



April 30, 2019

Mark Thompson
Principal
TRS Consultants

RE: Shadow Run Ranch -- Update of Counts

Dear Mr. Thompson:

KOA Corporation has completed an update of traffic count information taken in 2014. The counts are summarized in graphics showing the daily volumes, a.m. peak hour volumes and p.m. peak hour volumes. The previous counts reported in the 2015 Traffic Impact Study are included for comparison purposes.

Project Description

This traffic count update has been prepared as a comparison to the traffic impact analysis has been prepared for the proposed Shadow Run Ranch development in 2015. The proposed development is located in the unincorporated County of San Diego in the Pala Community Planning area, east of Interstate 15 (I-15). KOA was retained by TRS Consultants to analyze the potential traffic impacts of the proposed project. This study provides the updated traffic counts only.

The project location is north of SR-76 and west of Adams Drive. The main entrance to the project site will be off of SR-76. There will also be entrance off of Adams Drive that will serve approximately three lots. SR-76 connects the project to the surrounding areas including I-15 which provides regional access to the project site.

STUDY AREA

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 developed through a review of on-going traffic studies, and a working knowledge of the local transportation system. The specific study area includes the following roadway segments and street intersections:

Roadway Segments

- State Route 76 between I-15 Ramps
- State Route 76 between I-15 NB Ramps and Pankey Road
- State Route 76 between Pankey Road and Ranch Creek Road
- State Route 76 between Horse Ranch Creek Road and Rice Canyon
- State Route 76 between Rice Canyon and Couser Canyon

- State Route 76 between Couser Canyon and W. Pala Mission Road (west)
- State Route 76 between W. Pala Mission Road (west) and E. Pala Mission Road (east)
- State Route 76 between E. Pala Mission Road and Lilac Road
- State Route 76 between Lilac Road and Project Access
- State Route 76 between Project Access and Adams Drive
- State Route 76 between Adams Drive and Cole Grade Road
- W. Pala Mission Road between State Route 76 and Pala Temecula Road
- Pala Temecula Road north of Pala Mission Road

Intersections

- State Route 76 / I-15 SB Ramps
- State Route 76 / I-15 NB Ramps
- State Route 76 / Pankey Road
- State Route 76 / Horse Ranch Creek Road
- State Route 76 / Rice Canyon Road
- State Route 76 / Couser Canyon Road
- State Route 76 / Warner Ranch Driveway
- State Route 76 / W. Pala Mission Road (west)
- W. Pala Mission Road/ Pala Temecula Road
- State Route 76 / Brittan Road
- State Route 76 / E. Pala Mission Road
- State Route 76 / Lilac Road
- State Route 76 / Project Access
- State Route 76 / Adams Drive
- State Route 76 / Cole Grade Road

TRAFFIC VOLUMES

The intersection turning movement counts were conducted during the weekday morning peak period from 7:00 AM to 9:00 AM and during the weekday evening peak period from 4:00 PM to 6:00 PM in April, 2019. Average daily traffic volumes were obtained through machine data collection. Count data can be found in the Appendix to this letter. The daily traffic volumes are shown in Figure 1. The resultant existing weekday morning and evening peak hour intersection volumes are shown in Figures 2 and 3. The previous 2014 traffic volumes are provided for comparison in Figures 4, 5 and 6. The difference in traffic volume between 2019 and counts taken in 2014 are shown in Figures 7, 8 and 9.

The comparison with previous counts shows that volume change is greatest closer to the I-15 interchange and less so moving east through the SR-76 corridor to the east. The SR-76 / I-15 interchange area has also been reconstructed since the previous study, providing additional capacity.

State Route 76 runs east/west connecting several of the northern communities in San Diego County. State Route 76 varies in its classification from a 2 lane highway, to a 4 lane collector, to a 4 lane major. Since the 2015 report, SR-76 was widened from 2 lanes to 4 lanes at the interchange of I-15. Two loop ramps were added to increase the intersection capacity of the two ramp intersections. Existing ramps were also widened to increase vehicle capacity.

APPENDIX – TRAFFIC VOLUMES

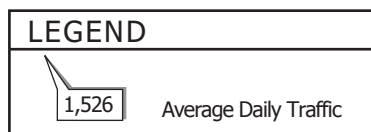
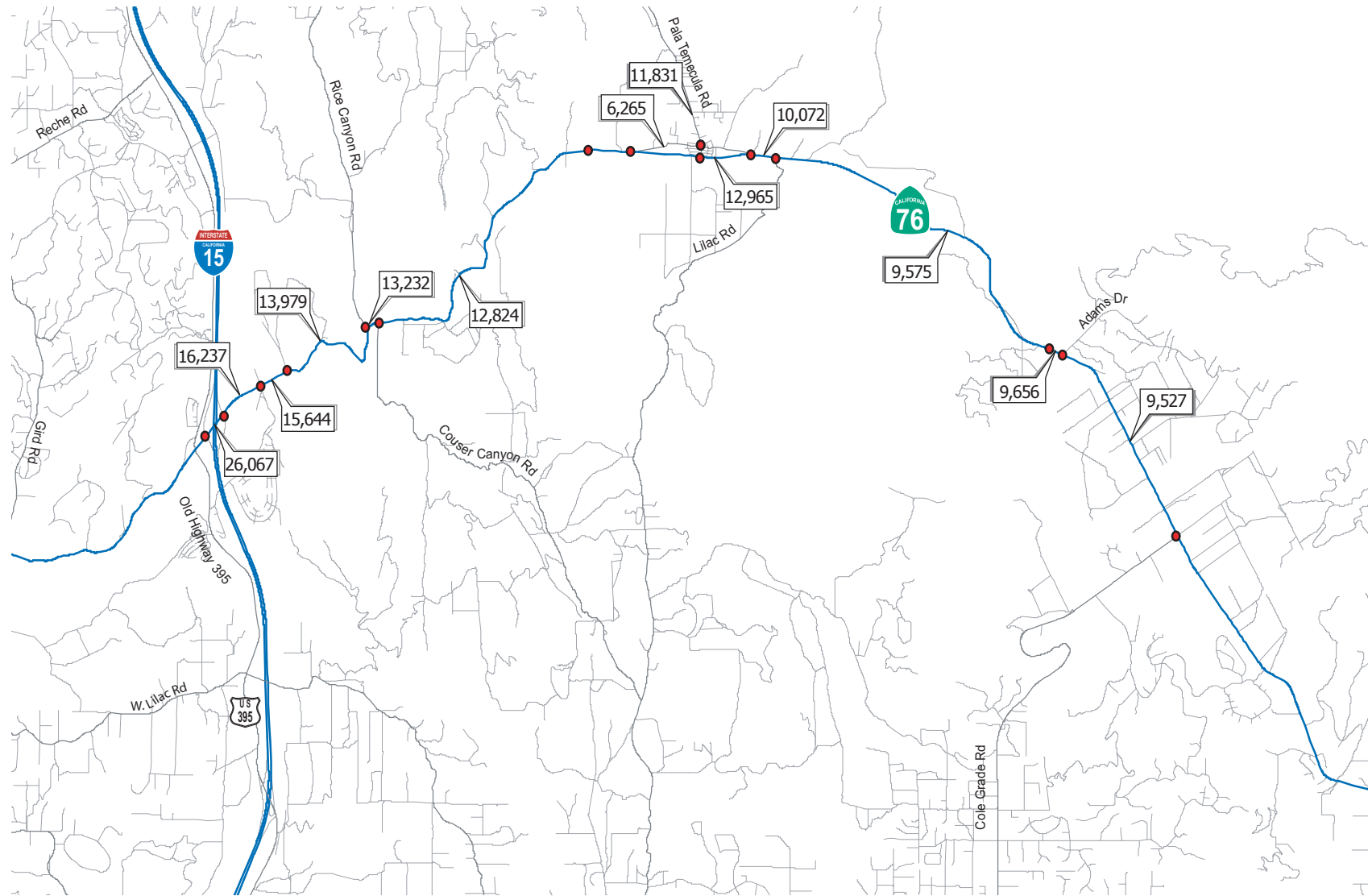


Figure 1
Existing Roadway Segment Volumes



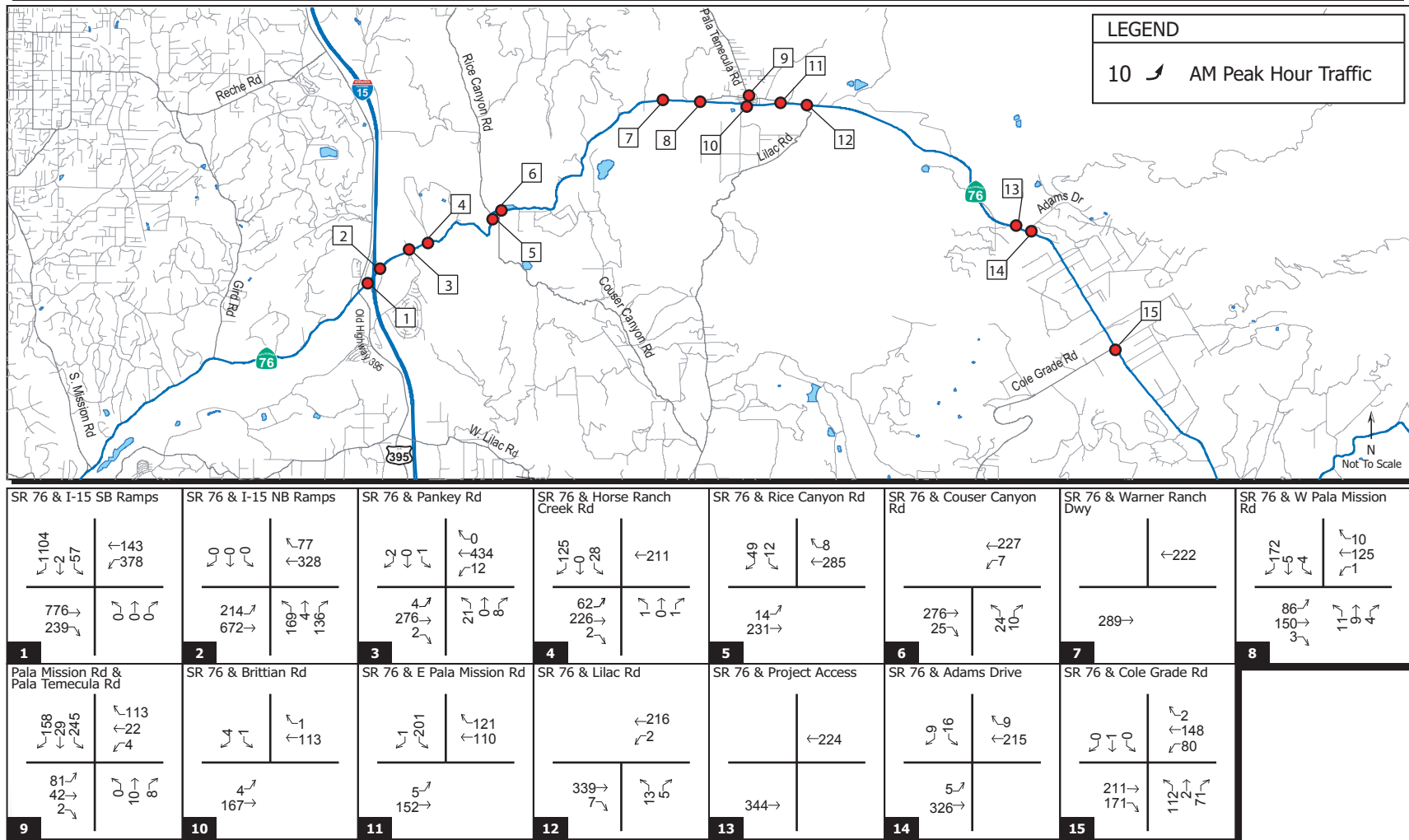


Figure 2
Existing AM Peak Hour Intersection Volumes

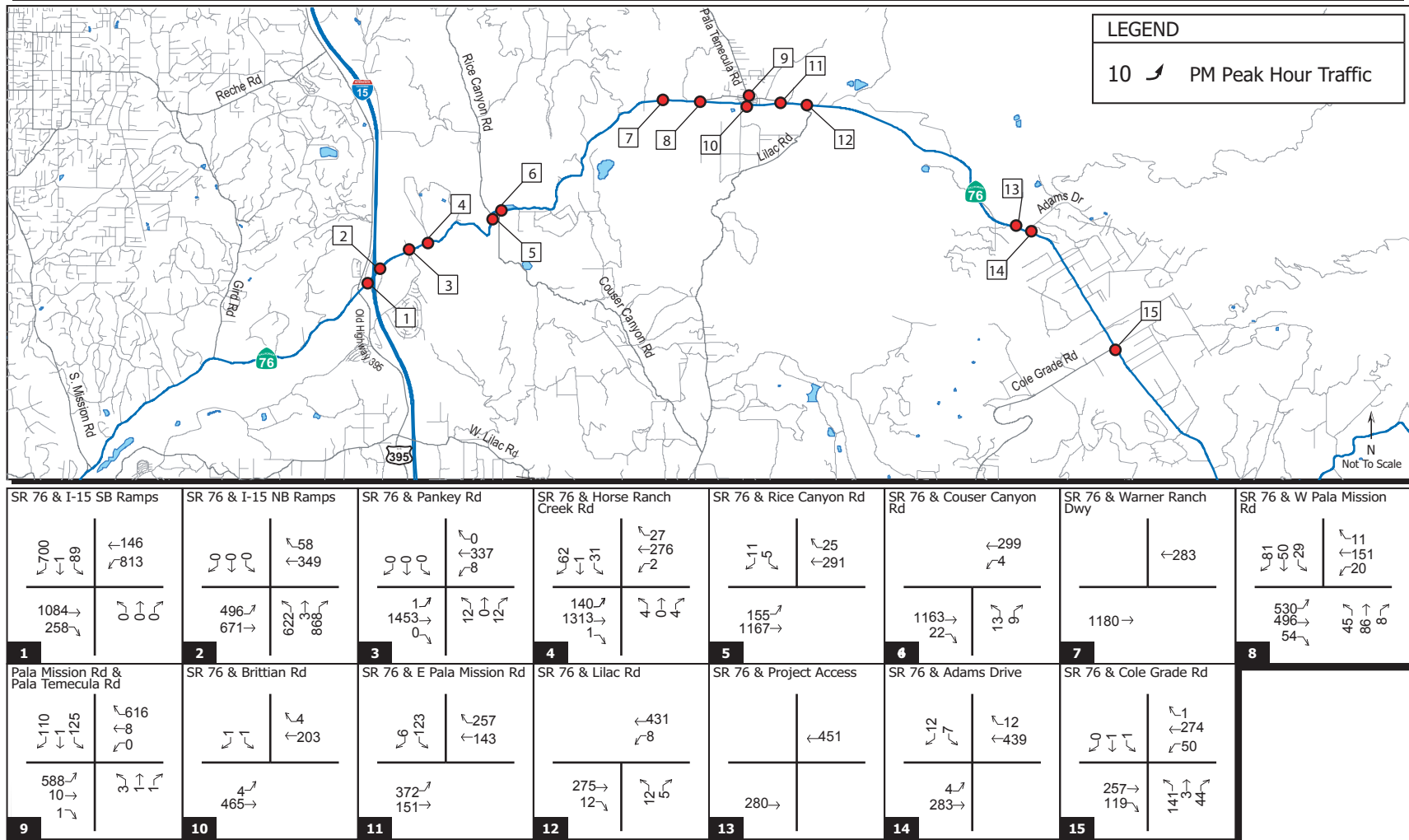


Figure 3
Existing PM Peak Hour Intersection Volumes

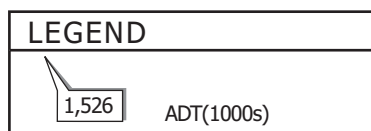
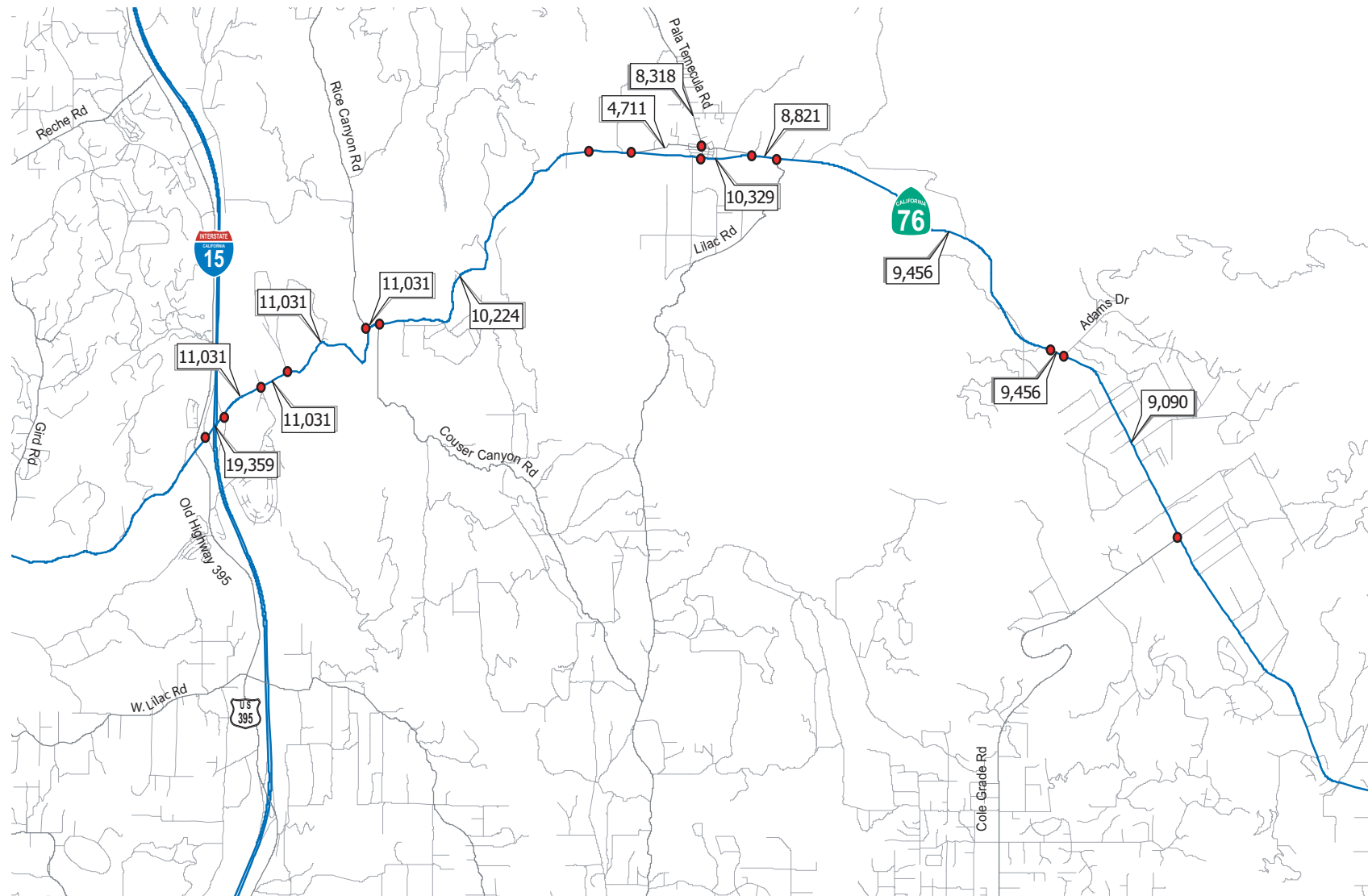


Figure 4
Existing Roadway Segment Volumes



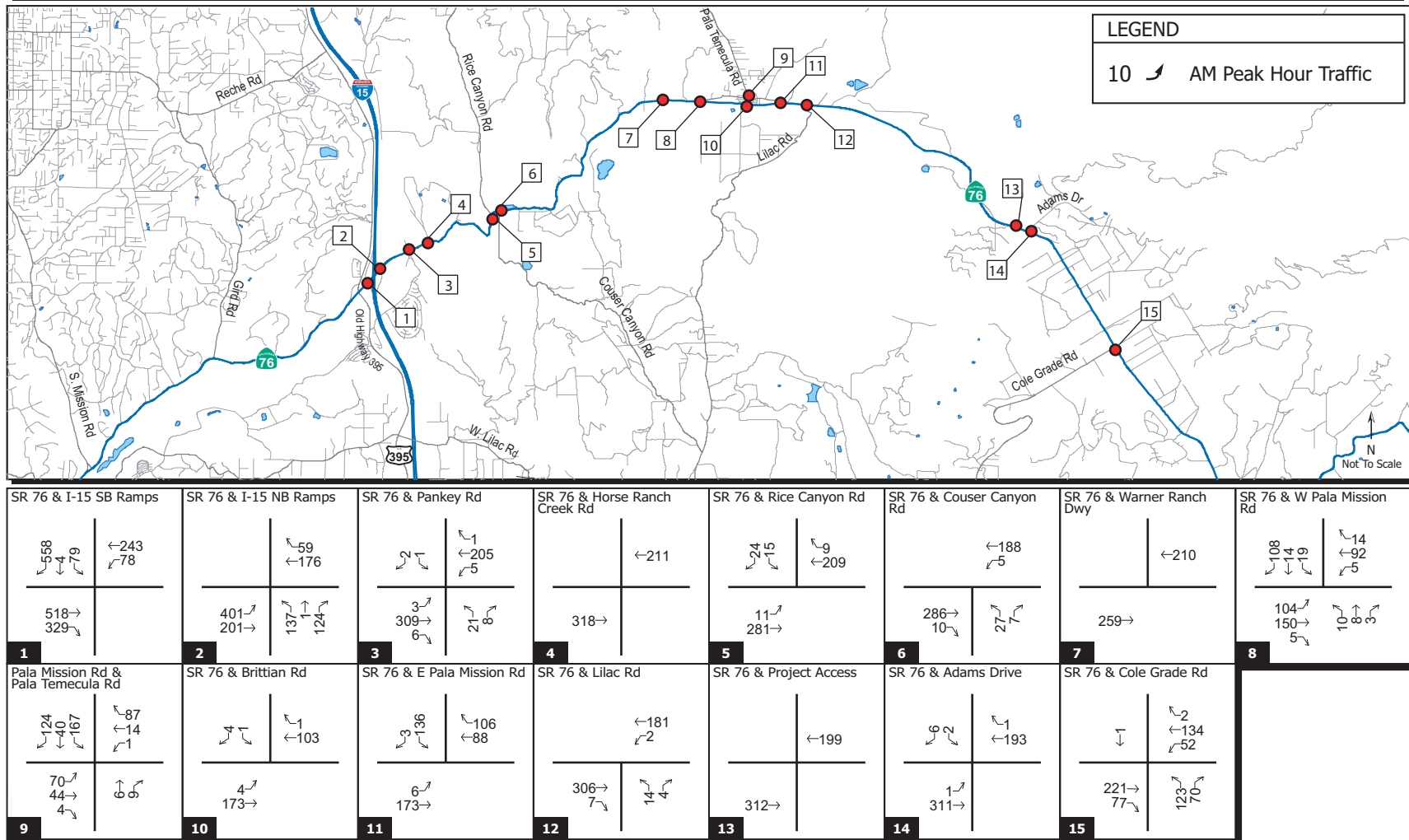


Figure 5
Existing AM Peak Hour Intersection Volumes

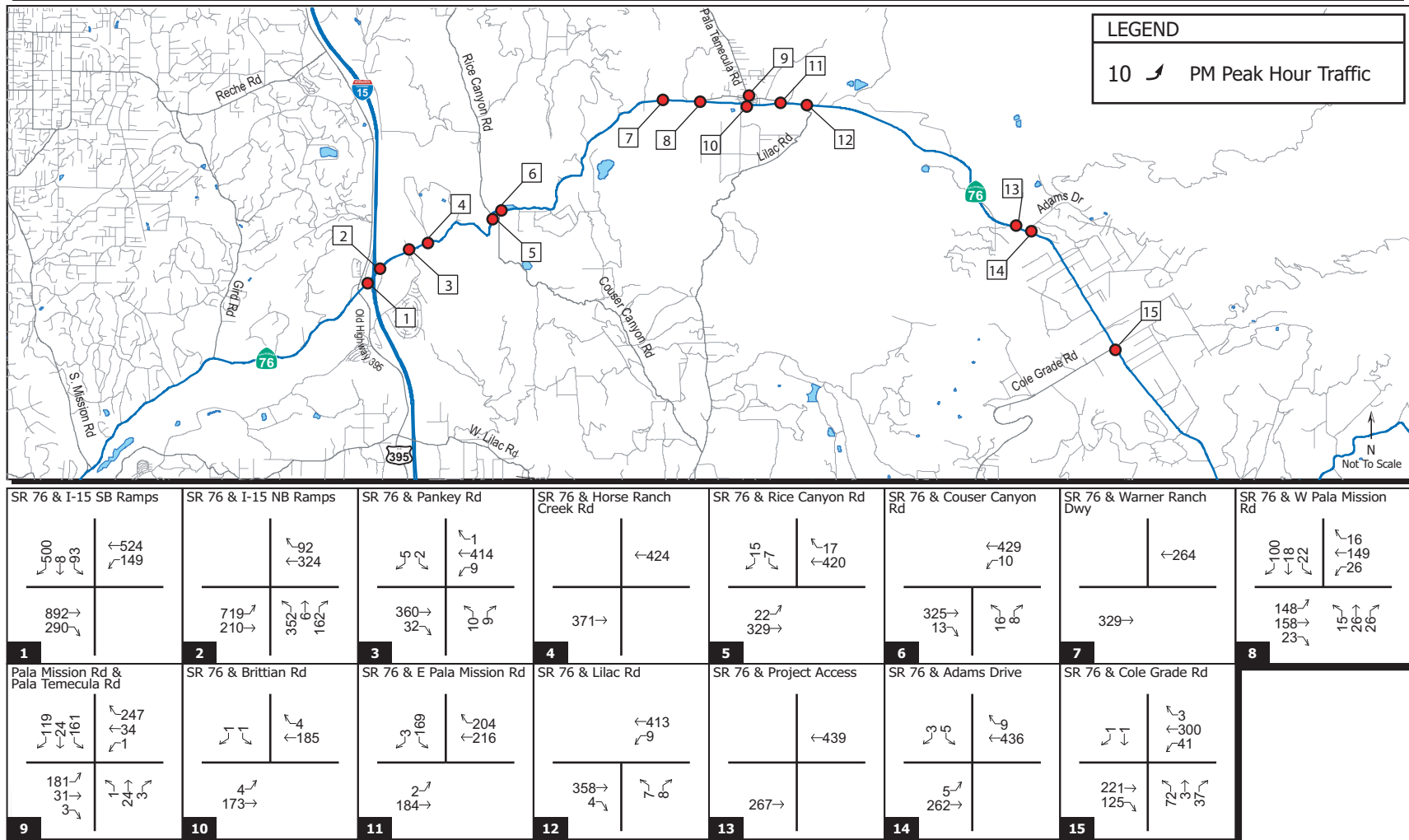


Figure 6
Existing PM Peak Hour Intersection Volumes

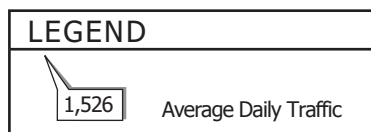
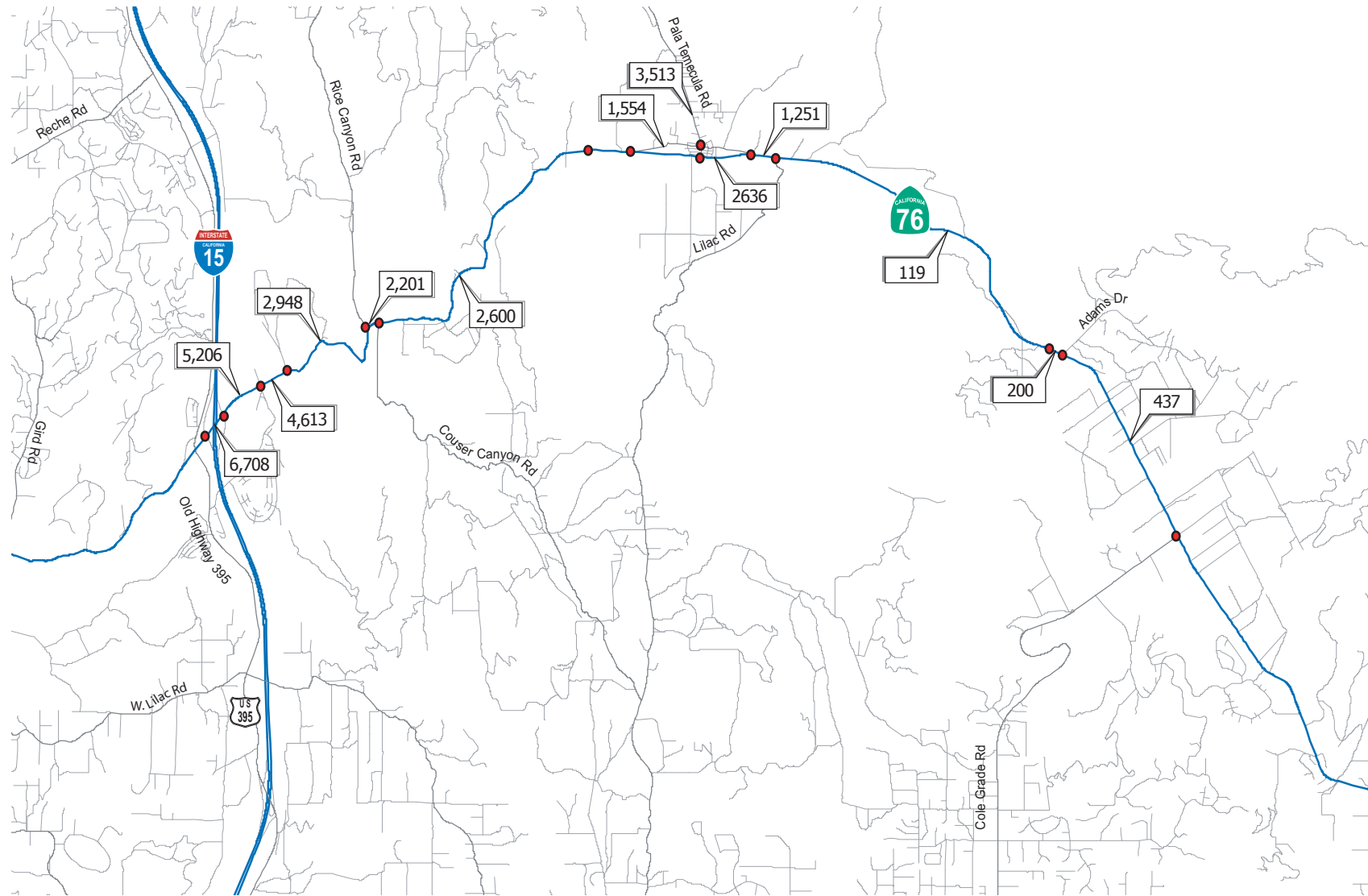
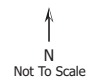


