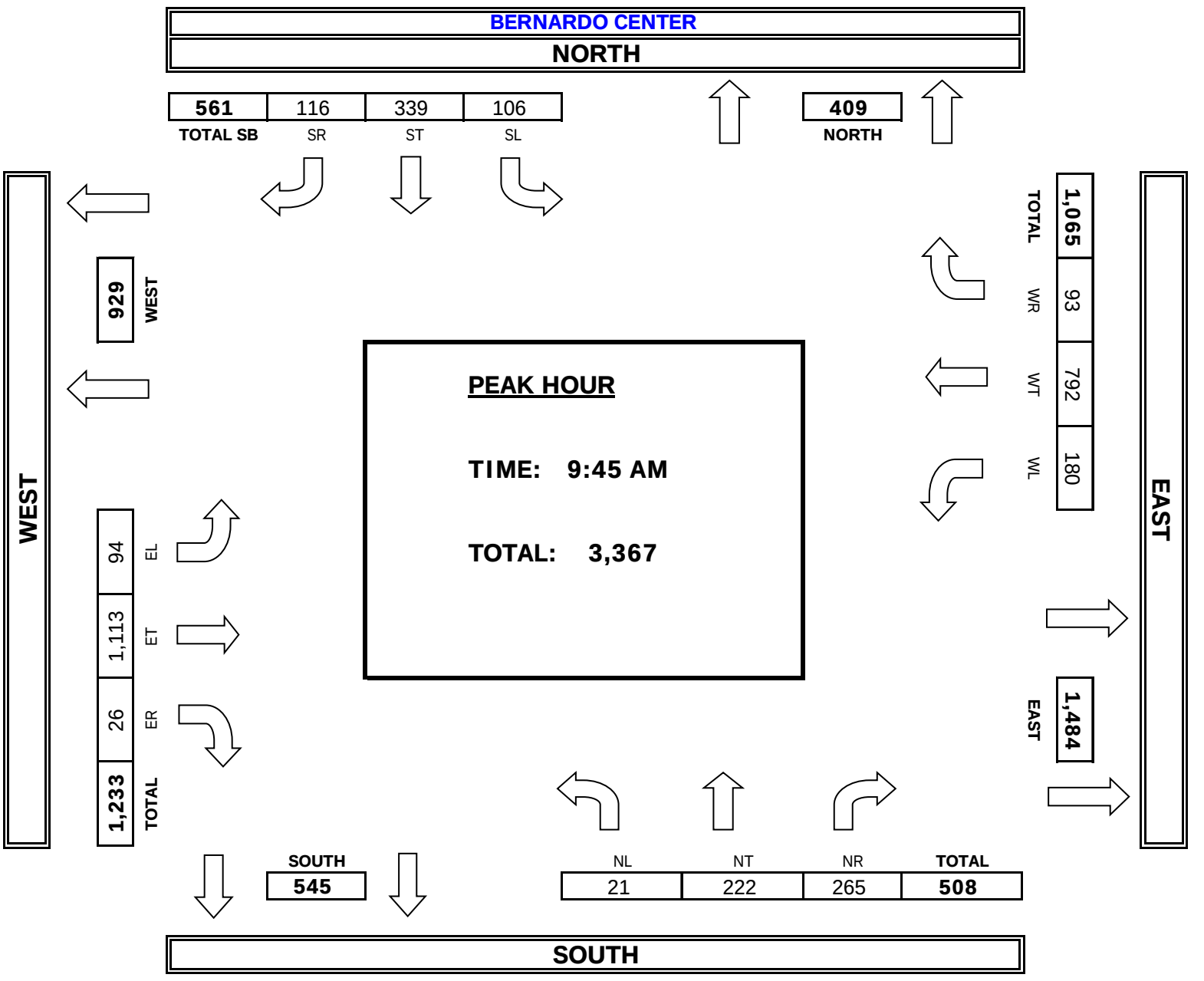




PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
1/29/17	NORTH/SOUTH:	PASEO MONTANOSO	LOCATION #:	7
SUNDAY	EAST/WEST:	CAMINO DEL NORTE	CONTROL:	SIGNAL

NOTES:

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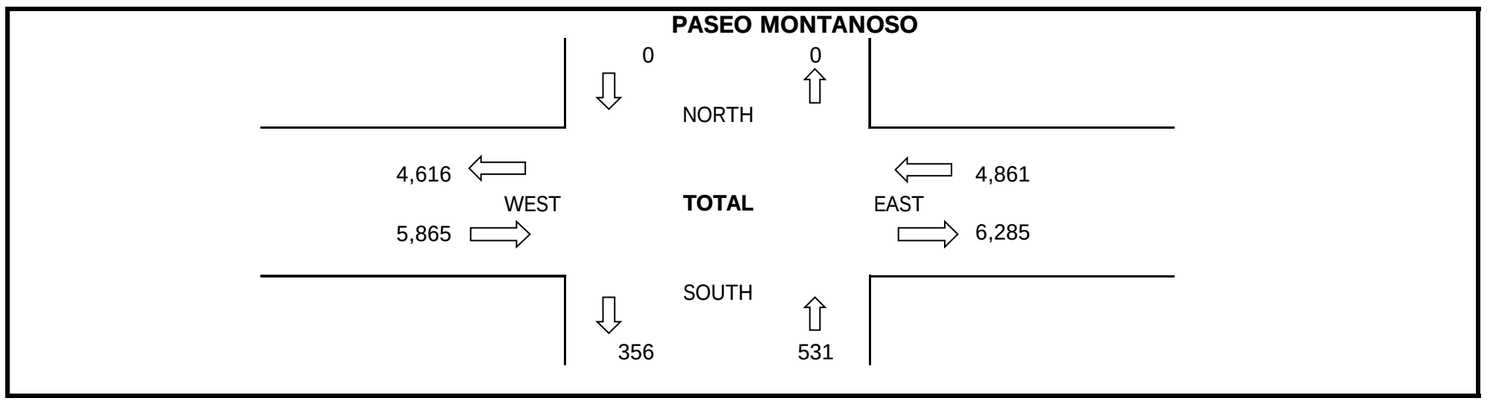
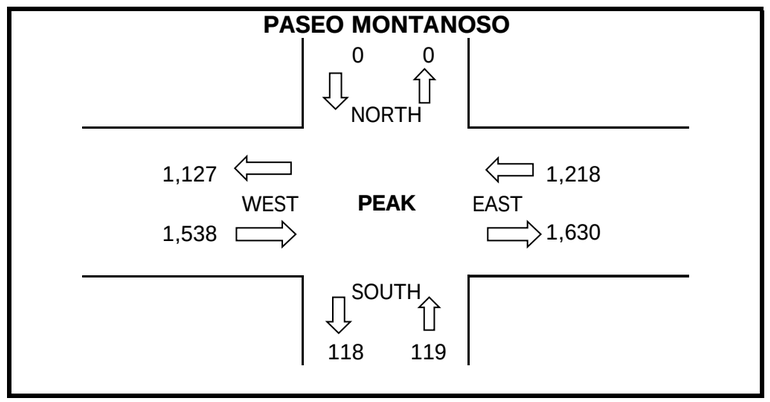
INTERSECTION TURNING MOVEMENT