Figure 7
Existing Roadway Segment Volumes - Difference



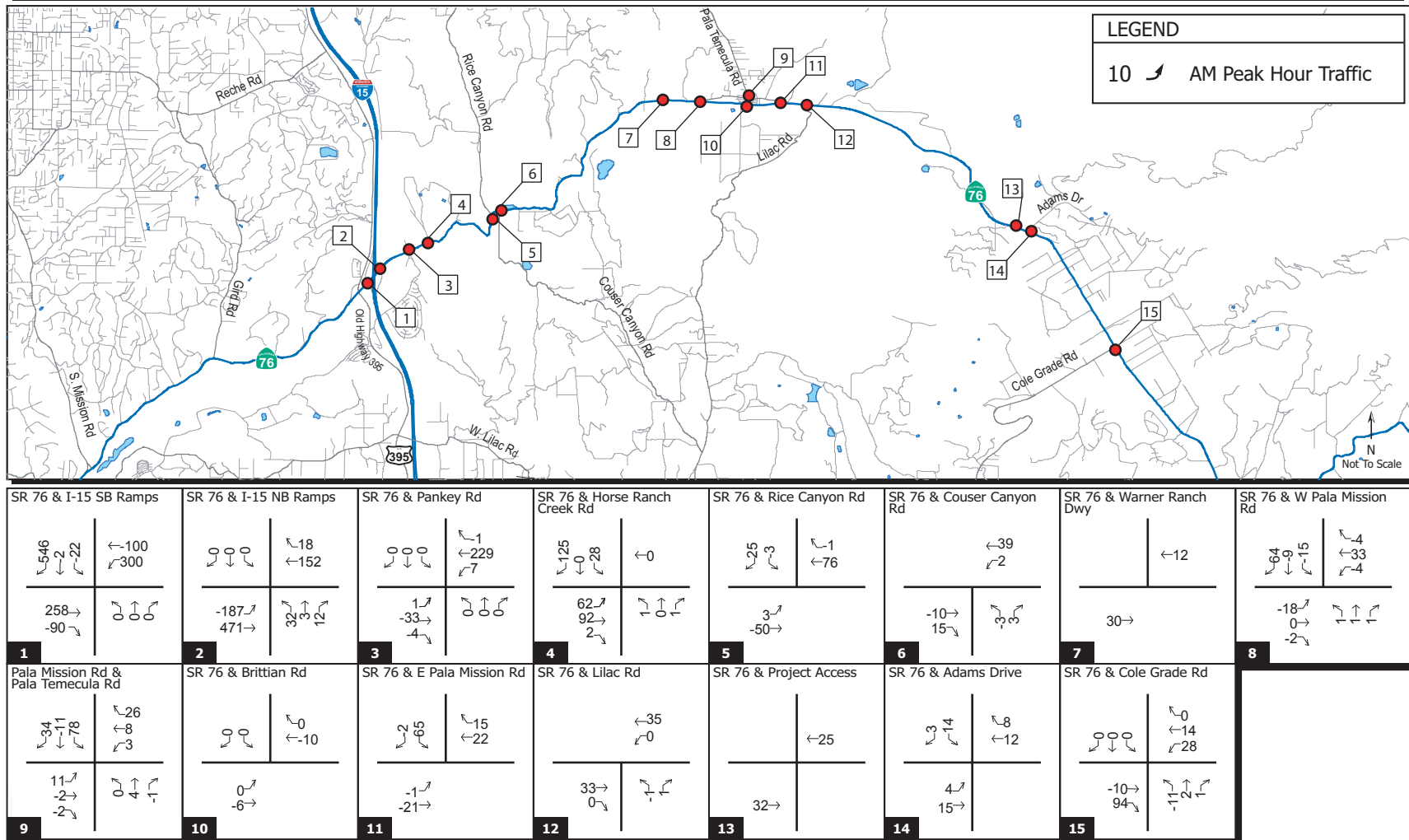


Figure 8
Existing AM Peak Hour Intersection Volumes - Difference

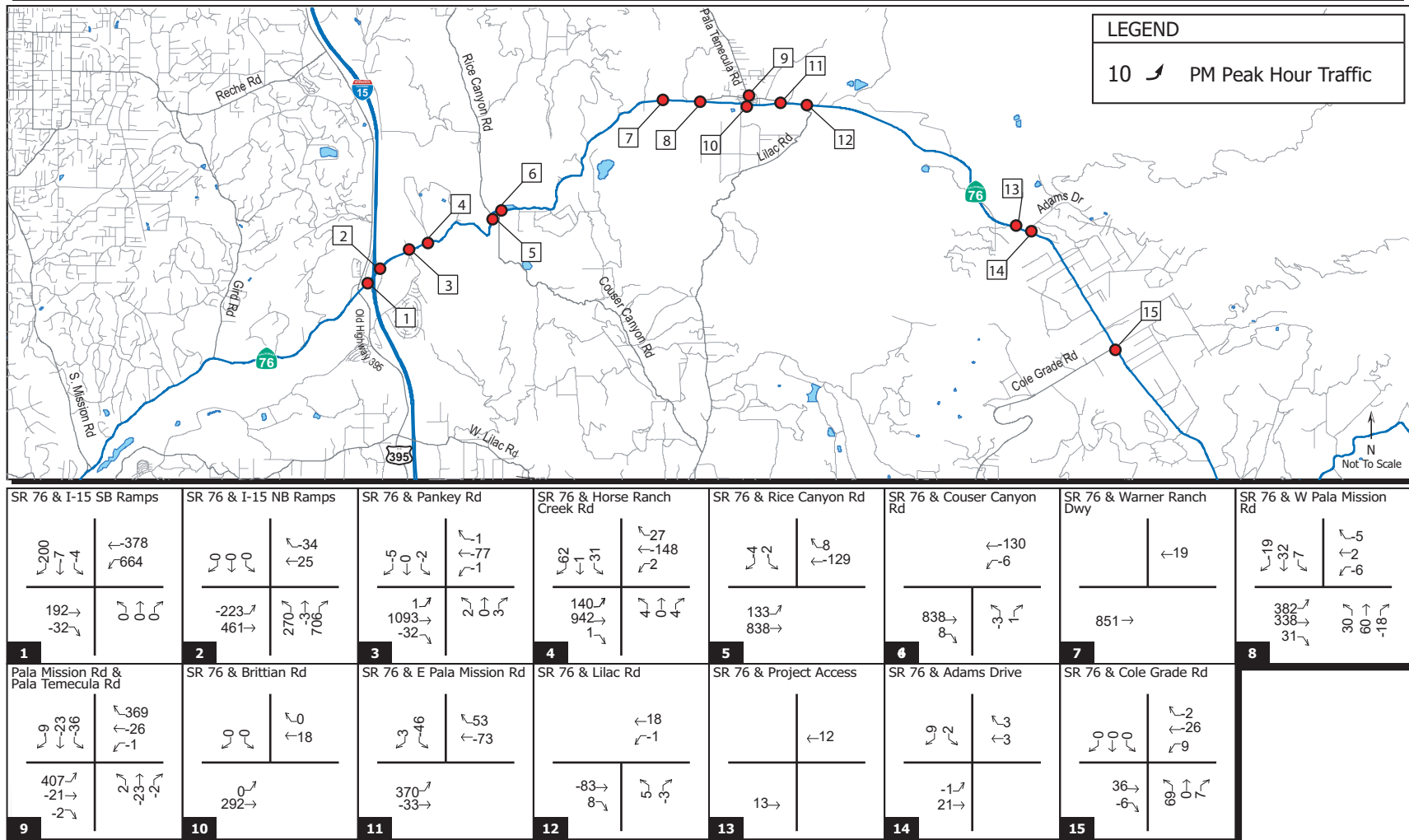


Figure 9
Existing PM Peak Hour Intersection Volumes - Difference

APPENDIX – TRAFFIC COUNTS

Counts Unlimited, Inc.

Page 1

County of San Diego

State Route 76

B/ Interstate 15 Southbound - Interstate 15 Northbound

24 Hour Directional Volume Count

PO Box 1178

Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

CSD001

Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		33	220			58	113				
12:15		36	221			22	99				
12:30		35	240			55	101				
12:45		23	192	127	873	36	115	171	428	298	1301
01:00		35	213			22	123				
01:15		22	235			27	120				
01:30		23	256			21	128				
01:45		28	283	108	987	31	151	101	522	209	1509
02:00		16	269			19	164				
02:15		26	295			22	145				
02:30		18	319			22	158				
02:45		23	284	83	1167	19	162	82	629	165	1796
03:00		18	274			19	149				
03:15		24	288			19	185				
03:30		29	328			16	216				
03:45		24	278	95	1168	13	199	67	749	162	1917
04:00		29	292			27	197				
04:15		48	279			24	237				
04:30		56	319			25	233				
04:45		52	292	185	1182	33	271	109	938	294	2120
05:00		57	257			57	260				
05:15		61	277			59	216				
05:30		109	302			60	211				
05:45		89	289	316	1125	105	186	281	873	597	1998
06:00		127	296			94	236				
06:15		121	273			141	185				
06:30		181	318			188	147				
06:45		142	201	571	1088	182	162	605	730	1176	1818
07:00		158	254			180	102				
07:15		176	251			135	115				
07:30		190	239			152	83				
07:45		262	222	786	966	116	102	583	402	1369	1368
08:00		192	185			110	95				
08:15		222	220			119	91				
08:30		168	161			100	83				
08:45		194	151	776	717	99	93	428	362	1204	1079
09:00		159	157			101	86				
09:15		177	145			116	68				
09:30		197	170			98	82				
09:45		189	115	722	587	95	71	410	307	1132	894
10:00		188	142			78	61				
10:15		192	104			109	82				
10:30		236	100			110	80				
10:45		205	96	821	442	92	79	389	302	1210	744
11:00		184	69			103	54				
11:15		224	73			95	85				
11:30		168	58			105	56				
11:45		239	43	815	243	108	53	411	248	1226	491
Total		5405	10545	5405	10545	3637	6490	3637	6490	9042	17035
Combined Total		15950		15950		10127		10127		26077	
AM Peak	-	07:30	-	-	-	06:15	-	-	-	-	-
Vol.	-	866	-	-	-	691	-	-	-	-	-
P.H.F.		0.826				0.919					
PM Peak	-	-	03:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	1186	-	-	-	1001	-	-	-	-
P.H.F.			0.904				0.923				
Percentage		33.9%	66.1%			35.9%	64.1%				
ADT/AADT		ADT 26,077	AADT 26,077								

Counts Unlimited, Inc.

Page 1

County of San Diego
State Route 76
B/ Interstate 15 Northbound - Pankey Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD002
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	107			44	81				
12:15		15	97			15	81				
12:30		26	102			55	71				
12:45		12	86	71	392	31	83	145	316	216	708
01:00		12	103			20	95				
01:15		11	114			26	78				
01:30		9	112			21	75				
01:45		13	124	45	453	32	101	99	349	144	802
02:00		7	112			25	93				
02:15		14	110			24	92				
02:30		8	135			26	112				
02:45		6	149	35	506	16	99	91	396	126	902
03:00		9	156			17	96				
03:15		8	199			20	92				
03:30		12	223			19	119				
03:45		8	302	37	880	12	114	68	421	105	1301
04:00		10	316			25	86				
04:15		11	333			20	128				
04:30		8	339			25	97				
04:45		12	342	41	1330	30	87	100	398	141	1728
05:00		13	350			53	105				
05:15		15	344			46	93				
05:30		35	381			58	74				
05:45		26	314	89	1389	81	78	238	350	327	1739
06:00		48	282			81	89				
06:15		45	298			123	50				
06:30		59	249			171	64				
06:45		49	174	201	1003	161	85	536	288	737	1291
07:00		62	128			153	73				
07:15		58	114			110	87				
07:30		81	89			126	61				
07:45		92	107	293	438	94	66	483	287	776	725
08:00		91	76			93	62				
08:15		86	79			92	70				
08:30		77	75			70	61				
08:45		82	53	336	283	77	75	332	268	668	551
09:00		62	52			82	67				
09:15		66	64			98	55				
09:30		81	60			68	71				
09:45		80	50	289	226	79	56	327	249	616	475
10:00		75	60			69	60				
10:15		108	47			85	75				
10:30		88	35			79	96				
10:45		92	29	363	171	63	84	296	315	659	486
11:00		86	33			76	51				
11:15		101	34			74	57				
11:30		87	19			57	64				
11:45		122	20	396	106	85	48	292	220	688	326
Total		2196	7177	2196	7177	3007	3857	3007	3857	5203	11034
Combined Total		9373		9373		6864		6864		16237	
AM Peak	-	11:00	-	-	-	06:15	-	-	-	-	-
Vol.	-	396	-	-	-	608	-	-	-	-	-
P.H.F.		0.811				0.889					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	1417	-	-	-	447	-	-	-	-
P.H.F.			0.930				0.873				
Percentage		23.4%	76.6%			43.8%	56.2%				
ADT/AADT		ADT 16,237	AADT 16,237								

Counts Unlimited, Inc.

County of San Diego
State Route 76
B/ Pankey Road - Horse Ranch Creek Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD003
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		19	108			41	73				
12:15		15	91			18	75				
12:30		24	101			55	74				
12:45		14	77	72	377	32	69	146	291	218	668
01:00		11	93			18	84				
01:15		11	100			24	81				
01:30		11	113			24	66				
01:45		11	117	44	423	31	98	97	329	141	752
02:00		8	117			22	90				
02:15		12	109			24	88				
02:30		10	125			29	98				
02:45		7	143	37	494	12	91	87	367	124	861
03:00		13	149			18	98				
03:15		7	205			21	83				
03:30		14	209			20	121				
03:45		22	308	56	871	12	98	71	400	127	1271
04:00		10	314			23	100				
04:15		11	333			23	96				
04:30		5	327			21	89				
04:45		12	335	38	1309	28	77	95	362	133	1671
05:00		13	357			48	95				
05:15		16	385			45	93				
05:30		35	377			51	73				
05:45		24	319	88	1438	77	71	221	332	309	1770
06:00		45	276			80	80				
06:15		47	292			132	49				
06:30		63	247			158	74				
06:45		50	171	205	986	157	76	527	279	732	1265
07:00		60	113			147	65				
07:15		58	114			111	79				
07:30		68	91			103	60				
07:45		104	99	290	417	86	54	447	258	737	675
08:00		87	69			94	63				
08:15		84	75			81	61				
08:30		84	65			73	57				
08:45		79	48	334	257	62	68	310	249	644	506
09:00		60	41			74	64				
09:15		61	58			89	52				
09:30		80	52			65	66				
09:45		75	52	276	203	65	52	293	234	569	437
10:00		74	54			58	54				
10:15		93	48			77	77				
10:30		88	34			72	87				
10:45		91	30	346	166	60	72	267	290	613	456
11:00		76	35			73	54				
11:15		92	33			71	58				
11:30		87	20			53	59				
11:45		111	18	366	106	78	47	275	218	641	324
Total		2152	7047	2152	7047	2836	3609	2836	3609	4988	10656
Combined Total		9199		9199		6445		6445		15644	
AM Peak	-	11:00	-	-	-	06:15	-	-	-	-	-
Vol.	-	366	-	-	-	594	-	-	-	-	-
P.H.F.		0.824				0.940					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	1454	-	-	-	415	-	-	-	-
P.H.F.			0.944				0.857				
Percentage		23.4%	76.6%			44.0%	56.0%				
ADT/AADT		ADT 15,644	AADT 15,644								

Counts Unlimited, Inc.

County of San Diego
State Route 76
B/ Horse Ranch Creek Road - Rice Canyon Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD004
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	95			45	58				
12:15		12	69			19	65				
12:30		20	85			54	59				
12:45		13	70	62	319	33	61	151	243	213	562
01:00		10	85			19	69				
01:15		8	81			23	67				
01:30		8	107			24	58				
01:45		11	104	37	377	31	85	97	279	134	656
02:00		6	110			21	83				
02:15		11	97			24	77				
02:30		12	110			30	91				
02:45		7	125	36	442	15	80	90	331	126	773
03:00		12	141			18	86				
03:15		7	184			19	75				
03:30		12	189			20	112				
03:45		19	284	50	798	11	97	68	370	118	1168
04:00		11	295			18	91				
04:15		11	309			21	92				
04:30		6	308			15	88				
04:45		12	302	40	1214	20	81	74	352	114	1566
05:00		14	334			33	77				
05:15		18	362			28	75				
05:30		35	346			40	72				
05:45		25	281	92	1323	58	63	159	287	251	1610
06:00		48	251			53	69				
06:15		52	262			100	46				
06:30		59	228			130	71				
06:45		39	153	198	894	111	68	394	254	592	1148
07:00		49	101			114	55				
07:15		51	96			77	75				
07:30		61	82			76	53				
07:45		93	84	254	363	73	50	340	233	594	596
08:00		76	60			68	59				
08:15		86	65			68	63				
08:30		74	52			58	51				
08:45		67	40	303	217	48	67	242	240	545	457
09:00		54	35			64	62				
09:15		58	44			62	52				
09:30		73	44			52	48				
09:45		64	43	249	166	55	53	233	215	482	381
10:00		71	50			49	54				
10:15		88	40			64	79				
10:30		87	28			59	90				
10:45		80	29	326	147	50	75	222	298	548	445
11:00		67	33			66	56				
11:15		86	27			63	57				
11:30		83	21			45	65				
11:45		101	17	337	98	65	48	239	226	576	324
Total		1984	6358	1984	6358	2309	3328	2309	3328	4293	9686
Combined Total		8342		8342		5637		5637		13979	
AM Peak	-	11:00	-	-	-	06:15	-	-	-	-	-
Vol.	-	337	-	-	-	455	-	-	-	-	-
P.H.F.		0.834				0.875					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	1344	-	-	-	392	-	-	-	-
P.H.F.			0.928				0.875				
Percentage		23.8%	76.2%			41.0%	59.0%				
ADT/AADT		ADT 13,979	AADT 13,979								

Counts Unlimited, Inc.

Page 1

County of San Diego
State Route 76
B/ Rice Canyon Road - Couser Canyon Rd
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD005
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		16	100			49	62				
12:15		9	73			15	59				
12:30		20	78			55	63				
12:45		11	68	56	319	30	49	149	233	205	552
01:00		11	86			22	74				
01:15		8	73			24	59				
01:30		7	105			21	61				
01:45		9	91	35	355	31	79	98	273	133	628
02:00		8	109			26	91				
02:15		11	94			20	61				
02:30		12	100			32	87				
02:45		6	117	37	420	14	80	92	319	129	739
03:00		11	130			21	70				
03:15		5	172			13	69				
03:30		12	185			20	115				
03:45		7	250	35	737	14	92	68	346	103	1083
04:00		12	270			17	98				
04:15		11	261			20	77				
04:30		7	301			17	97				
04:45		12	264	42	1096	18	81	72	353	114	1449
05:00		12	286			30	80				
05:15		18	303			33	77				
05:30		31	333			36	74				
05:45		20	251	81	1173	54	68	153	299	234	1472
06:00		49	231			61	71				
06:15		50	220			95	51				
06:30		59	229			117	72				
06:45		42	152	200	832	87	65	360	259	560	1091
07:00		48	108			98	60				
07:15		51	87			73	68				
07:30		61	86			69	58				
07:45		84	77	244	358	53	44	293	230	537	588
08:00		73	59			73	61				
08:15		83	64			56	68				
08:30		71	47			53	55				
08:45		61	36	288	206	39	63	221	247	509	453
09:00		52	33			63	62				
09:15		51	43			55	53				
09:30		63	41			46	52				
09:45		66	43	232	160	51	48	215	215	447	375
10:00		63	45			50	60				
10:15		84	40			52	81				
10:30		80	29			52	90				
10:45		81	29	308	143	43	74	197	305	505	448
11:00		61	31			69	58				
11:15		91	30			58	49				
11:30		80	19			50	66				
11:45		87	16	319	96	63	50	240	223	559	319
Total		1877	5895	1877	5895	2158	3302	2158	3302	4035	9197
Combined Total		7772		7772		5460		5460		13232	
AM Peak	-	11:00	-	-	-	06:15	-	-	-	-	-
Vol.	-	319	-	-	-	397	-	-	-	-	-
P.H.F.		0.876				0.848					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	1186	-	-	-	382	-	-	-	-
P.H.F.			0.890				0.830				
Percentage		24.2%	75.8%			39.5%	60.5%				
ADT/AADT		ADT 13,232	AADT 13,232								

Counts Unlimited, Inc.

County of San Diego
State Route 76
B/ Couser Canyon Rd - West Pala Mission Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD006
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		16	98			49	61				
12:15		9	68			15	56				
12:30		20	78			53	61				
12:45		11	66	56	310	30	43	147	221	203	531
01:00		11	82			22	74				
01:15		8	71			24	57				
01:30		7	105			21	58				
01:45		8	84	34	342	31	82	98	271	132	613
02:00		8	108			25	87				
02:15		10	93			20	54				
02:30		12	95			32	85				
02:45		6	111	36	407	14	77	91	303	127	710
03:00		11	127			21	67				
03:15		5	166			12	67				
03:30		10	178			19	111				
03:45		7	246	33	717	13	88	65	333	98	1050
04:00		12	271			16	88				
04:15		11	254			20	78				
04:30		7	298			16	91				
04:45		12	265	42	1088	13	82	65	339	107	1427
05:00		12	280			28	79				
05:15		18	299			31	72				
05:30		30	329			28	70				
05:45		21	245	81	1153	51	66	138	287	219	1440
06:00		48	228			58	66				
06:15		46	214			89	47				
06:30		56	221			114	66				
06:45		37	146	187	809	84	59	345	238	532	1047
07:00		43	106			88	60				
07:15		50	83			67	64				
07:30		61	81			63	55				
07:45		77	73	231	343	48	42	266	221	497	564
08:00		69	55			70	59				
08:15		79	58			53	66				
08:30		74	46			50	54				
08:45		59	34	281	193	40	58	213	237	494	430
09:00		50	30			61	62				
09:15		52	42			53	52				
09:30		63	39			48	52				
09:45		67	41	232	152	51	48	213	214	445	366
10:00		65	43			48	61				
10:15		85	38			50	81				
10:30		76	29			47	89				
10:45		80	28	306	138	38	74	183	305	489	443
11:00		60	29			69	57				
11:15		90	28			54	49				
11:30		81	19			43	67				
11:45		87	16	318	92	61	50	227	223	545	315
Total		1837	5744	1837	5744	2051	3192	2051	3192	3888	8936
Combined Total		7581		7581		5243		5243		12824	
AM Peak	-	11:00	-	-	-	06:15	-	-	-	-	-
Vol.	-	318	-	-	-	375	-	-	-	-	-
P.H.F.		0.883				0.822					
PM Peak	-	-	04:45	-	-	-	03:30	-	-	-	-
Vol.	-	-	1173	-	-	-	365	-	-	-	-
P.H.F.			0.891				0.822				
Percentage		24.2%	75.8%			39.1%	60.9%				
ADT/AADT		ADT 12,824	AADT 12,824								

Counts Unlimited, Inc.

Page 1

County of San Diego

State Route 76

B/ West Pala Mission Road - East Pala Mission Road

24 Hour Directional Volume Count

PO Box 1178

Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

CSD007

Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	52			10	27				
12:15		6	45			25	40				
12:30		6	38			25	24				
12:45		1	46	28	181	12	33	72	124	100	305
01:00		5	39			5	47				
01:15		8	38			16	33				
01:30		5	45			9	38				
01:45		3	57	21	179	9	47	39	165	60	344
02:00		4	50			18	36				
02:15		3	47			8	52				
02:30		2	51			7	40				
02:45		2	42	11	190	5	31	38	159	49	349
03:00		6	53			3	40				
03:15		5	43			6	67				
03:30		6	58			3	51				
03:45		4	64	21	218	6	55	18	213	39	431
04:00		8	96			8	66				
04:15		1	107			9	45				
04:30		7	124			10	39				
04:45		6	134	22	461	7	37	34	187	56	648
05:00		9	127			8	35				
05:15		15	118			10	46				
05:30		21	144			10	31				
05:45		12	138	57	527	17	19	45	131	102	658
06:00		25	98			25	31				
06:15		36	73			23	27				
06:30		37	86			17	24				
06:45		34	47	132	304	20	30	85	112	217	416
07:00		27	64			23	37				
07:15		37	60			23	23				
07:30		39	48			23	25				
07:45		42	43	145	215	32	27	101	112	246	327
08:00		40	31			26	16				
08:15		36	35			30	21				
08:30		45	31			25	23				
08:45		44	25	165	122	31	16	112	76	277	198
09:00		30	24			17	28				
09:15		35	15			22	17				
09:30		35	20			31	25				
09:45		43	23	143	82	20	16	90	86	233	168
10:00		42	27			24	41				
10:15		35	17			24	74				
10:30		40	23			32	55				
10:45		42	10	159	77	35	29	115	199	274	276
11:00		45	11			29	30				
11:15		57	13			29	30				
11:30		38	16			38	28				
11:45		50	7	190	47	46	25	142	113	332	160
Total		1094	2603	1094	2603	891	1677	891	1677	1985	4280
Combined Total		3697		3697		2568		2568		6265	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	190	-	-	-	142	-	-	-	-	-
P.H.F.		0.833				0.772					
PM Peak	-	-	05:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	527	-	-	-	239	-	-	-	-
P.H.F.			0.915				0.892				
Percentage		29.6%	70.4%			34.7%	65.3%				
ADT/AADT		ADT 6,265	AADT 6,265								

Counts Unlimited, Inc.