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

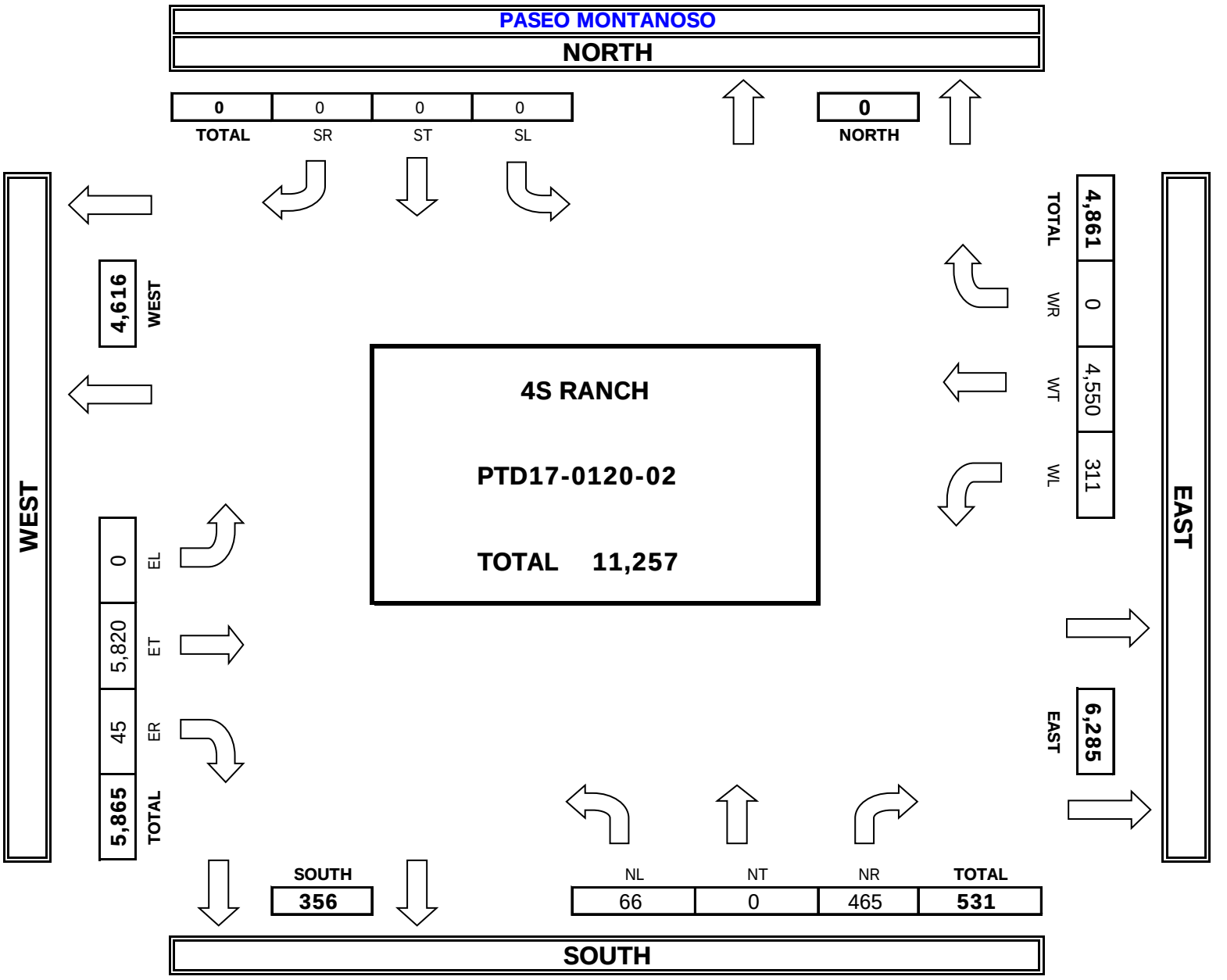
	VEHICLE U-TURNS					BIKE LEFT TURNS				
	NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
LANES:	X	X	X	X		X	X	X	X	
8:00 AM				2	2					0
8:15 AM					0					0
8:30 AM					0					0
8:45 AM					0					0
9:00 AM					0					0
9:15 AM				1	1					0
9:30 AM				1	1					0
9:45 AM					0					0
10:00 AM					0					0
10:15 AM	1				1					0
10:30 AM					0					0
10:45 AM				1	1					0
11:00 AM					0					0
11:15 AM					0					0
11:30 AM					0					0
11:45 AM					0					0
12:00 PM				1	1					0
12:15 PM					0					0
12:30 PM					0					0
12:45 PM					0					0
VOLUMES	1	0	0	6	7	0	0	0	0	0

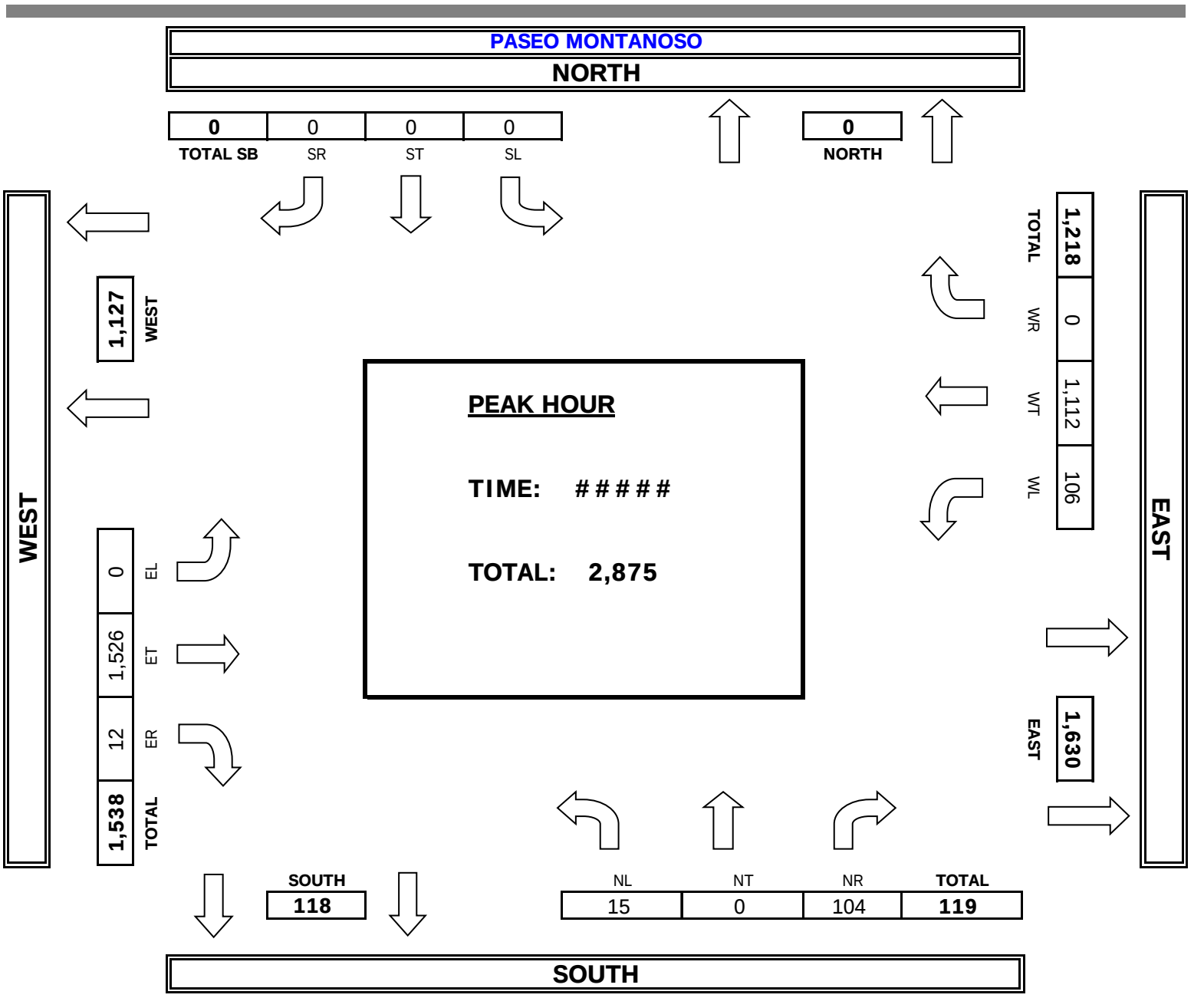




PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:			
1/29/17	LOCATION:	4S RANCH	PROJECT #: PTD17-0120-02
SUNDAY	NORTH/SOUTH:	I-15 SB RAMPS	LOCATION #: 8
	EAST/WEST:	CAMINO DEL NORTE	CONTROL: SIGNAL

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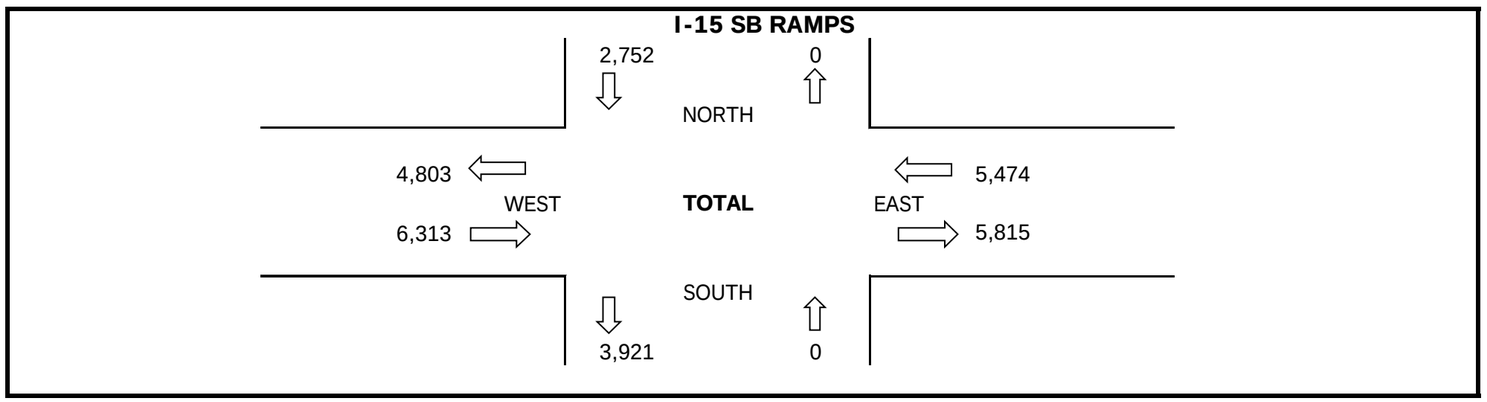
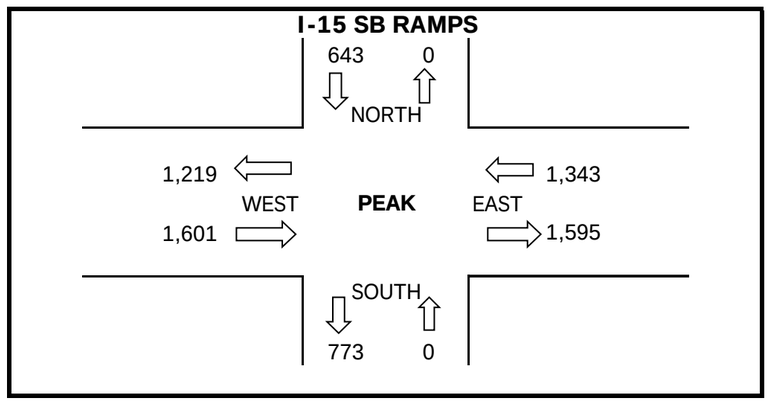
INTERSECTION TURNING MOVEMENT