County of San Diego
State Route 76
B/ East Pala Mission Road - Lilac Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD008
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	78			36	41				
12:15		10	74			37	74				
12:30		7	75			32	47				
12:45		3	81	37	308	24	57	129	219	166	527
01:00		6	64			17	66				
01:15		12	70			26	68				
01:30		9	80			19	63				
01:45		3	93	30	307	17	66	79	263	109	570
02:00		6	85			29	80				
02:15		5	83			20	120				
02:30		5	80			17	82				
02:45		5	68	21	316	11	66	77	348	98	664
03:00		6	78			7	73				
03:15		6	69			16	127				
03:30		6	71			13	106				
03:45		5	96	23	314	11	136	47	442	70	756
04:00		9	94			12	112				
04:15		5	69			18	117				
04:30		9	61			18	103				
04:45		11	63	34	287	19	111	67	443	101	730
05:00		19	84			10	89				
05:15		37	75			11	126				
05:30		46	54			25	75				
05:45		46	81	148	294	21	63	67	353	215	647
06:00		56	67			39	77				
06:15		90	84			39	68				
06:30		90	87			28	62				
06:45		73	76	309	314	35	56	141	263	450	577
07:00		75	85			36	77				
07:15		74	85			54	47				
07:30		101	70			39	47				
07:45		104	72	354	312	62	58	191	229	545	541
08:00		71	39			59	35				
08:15		70	49			69	51				
08:30		79	43			51	40				
08:45		77	38	297	169	52	37	231	163	528	332
09:00		58	47			35	37				
09:15		76	30			37	35				
09:30		68	44			54	36				
09:45		68	38	270	159	41	32	167	140	437	299
10:00		70	31			41	66				
10:15		63	30			57	94				
10:30		61	27			66	87				
10:45		56	20	250	108	65	50	229	297	479	405
11:00		82	24			49	46				
11:15		91	22			51	52				
11:30		89	21			63	41				
11:45		80	12	342	79	63	40	226	179	568	258
Total		2115	2967	2115	2967	1651	3339	1651	3339	3766	6306
Combined Total		5082		5082		4990		4990		10072	
AM Peak	-	07:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	354	-	-	-	241	-	-	-	-	-
P.H.F.		0.851				0.873					
PM Peak	-	-	01:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	341	-	-	-	481	-	-	-	-
P.H.F.			0.917				0.884				
Percentage		41.6%	58.4%			33.1%	66.9%				
ADT/AADT		ADT 10,072	AADT 10,072								

Counts Unlimited, Inc.

Page 1

County of San Diego
State Route 76
B/ Lilac Road - Project Access
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD009
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	75			30	47				
12:15		11	68			41	63				
12:30		8	65			23	50				
12:45		4	82	35	290	22	45	116	205	151	495
01:00		5	65			22	71				
01:15		9	63			20	57				
01:30		7	62			20	84				
01:45		7	78	28	268	22	75	84	287	112	555
02:00		5	80			27	84				
02:15		2	81			20	105				
02:30		4	72			11	75				
02:45		8	66	19	299	10	62	68	326	87	625
03:00		2	72			6	84				
03:15		9	70			17	112				
03:30		6	59			13	116				
03:45		5	97	22	298	7	102	43	414	65	712
04:00		6	84			14	110				
04:15		7	73			17	113				
04:30		6	64			20	117				
04:45		9	63	28	284	15	91	66	431	94	715
05:00		14	65			10	94				
05:15		34	75			10	111				
05:30		49	63			27	71				
05:45		46	69	143	272	20	68	67	344	210	616
06:00		54	71			39	59				
06:15		75	74			36	58				
06:30		83	79			34	69				
06:45		84	82	296	306	30	64	139	250	435	556
07:00		70	74			31	61				
07:15		57	94			50	48				
07:30		100	67			54	47				
07:45		93	66	320	301	44	61	179	217	499	518
08:00		73	43			60	36				
08:15		72	47			50	47				
08:30		67	46			52	43				
08:45		62	35	274	171	42	35	204	161	478	332
09:00		68	42			38	31				
09:15		62	31			32	33				
09:30		65	38			54	38				
09:45		70	33	265	144	35	35	159	137	424	281
10:00		58	40			53	79				
10:15		61	24			53	96				
10:30		57	25			48	75				
10:45		48	18	224	107	59	48	213	298	437	405
11:00		71	27			45	55				
11:15		81	20			46	43				
11:30		85	23			45	37				
11:45		77	16	314	86	58	44	194	179	508	265
Total		1968	2826	1968	2826	1532	3249	1532	3249	3500	6075
Combined Total		4794		4794		4781		4781		9575	
AM Peak	-	07:30	-	-	-	10:00	-	-	-	-	-
Vol.	-	338	-	-	-	213	-	-	-	-	-
P.H.F.		0.845				0.888					
PM Peak	-	-	06:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	329	-	-	-	442	-	-	-	-
P.H.F.			0.875				0.944				
Percentage		41.1%	58.9%			32.0%	68.0%				
ADT/AADT		ADT 9,575	AADT 9,575								

Counts Unlimited, Inc.

Page 1

County of San Diego
State Route 76
B/ Project Access - Adams Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD010
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	73			29	46				
12:15		10	69			43	63				
12:30		7	65			24	54				
12:45		4	78	34	285	22	45	118	208	152	493
01:00		5	64			25	70				
01:15		8	62			21	57				
01:30		5	83			20	63				
01:45		7	72	25	281	22	76	88	266	113	547
02:00		4	84			25	95				
02:15		3	78			21	98				
02:30		4	72			10	76				
02:45		7	63	18	297	10	66	66	335	84	632
03:00		3	71			5	88				
03:15		9	68			19	116				
03:30		6	56			14	115				
03:45		5	90	23	285	7	105	45	424	68	709
04:00		6	86			13	114				
04:15		5	77			17	130				
04:30		7	67			20	117				
04:45		9	57	27	287	15	90	65	451	92	738
05:00		14	70			8	98				
05:15		33	72			12	113				
05:30		49	64			27	73				
05:45		44	62	140	268	19	71	66	355	206	623
06:00		48	73			43	63				
06:15		80	76			36	63				
06:30		86	75			34	69				
06:45		82	85	296	309	30	66	143	261	439	570
07:00		67	70			31	70				
07:15		65	97			52	50				
07:30		98	60			56	45				
07:45		96	66	326	293	49	65	188	230	514	523
08:00		72	44			67	35				
08:15		71	45			48	51				
08:30		66	46			54	46				
08:45		63	36	272	171	42	36	211	168	483	339
09:00		65	38			38	30				
09:15		61	34			33	37				
09:30		65	37			53	38				
09:45		72	31	263	140	34	34	158	139	421	279
10:00		58	41			53	86				
10:15		62	21			53	100				
10:30		59	25			49	74				
10:45		46	14	225	101	67	49	222	309	447	410
11:00		72	25			47	55				
11:15		81	22			45	45				
11:30		81	22			47	38				
11:45		79	13	313	82	59	43	198	181	511	263
Total		1962	2799	1962	2799	1568	3327	1568	3327	3530	6126
Combined Total		4761		4761		4895		4895		9656	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	337	-	-	-	224	-	-	-	-	-
P.H.F.		0.860				0.836					
PM Peak	-	-	06:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	327	-	-	-	466	-	-	-	-
P.H.F.			0.843				0.896				
Percentage		41.2%	58.8%			32.0%	68.0%				
ADT/AADT		ADT 9,656	AADT 9,656								

Counts Unlimited, Inc.

Page 1

County of San Diego
State Route 76
B/ Adams Drive - Cole Grade Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD011
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		19	76			15	62				
12:15		18	79			16	52				
12:30		7	64			11	51				
12:45		14	65	58	284	6	45	48	210	106	494
01:00		4	73			15	61				
01:15		7	59			11	53				
01:30		7	74			13	77				
01:45		5	94	23	300	13	81	52	272	75	572
02:00		4	88			5	77				
02:15		8	70			7	94				
02:30		6	92			7	82				
02:45		4	64	22	314	3	77	22	330	44	644
03:00		6	88			11	85				
03:15		9	74			16	116				
03:30		1	64			10	127				
03:45		11	88	27	314	10	104	47	432	74	746
04:00		4	146			9	92				
04:15		12	103			9	106				
04:30		6	83			10	120				
04:45		16	44	38	376	11	97	39	415	77	791
05:00		14	71			3	137				
05:15		24	81			10	108				
05:30		58	48			18	95				
05:45		44	61	140	261	13	61	44	401	184	662
06:00		48	45			32	78				
06:15		88	61			41	78				
06:30		85	46			66	83				
06:45		100	54	321	206	69	84	208	323	529	529
07:00		78	45			38	83				
07:15		86	46			53	81				
07:30		104	45			64	75				
07:45		107	34	375	170	61	57	216	296	591	466
08:00		85	39			82	51				
08:15		67	37			44	41				
08:30		51	43			46	46				
08:45		71	30	274	149	44	24	216	162	490	311
09:00		64	45			36	28				
09:15		57	43			46	38				
09:30		51	27			59	30				
09:45		64	39	236	154	39	25	180	121	416	275
10:00		67	60			50	27				
10:15		59	47			70	38				
10:30		56	30			45	37				
10:45		61	21	243	158	70	22	235	124	478	282
11:00		59	28			60	27				
11:15		73	31			49	25				
11:30		80	23			55	18				
11:45		62	19	274	101	66	16	230	86	504	187
Total		2031	2787	2031	2787	1537	3172	1537	3172	3568	5959
Combined Total		4818		4818		4709		4709		9527	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	382	-	-	-	260	-	-	-	-	-
P.H.F.		0.893				0.793					
PM Peak	-	-	03:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	420	-	-	-	462	-	-	-	-
P.H.F.			0.719				0.843				
Percentage		42.2%	57.8%			32.6%	67.4%				
ADT/AADT		ADT 9,527		AADT 9,527							

Counts Unlimited, Inc.

County of San Diego
West Pala Mission Road
B/ State Route 76 - Pala Temecula Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD012
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	26			8	36				
12:15		12	19			3	28				
12:30		19	29			5	37				
12:45		8	17	54	91	4	28	20	129	74	220
01:00		5	22			6	32				
01:15		5	25			5	24				
01:30		17	37			5	46				
01:45		15	37	42	121	5	37	21	139	63	260
02:00		12	36			5	28				
02:15		6	39			2	42				
02:30		11	54			11	45				
02:45		12	55	41	184	6	31	24	146	65	330
03:00		18	68			2	39				
03:15		9	83			2	41				
03:30		7	123			2	37				
03:45		6	131	40	405	5	32	11	149	51	554
04:00		5	154			3	35				
04:15		6	144			9	37				
04:30		4	137			8	54				
04:45		4	144	19	579	13	31	33	157	52	736
05:00		3	146			11	25				
05:15		2	148			12	26				
05:30		3	149			36	32				
05:45		6	156	14	599	42	38	101	121	115	720
06:00		13	158			52	25				
06:15		6	145			93	31				
06:30		22	142			102	31				
06:45		14	199	55	644	82	30	329	117	384	761
07:00		19	87			46	19				
07:15		18	47			43	23				
07:30		35	39			55	16				
07:45		48	29	120	202	32	27	176	85	296	287
08:00		22	30			49	12				
08:15		20	22			44	19				
08:30		26	21			48	15				
08:45		30	21	98	94	29	17	170	63	268	157
09:00		16	17			30	3				
09:15		13	15			28	22				
09:30		27	22			35	25				
09:45		21	10	77	64	33	13	126	63	203	127
10:00		22	19			22	13				
10:15		19	21			32	19				
10:30		36	24			30	11				
10:45		14	27	91	91	19	5	103	48	194	139
11:00		24	25			25	13				
11:15		21	25			26	5				
11:30		17	30			28	6				
11:45		26	9	88	89	38	5	117	29	205	118
Total		739	3163	739	3163	1231	1246	1231	1246	1970	4409
Combined Total		3902		3902		2477		2477		6379	
AM Peak	-	07:30	-	-	-	06:00	-	-	-	-	-
Vol.	-	125	-	-	-	329	-	-	-	-	-
P.H.F.		0.651				0.806					
PM Peak	-	-	06:00	-	-	-	03:45	-	-	-	-
Vol.	-	-	644	-	-	-	158	-	-	-	-
P.H.F.			0.809				0.731				
Percentage		18.9%	81.1%			49.7%	50.3%				
ADT/AADT		ADT 6,379	AADT 6,379								

Counts Unlimited, Inc.

Page 1

County of San Diego
Pala Temecula Road
N/ Pala Mission Road
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

CSD013
Site Code: 041-19234

Start Time	11-Apr-19 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		36	46			11	74				
12:15		26	48			8	66				
12:30		26	47			7	77				
12:45		22	50	110	191	7	77	33	294	143	485
01:00		17	52			8	66				
01:15		14	56			10	68				
01:30		29	64			6	79				
01:45		24	57	84	229	5	86	29	299	113	528
02:00		21	75			8	71				
02:15		20	104			4	74				
02:30		21	88			16	74				
02:45		16	90	78	357	6	67	34	286	112	643
03:00		23	104			3	67				
03:15		19	157			5	76				
03:30		15	181			4	70				
03:45		11	225	68	667	5	84	17	297	85	964
04:00		10	244			5	75				
04:15		15	279			12	66				
04:30		11	273			13	84				
04:45		17	291	53	1087	19	60	49	285	102	1372
05:00		6	294			25	65				
05:15		4	298			38	54				
05:30		9	300			65	60				
05:45		13	313	32	1205	79	57	207	236	239	1441
06:00		18	253			85	50				
06:15		21	208			149	60				
06:30		34	192			163	56				
06:45		20	231	93	884	125	58	522	224	615	1108
07:00		20	119			113	43				
07:15		39	70			82	48				
07:30		47	57			139	43				
07:45		64	53	170	299	109	53	443	187	613	486
08:00		44	52			101	38				
08:15		49	51			83	25				
08:30		44	37			86	23				
08:45		44	45	181	185	79	32	349	118	530	303
09:00		38	32			55	30				
09:15		24	37			68	27				
09:30		46	32			71	53				
09:45		46	22	154	123	61	28	255	138	409	261
10:00		32	41			51	17				
10:15		41	50			62	32				
10:30		58	57			47	16				
10:45		34	54	165	202	31	18	191	83	356	285
11:00		38	43			60	29				
11:15		45	47			56	15				
11:30		37	44			70	8				
11:45		50	30	170	164	55	11	241	63	411	227
Total		1358	5593	1358	5593	2370	2510	2370	2510	3728	8103
Combined Total		6951		6951		4880		4880		11831	
AM Peak	-	07:30	-	-	-	06:15	-	-	-	-	-
Vol.	-	204	-	-	-	550	-	-	-	-	-
P.H.F.		0.797				0.844					
PM Peak	-	-	05:00	-	-	-	01:30	-	-	-	-
Vol.	-	-	1205	-	-	-	310	-	-	-	-
P.H.F.			0.962				0.901				
Percentage		19.5%	80.5%			48.6%	51.4%				
ADT/AADT		ADT 11,831	AADT 11,831								

County of San Diego
N/S: I-15 Southbound Ramps
E/W: SR-76
Weather: Clear

File Name : 01_CSD_15S_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

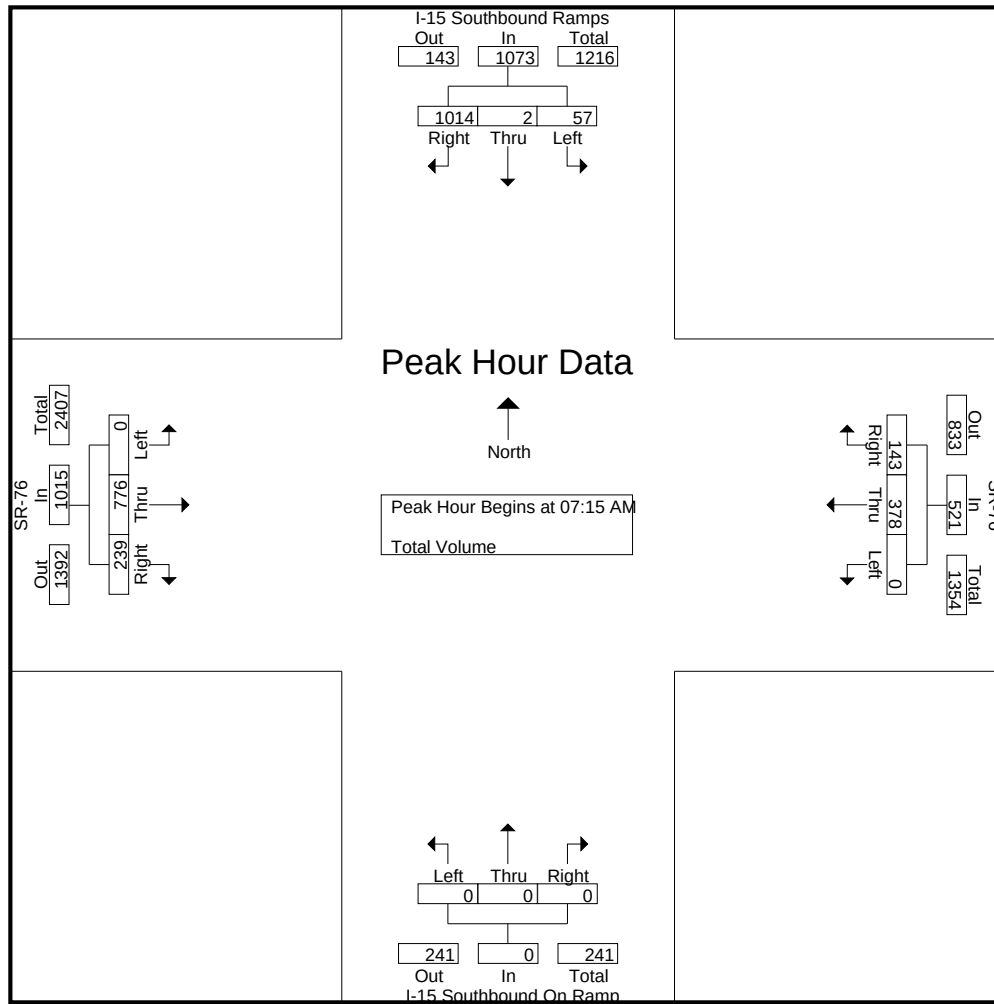
Groups Printed- Total Volume

	I-15 Southbound Ramps Southbound				SR-76 Westbound				I-15 Southbound On Ramp Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	0	263	273	0	101	66	167	0	0	0	0	0	138	56	194	634
07:15 AM	8	0	258	266	0	99	42	141	0	0	0	0	0	155	48	203	610
07:30 AM	10	0	269	279	0	116	39	155	0	0	0	0	0	183	53	236	670
07:45 AM	19	2	260	281	0	87	27	114	0	0	0	0	0	224	68	292	687
Total	47	2	1050	1099	0	403	174	577	0	0	0	0	0	700	225	925	2601
08:00 AM	20	0	227	247	0	76	35	111	0	0	0	0	0	214	70	284	642
08:15 AM	14	1	203	218	0	85	31	116	0	0	0	0	0	203	59	262	596
08:30 AM	15	1	182	198	0	70	32	102	0	0	0	0	0	179	76	255	555
08:45 AM	14	0	164	178	0	60	29	89	0	0	0	0	0	158	74	232	499
Total	63	2	776	841	0	291	127	418	0	0	0	0	0	754	279	1033	2292
Grand Total	110	4	1826	1940	0	694	301	995	0	0	0	0	0	1454	504	1958	4893
Apprch %	5.7	0.2	94.1		0	69.7	30.3		0	0	0		0	74.3	25.7		
Total %	2.2	0.1	37.3	39.6	0	14.2	6.2	20.3	0	0	0	0	0	29.7	10.3	40	

	I-15 Southbound Ramps Southbound				SR-76 Westbound				I-15 Southbound On Ramp Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	0	258	266	0	99	42	141	0	0	0	0	0	155	48	203	610
07:30 AM	10	0	269	279	0	116	39	155	0	0	0	0	0	183	53	236	670
07:45 AM	19	2	260	281	0	87	27	114	0	0	0	0	0	224	68	292	687
08:00 AM	20	0	227	247	0	76	35	111	0	0	0	0	0	214	70	284	642
Total Volume	57	2	1014	1073	0	378	143	521	0	0	0	0	0	776	239	1015	2609
% App. Total	5.3	0.2	94.5		0	72.6	27.4		0	0	0		0	76.5	23.5		
PHF	.713	.250	.942	.955	.000	.815	.851	.840	.000	.000	.000	.000	.000	.866	.854	.869	.949

County of San Diego
N/S: I-15 Southbound Ramps
E/W: SR-76
Weather: Clear

File Name : 01_CSD_15S_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	10	0	263	273	0	101	66	167	0	0	0	0	0	224	68	292
+15 mins.	8	0	258	266	0	99	42	141	0	0	0	0	0	214	70	284
+30 mins.	10	0	269	279	0	116	39	155	0	0	0	0	0	203	59	262
+45 mins.	19	2	260	281	0	87	27	114	0	0	0	0	0	179	76	255
Total Volume	47	2	1050	1099	0	403	174	577	0	0	0	0	0	820	273	1093
% App. Total	4.3	0.2	95.5		0	69.8	30.2		0	0	0		0	75	25	
PHF	.618	.250	.976	.978	.000	.869	.659	.864	.000	.000	.000	.000	.000	.915	.898	.936

County of San Diego
N/S: I-15 Southbound Ramps
E/W: SR-76
Weather: Clear

File Name : 01_CSD_15S_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

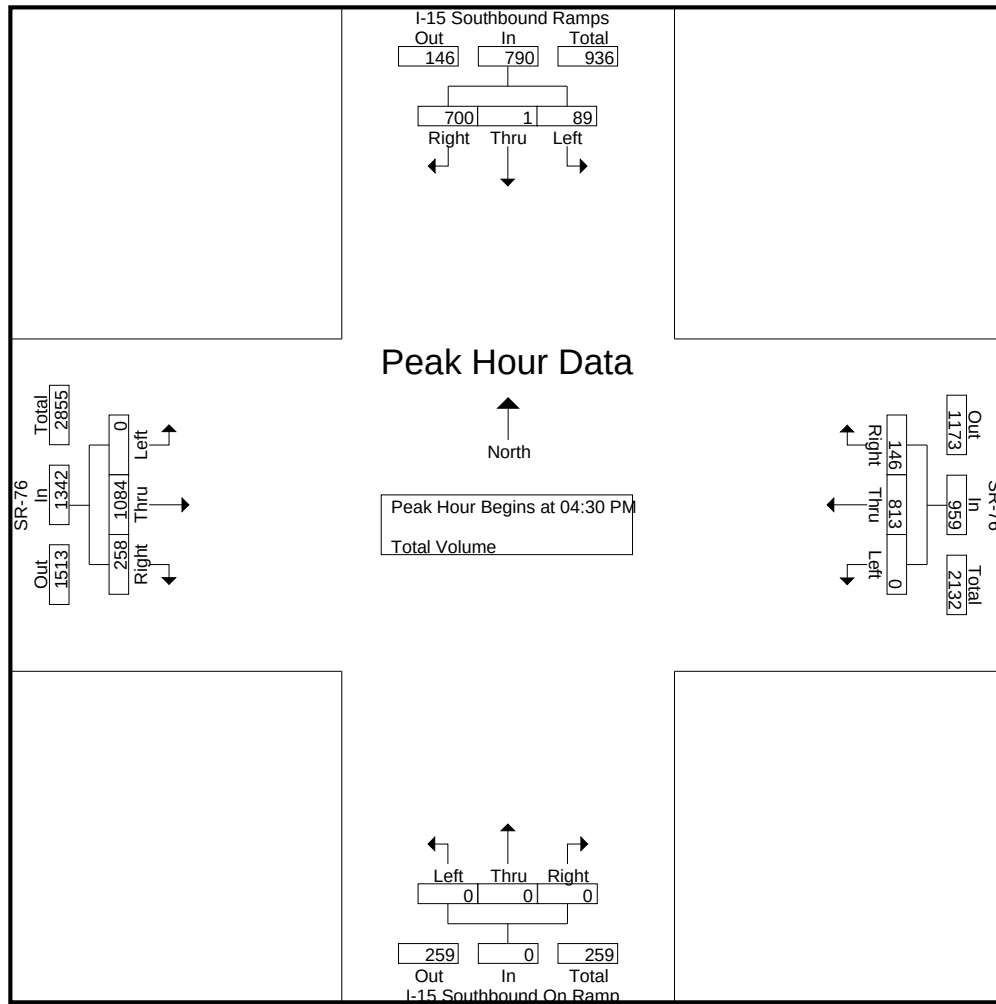
Groups Printed- Total Volume

	I-15 Southbound Ramps Southbound				SR-76 Westbound				I-15 Southbound On Ramp Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	0	151	169	0	158	29	187	0	0	0	0	0	263	67	330	686
04:15 PM	29	0	166	195	0	177	34	211	0	0	0	0	0	267	52	319	725
04:30 PM	20	0	147	167	0	186	47	233	0	0	0	0	0	306	64	370	770
04:45 PM	26	0	189	215	0	239	29	268	0	0	0	0	0	265	54	319	802
Total	93	0	653	746	0	760	139	899	0	0	0	0	0	1101	237	1338	2983
05:00 PM	22	1	180	203	0	205	36	241	0	0	0	0	0	251	87	338	782
05:15 PM	21	0	184	205	0	183	34	217	0	0	0	0	0	262	53	315	737
05:30 PM	16	1	150	167	0	175	26	201	0	0	0	0	0	297	45	342	710
05:45 PM	21	0	119	140	0	154	18	172	0	0	0	0	0	268	53	321	633
Total	80	2	633	715	0	717	114	831	0	0	0	0	0	1078	238	1316	2862
Grand Total	173	2	1286	1461	0	1477	253	1730	0	0	0	0	0	2179	475	2654	5845
Apprch %	11.8	0.1	88		0	85.4	14.6		0	0	0		0	82.1	17.9		
Total %	3	0	22	25	0	25.3	4.3	29.6	0	0	0	0	0	37.3	8.1	45.4	

	I-15 Southbound Ramps Southbound				SR-76 Westbound				I-15 Southbound On Ramp Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	20	0	147	167	0	186	47	233	0	0	0	0	0	306	64	370	770
04:45 PM	26	0	189	215	0	239	29	268	0	0	0	0	0	265	54	319	802
05:00 PM	22	1	180	203	0	205	36	241	0	0	0	0	0	251	87	338	782
05:15 PM	21	0	184	205	0	183	34	217	0	0	0	0	0	262	53	315	737
Total Volume	89	1	700	790	0	813	146	959	0	0	0	0	0	1084	258	1342	3091
% App. Total	11.3	0.1	88.6		0	84.8	15.2		0	0	0		0	80.8	19.2		
PHF	.856	.250	.926	.919	.000	.850	.777	.895	.000	.000	.000	.000	.000	.886	.741	.907	.964

County of San Diego
N/S: I-15 Southbound Ramps
E/W: SR-76
Weather: Clear

File Name : 01_CSD_15S_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	20	0	147	167	0	186	47	233	0	0	0	0	0	267	52	319
+15 mins.	26	0	189	215	0	239	29	268	0	0	0	0	0	306	64	370
+30 mins.	22	1	180	203	0	205	36	241	0	0	0	0	0	265	54	319
+45 mins.	21	0	184	205	0	183	34	217	0	0	0	0	0	251	87	338
Total Volume	89	1	700	790	0	813	146	959	0	0	0	0	0	1089	257	1346
% App. Total	11.3	0.1	88.6		0	84.8	15.2		0	0	0		0	80.9	19.1	
PHF	.856	.250	.926	.919	.000	.850	.777	.895	.000	.000	.000	.000	.000	.890	.739	.909

County of San Diego
N/S: I-15 Northbound Ramps
E/W: SR-76
Weather: Clear

File Name : 02_CSD_15N_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

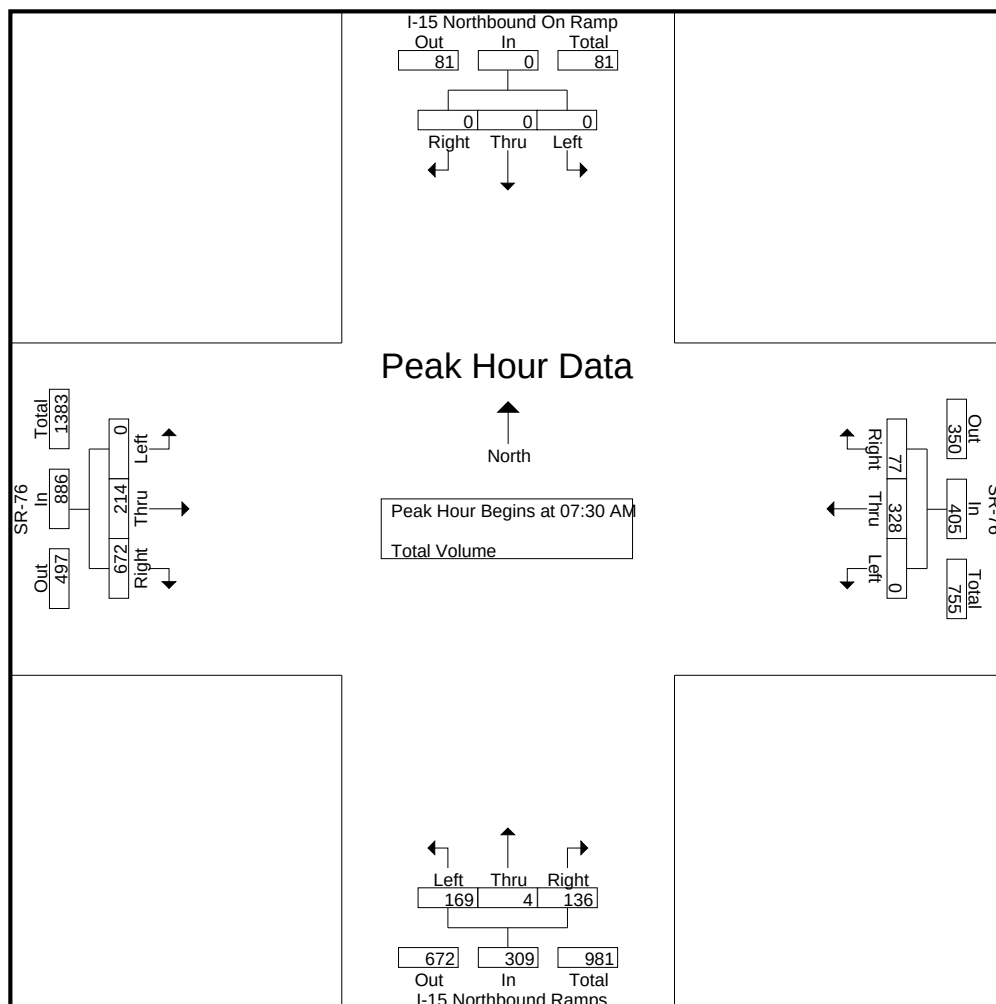
Groups Printed- Total Volume

	I-15 Northbound On Ramp Southbound				SR-76 Westbound				I-15 Northbound Ramps Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	140	13	153	40	0	25	65	0	37	121	158	376
07:15 AM	0	0	0	0	0	99	11	110	36	2	23	61	0	35	141	176	347
07:30 AM	0	0	0	0	0	106	20	126	46	1	35	82	0	46	144	190	398
07:45 AM	0	0	0	0	0	74	20	94	42	3	30	75	0	62	190	252	421
Total	0	0	0	0	0	419	64	483	164	6	113	283	0	180	596	776	1542
08:00 AM	0	0	0	0	0	74	19	93	36	0	39	75	0	52	170	222	390
08:15 AM	0	0	0	0	0	74	18	92	45	0	32	77	0	54	168	222	391
08:30 AM	0	0	0	0	0	59	11	70	41	0	34	75	0	43	135	178	323
08:45 AM	0	0	0	0	0	60	17	77	39	1	27	67	0	55	129	184	328
Total	0	0	0	0	0	267	65	332	161	1	132	294	0	204	602	806	1432
Grand Total	0	0	0	0	0	686	129	815	325	7	245	577	0	384	1198	1582	2974
Apprch %	0	0	0		0	84.2	15.8		56.3	1.2	42.5		0	24.3	75.7		
Total %	0	0	0	0	0	23.1	4.3	27.4	10.9	0.2	8.2	19.4	0	12.9	40.3	53.2	

	I-15 Northbound On Ramp Southbound				SR-76 Westbound				I-15 Northbound Ramps Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	106	20	126	46	1	35	82	0	46	144	190	398
07:45 AM	0	0	0	0	0	74	20	94	42	3	30	75	0	62	190	252	421
08:00 AM	0	0	0	0	0	74	19	93	36	0	39	75	0	52	170	222	390
08:15 AM	0	0	0	0	0	74	18	92	45	0	32	77	0	54	168	222	391
Total Volume	0	0	0	0	0	328	77	405	169	4	136	309	0	214	672	886	1600
% App. Total	0	0	0		0	81	19		54.7	1.3	44		0	24.2	75.8		
PHF	.000	.000	.000	.000	.000	.774	.963	.804	.918	.333	.872	.942	.000	.863	.884	.879	.950

County of San Diego
N/S: I-15 Northbound Ramps
E/W: SR-76
Weather: Clear

File Name : 02_CSD_15N_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	140	13	153	46	1	35	82	0	46	144	190
+15 mins.	0	0	0	0	0	99	11	110	42	3	30	75	0	62	190	252
+30 mins.	0	0	0	0	0	106	20	126	36	0	39	75	0	52	170	222
+45 mins.	0	0	0	0	0	74	20	94	45	0	32	77	0	54	168	222
Total Volume	0	0	0	0	0	419	64	483	169	4	136	309	0	214	672	886
% App. Total	0	0	0	0	0	86.7	13.3		54.7	1.3	44		0	24.2	75.8	
PHF	.000	.000	.000	.000	.000	.748	.800	.789	.918	.333	.872	.942	.000	.863	.884	.879

County of San Diego
N/S: I-15 Northbound Ramps
E/W: SR-76
Weather: Clear

File Name : 02_CSD_15N_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

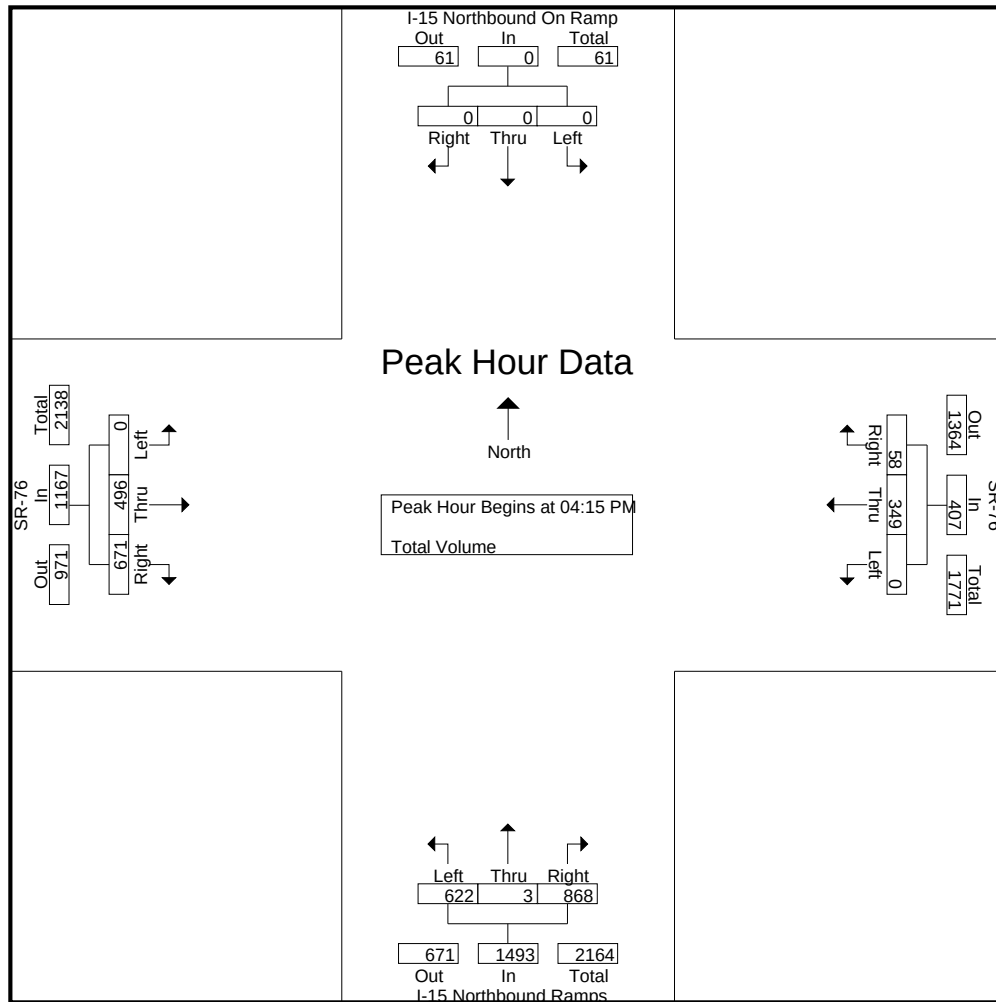
Groups Printed- Total Volume

	I-15 Northbound On Ramp Southbound				SR-76 Westbound				I-15 Northbound Ramps Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	74	12	86	123	1	194	318	0	122	170	292	696
04:15 PM	0	0	0	0	0	98	20	118	119	2	225	346	0	108	181	289	753
04:30 PM	0	0	0	0	0	79	18	97	154	1	202	357	0	137	182	319	773
04:45 PM	0	0	0	0	0	81	6	87	190	0	226	416	0	116	176	292	795
Total	0	0	0	0	0	332	56	388	586	4	847	1437	0	483	709	1192	3017
05:00 PM	0	0	0	0	0	91	14	105	159	0	215	374	0	135	132	267	746
05:15 PM	0	0	0	0	0	82	11	93	134	2	225	361	0	139	148	287	741
05:30 PM	0	0	0	0	0	64	10	74	147	6	244	397	0	137	165	302	773
05:45 PM	0	0	0	0	0	69	9	78	117	1	185	303	0	129	160	289	670
Total	0	0	0	0	0	306	44	350	557	9	869	1435	0	540	605	1145	2930
Grand Total	0	0	0	0	0	638	100	738	1143	13	1716	2872	0	1023	1314	2337	5947
Apprch %	0	0	0		0	86.4	13.6		39.8	0.5	59.7		0	43.8	56.2		
Total %	0	0	0	0	0	10.7	1.7	12.4	19.2	0.2	28.9	48.3	0	17.2	22.1	39.3	

	I-15 Northbound On Ramp Southbound				SR-76 Westbound				I-15 Northbound Ramps Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	98	20	118	119	2	225	346	0	108	181	289	753
04:30 PM	0	0	0	0	0	79	18	97	154	1	202	357	0	137	182	319	773
04:45 PM	0	0	0	0	0	81	6	87	190	0	226	416	0	116	176	292	795
05:00 PM	0	0	0	0	0	91	14	105	159	0	215	374	0	135	132	267	746
Total Volume	0	0	0	0	0	349	58	407	622	3	868	1493	0	496	671	1167	3067
% App. Total	0	0	0		0	85.7	14.3		41.7	0.2	58.1		0	42.5	57.5		
PHF	.000	.000	.000	.000	.000	.890	.725	.862	.818	.375	.960	.897	.000	.905	.922	.915	.964

County of San Diego
N/S: I-15 Northbound Ramps
E/W: SR-76
Weather: Clear

File Name : 02_CSD_15N_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM				05:00 PM			
+0 mins.	0	0	0	0	0	98	20	118	190	0	226	416	0	122	170	292
+15 mins.	0	0	0	0	0	79	18	97	159	0	215	374	0	108	181	289
+30 mins.	0	0	0	0	0	81	6	87	134	2	225	361	0	137	182	319
+45 mins.	0	0	0	0	0	91	14	105	147	6	244	397	0	116	176	292
Total Volume	0	0	0	0	0	349	58	407	630	8	910	1548	0	483	709	1192
% App. Total	0	0	0	0	0	85.7	14.3		40.7	0.5	58.8		0	40.5	59.5	
PHF	.000	.000	.000	.000	.000	.890	.725	.862	.829	.333	.932	.930	.000	.881	.974	.934

County of San Diego
N/S: Pankey Road
E/W: SR-76
Weather: Clear

File Name : 03_CSD_Pankey_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

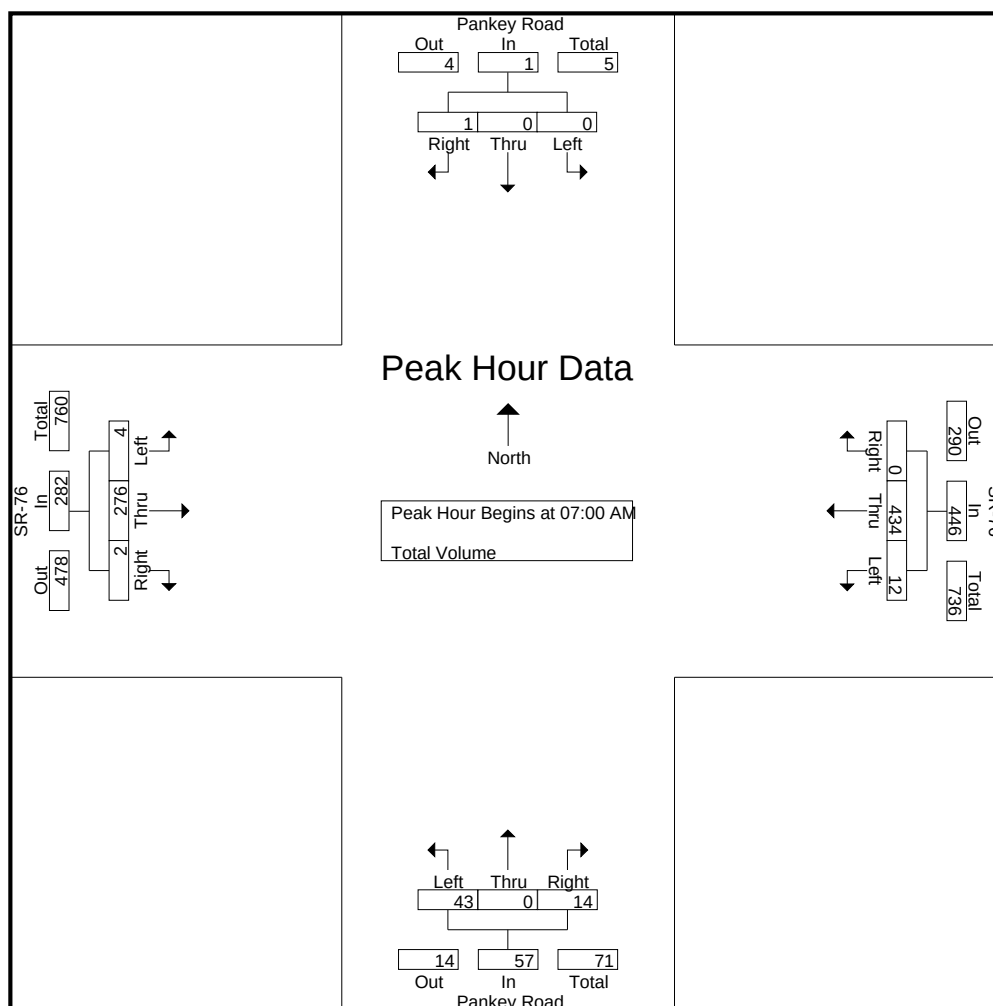
Groups Printed- Total Volume

	Pankey Road Southbound				SR-76 Westbound				Pankey Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	4	143	0	147	7	0	6	13	0	60	0	60	220
07:15 AM	0	0	0	0	2	109	0	111	7	0	1	8	1	55	0	56	175
07:30 AM	0	0	1	1	3	103	0	106	15	0	2	17	2	68	1	71	195
07:45 AM	0	0	0	0	3	79	0	82	14	0	5	19	1	93	1	95	196
Total	0	0	1	1	12	434	0	446	43	0	14	57	4	276	2	282	786
08:00 AM	0	0	0	0	5	91	0	96	8	0	5	13	0	83	2	85	194
08:15 AM	0	0	0	0	2	80	0	82	6	0	3	9	0	81	0	81	172
08:30 AM	0	0	0	0	3	70	0	73	6	0	6	12	2	72	0	74	159
08:45 AM	0	0	1	1	1	63	0	64	2	0	2	4	1	77	0	78	147
Total	0	0	1	1	11	304	0	315	22	0	16	38	3	313	2	318	672
Grand Total	0	0	2	2	23	738	0	761	65	0	30	95	7	589	4	600	1458
Apprch %	0	0	100		3	97	0		68.4	0	31.6		1.2	98.2	0.7		
Total %	0	0	0.1	0.1	1.6	50.6	0	52.2	4.5	0	2.1	6.5	0.5	40.4	0.3	41.2	

	Pankey Road Southbound				SR-76 Westbound				Pankey Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	4	143	0	147	7	0	6	13	0	60	0	60	220
07:15 AM	0	0	0	0	2	109	0	111	7	0	1	8	1	55	0	56	175
07:30 AM	0	0	1	1	3	103	0	106	15	0	2	17	2	68	1	71	195
07:45 AM	0	0	0	0	3	79	0	82	14	0	5	19	1	93	1	95	196
Total Volume	0	0	1	1	12	434	0	446	43	0	14	57	4	276	2	282	786
% App. Total	0	0	100		2.7	97.3	0		75.4	0	24.6		1.4	97.9	0.7		
PHF	.000	.000	.250	.250	.750	.759	.000	.759	.717	.000	.583	.750	.500	.742	.500	.742	.893

County of San Diego
N/S: Pankey Road
E/W: SR-76
Weather: Clear

File Name : 03_CSD_Pankey_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	0	0	0	0	4	143	0	147	15	0	2	17	1	93	1	95
+15 mins.	0	0	0	0	2	109	0	111	14	0	5	19	0	83	2	85
+30 mins.	0	0	1	1	3	103	0	106	8	0	5	13	0	81	0	81
+45 mins.	0	0	0	0	3	79	0	82	6	0	3	9	2	72	0	74
Total Volume	0	0	1	1	12	434	0	446	43	0	15	58	3	329	3	335
% App. Total	0	0	100		2.7	97.3	0		74.1	0	25.9		0.9	98.2	0.9	
PHF	.000	.000	.250	.250	.750	.759	.000	.759	.717	.000	.750	.763	.375	.884	.375	.882

County of San Diego
N/S: Pankey Road
E/W: SR-76
Weather: Clear

File Name : 03_CSD_Pankey_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

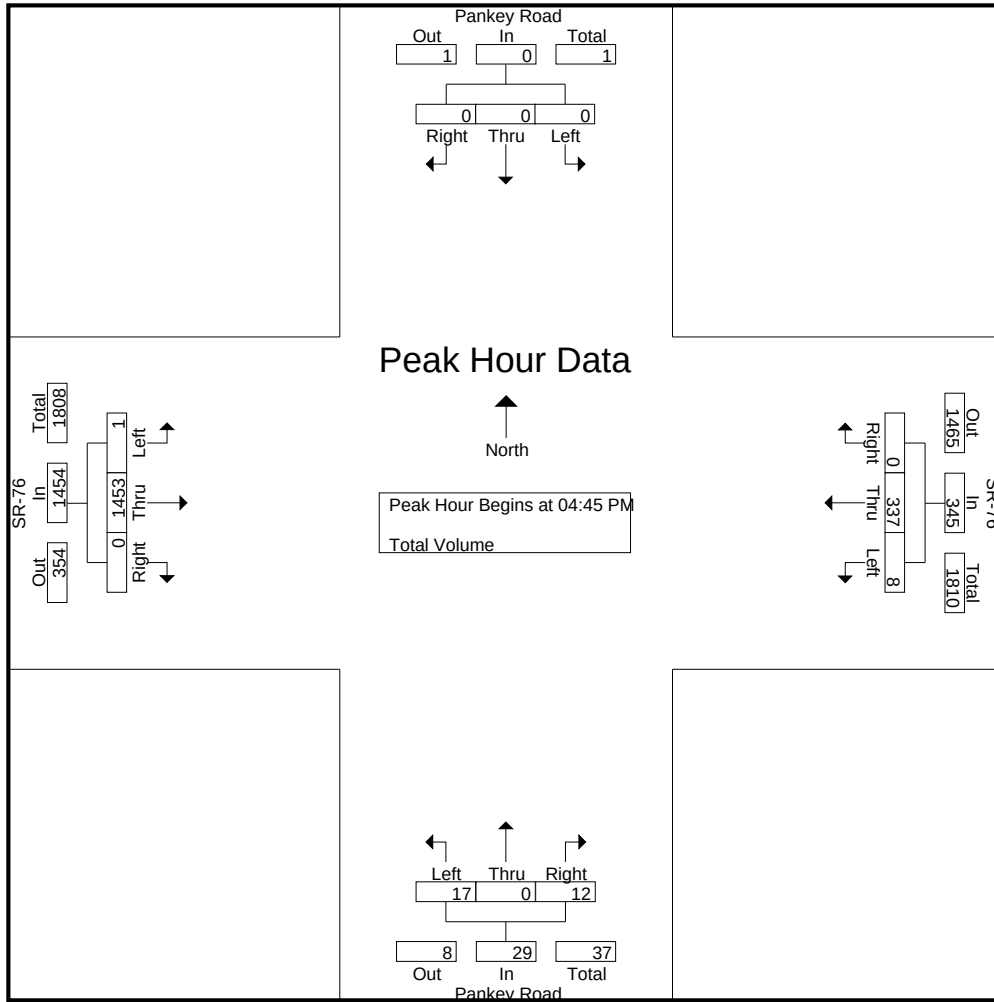
Groups Printed- Total Volume

	Pankey Road Southbound				SR-76 Westbound				Pankey Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	6	89	0	95	2	0	2	4	0	318	0	318	417
04:15 PM	0	0	0	0	3	100	0	103	6	0	3	9	0	329	0	329	441
04:30 PM	0	0	0	0	1	89	0	90	5	0	2	7	0	328	0	328	425
04:45 PM	0	0	0	0	4	76	0	80	6	0	4	10	1	332	0	333	423
Total	0	0	0	0	14	354	0	368	19	0	11	30	1	1307	0	1308	1706
05:00 PM	0	0	0	0	1	96	0	97	5	0	3	8	0	356	0	356	461
05:15 PM	0	0	0	0	0	91	0	91	4	0	0	4	0	382	0	382	477
05:30 PM	0	0	0	0	3	74	0	77	2	0	5	7	0	383	0	383	467
05:45 PM	0	0	0	0	1	68	0	69	2	0	4	6	0	320	0	320	395
Total	0	0	0	0	5	329	0	334	13	0	12	25	0	1441	0	1441	1800
Grand Total	0	0	0	0	19	683	0	702	32	0	23	55	1	2748	0	2749	3506
Apprch %	0	0	0		2.7	97.3	0		58.2	0	41.8		0	100	0		
Total %	0	0	0		0.5	19.5	0	20	0.9	0	0.7	1.6	0	78.4	0	78.4	

	Pankey Road Southbound				SR-76 Westbound				Pankey Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	4	76	0	80	6	0	4	10	1	332	0	333	423
05:00 PM	0	0	0	0	1	96	0	97	5	0	3	8	0	356	0	356	461
05:15 PM	0	0	0	0	0	91	0	91	4	0	0	4	0	382	0	382	477
05:30 PM	0	0	0	0	3	74	0	77	2	0	5	7	0	383	0	383	467
Total Volume	0	0	0	0	8	337	0	345	17	0	12	29	1	1453	0	1454	1828
% App. Total	0	0	0		2.3	97.7	0		58.6	0	41.4		0.1	99.9	0		
PHF	.000	.000	.000	.000	.500	.878	.000	.889	.708	.000	.600	.725	.250	.948	.000	.949	.958

County of San Diego
N/S: Pankey Road
E/W: SR-76
Weather: Clear

File Name : 03_CSD_Pankey_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				04:45 PM			
+0 mins.	0	0	0	0	3	100	0	103	6	0	3	9	1	332	0	333
+15 mins.	0	0	0	0	1	89	0	90	5	0	2	7	0	356	0	356
+30 mins.	0	0	0	0	4	76	0	80	6	0	4	10	0	382	0	382
+45 mins.	0	0	0	0	1	96	0	97	5	0	3	8	0	383	0	383
Total Volume	0	0	0	0	9	361	0	370	22	0	12	34	1	1453	0	1454
% App. Total	0	0	0	0	2.4	97.6	0		64.7	0	35.3		0.1	99.9	0	
PHF	.000	.000	.000	.000	.563	.903	.000	.898	.917	.000	.750	.850	.250	.948	.000	.949

County of San Diego
N/S: Horse Ranch Creek Road
E/W: SR-76
Weather: Clear

File Name : 04_CSD_Horse Ranch Creek_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

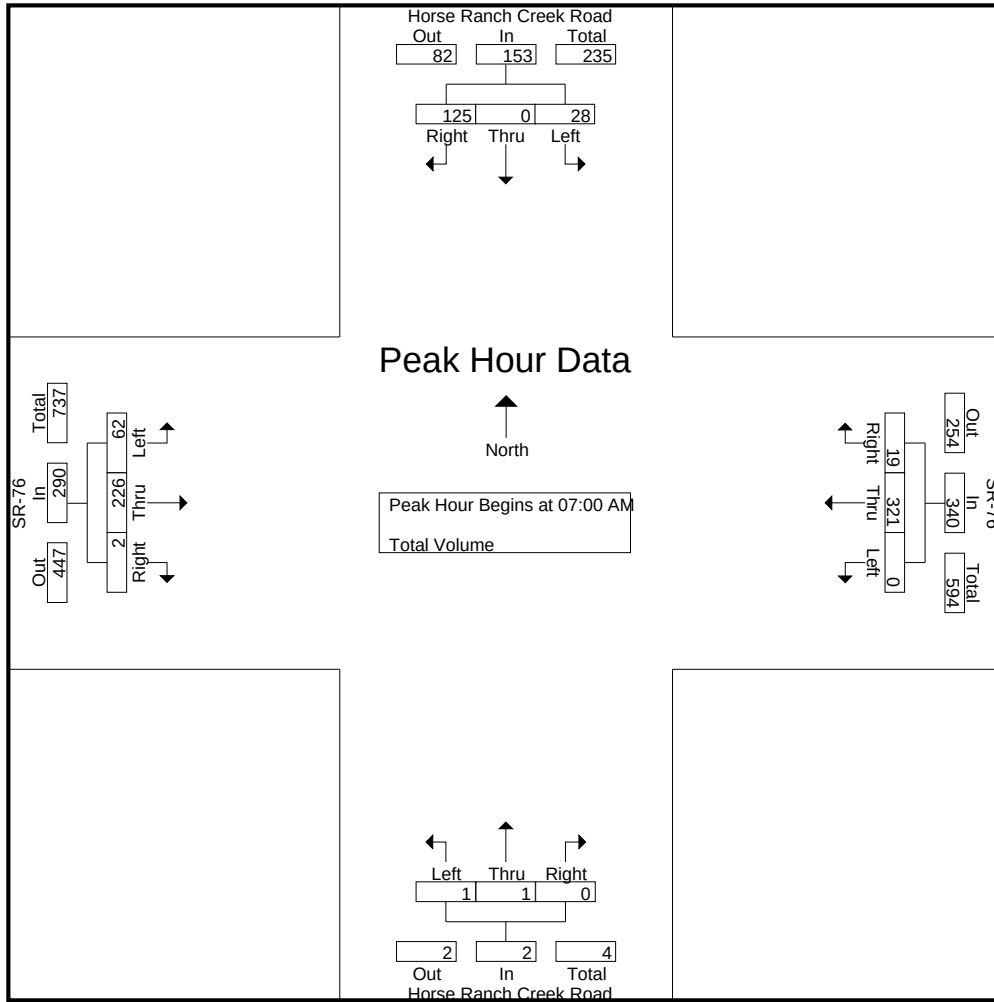
Groups Printed- Total Volume

	Horse Ranch Creek Road Southbound				SR-76 Westbound				Horse Ranch Creek Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	0	37	43	0	110	4	114	0	0	0	0	17	43	0	60	217
07:15 AM	4	0	35	39	0	76	1	77	0	1	0	1	11	47	0	58	175
07:30 AM	7	0	30	37	0	72	4	76	1	0	0	1	14	54	0	68	182
07:45 AM	11	0	23	34	0	63	10	73	0	0	0	0	20	82	2	104	211
Total	28	0	125	153	0	321	19	340	1	1	0	2	62	226	2	290	785
08:00 AM	6	0	30	36	0	64	4	68	0	1	0	1	17	70	0	87	192
08:15 AM	12	0	19	31	0	62	6	68	0	0	0	0	10	74	0	84	183
08:30 AM	6	0	18	24	0	54	4	58	1	0	0	1	15	68	1	84	167
08:45 AM	6	0	17	23	0	45	3	48	0	0	0	0	17	61	1	79	150
Total	30	0	84	114	0	225	17	242	1	1	0	2	59	273	2	334	692
Grand Total	58	0	209	267	0	546	36	582	2	2	0	4	121	499	4	624	1477
Apprch %	21.7	0	78.3		0	93.8	6.2		50	50	0		19.4	80	0.6		
Total %	3.9	0	14.2	18.1	0	37	2.4	39.4	0.1	0.1	0	0.3	8.2	33.8	0.3	42.2	