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

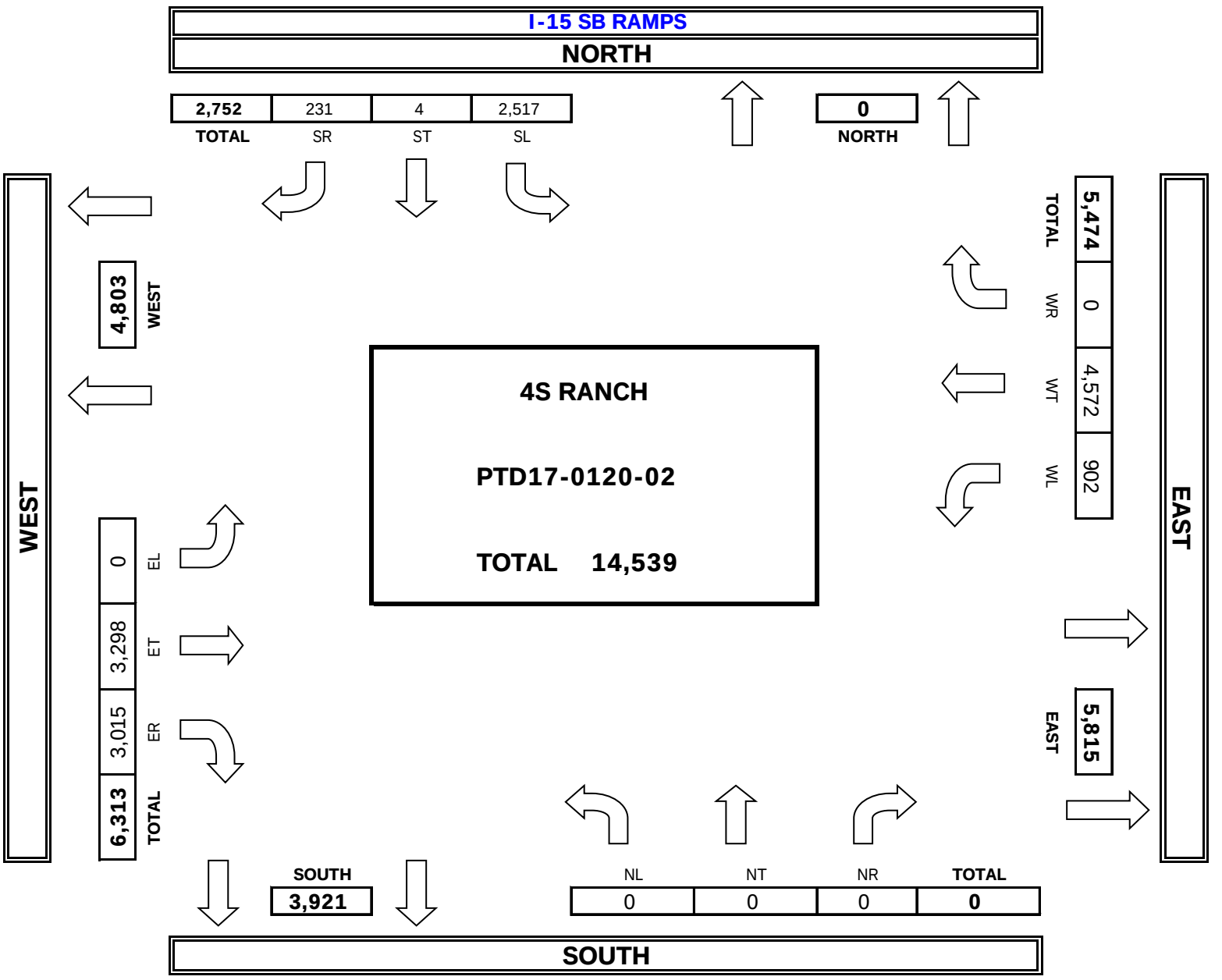
	VEHICLE U-TURNS					BIKE LEFT TURNS				
	NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
LANES:	X	X	X	X		X	X	X	X	
8:00 AM					0					0
8:15 AM					0					0
8:30 AM					0					0
8:45 AM					0					0
9:00 AM					0					0
9:15 AM					0					0
9:30 AM					0					0
9:45 AM					0					0
10:00 AM					0					0
10:15 AM					0					0
10:30 AM					0					0
10:45 AM					0					0
11:00 AM					0					0
11:15 AM					0					0
11:30 AM					0					0
11:45 AM					0					0
12:00 PM					0					0
12:15 PM					0					0
12:30 PM					0					0
12:45 PM					0					0
VOLUMES	0	0	0	0	0	0	0	0	0	0