	Horse Ranch Creek Road Southbound				SR-76 Westbound				Horse Ranch Creek Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	0	37	43	0	110	4	114	0	0	0	0	17	43	0	60	217
07:15 AM	4	0	35	39	0	76	1	77	0	1	0	1	11	47	0	58	175
07:30 AM	7	0	30	37	0	72	4	76	1	0	0	1	14	54	0	68	182
07:45 AM	11	0	23	34	0	63	10	73	0	0	0	0	20	82	2	104	211
Total Volume	28	0	125	153	0	321	19	340	1	1	0	2	62	226	2	290	785
% App. Total	18.3	0	81.7		0	94.4	5.6		50	50	0		21.4	77.9	0.7		
PHF	.636	.000	.845	.890	.000	.730	.475	.746	.250	.250	.000	.500	.775	.689	.250	.697	.904

County of San Diego
N/S: Horse Ranch Creek Road
E/W: SR-76
Weather: Clear

File Name : 04_CSD_Horse Ranch Creek_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	6	0	37	43	0	110	4	114	0	1	0	1	20	82	2	104
+15 mins.	4	0	35	39	0	76	1	77	1	0	0	1	17	70	0	87
+30 mins.	7	0	30	37	0	72	4	76	0	0	0	0	10	74	0	84
+45 mins.	11	0	23	34	0	63	10	73	0	1	0	1	15	68	1	84
Total Volume	28	0	125	153	0	321	19	340	1	2	0	3	62	294	3	359
% App. Total	18.3	0	81.7		0	94.4	5.6		33.3	66.7	0		17.3	81.9	0.8	
PHF	.636	.000	.845	.890	.000	.730	.475	.746	.250	.500	.000	.750	.775	.896	.375	.863

County of San Diego
N/S: Horse Ranch Creek Road
E/W: SR-76
Weather: Clear

File Name : 04_CSD_Horse Ranch Creek_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

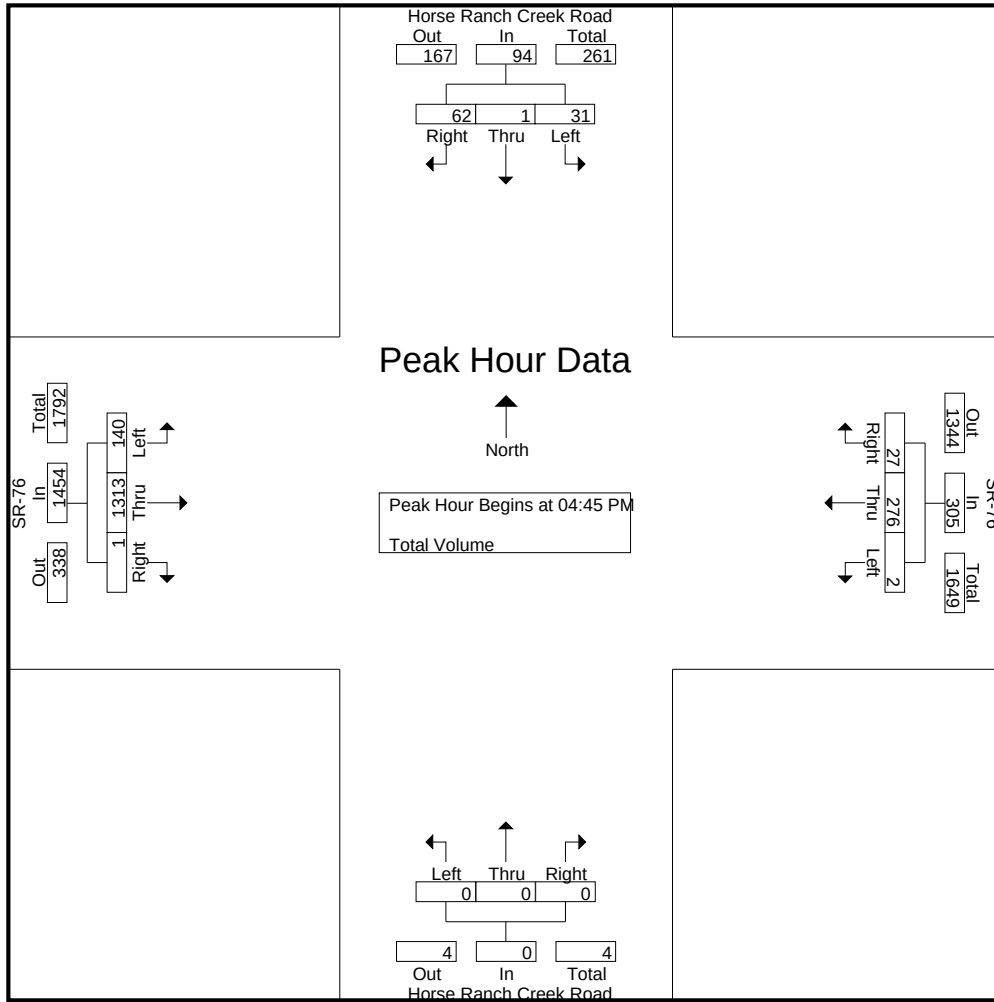
Groups Printed- Total Volume

	Horse Ranch Creek Road Southbound				SR-76 Westbound				Horse Ranch Creek Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	1	16	21	0	84	7	91	0	0	0	0	22	291	1	314	426
04:15 PM	6	0	11	17	0	84	8	92	1	0	0	1	30	303	0	333	443
04:30 PM	4	0	12	16	0	77	11	88	0	1	0	1	22	304	1	327	432
04:45 PM	4	0	7	11	0	70	11	81	0	0	0	0	37	298	0	335	427
Total	18	1	46	65	0	315	37	352	1	1	0	2	111	1196	2	1309	1728
05:00 PM	9	0	20	29	0	75	2	77	0	0	0	0	32	325	0	357	463
05:15 PM	9	0	23	32	0	70	5	75	0	0	0	0	31	353	1	385	492
05:30 PM	9	1	12	22	2	61	9	72	0	0	0	0	40	337	0	377	471
05:45 PM	7	0	16	23	0	54	9	63	1	0	1	2	46	273	0	319	407
Total	34	1	71	106	2	260	25	287	1	0	1	2	149	1288	1	1438	1833
Grand Total	52	2	117	171	2	575	62	639	2	1	1	4	260	2484	3	2747	3561
Apprch %	30.4	1.2	68.4		0.3	90	9.7		50	25	25		9.5	90.4	0.1		
Total %	1.5	0.1	3.3	4.8	0.1	16.1	1.7	17.9	0.1	0	0	0.1	7.3	69.8	0.1	77.1	

	Horse Ranch Creek Road Southbound				SR-76 Westbound				Horse Ranch Creek Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	0	7	11	0	70	11	81	0	0	0	0	37	298	0	335	427
05:00 PM	9	0	20	29	0	75	2	77	0	0	0	0	32	325	0	357	463
05:15 PM	9	0	23	32	0	70	5	75	0	0	0	0	31	353	1	385	492
05:30 PM	9	1	12	22	2	61	9	72	0	0	0	0	40	337	0	377	471
Total Volume	31	1	62	94	2	276	27	305	0	0	0	0	140	1313	1	1454	1853
% App. Total	33	1.1	66		0.7	90.5	8.9		0	0	0		9.6	90.3	0.1		
PHF	.861	.250	.674	.734	.250	.920	.614	.941	.000	.000	.000	.000	.875	.930	.250	.944	.942

County of San Diego
N/S: Horse Ranch Creek Road
E/W: SR-76
Weather: Clear

File Name : 04_CSD_Horse Ranch Creek_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	9	0	20	29	0	84	7	91	0	0	0	0	37	298	0	335
+15 mins.	9	0	23	32	0	84	8	92	1	0	0	1	32	325	0	357
+30 mins.	9	1	12	22	0	77	11	88	0	1	0	1	31	353	1	385
+45 mins.	7	0	16	23	0	70	11	81	0	0	0	0	40	337	0	377
Total Volume	34	1	71	106	0	315	37	352	1	1	0	2	140	1313	1	1454
% App. Total	32.1	0.9	67		0	89.5	10.5		50	50	0		9.6	90.3	0.1	
PHF	.944	.250	.772	.828	.000	.938	.841	.957	.250	.250	.000	.500	.875	.930	.250	.944

County of San Diego
N/S: Rice Canyon Road
E/W: SR-76
Weather: Clear

File Name : 05_CSD_Rice Canyon_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

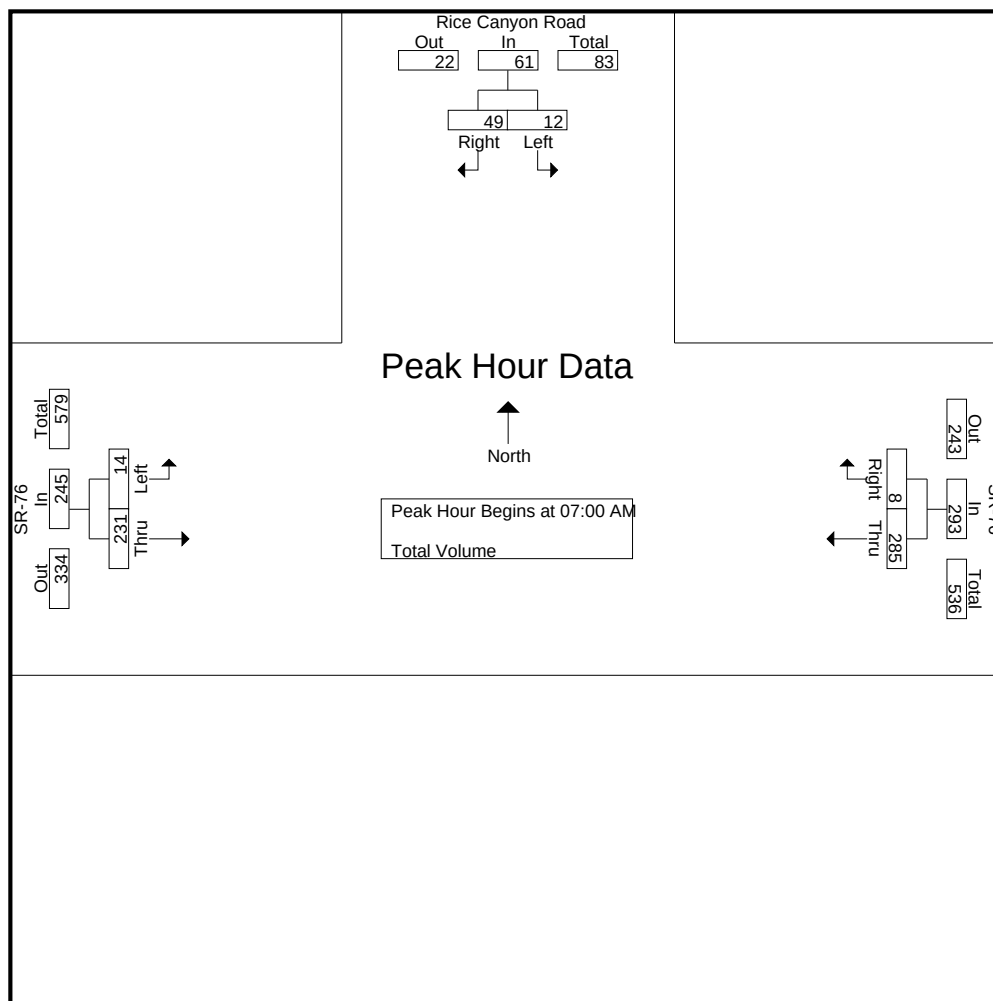
Groups Printed- Total Volume

	Rice Canyon Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	19	22	93	4	97	2	47	49	168
07:15 AM	0	14	14	70	2	72	2	48	50	136
07:30 AM	5	6	11	70	0	70	2	57	59	140
07:45 AM	4	10	14	52	2	54	8	79	87	155
Total	12	49	61	285	8	293	14	231	245	599
08:00 AM	2	8	10	71	1	72	3	71	74	156
08:15 AM	3	3	6	54	3	57	3	81	84	147
08:30 AM	2	5	7	51	0	51	2	70	72	130
08:45 AM	2	2	4	41	0	41	4	59	63	108
Total	9	18	27	217	4	221	12	281	293	541
Grand Total	21	67	88	502	12	514	26	512	538	1140
Apprch %	23.9	76.1		97.7	2.3		4.8	95.2		
Total %	1.8	5.9	7.7	44	1.1	45.1	2.3	44.9	47.2	

	Rice Canyon Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	19	22	93	4	97	2	47	49	168
07:15 AM	0	14	14	70	2	72	2	48	50	136
07:30 AM	5	6	11	70	0	70	2	57	59	140
07:45 AM	4	10	14	52	2	54	8	79	87	155
Total Volume	12	49	61	285	8	293	14	231	245	599
% App. Total	19.7	80.3		97.3	2.7		5.7	94.3		
PHF	.600	.645	.693	.766	.500	.755	.438	.731	.704	.891

County of San Diego
N/S: Rice Canyon Road
E/W: SR-76
Weather: Clear

File Name : 05_CSD_Rice Canyon_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:45 AM		
+0 mins.	3	19	22	93	4	97	8	79	87
+15 mins.	0	14	14	70	2	72	3	71	74
+30 mins.	5	6	11	70	0	70	3	81	84
+45 mins.	4	10	14	52	2	54	2	70	72
Total Volume	12	49	61	285	8	293	16	301	317
% App. Total	19.7	80.3		97.3	2.7		5	95	
PHF	.600	.645	.693	.766	.500	.755	.500	.929	.911

County of San Diego
N/S: Rice Canyon Road
E/W: SR-76
Weather: Clear

File Name : 05_CSD_Rice Canyon_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

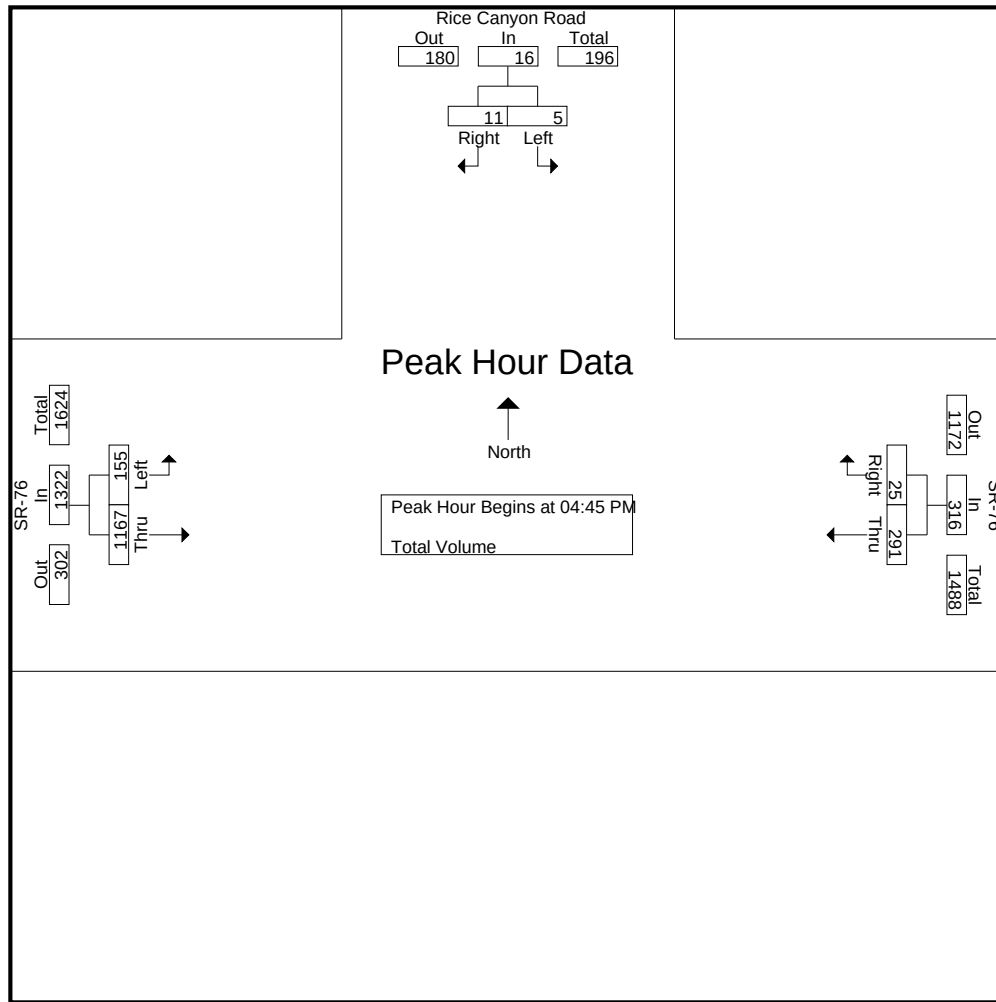
Groups Printed- Total Volume

	Rice Canyon Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	8	9	94	3	97	25	272	297	403
04:15 PM	3	2	5	76	2	78	37	259	296	379
04:30 PM	0	3	3	92	3	95	36	303	339	437
04:45 PM	1	2	3	76	7	83	27	258	285	371
Total	5	15	20	338	15	353	125	1092	1217	1590
05:00 PM	1	7	8	76	5	81	43	285	328	417
05:15 PM	2	0	2	69	8	77	46	297	343	422
05:30 PM	1	2	3	70	5	75	39	327	366	444
05:45 PM	4	2	6	63	5	68	36	244	280	354
Total	8	11	19	278	23	301	164	1153	1317	1637
Grand Total	13	26	39	616	38	654	289	2245	2534	3227
Apprch %	33.3	66.7		94.2	5.8		11.4	88.6		
Total %	0.4	0.8	1.2	19.1	1.2	20.3	9	69.6	78.5	

	Rice Canyon Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	2	3	76	7	83	27	258	285	371
05:00 PM	1	7	8	76	5	81	43	285	328	417
05:15 PM	2	0	2	69	8	77	46	297	343	422
05:30 PM	1	2	3	70	5	75	39	327	366	444
Total Volume	5	11	16	291	25	316	155	1167	1322	1654
% App. Total	31.2	68.8		92.1	7.9		11.7	88.3		
PHF	.625	.393	.500	.957	.781	.952	.842	.892	.903	.931

County of San Diego
N/S: Rice Canyon Road
E/W: SR-76
Weather: Clear

File Name : 05_CSD_Rice Canyon_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:45 PM		
+0 mins.	1	8	9	94	3	97	27	258	285
+15 mins.	3	2	5	76	2	78	43	285	328
+30 mins.	0	3	3	92	3	95	46	297	343
+45 mins.	1	2	3	76	7	83	39	327	366
Total Volume	5	15	20	338	15	353	155	1167	1322
% App. Total	25	75		95.8	4.2		11.7	88.3	
PHF	.417	.469	.556	.899	.536	.910	.842	.892	.903

County of San Diego
N/S: Couser Canyon Road
E/W: SR-76
Weather: Clear

File Name : 06_CSD_Couser Canyon_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

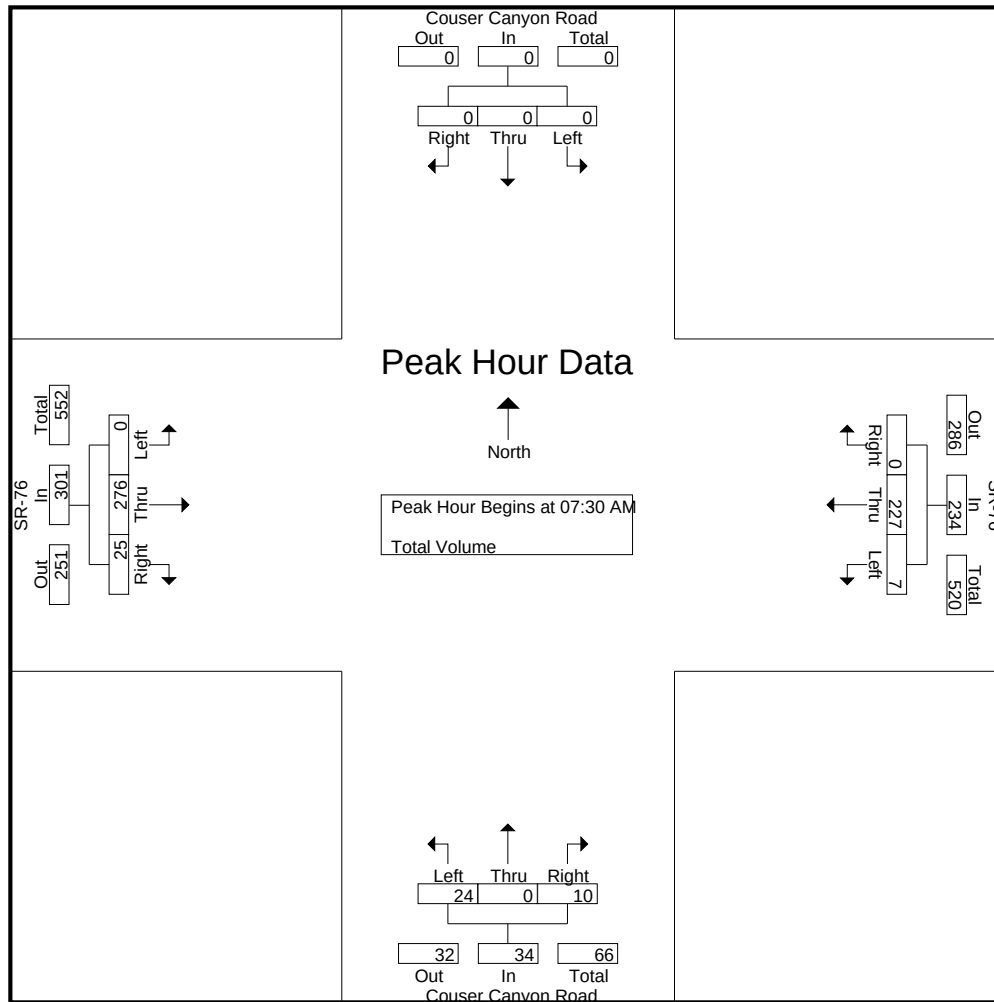
Groups Printed- Total Volume

Start Time	Couser Canyon Road Southbound				SR-76 Westbound				Couser Canyon Road Northbound				SR-76 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	87	0	88	11	0	0	11	0	43	5	48	147
07:15 AM	0	0	0	0	0	67	0	67	6	0	0	6	0	50	1	51	124
07:30 AM	0	0	0	0	2	61	0	63	8	0	3	11	0	58	3	61	135
07:45 AM	0	0	0	0	2	46	0	48	7	0	3	10	0	74	10	84	142
Total	0	0	0	0	5	261	0	266	32	0	6	38	0	225	19	244	548
08:00 AM	0	0	0	0	3	67	0	70	6	0	1	7	0	68	5	73	150
08:15 AM	0	0	0	0	0	53	0	53	3	0	3	6	0	76	7	83	142
08:30 AM	0	0	0	0	2	48	0	50	5	0	4	9	0	70	1	71	130
08:45 AM	0	0	0	0	4	36	0	40	3	0	0	3	0	59	2	61	104
Total	0	0	0	0	9	204	0	213	17	0	8	25	0	273	15	288	526
Grand Total	0	0	0	0	14	465	0	479	49	0	14	63	0	498	34	532	1074
Apprch %	0	0	0		2.9	97.1	0		77.8	0	22.2		0	93.6	6.4		
Total %	0	0	0	0	1.3	43.3	0	44.6	4.6	0	1.3	5.9	0	46.4	3.2	49.5	

	Couser Canyon Road Southbound				SR-76 Westbound				Couser Canyon Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	2	61	0	63	8	0	3	11	0	58	3	61	135
07:45 AM	0	0	0	0	2	46	0	48	7	0	3	10	0	74	10	84	142
08:00 AM	0	0	0	0	3	67	0	70	6	0	1	7	0	68	5	73	150
08:15 AM	0	0	0	0	0	53	0	53	3	0	3	6	0	76	7	83	142
Total Volume	0	0	0	0	7	227	0	234	24	0	10	34	0	276	25	301	569
% App. Total	0	0	0		3	97	0		70.6	0	29.4		0	91.7	8.3		
PHF	.000	.000	.000	.000	.583	.847	.000	.836	.750	.000	.833	.773	.000	.908	.625	.896	.948

County of San Diego
N/S: Couser Canyon Road
E/W: SR-76
Weather: Clear

File Name : 06_CSD_Couser Canyon_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	0	0	0	1	87	0	88	11	0	0	11	0	74	10	84
+15 mins.	0	0	0	0	0	67	0	67	6	0	0	6	0	68	5	73
+30 mins.	0	0	0	0	2	61	0	63	8	0	3	11	0	76	7	83
+45 mins.	0	0	0	0	2	46	0	48	7	0	3	10	0	70	1	71
Total Volume	0	0	0	0	5	261	0	266	32	0	6	38	0	288	23	311
% App. Total	0	0	0	0	1.9	98.1	0		84.2	0	15.8		0	92.6	7.4	
PHF	.000	.000	.000	.000	.625	.750	.000	.756	.727	.000	.500	.864	.000	.947	.575	.926

County of San Diego
N/S: Couser Canyon Road
E/W: SR-76
Weather: Clear

File Name : 06_CSD_Couser Canyon_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

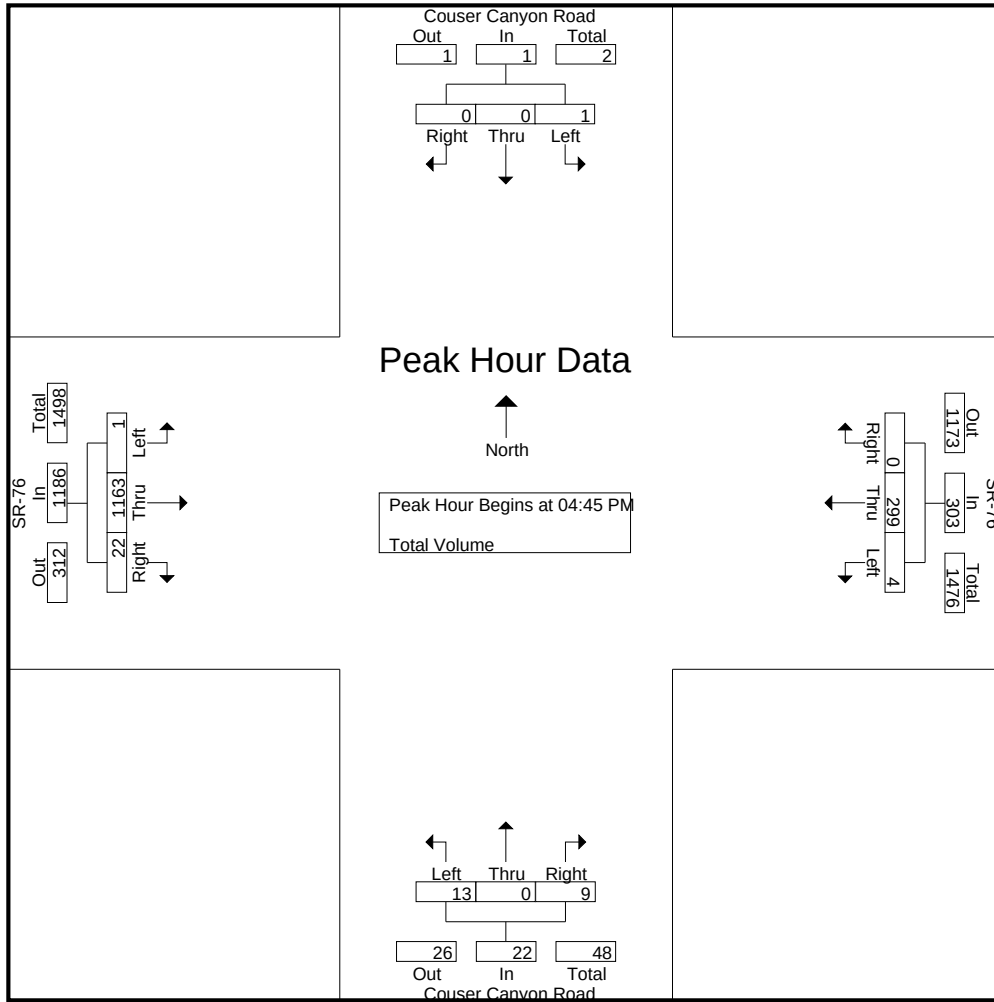
Groups Printed- Total Volume

Start Time	Couser Canyon Road Southbound				SR-76 Westbound				Couser Canyon Road Northbound				SR-76 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	88	0	88	10	0	5	15	0	266	4	270	373
04:15 PM	0	0	0	0	5	73	0	78	4	0	1	5	0	253	8	261	344
04:30 PM	0	0	0	0	1	90	0	91	7	0	3	10	0	295	6	301	402
04:45 PM	1	0	0	1	3	79	0	82	2	0	4	6	1	260	3	264	353
Total	1	0	0	1	9	330	0	339	23	0	13	36	1	1074	21	1096	1472
05:00 PM	0	0	0	0	0	79	0	79	1	0	3	4	0	277	9	286	369
05:15 PM	0	0	0	0	0	72	0	72	5	0	2	7	0	297	6	303	382
05:30 PM	0	0	0	0	1	69	0	70	5	0	0	5	0	329	4	333	408
05:45 PM	0	0	0	0	1	65	0	66	3	0	0	3	0	245	6	251	320
Total	0	0	0	0	2	285	0	287	14	0	5	19	0	1148	25	1173	1479
Grand Total	1	0	0	1	11	615	0	626	37	0	18	55	1	2222	46	2269	2951
Apprch %	100	0	0		1.8	98.2	0		67.3	0	32.7		0	97.9	2		
Total %	0	0	0	0	0.4	20.8	0	21.2	1.3	0	0.6	1.9	0	75.3	1.6	76.9	