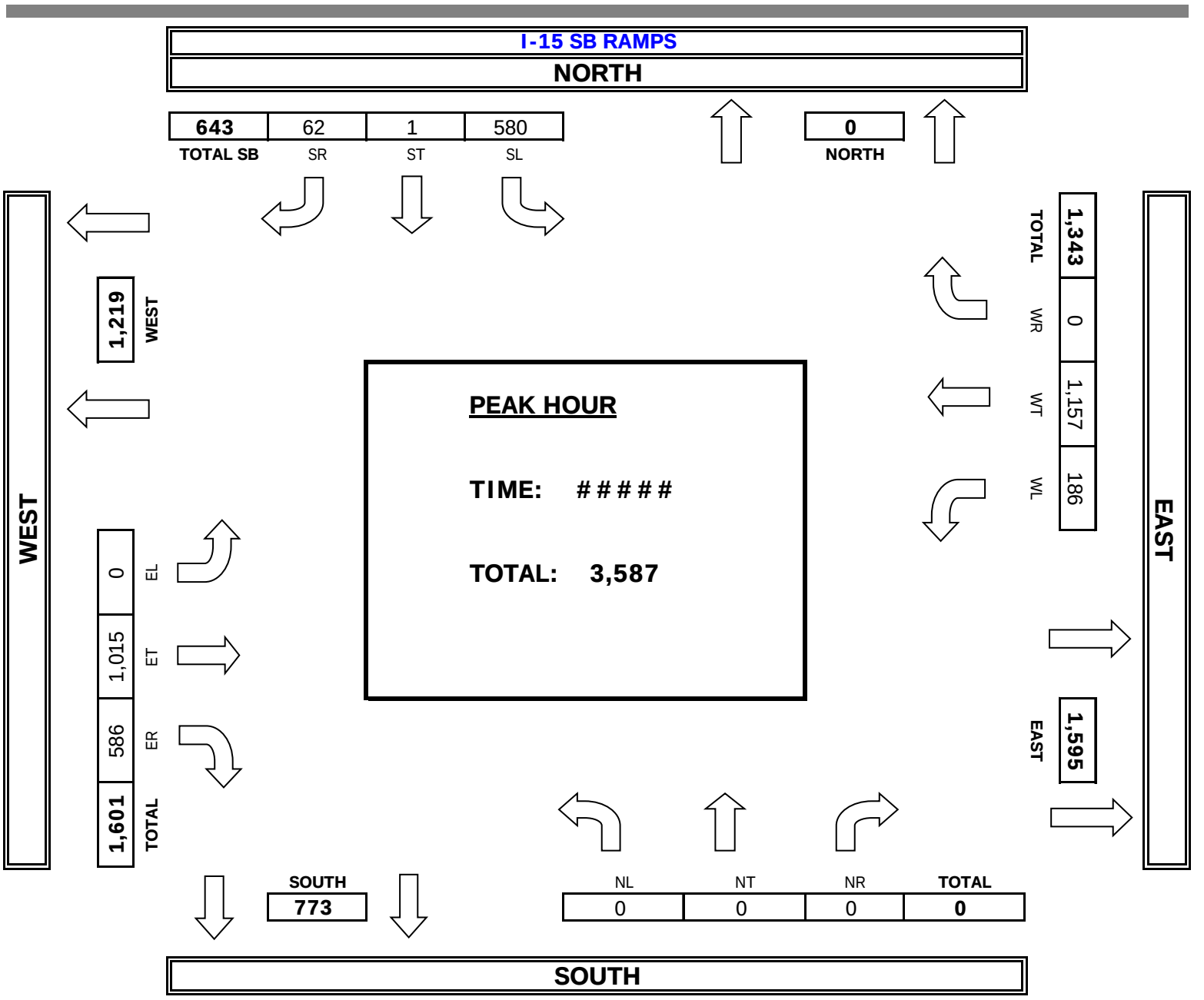




PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
1/29/17	NORTH/SOUTH:	I-15 NB RAMPS	LOCATION #:	9
SUNDAY	EAST/WEST:	CAMINO DEL NORTE	CONTROL:	SIGNAL

NOTES:

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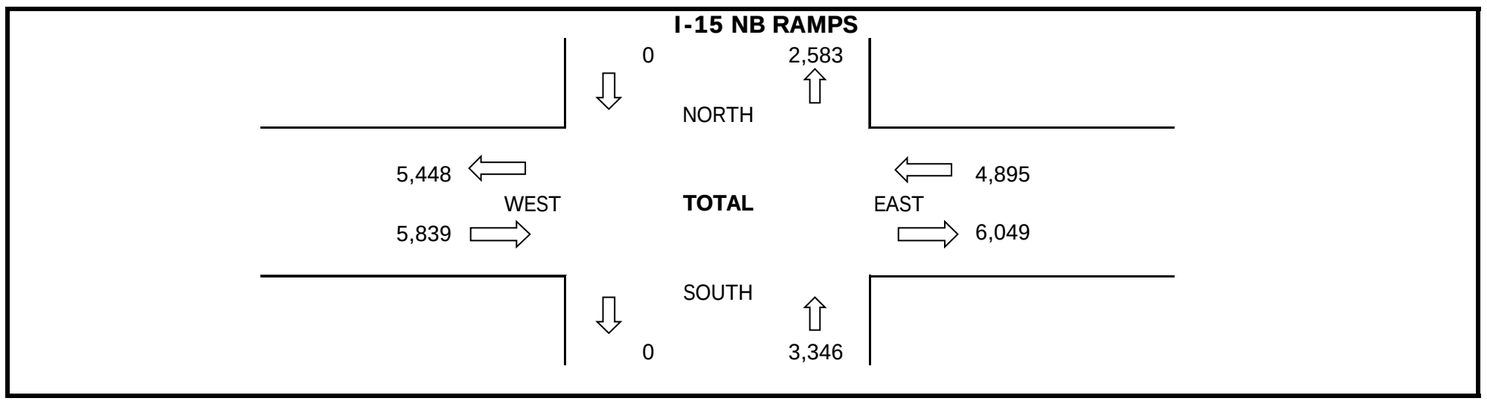
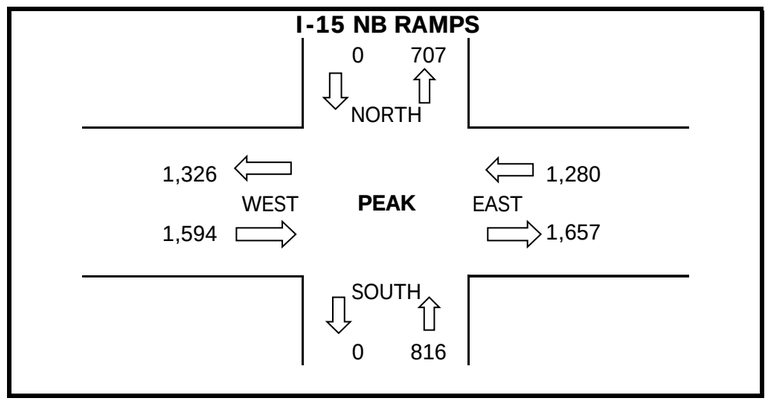
INTERSECTION TURNING MOVEMENT

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

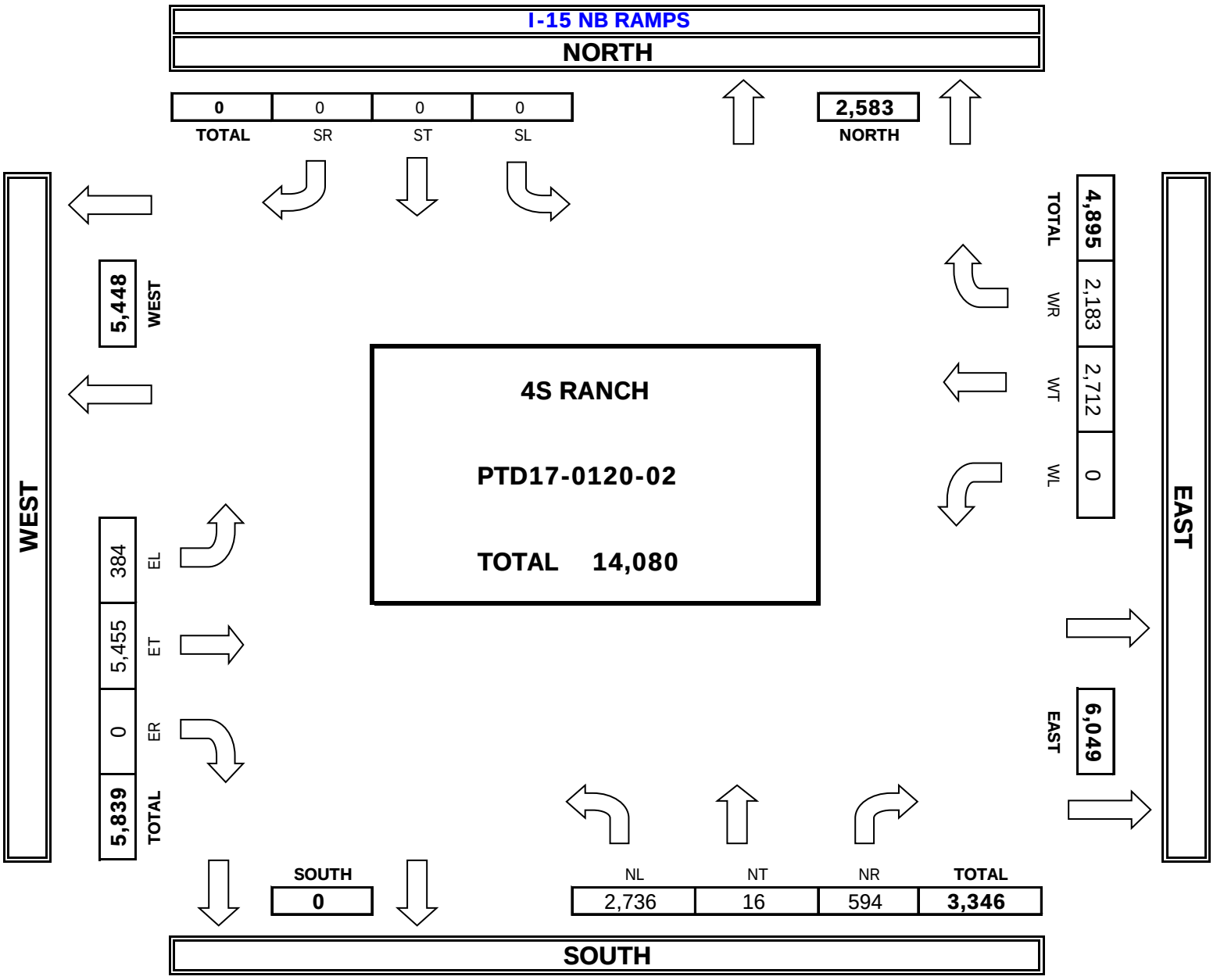
	VEHICLE U-TURNS					BIKE LEFT TURNS				
	NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
LANES:	X	X	X	X		X	X	X	X	
8:00 AM					0					0
8:15 AM					0					0
8:30 AM					0					0
8:45 AM					0					0
9:00 AM			1		1					0
9:15 AM					0					0
9:30 AM					0					0
9:45 AM					0					0
10:00 AM					0					0
10:15 AM					0					0
10:30 AM					0					0
10:45 AM					0					0
11:00 AM					0					0
11:15 AM					0					0
11:30 AM					0					0
11:45 AM					0					0
12:00 PM					0					0
12:15 PM					0					0
12:30 PM					0					0
12:45 PM					0					0
VOLUMES	0	0	1	0	1	0	0	0	0	0