	Couser Canyon Road Southbound				SR-76 Westbound				Couser Canyon Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	0	1	3	79	0	82	2	0	4	6	1	260	3	264	353
05:00 PM	0	0	0	0	0	79	0	79	1	0	3	4	0	277	9	286	369
05:15 PM	0	0	0	0	0	72	0	72	5	0	2	7	0	297	6	303	382
05:30 PM	0	0	0	0	1	69	0	70	5	0	0	5	0	329	4	333	408
Total Volume	1	0	0	1	4	299	0	303	13	0	9	22	1	1163	22	1186	1512
% App. Total	100	0	0		1.3	98.7	0		59.1	0	40.9		0.1	98.1	1.9		
PHF	.250	.000	.000	.250	.333	.946	.000	.924	.650	.000	.563	.786	.250	.884	.611	.890	.926

County of San Diego
N/S: Couser Canyon Road
E/W: SR-76
Weather: Clear

File Name : 06_CSD_Couser Canyon_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	88	0	88	10	0	5	15	1	260	3	264
+15 mins.	0	0	0	0	5	73	0	78	4	0	1	5	0	277	9	286
+30 mins.	0	0	0	0	1	90	0	91	7	0	3	10	0	297	6	303
+45 mins.	1	0	0	1	3	79	0	82	2	0	4	6	0	329	4	333
Total Volume	1	0	0	1	9	330	0	339	23	0	13	36	1	1163	22	1186
% App. Total	100	0	0	0	2.7	97.3	0		63.9	0	36.1		0.1	98.1	1.9	
PHF	.250	.000	.000	.250	.450	.917	.000	.931	.575	.000	.650	.600	.250	.884	.611	.890

County of San Diego
N/S: Warner Ranch Driveway
E/W: SR-76
Weather: Clear

File Name : 07_CSD_Warner Ranch DW_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

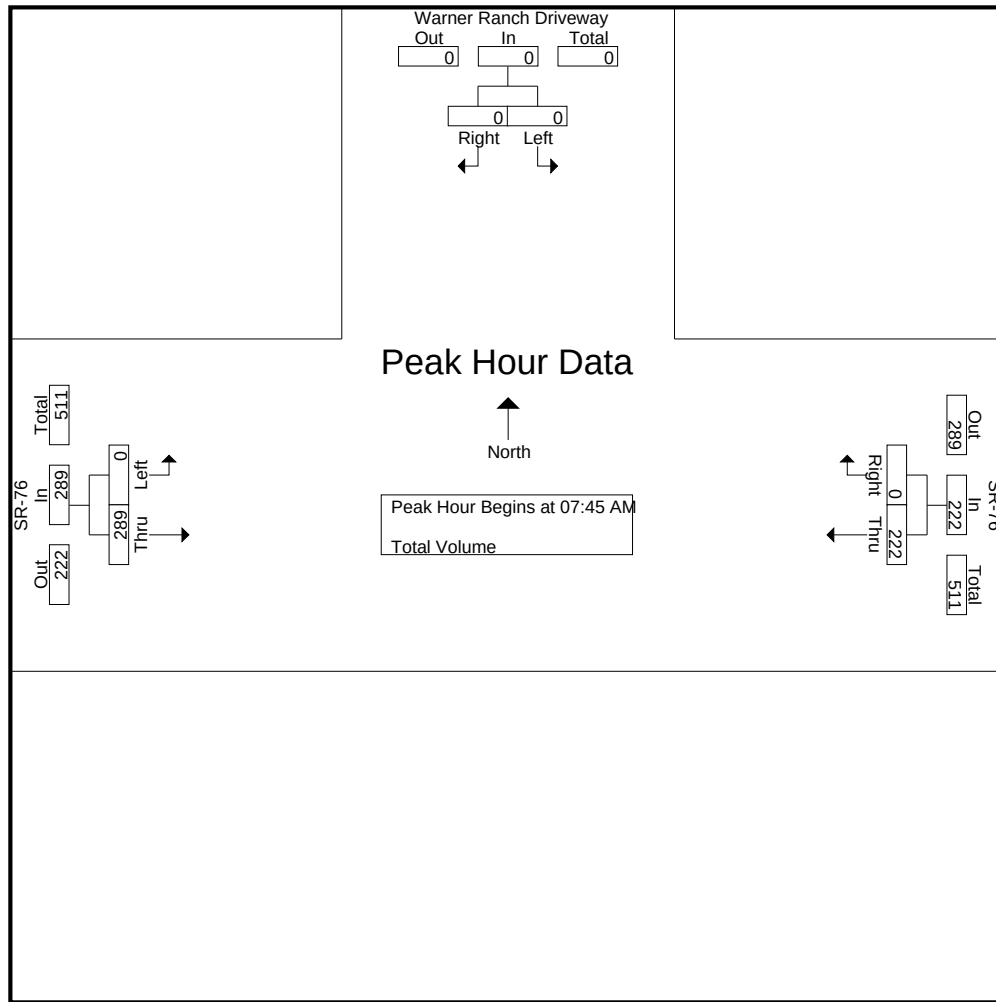
Groups Printed- Total Volume

	Warner Ranch Driveway Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	75	1	76	0	35	35	111
07:15 AM	0	0	0	70	0	70	0	58	58	128
07:30 AM	0	0	0	56	0	56	0	47	47	103
07:45 AM	0	0	0	60	0	60	0	79	79	139
Total	0	0	0	261	1	262	0	219	219	481
08:00 AM	0	0	0	68	0	68	0	58	58	126
08:15 AM	0	0	0	49	0	49	0	81	81	130
08:30 AM	0	0	0	45	0	45	0	71	71	116
08:45 AM	0	0	0	53	0	53	0	64	64	117
Total	0	0	0	215	0	215	0	274	274	489
Grand Total	0	0	0	476	1	477	0	493	493	970
Apprch %	0	0		99.8	0.2		0	100		
Total %	0	0		49.1	0.1	49.2	0	50.8	50.8	

	Warner Ranch Driveway Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	60	0	60	0	79	79	139
08:00 AM	0	0	0	68	0	68	0	58	58	126
08:15 AM	0	0	0	49	0	49	0	81	81	130
08:30 AM	0	0	0	45	0	45	0	71	71	116
Total Volume	0	0	0	222	0	222	0	289	289	511
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.816	.000	.816	.000	.892	.892	.919

County of San Diego
N/S: Warner Ranch Driveway
E/W: SR-76
Weather: Clear

File Name : 07_CSD_Warner Ranch DW_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:45 AM		
+0 mins.	0	0	0	75	1	76	0	79	79
+15 mins.	0	0	0	70	0	70	0	58	58
+30 mins.	0	0	0	56	0	56	0	81	81
+45 mins.	0	0	0	60	0	60	0	71	71
Total Volume	0	0	0	261	1	262	0	289	289
% App. Total	0	0	0	99.6	0.4		0	100	
PHF	.000	.000	.000	.870	.250	.862	.000	.892	.892

County of San Diego
N/S: Warner Ranch Driveway
E/W: SR-76
Weather: Clear

File Name : 07_CSD_Warner Ranch DW_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

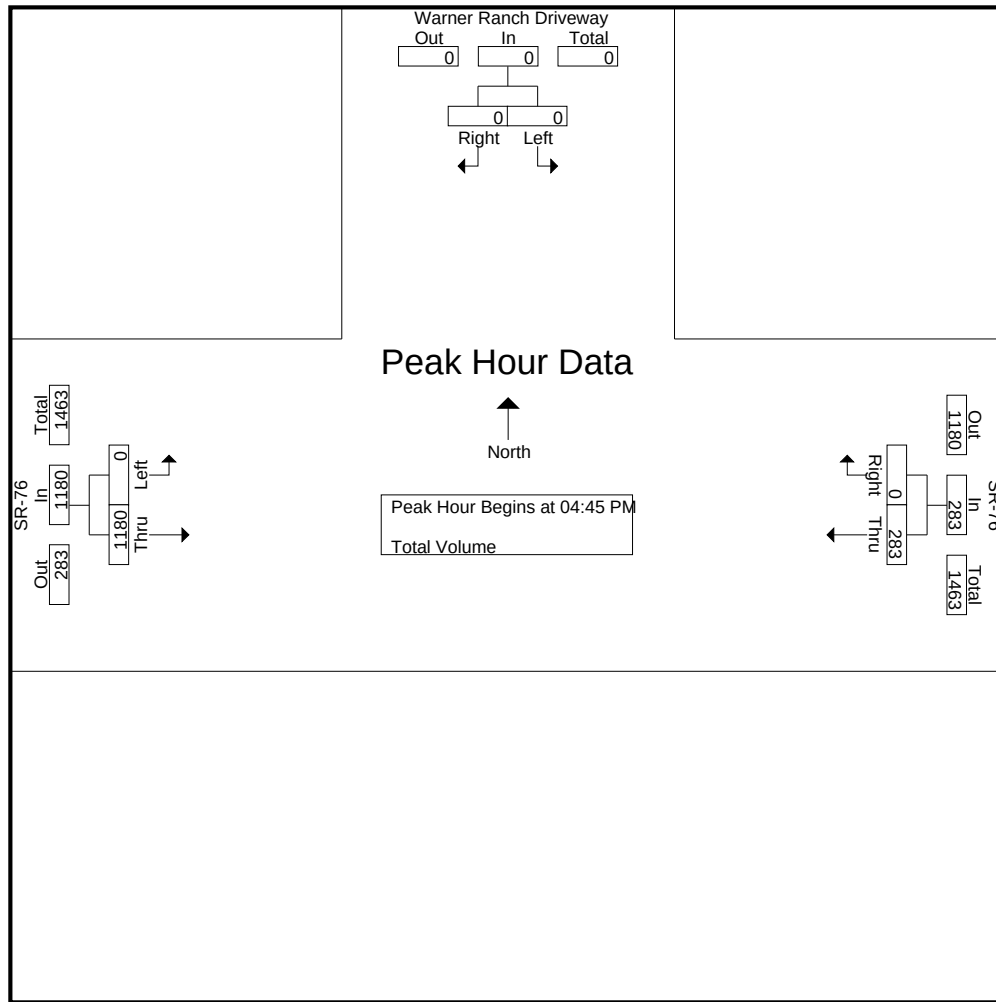
Groups Printed- Total Volume

	Warner Ranch Driveway Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	96	0	96	0	284	284	380
04:15 PM	0	0	0	68	0	68	0	260	260	328
04:30 PM	0	0	0	90	0	90	0	266	266	356
04:45 PM	0	0	0	86	0	86	0	258	258	344
Total	0	0	0	340	0	340	0	1068	1068	1408
05:00 PM	0	0	0	68	0	68	0	296	296	364
05:15 PM	0	0	0	72	0	72	0	298	298	370
05:30 PM	0	0	0	57	0	57	0	328	328	385
05:45 PM	0	1	1	69	0	69	0	248	248	318
Total	0	1	1	266	0	266	0	1170	1170	1437
Grand Total	0	1	1	606	0	606	0	2238	2238	2845
Apprch %	0	100		100	0		0	100		
Total %	0	0	0	21.3	0	21.3	0	78.7	78.7	

	Warner Ranch Driveway Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	86	0	86	0	258	258	344
05:00 PM	0	0	0	68	0	68	0	296	296	364
05:15 PM	0	0	0	72	0	72	0	298	298	370
05:30 PM	0	0	0	57	0	57	0	328	328	385
Total Volume	0	0	0	283	0	283	0	1180	1180	1463
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.823	.000	.823	.000	.899	.899	.950

County of San Diego
N/S: Warner Ranch Driveway
E/W: SR-76
Weather: Clear

File Name : 07_CSD_Warner Ranch DW_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:45 PM		
+0 mins.	0	0	0	96	0	96	0	258	258
+15 mins.	0	0	0	68	0	68	0	296	296
+30 mins.	0	0	0	90	0	90	0	298	298
+45 mins.	0	1	1	86	0	86	0	328	328
Total Volume	0	1	1	340	0	340	0	1180	1180
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.885	.000	.885	.000	.899	.899

County of San Diego
N/S: West Pala Mission Road
E/W: SR-76
Weather: Clear

File Name : 08_CSD_W Pala Mission_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

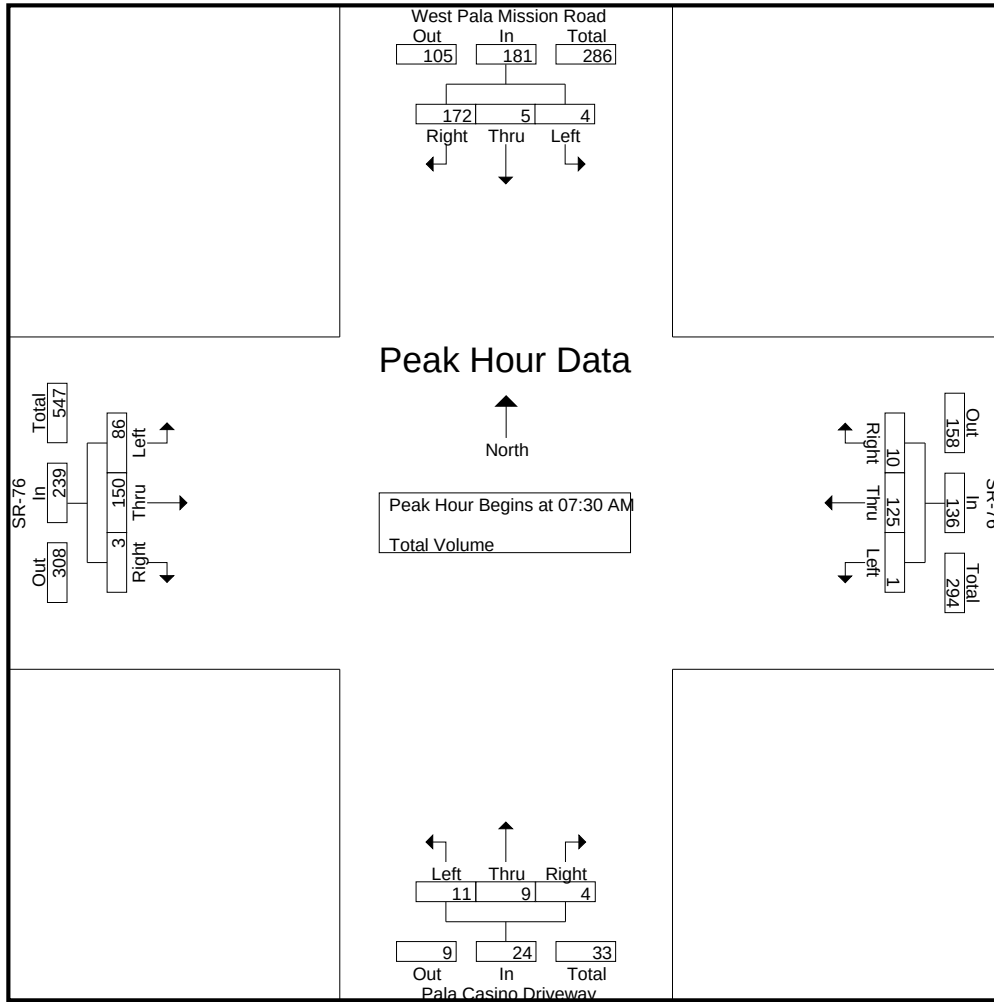
Groups Printed- Total Volume

	West Pala Mission Road Southbound				SR-76 Westbound				Pala Casino Driveway Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	44	47	0	31	3	34	4	0	1	5	8	27	0	35	121
07:15 AM	0	2	46	48	0	27	0	27	4	1	0	5	17	37	0	54	134
07:30 AM	2	1	47	50	0	28	2	30	1	2	1	4	27	37	1	65	149
07:45 AM	0	0	35	35	0	38	3	41	2	6	1	9	25	37	1	63	148
Total	4	4	172	180	0	124	8	132	11	9	3	23	77	138	2	217	552
08:00 AM	2	1	50	53	0	31	3	34	4	0	1	5	15	37	1	53	145
08:15 AM	0	3	40	43	1	28	2	31	4	1	1	6	19	39	0	58	138
08:30 AM	0	4	36	40	1	29	1	31	6	0	1	7	27	42	1	70	148
08:45 AM	0	2	29	31	1	28	1	30	6	5	1	12	21	41	1	63	136
Total	2	10	155	167	3	116	7	126	20	6	4	30	82	159	3	244	567
Grand Total	6	14	327	347	3	240	15	258	31	15	7	53	159	297	5	461	1119
Apprch %	1.7	4	94.2		1.2	93	5.8		58.5	28.3	13.2		34.5	64.4	1.1		
Total %	0.5	1.3	29.2	31	0.3	21.4	1.3	23.1	2.8	1.3	0.6	4.7	14.2	26.5	0.4	41.2	

	West Pala Mission Road Southbound				SR-76 Westbound				Pala Casino Driveway Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	1	47	50	0	28	2	30	1	2	1	4	27	37	1	65	149
07:45 AM	0	0	35	35	0	38	3	41	2	6	1	9	25	37	1	63	148
08:00 AM	2	1	50	53	0	31	3	34	4	0	1	5	15	37	1	53	145
08:15 AM	0	3	40	43	1	28	2	31	4	1	1	6	19	39	0	58	138
Total Volume	4	5	172	181	1	125	10	136	11	9	4	24	86	150	3	239	580
% App. Total	2.2	2.8	95		0.7	91.9	7.4		45.8	37.5	16.7		36	62.8	1.3		
PHF	.500	.417	.860	.854	.250	.822	.833	.829	.688	.375	1.00	.667	.796	.962	.750	.919	.973

County of San Diego
N/S: West Pala Mission Road
E/W: SR-76
Weather: Clear

File Name : 08_CSD_W Pala Mission_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				08:00 AM				07:45 AM			
+0 mins.	0	2	46	48	0	38	3	41	4	0	1	5	25	37	1	63
+15 mins.	2	1	47	50	0	31	3	34	4	1	1	6	15	37	1	53
+30 mins.	0	0	35	35	1	28	2	31	6	0	1	7	19	39	0	58
+45 mins.	2	1	50	53	1	29	1	31	6	5	1	12	27	42	1	70
Total Volume	4	4	178	186	2	126	9	137	20	6	4	30	86	155	3	244
% App. Total	2.2	2.2	95.7		1.5	92	6.6		66.7	20	13.3		35.2	63.5	1.2	
PHF	.500	.500	.890	.877	.500	.829	.750	.835	.833	.300	1.000	.625	.796	.923	.750	.871

County of San Diego
N/S: West Pala Mission Road
E/W: SR-76
Weather: Clear

File Name : 08_CSD_W Pala Mission_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

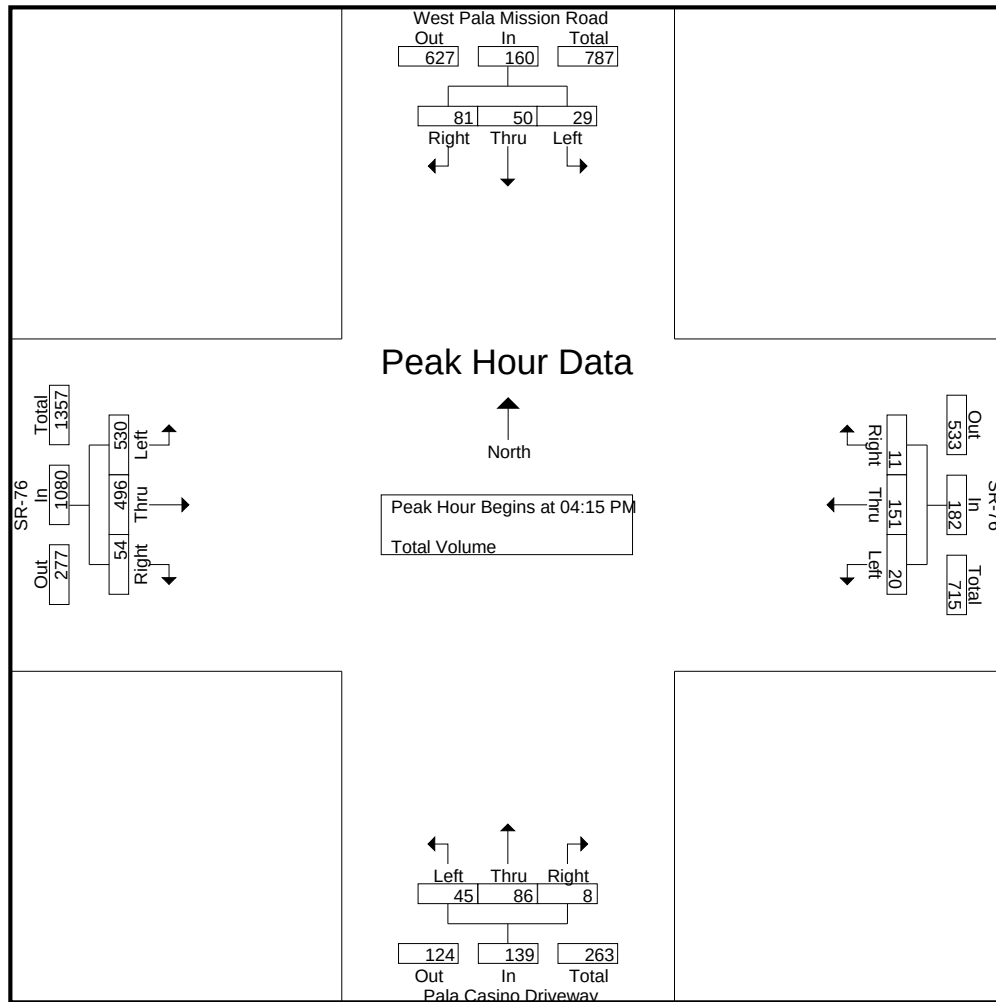
Groups Printed- Total Volume

	West Pala Mission Road Southbound				SR-76 Westbound				Pala Casino Driveway Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	8	19	33	8	49	3	60	11	24	1	36	144	92	14	250	379
04:15 PM	5	12	20	37	7	45	4	56	10	21	2	33	135	105	17	257	383
04:30 PM	10	14	31	55	5	39	1	45	14	24	2	40	132	129	9	270	410
04:45 PM	5	13	22	40	3	38	4	45	7	11	2	20	120	133	13	266	371
Total	26	47	92	165	23	171	12	206	42	80	7	129	531	459	53	1043	1543
05:00 PM	9	11	8	28	5	29	2	36	14	30	2	46	143	129	15	287	397
05:15 PM	6	13	10	29	6	43	6	55	4	22	3	29	107	120	15	242	355
05:30 PM	4	16	7	27	3	24	6	33	16	40	0	56	118	163	19	300	416
05:45 PM	8	15	18	41	4	26	6	36	15	33	2	50	123	111	20	254	381
Total	27	55	43	125	18	122	20	160	49	125	7	181	491	523	69	1083	1549
Grand Total	53	102	135	290	41	293	32	366	91	205	14	310	1022	982	122	2126	3092
Apprch %	18.3	35.2	46.6		11.2	80.1	8.7		29.4	66.1	4.5		48.1	46.2	5.7		
Total %	1.7	3.3	4.4	9.4	1.3	9.5	1	11.8	2.9	6.6	0.5	10	33.1	31.8	3.9	68.8	

	West Pala Mission Road Southbound				SR-76 Westbound				Pala Casino Driveway Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	12	20	37	7	45	4	56	10	21	2	33	135	105	17	257	383
04:30 PM	10	14	31	55	5	39	1	45	14	24	2	40	132	129	9	270	410
04:45 PM	5	13	22	40	3	38	4	45	7	11	2	20	120	133	13	266	371
05:00 PM	9	11	8	28	5	29	2	36	14	30	2	46	143	129	15	287	397
Total Volume	29	50	81	160	20	151	11	182	45	86	8	139	530	496	54	1080	1561
% App. Total	18.1	31.2	50.6		11	83	6		32.4	61.9	5.8		49.1	45.9	5		
PHF	.725	.893	.653	.727	.714	.839	.688	.813	.804	.717	1.00	.755	.927	.932	.794	.941	.952

County of San Diego
N/S: West Pala Mission Road
E/W: SR-76
Weather: Clear

File Name : 08_CSD_W Pala Mission_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	6	8	19	33	8	49	3	60	14	30	2	46	120	133	13	266
+15 mins.	5	12	20	37	7	45	4	56	4	22	3	29	143	129	15	287
+30 mins.	10	14	31	55	5	39	1	45	16	40	0	56	107	120	15	242
+45 mins.	5	13	22	40	3	38	4	45	15	33	2	50	118	163	19	300
Total Volume	26	47	92	165	23	171	12	206	49	125	7	181	488	545	62	1095
% App. Total	15.8	28.5	55.8		11.2	83	5.8		27.1	69.1	3.9		44.6	49.8	5.7	
PHF	.650	.839	.742	.750	.719	.872	.750	.858	.766	.781	.583	.808	.853	.836	.816	.913

County of San Diego
N/S: Pala-Temecula Road
E/W: Pala Mission Road
Weather: Clear

File Name : 09_CSD_Pala Temecula_Pala Mission AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

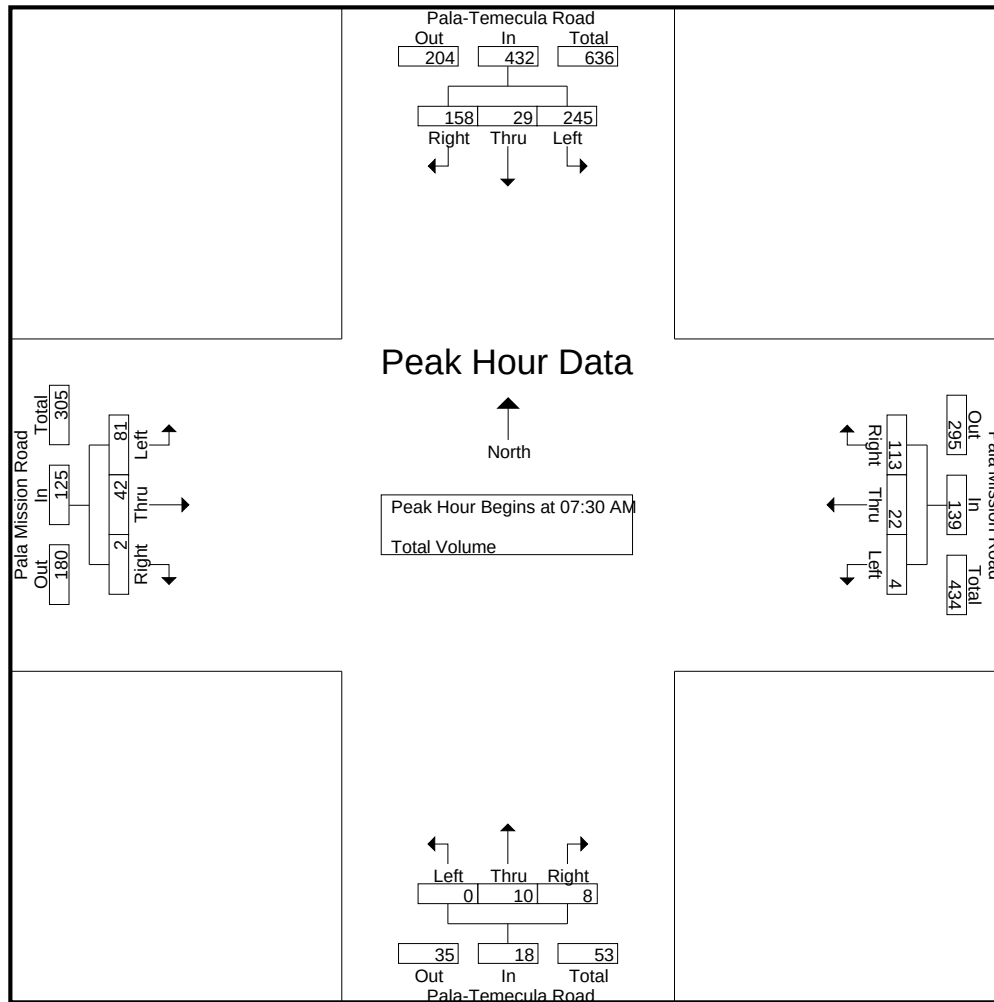
Groups Printed- Total Volume

	Pala-Temecula Road Southbound				Pala Mission Road Westbound				Pala-Temecula Road Northbound				Pala Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	59	12	42	113	2	3	12	17	1	0	1	2	8	10	1	19	151
07:15 AM	40	2	40	82	1	3	29	33	0	3	2	5	7	11	0	18	138
07:30 AM	76	13	50	139	0	5	20	25	0	3	3	6	24	11	0	35	205
07:45 AM	69	10	30	109	0	2	32	34	0	3	1	4	29	18	1	48	195
Total	244	37	162	443	3	13	93	109	1	9	7	17	68	50	2	120	689
08:00 AM	55	5	41	101	4	8	30	42	0	2	3	5	12	9	1	22	170
08:15 AM	45	1	37	83	0	7	31	38	0	2	1	3	16	4	0	20	144
08:30 AM	39	4	43	86	1	4	27	32	1	1	1	3	16	10	0	26	147
08:45 AM	51	4	24	79	0	3	20	23	2	1	0	3	23	7	0	30	135
Total	190	14	145	349	5	22	108	135	3	6	5	14	67	30	1	98	596
Grand Total	434	51	307	792	8	35	201	244	4	15	12	31	135	80	3	218	1285
Apprch %	54.8	6.4	38.8		3.3	14.3	82.4		12.9	48.4	38.7		61.9	36.7	1.4		
Total %	33.8	4	23.9	61.6	0.6	2.7	15.6	19	0.3	1.2	0.9	2.4	10.5	6.2	0.2	17	