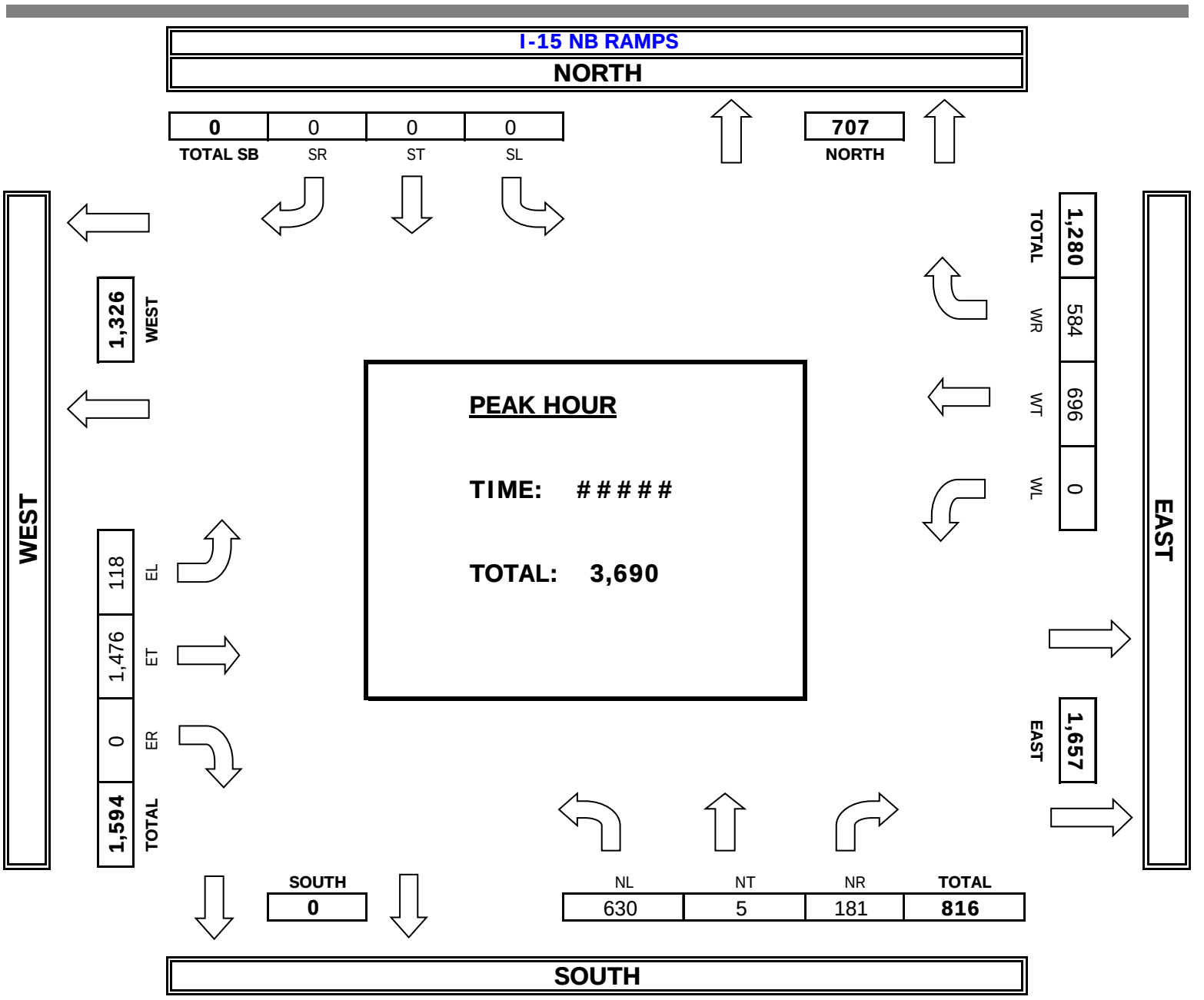




PACIFIC TECHNICAL DATA

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	4S RANCH	PROJECT #:	PTD17-0120-02
1/29/17	NORTH/SOUTH:	DOVE CANYON	LOCATION #:	10
SUNDAY	EAST/WEST:	LONE QUAIL	CONTROL:	SIGNAL

NOTES:

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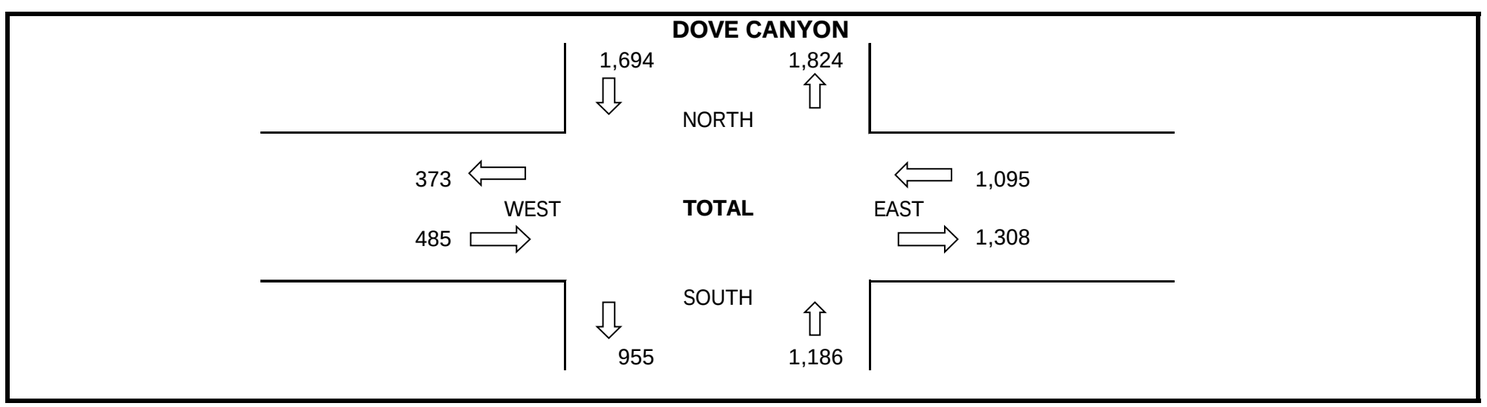
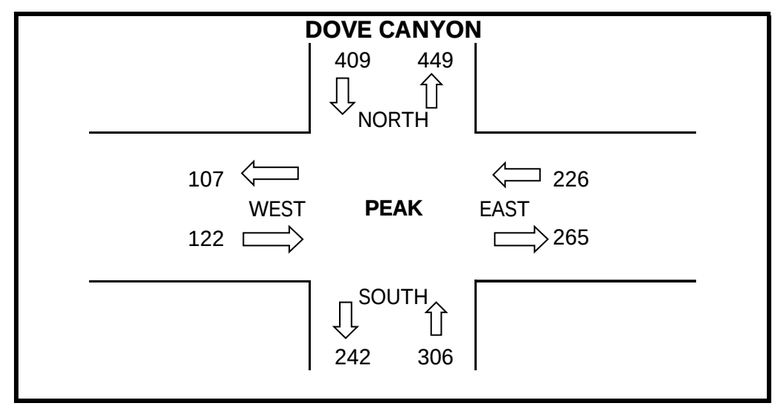
INTERSECTION TURNING MOVEMENT

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

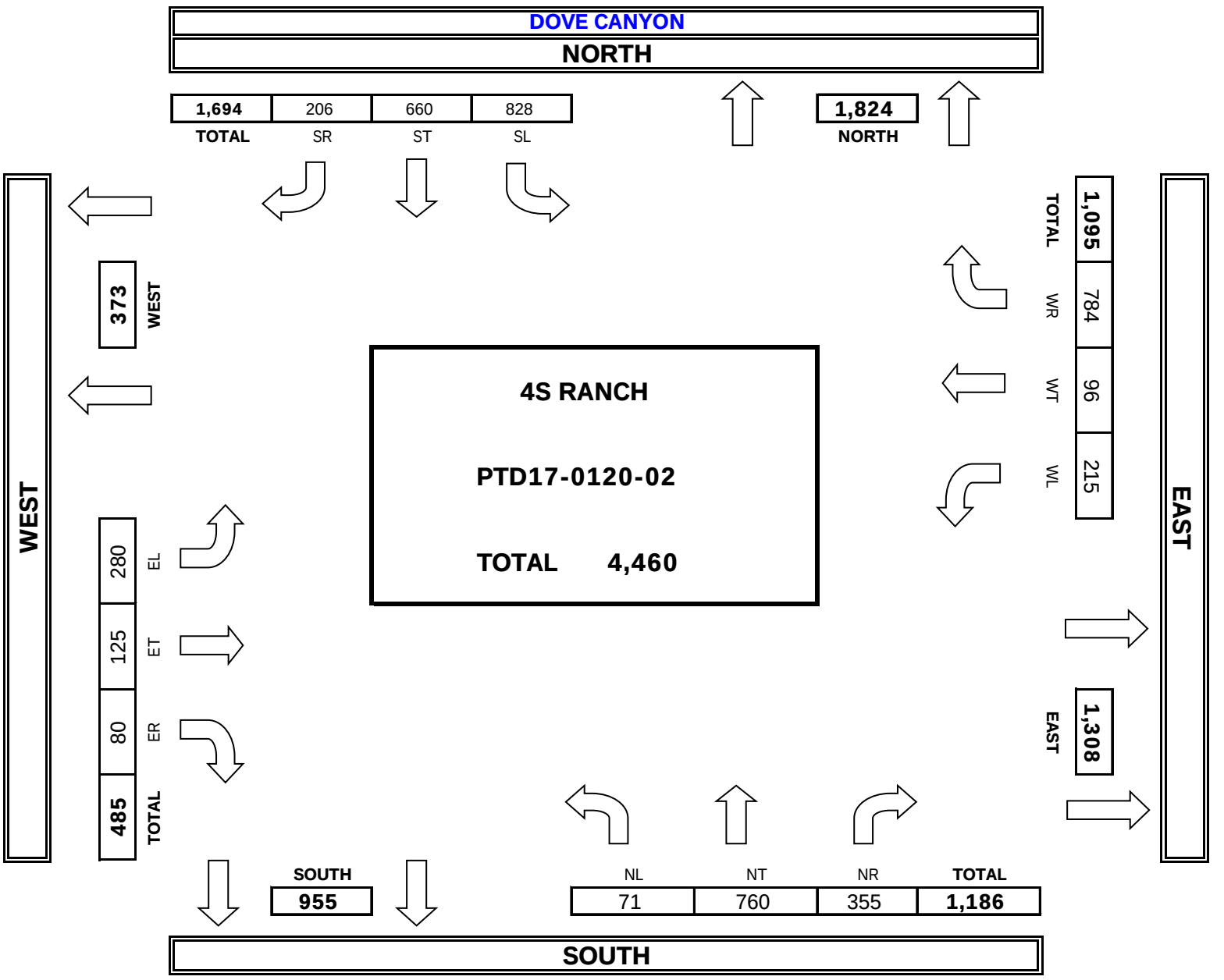
VEHICLE U-TURNS					BIKE LEFT TURNS				
NB	SB	EB	WB	TTL	NL	SL	EL	WL	TTL
X	X	X	X		X	X	X	X	
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0					0
				0	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

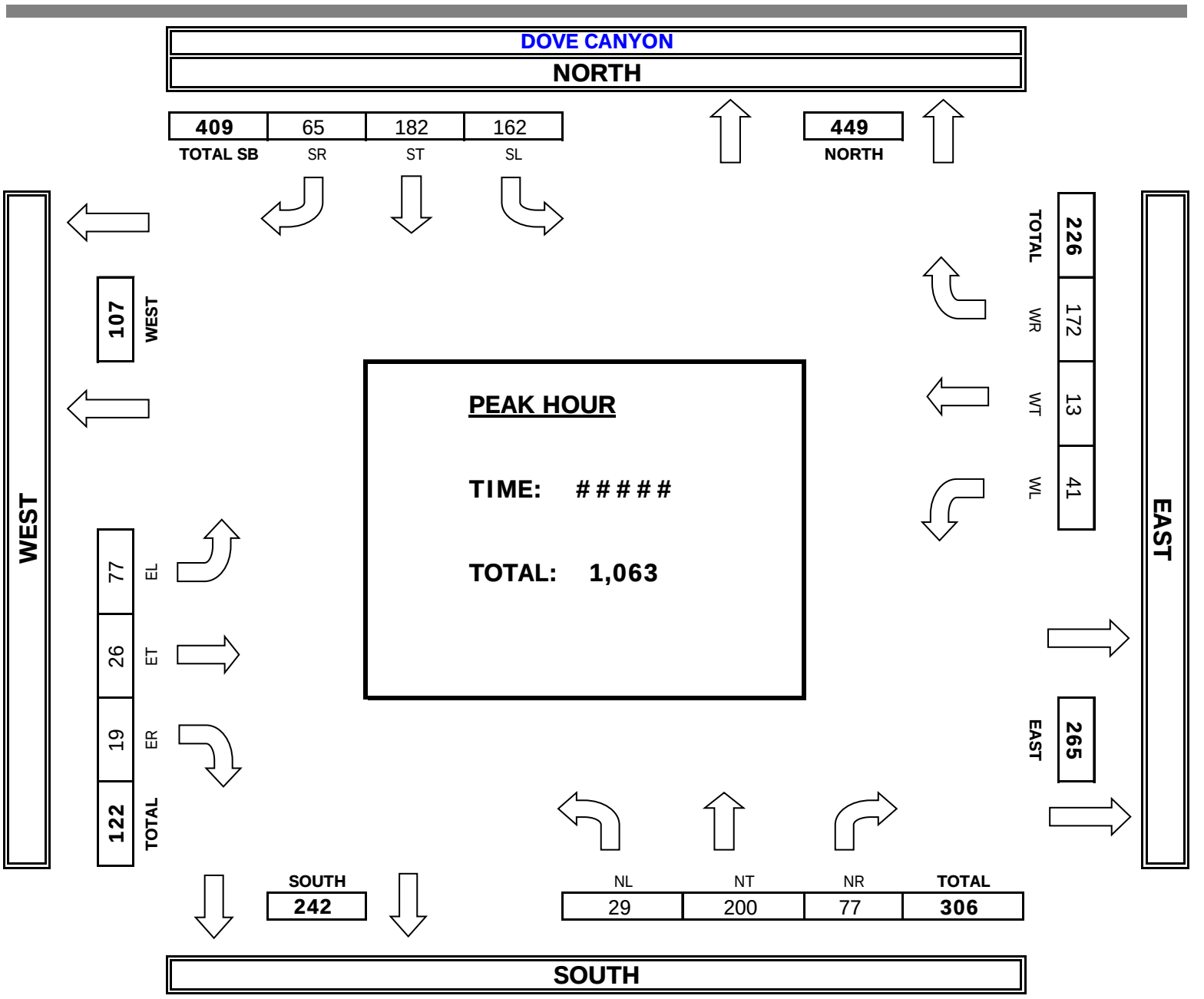




PACIFIC TECHNICAL DATA

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

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Santa Fe Valley Church
Existing Condition
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#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	0	1	0	0	0	1	0	0	0	1!	0	0	1	0	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.

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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	1 0	0 1	0	1 0	1 1	0	1 0	1 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.

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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	1 0	1 1	0	1 0	1 1	0	2 0	1 1	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.

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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	2	0 0	1	0	1	0 1	1	0	1	0 2	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	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.

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

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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	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.

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Santa Fe Valley Church
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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	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:	1.00	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.

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Santa Fe Valley Church
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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	1 1	0	0 2	0 0	4	0 2	2 0	3	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.

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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.

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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	1	0	1	1	0	0	1	0	1	0	0	1
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.

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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	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#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	0	0 1	0	0	0	0 1!	0	0	1	0	0	0 1
Volume Module:																
Base Vol:	0	170	0	0	78	0	0	0	0	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	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	170	0	0	78	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	179	0	0	82	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	179	0	0	82	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	179	0	0	82	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	0.04	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	39	0	0	18	0	0	0	0	0	0	0

****

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

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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	1 0	0 1	0	1 0	1 1	0	1 0	1 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.

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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	1 0	1 1	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:	1.00	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.

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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	2 0	0 1	0	1 0	1 1	0	1 0	2 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	1.90	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.

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

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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	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.

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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	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:	1.00	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.

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Santa Fe Valley Church
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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	1 1	0 0	2	0 0	4 0	2	2 0	3 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.

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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.

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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	1	0 1	1	0	0	1 0	0	1	0	1 0	0	1
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.

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

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	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1
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	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:																				
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:																				
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:																				
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.

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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	1	0	0	1	0	1	0	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.

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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	1 0	1 1	0	1 0	1 1	0	2 0	1 1	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.

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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	2	0 0	1	0	1	0 1	1	0	1	0 2	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.

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

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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	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.

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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 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.

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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	1 1	0	0 2	0 0	4	0 2	2 0	3	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.