	Pala-Temecula Road Southbound				Pala Mission Road Westbound				Pala-Temecula Road Northbound				Pala Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	76	13	50	139	0	5	20	25	0	3	3	6	24	11	0	35	205
07:45 AM	69	10	30	109	0	2	32	34	0	3	1	4	29	18	1	48	195
08:00 AM	55	5	41	101	4	8	30	42	0	2	3	5	12	9	1	22	170
08:15 AM	45	1	37	83	0	7	31	38	0	2	1	3	16	4	0	20	144
Total Volume	245	29	158	432	4	22	113	139	0	10	8	18	81	42	2	125	714
% App. Total	56.7	6.7	36.6		2.9	15.8	81.3		0	55.6	44.4		64.8	33.6	1.6		
PHF	.806	.558	.790	.777	.250	.688	.883	.827	.000	.833	.667	.750	.698	.583	.500	.651	.871

County of San Diego
N/S: Pala-Temecula Road
E/W: Pala Mission Road
Weather: Clear

File Name : 09_CSD_Pala Temecula_Pala Mission AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:15 AM				07:30 AM			
+0 mins.	59	12	42	113	0	2	32	34	0	3	2	5	24	11	0	35
+15 mins.	40	2	40	82	4	8	30	42	0	3	3	6	29	18	1	48
+30 mins.	76	13	50	139	0	7	31	38	0	3	1	4	12	9	1	22
+45 mins.	69	10	30	109	1	4	27	32	0	2	3	5	16	4	0	20
Total Volume	244	37	162	443	5	21	120	146	0	11	9	20	81	42	2	125
% App. Total	55.1	8.4	36.6		3.4	14.4	82.2		0	55	45		64.8	33.6	1.6	
PHF	.803	.712	.810	.797	.313	.656	.938	.869	.000	.917	.750	.833	.698	.583	.500	.651

County of San Diego
N/S: Pala-Temecula Road
E/W: Pala Mission Road
Weather: Clear

File Name : 09_CSD_Pala Temecula_Pala Mission PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

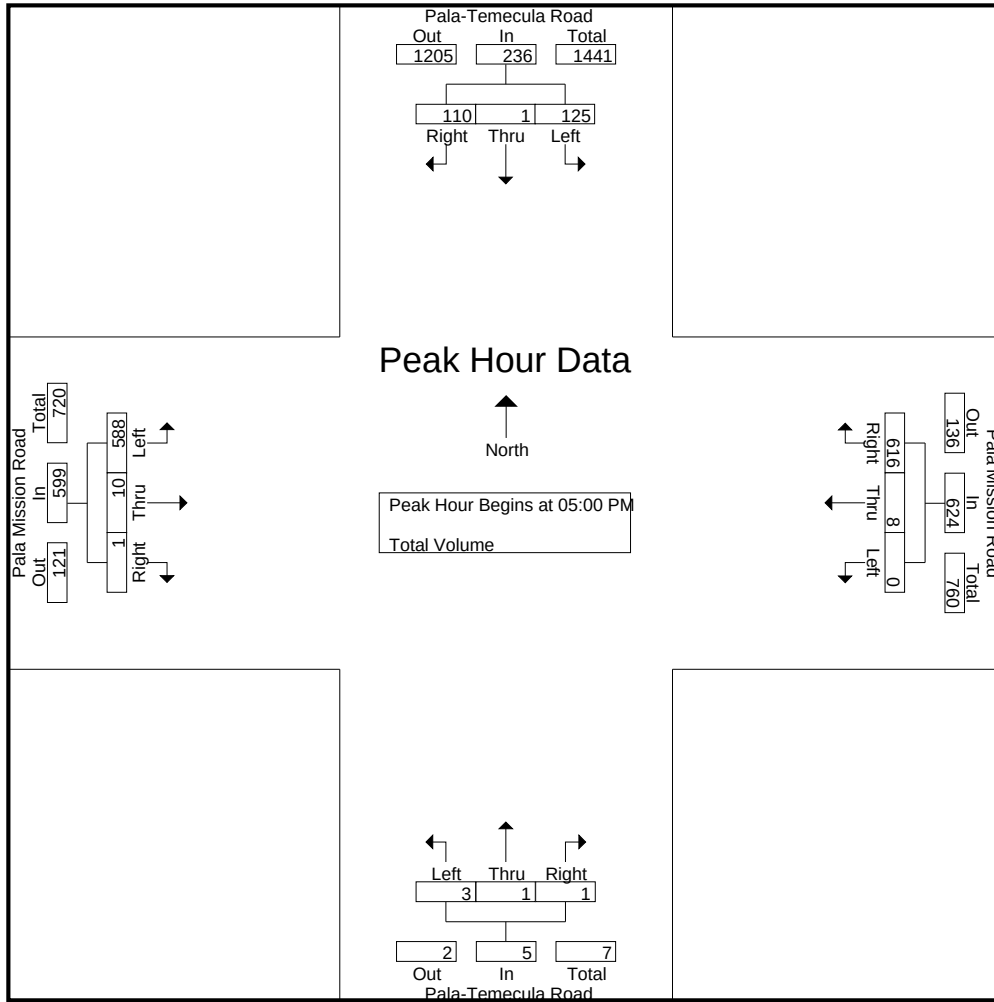
Groups Printed- Total Volume

	Pala-Temecula Road Southbound				Pala Mission Road Westbound				Pala-Temecula Road Northbound				Pala Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	48	0	27	75	0	8	90	98	0	0	1	1	154	0	0	154	328
04:15 PM	37	0	29	66	0	7	135	142	1	3	0	4	141	3	0	144	356
04:30 PM	35	3	46	84	0	8	134	142	0	3	0	3	136	1	0	137	366
04:45 PM	28	2	30	60	0	1	146	147	0	1	0	1	144	0	0	144	352
Total	148	5	132	285	0	24	505	529	1	7	1	9	575	4	0	579	1402
05:00 PM	40	1	24	65	0	1	153	154	0	0	0	0	141	5	0	146	365
05:15 PM	31	0	23	54	0	2	151	153	1	0	0	1	147	1	0	148	356
05:30 PM	31	0	29	60	0	3	153	156	0	0	1	1	147	1	1	149	366
05:45 PM	23	0	34	57	0	2	159	161	2	1	0	3	153	3	0	156	377
Total	125	1	110	236	0	8	616	624	3	1	1	5	588	10	1	599	1464
Grand Total	273	6	242	521	0	32	1121	1153	4	8	2	14	1163	14	1	1178	2866
Apprch %	52.4	1.2	46.4		0	2.8	97.2		28.6	57.1	14.3		98.7	1.2	0.1		
Total %	9.5	0.2	8.4	18.2	0	1.1	39.1	40.2	0.1	0.3	0.1	0.5	40.6	0.5	0	41.1	

	Pala-Temecula Road Southbound				Pala Mission Road Westbound				Pala-Temecula Road Northbound				Pala Mission Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	40	1	24	65	0	1	153	154	0	0	0	0	141	5	0	146	365
05:15 PM	31	0	23	54	0	2	151	153	1	0	0	1	147	1	0	148	356
05:30 PM	31	0	29	60	0	3	153	156	0	0	1	1	147	1	1	149	366
05:45 PM	23	0	34	57	0	2	159	161	2	1	0	3	153	3	0	156	377
Total Volume	125	1	110	236	0	8	616	624	3	1	1	5	588	10	1	599	1464
% App. Total	53	0.4	46.6		0	1.3	98.7		60	20	20		98.2	1.7	0.2		
PHF	.781	.250	.809	.908	.000	.667	.969	.969	.375	.250	.250	.417	.961	.500	.250	.960	.971

County of San Diego
N/S: Pala-Temecula Road
E/W: Pala Mission Road
Weather: Clear

File Name : 09_CSD_Pala Temecula_Pala Mission PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	48	0	27	75	0	1	153	154	0	0	1	1	141	5	0	146
+15 mins.	37	0	29	66	0	2	151	153	1	3	0	4	147	1	0	148
+30 mins.	35	3	46	84	0	3	153	156	0	3	0	3	147	1	1	149
+45 mins.	28	2	30	60	0	2	159	161	0	1	0	1	153	3	0	156
Total Volume	148	5	132	285	0	8	616	624	1	7	1	9	588	10	1	599
% App. Total	51.9	1.8	46.3		0	1.3	98.7		11.1	77.8	11.1		98.2	1.7	0.2	
PHF	.771	.417	.717	.848	.000	.667	.969	.969	.250	.583	.250	.563	.961	.500	.250	.960

County of San Diego
N/S: Brittain Road
E/W: SR-76
Weather: Clear

File Name : 10_CSD_Brittain_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

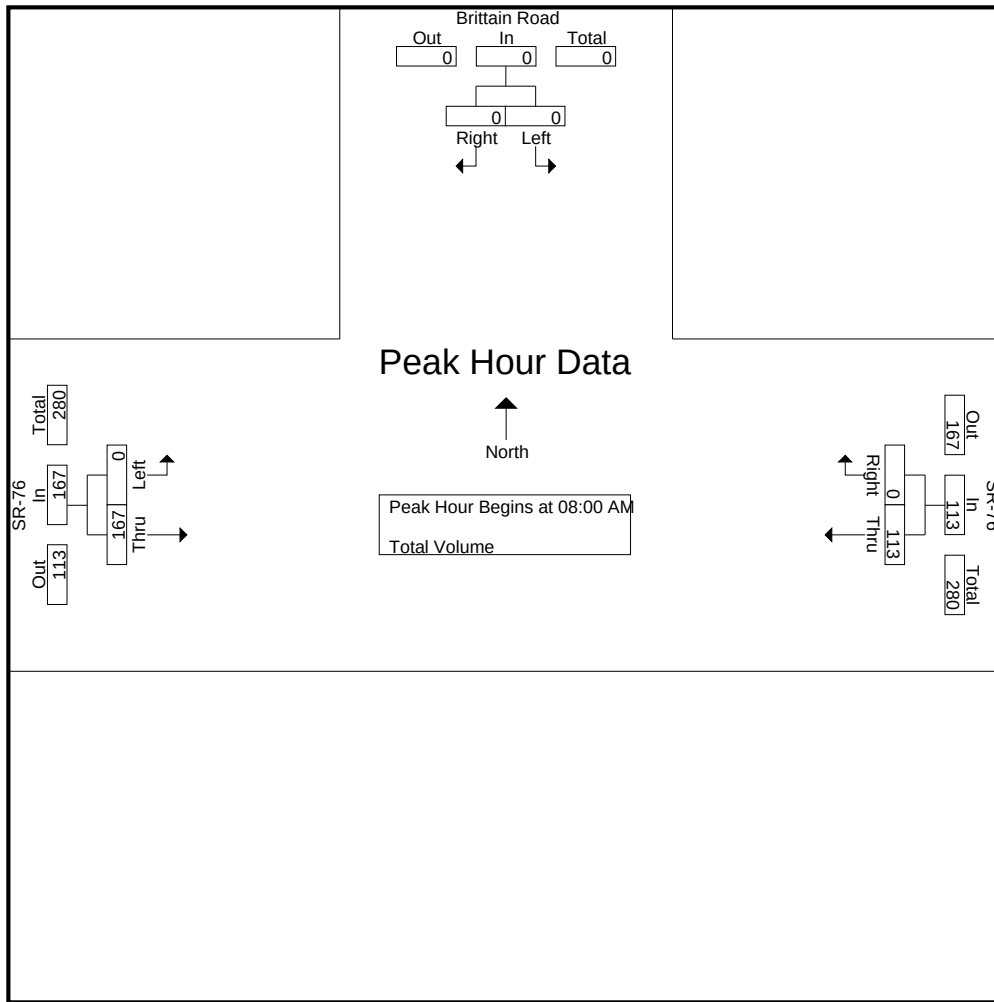
Groups Printed- Total Volume

	Brittain Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	22	0	22	0	27	27	49
07:15 AM	0	0	0	25	0	25	0	39	39	64
07:30 AM	0	0	0	23	0	23	0	37	37	60
07:45 AM	0	0	0	33	0	33	0	42	42	75
Total	0	0	0	103	0	103	0	145	145	248
08:00 AM	0	0	0	26	0	26	0	41	41	67
08:15 AM	0	0	0	30	0	30	0	37	37	67
08:30 AM	0	0	0	25	0	25	0	44	44	69
08:45 AM	0	0	0	32	0	32	0	45	45	77
Total	0	0	0	113	0	113	0	167	167	280
Grand Total	0	0	0	216	0	216	0	312	312	528
Apprch %	0	0		100	0		0	100		
Total %	0	0		40.9	0	40.9	0	59.1	59.1	

	Brittain Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	26	0	26	0	41	41	67
08:15 AM	0	0	0	30	0	30	0	37	37	67
08:30 AM	0	0	0	25	0	25	0	44	44	69
08:45 AM	0	0	0	32	0	32	0	45	45	77
Total Volume	0	0	0	113	0	113	0	167	167	280
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.883	.000	.883	.000	.928	.928	.909

County of San Diego
N/S: Brittain Road
E/W: SR-76
Weather: Clear

File Name : 10_CSD_Brittian_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			08:00 AM		
+0 mins.	0	0	0	33	0	33	0	41	41
+15 mins.	0	0	0	26	0	26	0	37	37
+30 mins.	0	0	0	30	0	30	0	44	44
+45 mins.	0	0	0	25	0	25	0	45	45
Total Volume	0	0	0	114	0	114	0	167	167
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.864	.000	.864	.000	.928	.928

County of San Diego
N/S: Brittain Road
E/W: SR-76
Weather: Clear

File Name : 10_CSD_Brittain_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

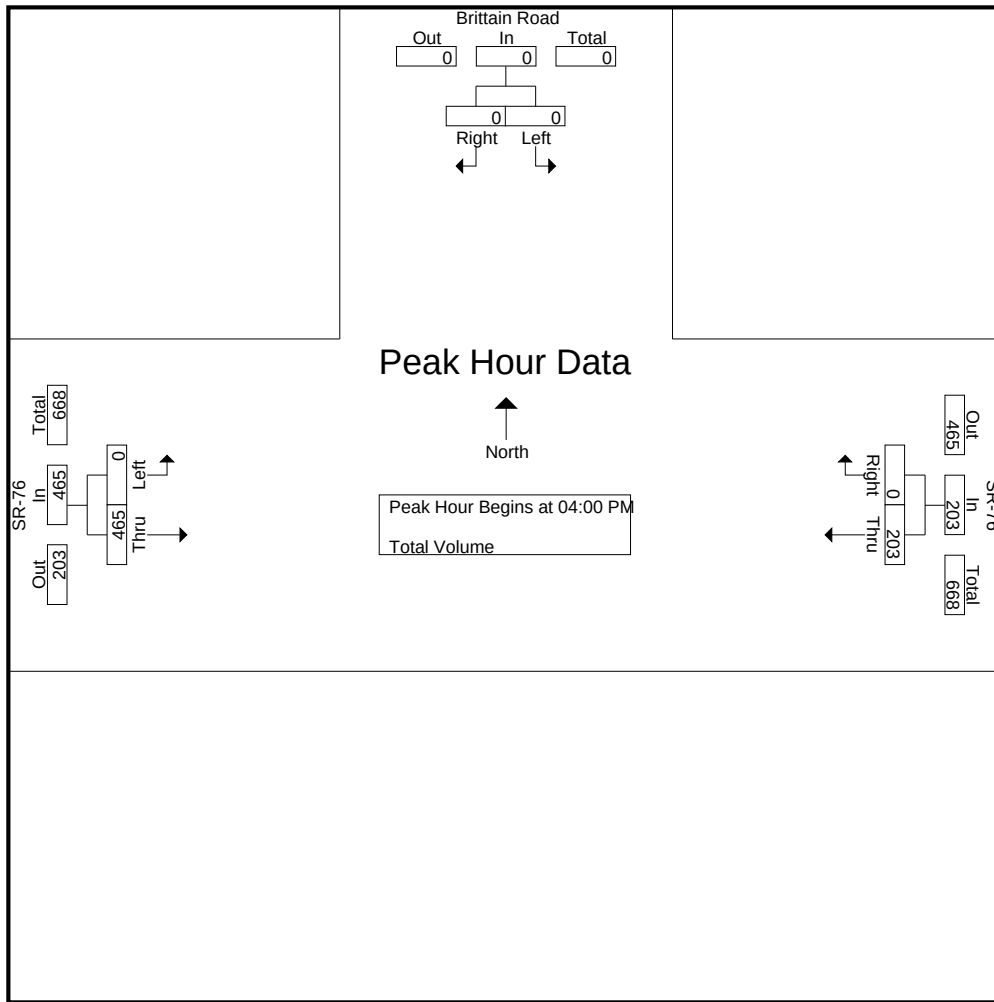
Groups Printed- Total Volume

	Brittain Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	70	0	70	0	94	94	164
04:15 PM	0	0	0	46	0	46	0	112	112	158
04:30 PM	0	0	0	46	0	46	0	119	119	165
04:45 PM	0	0	0	41	0	41	0	140	140	181
Total	0	0	0	203	0	203	0	465	465	668
05:00 PM	0	0	0	41	0	41	0	108	108	149
05:15 PM	0	0	0	48	0	48	0	115	115	163
05:30 PM	0	0	0	31	0	31	0	139	139	170
05:45 PM	0	0	0	30	0	30	0	121	121	151
Total	0	0	0	150	0	150	0	483	483	633
Grand Total	0	0	0	353	0	353	0	948	948	1301
Apprch %	0	0		100	0		0	100		
Total %	0	0		27.1	0	27.1	0	72.9	72.9	

	Brittain Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	70	0	70	0	94	94	164
04:15 PM	0	0	0	46	0	46	0	112	112	158
04:30 PM	0	0	0	46	0	46	0	119	119	165
04:45 PM	0	0	0	41	0	41	0	140	140	181
Total Volume	0	0	0	203	0	203	0	465	465	668
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.725	.000	.725	.000	.830	.830	.923

County of San Diego
N/S: Brittain Road
E/W: SR-76
Weather: Clear

File Name : 10_CSD_Brittain_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:45 PM		
+0 mins.	0	0	0	70	0	70	0	140	140
+15 mins.	0	0	0	46	0	46	0	108	108
+30 mins.	0	0	0	46	0	46	0	115	115
+45 mins.	0	0	0	41	0	41	0	139	139
Total Volume	0	0	0	203	0	203	0	502	502
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.725	.000	.725	.000	.896	.896

County of San Diego
N/S: East Pala Mission Road
E/W: SR-76
Weather: Clear

File Name : 11_CSD_East Pala Mission_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

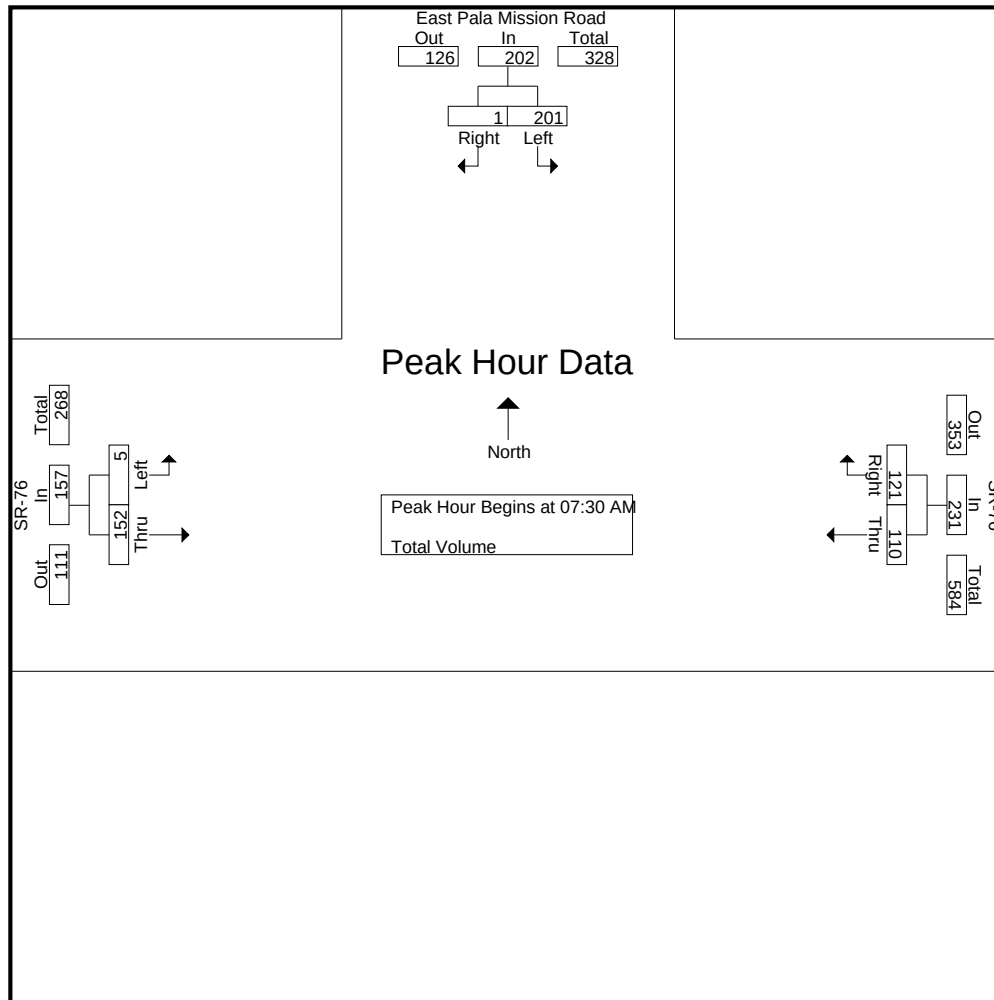
Groups Printed- Total Volume

	East Pala Mission Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	50	1	51	22	14	36	1	26	27	114
07:15 AM	37	0	37	23	28	51	1	36	37	125
07:30 AM	64	1	65	22	20	42	0	39	39	146
07:45 AM	61	0	61	32	30	62	1	41	42	165
Total	212	2	214	99	92	191	3	142	145	550
08:00 AM	37	0	37	26	32	58	1	39	40	135
08:15 AM	39	0	39	30	39	69	3	33	36	144
08:30 AM	36	0	36	25	26	51	3	42	45	132
08:45 AM	36	2	38	29	21	50	0	44	44	132
Total	148	2	150	110	118	228	7	158	165	543
Grand Total	360	4	364	209	210	419	10	300	310	1093
Apprch %	98.9	1.1		49.9	50.1		3.2	96.8		
Total %	32.9	0.4	33.3	19.1	19.2	38.3	0.9	27.4	28.4	

	East Pala Mission Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	64	1	65	22	20	42	0	39	39	146
07:45 AM	61	0	61	32	30	62	1	41	42	165
08:00 AM	37	0	37	26	32	58	1	39	40	135
08:15 AM	39	0	39	30	39	69	3	33	36	144
Total Volume	201	1	202	110	121	231	5	152	157	590
% App. Total	99.5	0.5		47.6	52.4		3.2	96.8		
PHF	.785	.250	.777	.859	.776	.837	.417	.927	.935	.894

County of San Diego
N/S: East Pala Mission Road
E/W: SR-76
Weather: Clear

File Name : 11_CSD_East Pala Mission_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			08:00 AM		
+0 mins.	50	1	51	32	30	62	1	39	40
+15 mins.	37	0	37	26	32	58	3	33	36
+30 mins.	64	1	65	30	39	69	3	42	45
+45 mins.	61	0	61	25	26	51	0	44	44
Total Volume	212	2	214	113	127	240	7	158	165
% App. Total	99.1	0.9		47.1	52.9		4.2	95.8	
PHF	.828	.500	.823	.883	.814	.870	.583	.898	.917

County of San Diego
N/S: East Pala Mission Road
E/W: SR-76
Weather: Clear

File Name : 11_CSD_East Pala Mission_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

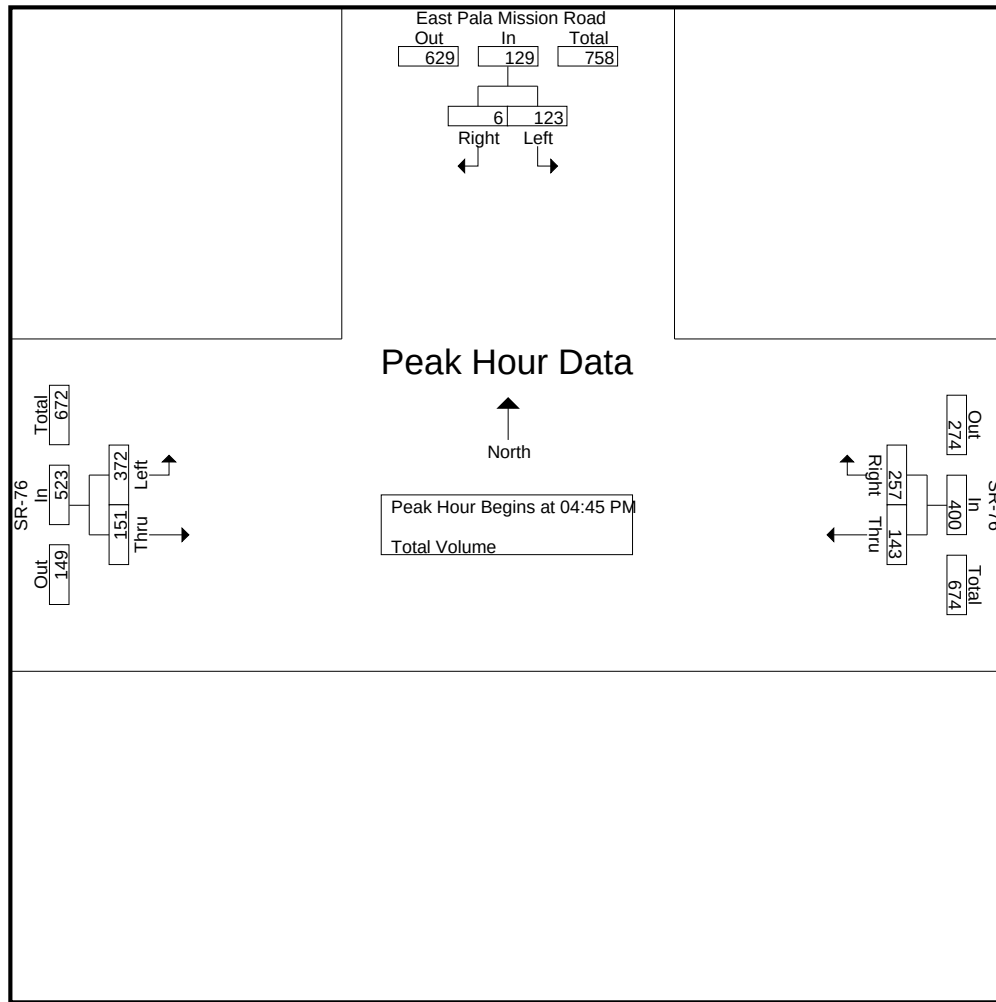
Groups Printed- Total Volume

	East Pala Mission Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	42	0	42	66	44	110	41	55	96	248
04:15 PM	36	3	39	42	72	114	70	37	107	260
04:30 PM	26	0	26	39	61	100	87	37	124	250
04:45 PM	24	0	24	37	71	108	101	33	134	266
Total	128	3	131	184	248	432	299	162	461	1024
05:00 PM	36	4	40	31	60	91	75	52	127	258
05:15 PM	33	1	34	45	79	124	79	39	118	276
05:30 PM	30	1	31	30	47	77	117	27	144	252
05:45 PM	22	1	23	18	37	55	81	57	138	216
Total	121	7	128	124	223	347	352	175	527	1002
Grand Total	249	10	259	308	471	779	651	337	988	2026
Apprch %	96.1	3.9		39.5	60.5		65.9	34.1		
Total %	12.3	0.5	12.8	15.2	23.2	38.5	32.1	16.6	48.8	