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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.

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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	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
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:												
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:												
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.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

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	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#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	0	1	0	0	0	1	0	0	0	1!	0	0	1	0	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.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORP, MONTEREY PK

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	1 0	0 1	0	1 0	1 1	0	1 0	1 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.

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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	1 0	1 1	0	1 0	1 1	0	2 0	1 1	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	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:												
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:												
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.

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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	2 0	0 1	0	1 0	1 1	0	1 0	2 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.

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

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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	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.

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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 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:	1.00	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.

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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	1 1	0	0 2	0 0	4	0 2	2 0	3	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.

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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.

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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	1	0	1	1	0	0	1	0	1	0	0	1
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.

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

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	1	0	0	0	1!	0	0	1	0	0	0	1
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.

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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	1	0	0	1	0	1	0	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.

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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	1 0	1 1	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:	1.00	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.

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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	2 0	0 1	0	1 0	1 1	0	1 0	2 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.

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

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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	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.

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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	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:	1.00	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.

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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	1 1	0 0	2	0 0	4 0	2	2 0	3 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.

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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
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.

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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	1	0	1	1	0	0	1	0	0	1	0	1
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.

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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	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#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	0	1 0	0 1	0	0 0	0 0	0	0 1	1 0	0	0 1
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.

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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	1 0	0 1	0	1 0	1 1	0	1 0	1 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.

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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	1 0	1 1	0	1 0	1 1	0	2 0	1 1	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.

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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	2 0	0 1	0	1 0	1 1	0	1 0	2 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.

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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	2	0 1	1	0	1	0 2	1	0	2	0 3	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:	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.

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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	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.

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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 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.

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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	1 1	0	0 2	0 0	4	0 2	2 0	3	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.

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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.

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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	1	0	1	1	0	0	1	0	1	0	0	1
Volume Module:																
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:																
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:																
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.

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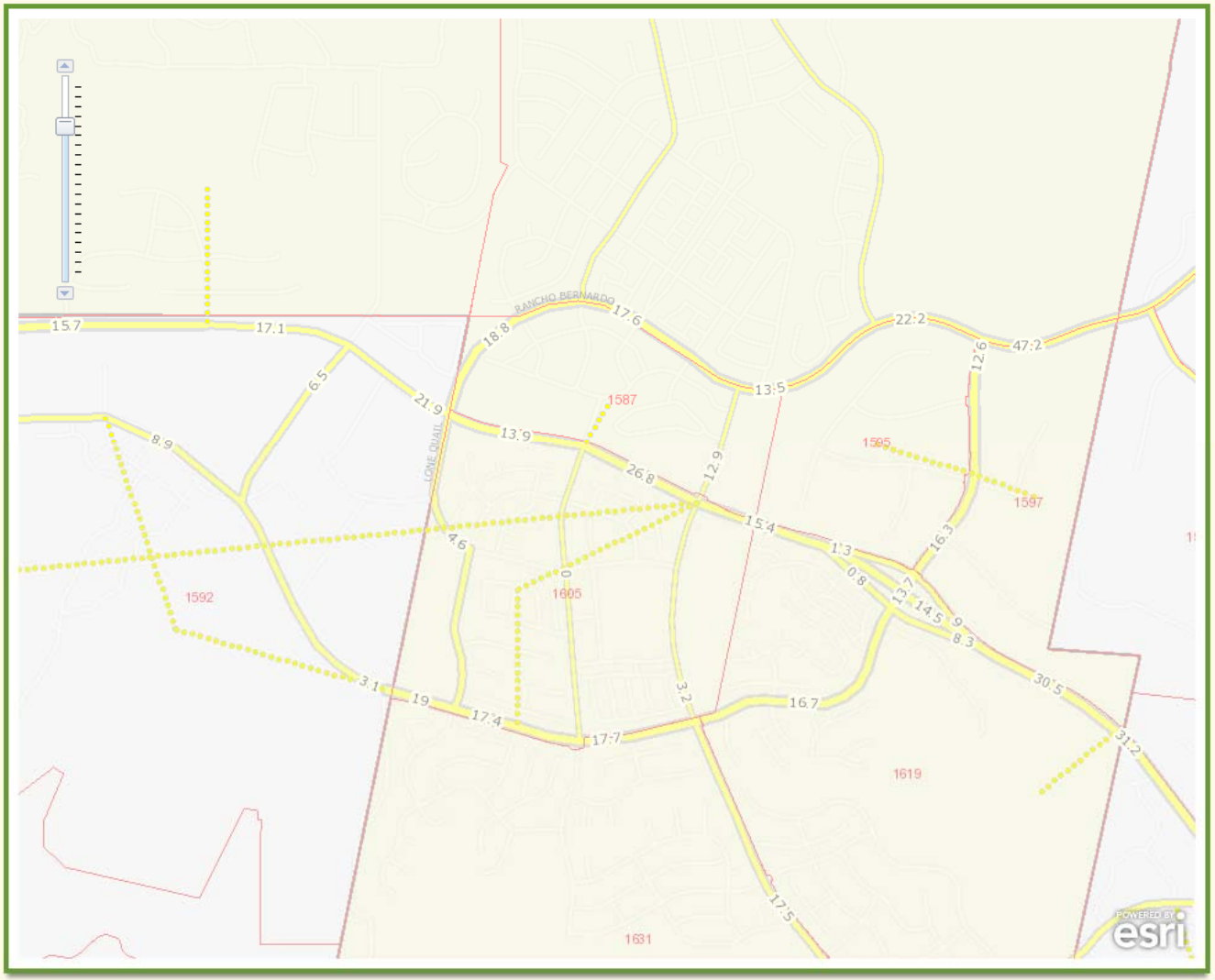
APPENDIX F
CUMULATIVE PROJECT INFORMATION

Forecasted Volumes 2050

TFIC Home 2008 2020 2035

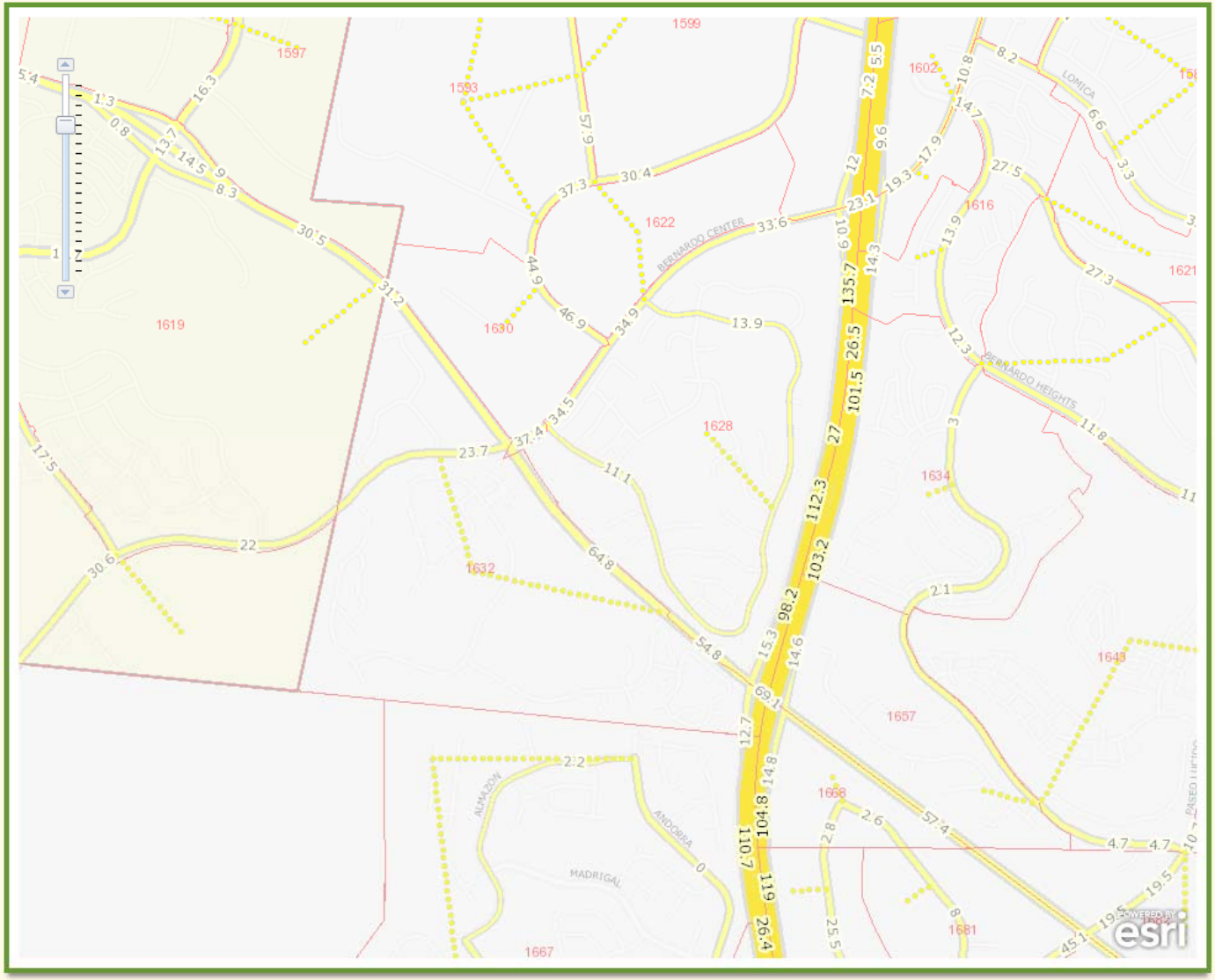
Pan Zoom In Zoom Out Identify Get TAZ Report



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	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#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	1 0	0	0 0	1! 0	0	1 0	0 0	1
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.

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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	1	0	0	1	0	1	0	1	1	0	1	0	1	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.

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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	1 0	1 1	0	1 0	1 1	0	2 0	1 1	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.

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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	2	0 0	1	0	1	0 1	1	0	1	0 2	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.

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

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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	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.

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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	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	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.

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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	1 1	0	0 2	0 0	4	0 2	2 0	3	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.

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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.

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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	1 0	1	1 0	0 1	0	0 1	0 1	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.

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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	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#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

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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	1	0	0	0	1!	0	0	1	0	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.

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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	1 0	0 1	0	1 0	1 1	0	1 0	1 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.

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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	1 0	1 1	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	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.

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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	2	0 0	1	0	1	0 1	1	0	1	0 2	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.

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

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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	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.

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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 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	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.

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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	1	1	0	0 2	0	0	4	0 2	2	0	3	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.

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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	
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.

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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	1	0	1	1	0	0	1	0	1	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.

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

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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	0	1 0	0 0	1 0	0	0 0	0	0 1	1 0	0 0	1
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	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:												
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:												
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.

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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	1	0	0	1	0	1	0	1	0	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.

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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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	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.

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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	2	0 0	1	0	1	0 1	1	0	1	0 2	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.

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

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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	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.

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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 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.

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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	1 1	0	0 2	0 0	4	0 2	2 0	3	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.

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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.

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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	1	0	1	1	0	0	1	0	1	0	0	1
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.

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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	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#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	1	0	0	0	1!	0	0	1	0	0	0	1
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.

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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	1 0	0 1	0	1 0	1 1	0	1 0	1 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.

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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	1 0	1 1	0	1 0	1 1	0	2 0	1 1	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	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:												
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:												
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.

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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	2	0 0	1	0	1	0 1	1	0	1	0 2	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.

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

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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	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.

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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 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.

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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		1	1	0	0	2		0	0	4	0	2		2	0	3	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.

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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	
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.

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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	1 0	1	1 0	0 1	0	0 1	0 1	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	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.

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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	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#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

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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	0	1	0	0	0	1	0	0	0	1!	0	0	1	0	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	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	177	16		0	81	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	186	17		0	85	0		0	0	0		17	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	186	17		0	85	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	186	17		0	85	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	0.92	0.08		0.00	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	1689	153		0	1862	0		0	1900	0		1445	0	1900	
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	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	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	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	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		43.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		A	A	A		D	A	A	
HCM2k95thQ:	0	72	72		0	30	0		0	0	0		31	0	0	

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

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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	1	0	0	1	0	1	0	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.

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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	1 0	1 1	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.

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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	2 0	0 1	0	1 0	1 1	0	1 0	2 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.

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

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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	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.

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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 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.

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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		1	1	0	0	2		0	0	4	0	2		2	0	3	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.

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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.

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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	1	0	1	1	0	0	1	0	1	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.

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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	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#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	1	0	0	0	0	0	1	1	0	0	0	1
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.

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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	1	0	0	1	0	1	0	1	0	1	1	0	1	0	1	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		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.

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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	1 0	1 1	0	1 0	1 1	0	2 0	1 1	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:	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:												
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:												
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.

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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	2	0 0	1	0	1	0 1	1	0	1	0 2	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.

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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	2	0 1	1	0	1	0 2	1	0	2	0 3	0	1
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:	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:																
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:																
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.

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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	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.

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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 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.

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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	1 1	0	0 2	0 0	4	0 2	2 0	3	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.

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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	
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.

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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	1	0	1	1	0	0	1	0	1	0	0	1
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:	-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:																
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:																
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.

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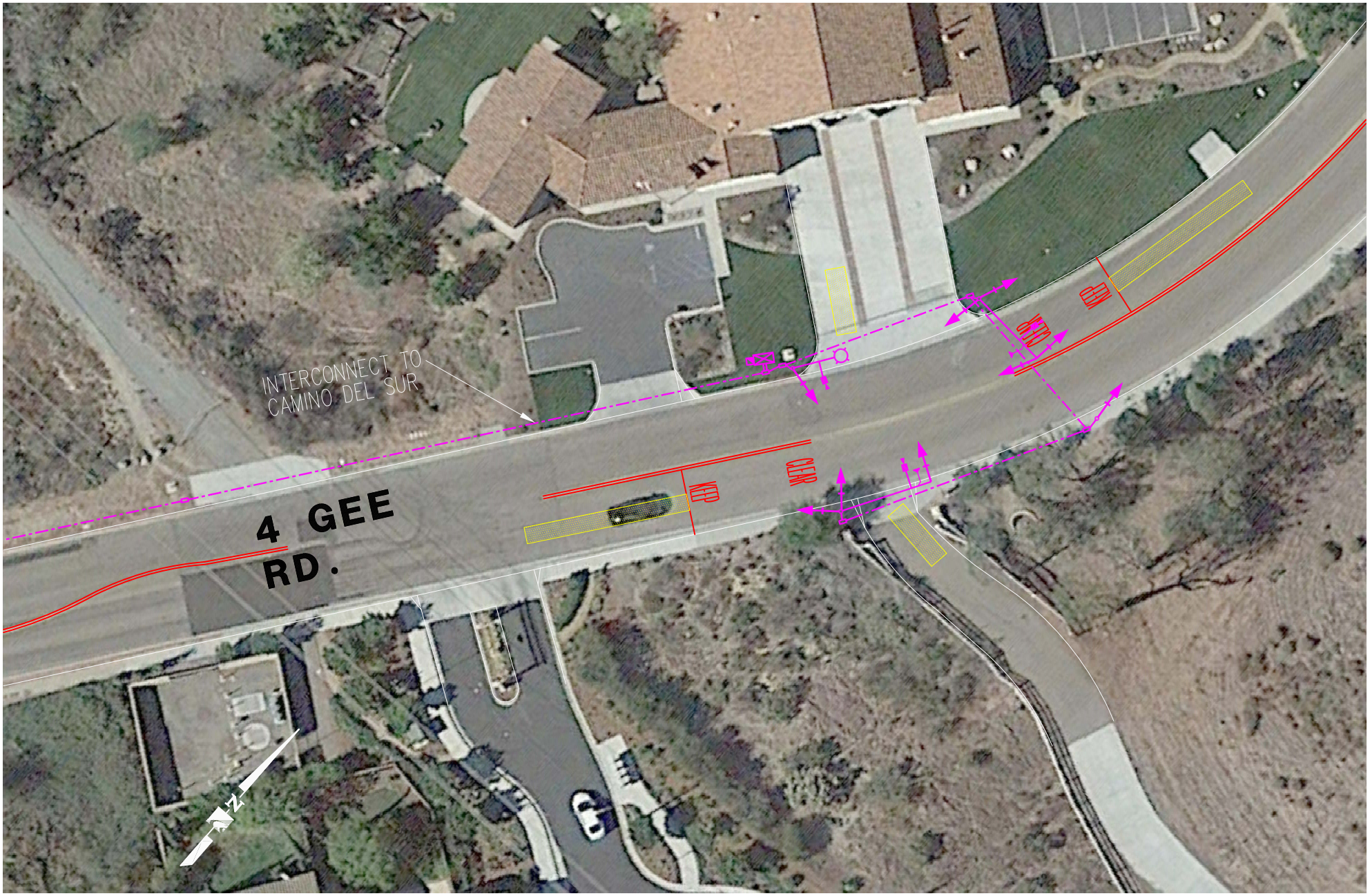
APPENDIX I
IMPROVEMENT PLANS



0 20 40 80 120

GRAPHICAL SCALE
SCALE: 1" = 40'

LEGEND:

EXISTING CONDITION

PROPOSED CONDITION

FUTURE DEVELOPMENT

VIDEO DETECTION AREA

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