	East Pala Mission Road Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	24	0	24	37	71	108	101	33	134	266
05:00 PM	36	4	40	31	60	91	75	52	127	258
05:15 PM	33	1	34	45	79	124	79	39	118	276
05:30 PM	30	1	31	30	47	77	117	27	144	252
Total Volume	123	6	129	143	257	400	372	151	523	1052
% App. Total	95.3	4.7		35.8	64.2		71.1	28.9		
PHF	.854	.375	.806	.794	.813	.806	.795	.726	.908	.953

County of San Diego
N/S: East Pala Mission Road
E/W: SR-76
Weather: Clear

File Name : 11_CSD_East Pala Mission_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			05:00 PM		
+0 mins.	42	0	42	66	44	110	75	52	127
+15 mins.	36	3	39	42	72	114	79	39	118
+30 mins.	26	0	26	39	61	100	117	27	144
+45 mins.	24	0	24	37	71	108	81	57	138
Total Volume	128	3	131	184	248	432	352	175	527
% App. Total	97.7	2.3		42.6	57.4		66.8	33.2	
PHF	.762	.250	.780	.697	.861	.947	.752	.768	.915

County of San Diego
N/S: Lilac Road
E/W: SR-76
Weather: Clear

File Name : 12_CSD_Lilac_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

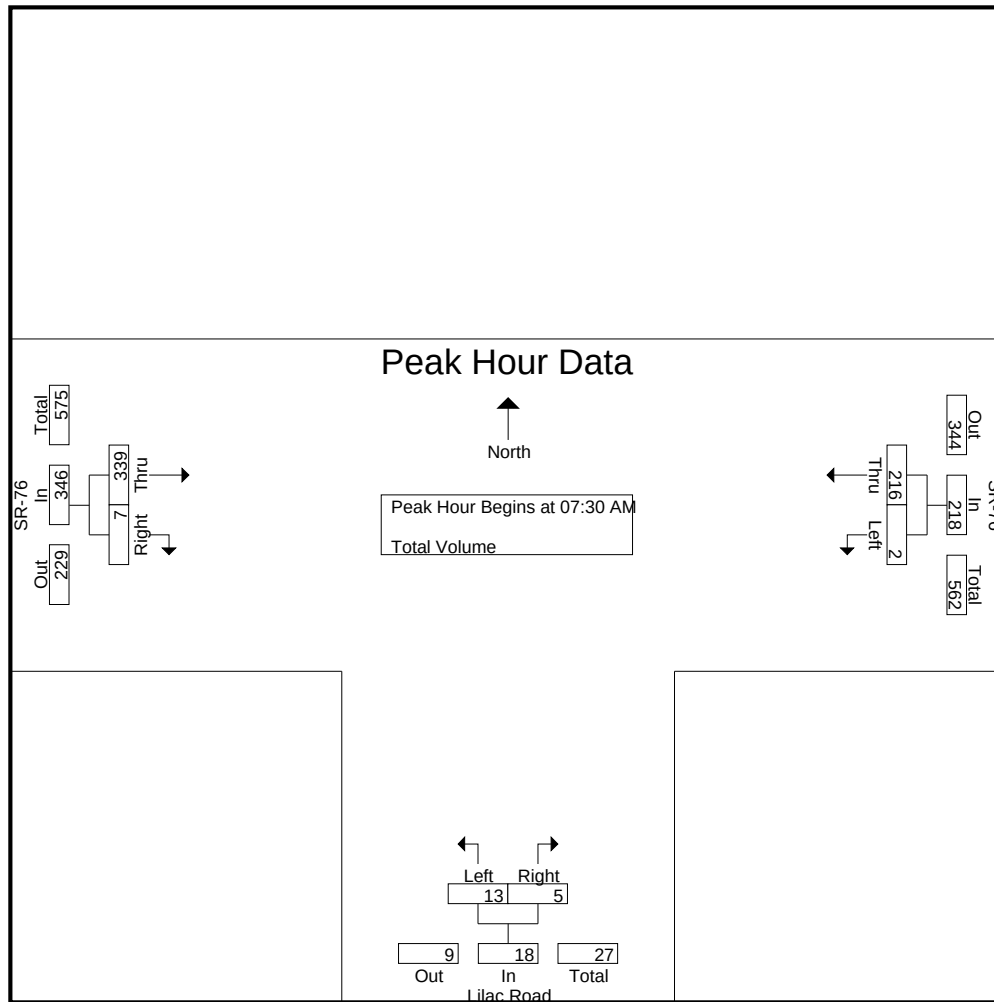
Groups Printed- Total Volume

	SR-76 Westbound			Lilac Road Northbound			SR-76 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	34	34	2	0	2	73	2	75	111
07:15 AM	1	52	53	2	3	5	72	2	74	132
07:30 AM	1	37	38	2	2	4	99	2	101	143
07:45 AM	0	57	57	5	2	7	104	0	104	168
Total	2	180	182	11	7	18	348	6	354	554
08:00 AM	0	56	56	3	1	4	70	1	71	131
08:15 AM	1	66	67	3	0	3	66	4	70	140
08:30 AM	0	51	51	0	2	2	77	2	79	132
08:45 AM	0	51	51	1	3	4	74	3	77	132
Total	1	224	225	7	6	13	287	10	297	535
Grand Total	3	404	407	18	13	31	635	16	651	1089
Apprch %	0.7	99.3		58.1	41.9		97.5	2.5		
Total %	0.3	37.1	37.4	1.7	1.2	2.8	58.3	1.5	59.8	

	SR-76 Westbound			Lilac Road Northbound			SR-76 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	37	38	2	2	4	99	2	101	143
07:45 AM	0	57	57	5	2	7	104	0	104	168
08:00 AM	0	56	56	3	1	4	70	1	71	131
08:15 AM	1	66	67	3	0	3	66	4	70	140
Total Volume	2	216	218	13	5	18	339	7	346	582
% App. Total	0.9	99.1		72.2	27.8		98	2		
PHF	.500	.818	.813	.650	.625	.643	.815	.438	.832	.866

County of San Diego
N/S: Lilac Road
E/W: SR-76
Weather: Clear

File Name : 12_CSD_Lilac_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:00 AM		
+0 mins.	0	57	57	2	3	5	73	2	75
+15 mins.	0	56	56	2	2	4	72	2	74
+30 mins.	1	66	67	5	2	7	99	2	101
+45 mins.	0	51	51	3	1	4	104	0	104
Total Volume	1	230	231	12	8	20	348	6	354
% App. Total	0.4	99.6		60	40		98.3	1.7	
PHF	.250	.871	.862	.600	.667	.714	.837	.750	.851

County of San Diego
N/S: Lilac Road
E/W: SR-76
Weather: Clear

File Name : 12_CSD_Lilac_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

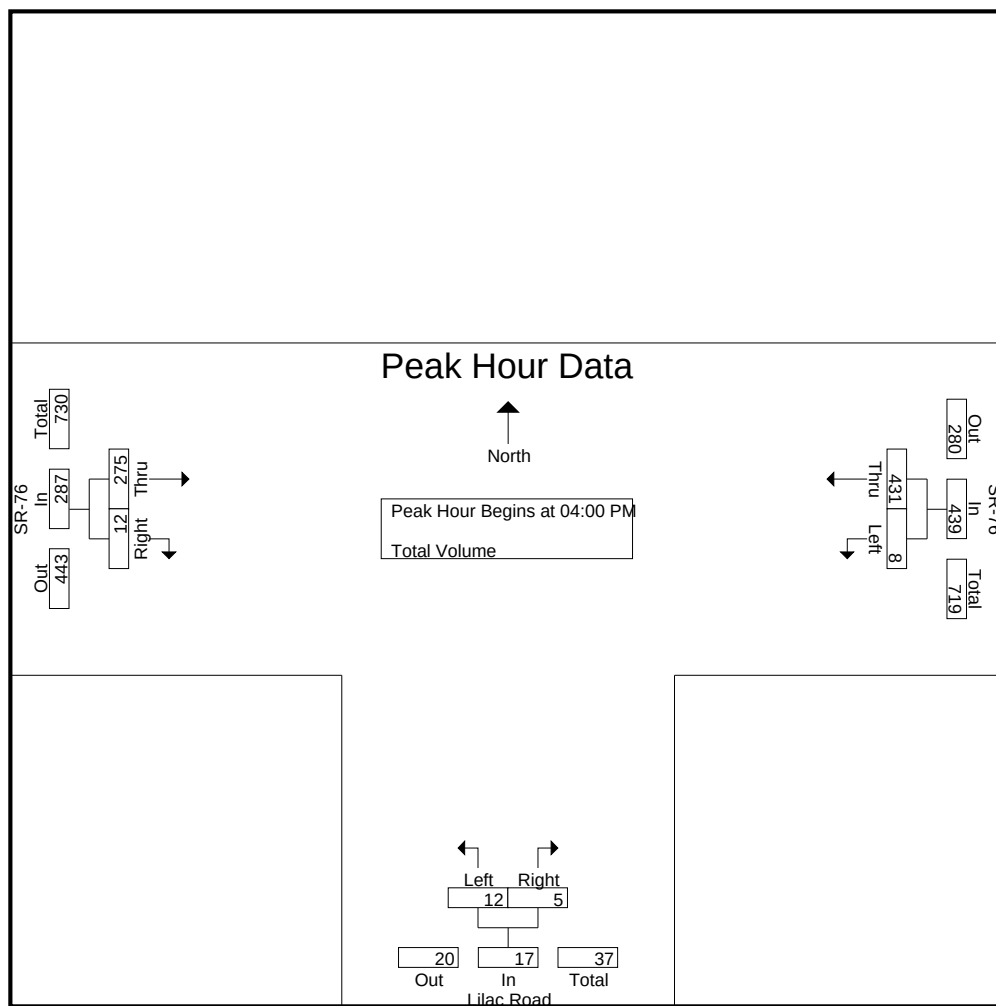
Groups Printed- Total Volume

	SR-76 Westbound			Lilac Road Northbound			SR-76 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	112	113	0	0	0	87	7	94	207
04:15 PM	4	112	116	5	2	7	67	2	69	192
04:30 PM	2	100	102	3	2	5	59	2	61	168
04:45 PM	1	107	108	4	1	5	62	1	63	176
Total	8	431	439	12	5	17	275	12	287	743
05:00 PM	1	87	88	2	1	3	83	1	84	175
05:15 PM	1	126	127	0	0	0	73	2	75	202
05:30 PM	1	72	73	3	2	5	54	0	54	132
05:45 PM	1	58	59	5	1	6	79	2	81	146
Total	4	343	347	10	4	14	289	5	294	655
Grand Total	12	774	786	22	9	31	564	17	581	1398
Apprch %	1.5	98.5		71	29		97.1	2.9		
Total %	0.9	55.4	56.2	1.6	0.6	2.2	40.3	1.2	41.6	

	SR-76 Westbound			Lilac Road Northbound			SR-76 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	112	113	0	0	0	87	7	94	207
04:15 PM	4	112	116	5	2	7	67	2	69	192
04:30 PM	2	100	102	3	2	5	59	2	61	168
04:45 PM	1	107	108	4	1	5	62	1	63	176
Total Volume	8	431	439	12	5	17	275	12	287	743
% App. Total	1.8	98.2		70.6	29.4		95.8	4.2		
PHF	.500	.962	.946	.600	.625	.607	.790	.429	.763	.897

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



Peak Hour for Each Approach Begins at:

Start Time for Each Program	04:00 PM			04:15 PM			05:00 PM		
+0 mins.	1	112	113	5	2	7	83	1	84
+15 mins.	4	112	116	3	2	5	73	2	75
+30 mins.	2	100	102	4	1	5	54	0	54
+45 mins.	1	107	108	2	1	3	79	2	81
Total Volume	8	431	439	14	6	20	289	5	294
% App. Total	1.8	98.2		70	30		98.3	1.7	
PHF	.500	.962	.946	.700	.750	.714	.870	.625	.875

County of San Diego
N/S: Project Access Driveway
E/W: SR-76
Weather: Clear

File Name : 13_CSD_Project Access DW_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

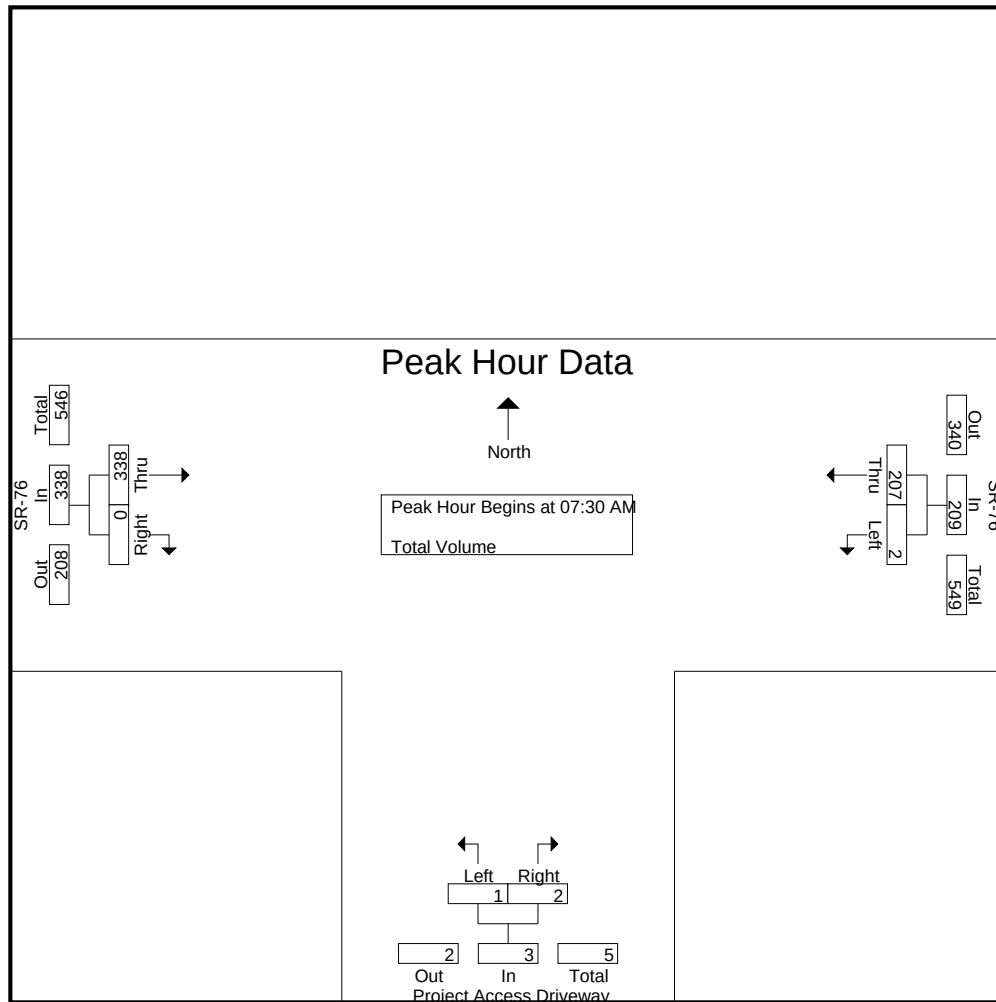
Groups Printed- Total Volume

	SR-76 Westbound			Project Access Driveway Northbound			SR-76 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	30	30	1	1	2	70	0	70	102
07:15 AM	1	48	49	2	0	2	57	0	57	108
07:30 AM	0	54	54	0	0	0	100	0	100	154
07:45 AM	2	43	45	1	1	2	93	0	93	140
Total	3	175	178	4	2	6	320	0	320	504
08:00 AM	0	60	60	0	1	1	73	0	73	134
08:15 AM	0	50	50	0	0	0	72	0	72	122
08:30 AM	0	51	51	1	0	1	67	0	67	119
08:45 AM	0	42	42	0	0	0	62	0	62	104
Total	0	203	203	1	1	2	274	0	274	479
Grand Total	3	378	381	5	3	8	594	0	594	983
Apprch %	0.8	99.2		62.5	37.5		100	0		
Total %	0.3	38.5	38.8	0.5	0.3	0.8	60.4	0	60.4	

	SR-76 Westbound			Project Access Driveway Northbound			SR-76 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	54	54	0	0	0	100	0	100	154
07:45 AM	2	43	45	1	1	2	93	0	93	140
08:00 AM	0	60	60	0	1	1	73	0	73	134
08:15 AM	0	50	50	0	0	0	72	0	72	122
Total Volume	2	207	209	1	2	3	338	0	338	550
% App. Total	1	99		33.3	66.7		100	0		
PHF	.250	.863	.871	.250	.500	.375	.845	.000	.845	.893

County of San Diego
N/S: Project Access Driveway
E/W: SR-76
Weather: Clear

File Name : 13_CSD_Project Access DW_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:00 AM			07:30 AM		
+0 mins.	0	54	54	1	1	2	100	0	100
+15 mins.	2	43	45	2	0	2	93	0	93
+30 mins.	0	60	60	0	0	0	73	0	73
+45 mins.	0	50	50	1	1	2	72	0	72
Total Volume	2	207	209	4	2	6	338	0	338
% App. Total	1	99		66.7	33.3		100	0	
PHF	.250	.863	.871	.500	.500	.750	.845	.000	.845

County of San Diego
N/S: Project Access Driveway
E/W: SR-76
Weather: Clear

File Name : 13_CSD_Project Access DW_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

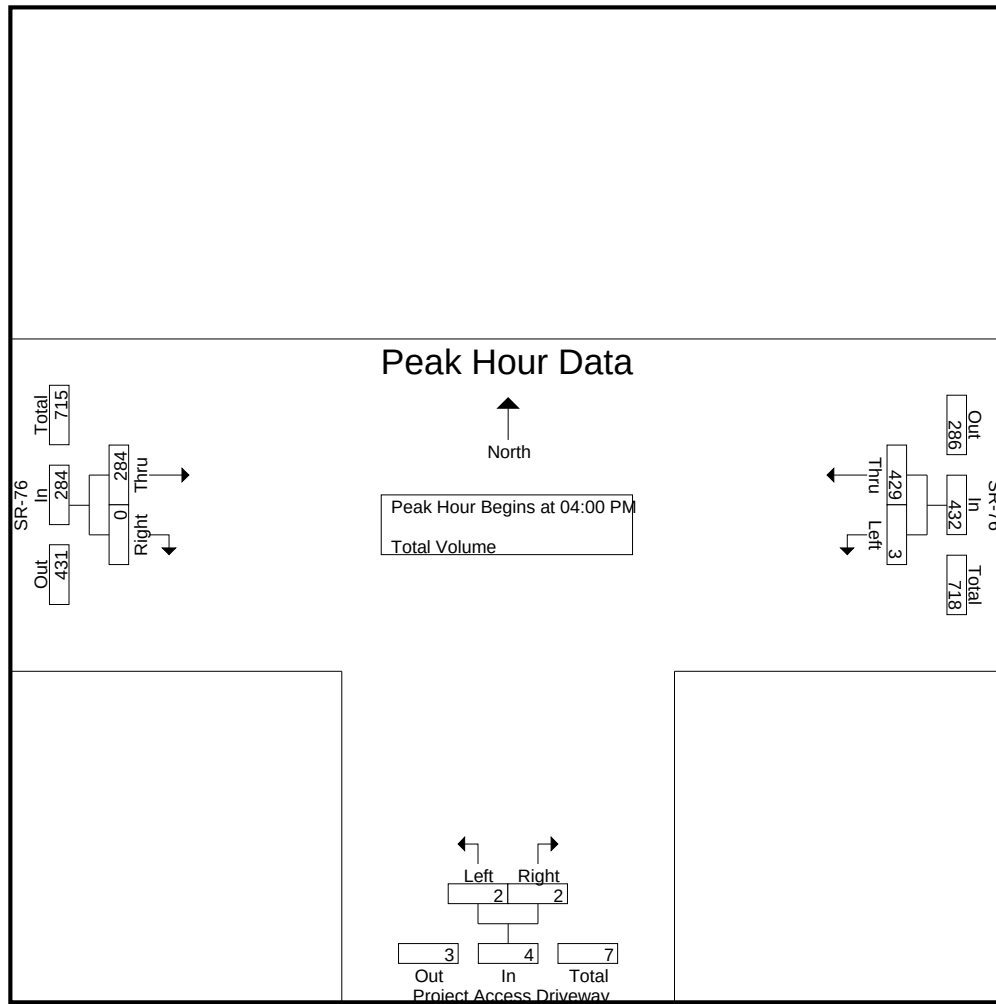
Groups Printed- Total Volume

	SR-76 Westbound			Project Access Driveway Northbound			SR-76 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	109	109	1	0	1	84	0	84	194
04:15 PM	2	112	114	1	1	2	73	0	73	189
04:30 PM	1	117	118	0	0	0	64	0	64	182
04:45 PM	0	91	91	0	1	1	63	0	63	155
Total	3	429	432	2	2	4	284	0	284	720
05:00 PM	0	93	93	1	1	2	65	0	65	160
05:15 PM	0	111	111	0	0	0	75	0	75	186
05:30 PM	0	70	70	1	0	1	63	0	63	134
05:45 PM	0	68	68	0	0	0	69	0	69	137
Total	0	342	342	2	1	3	272	0	272	617
Grand Total	3	771	774	4	3	7	556	0	556	1337
Apprch %	0.4	99.6		57.1	42.9		100	0		
Total %	0.2	57.7	57.9	0.3	0.2	0.5	41.6	0	41.6	

	SR-76 Westbound			Project Access Driveway Northbound			SR-76 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	109	109	1	0	1	84	0	84	194
04:15 PM	2	112	114	1	1	2	73	0	73	189
04:30 PM	1	117	118	0	0	0	64	0	64	182
04:45 PM	0	91	91	0	1	1	63	0	63	155
Total Volume	3	429	432	2	2	4	284	0	284	720
% App. Total	0.7	99.3		50	50		100	0		
PHF	.375	.917	.915	.500	.500	.500	.845	.000	.845	.928

County of San Diego
N/S: Project Access Driveway
E/W: SR-76
Weather: Clear

File Name : 13_CSD_Project Access DW_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	0	109	109	1	1	2	84	0	84
+15 mins.	2	112	114	0	0	0	73	0	73
+30 mins.	1	117	118	0	1	1	64	0	64
+45 mins.	0	91	91	1	1	2	63	0	63
Total Volume	3	429	432	2	3	5	284	0	284
% App. Total	0.7	99.3		40	60		100	0	
PHF	.375	.917	.915	.500	.750	.625	.845	.000	.845

County of San Diego
N/S: Adams Drive
E/W: SR-76
Weather: Clear

File Name : 14_CSD_Adams_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

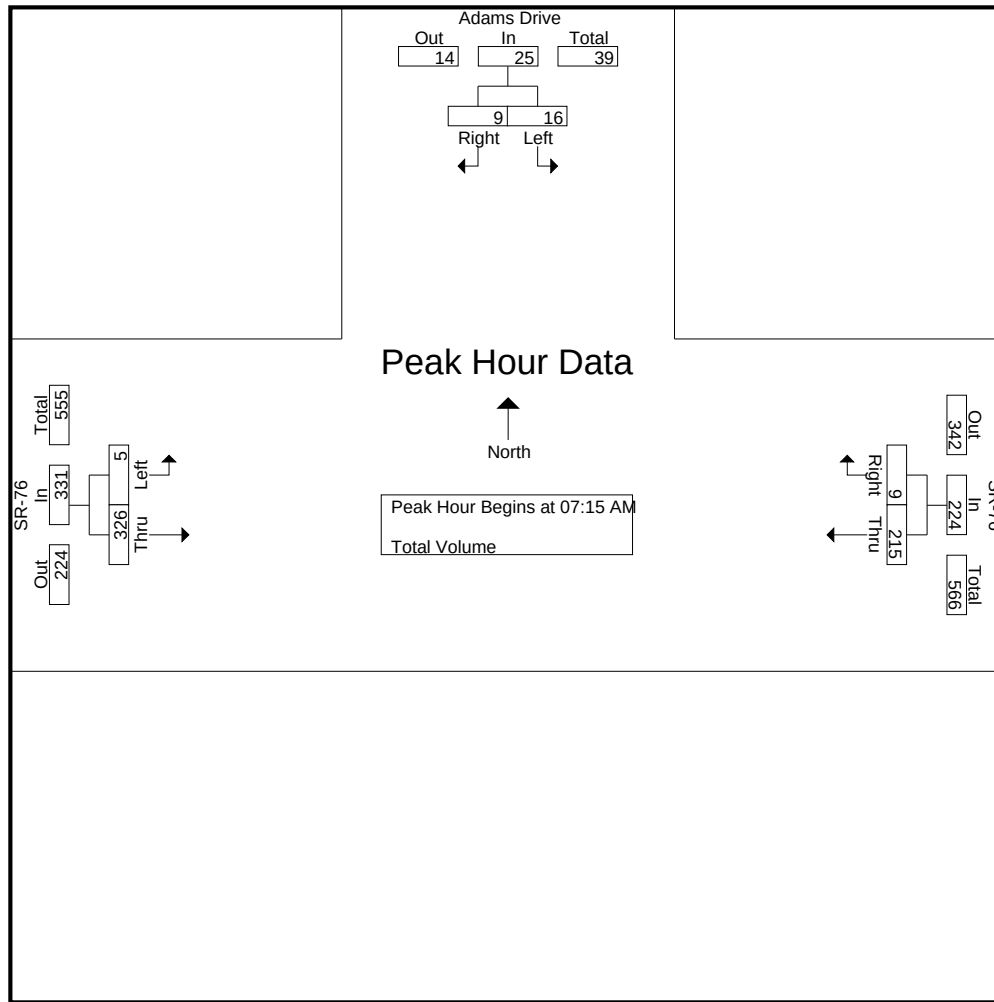
Groups Printed- Total Volume

	Adams Drive Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	1	4	30	1	31	3	64	67	102
07:15 AM	6	2	8	50	5	55	2	63	65	128
07:30 AM	3	3	6	53	2	55	0	98	98	159
07:45 AM	3	1	4	48	0	48	3	93	96	148
Total	15	7	22	181	8	189	8	318	326	537
08:00 AM	4	3	7	64	2	66	0	72	72	145
08:15 AM	1	1	2	47	2	49	0	71	71	122
08:30 AM	1	1	2	53	0	53	1	65	66	121
08:45 AM	1	2	3	40	1	41	1	62	63	107
Total	7	7	14	204	5	209	2	270	272	495
Grand Total	22	14	36	385	13	398	10	588	598	1032
Apprch %	61.1	38.9		96.7	3.3		1.7	98.3		
Total %	2.1	1.4	3.5	37.3	1.3	38.6	1	57	57.9	

	Adams Drive Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	6	2	8	50	5	55	2	63	65	128
07:30 AM	3	3	6	53	2	55	0	98	98	159
07:45 AM	3	1	4	48	0	48	3	93	96	148
08:00 AM	4	3	7	64	2	66	0	72	72	145
Total Volume	16	9	25	215	9	224	5	326	331	580
% App. Total	64	36		96	4		1.5	98.5		
PHF	.667	.750	.781	.840	.450	.848	.417	.832	.844	.912

County of San Diego
N/S: Adams Drive
E/W: SR-76
Weather: Clear

File Name : 14_CSD_Adams_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	6	2	8	50	5	55	0	98	98
+15 mins.	3	3	6	53	2	55	3	93	96
+30 mins.	3	1	4	48	0	48	0	72	72
+45 mins.	4	3	7	64	2	66	0	71	71
Total Volume	16	9	25	215	9	224	3	334	337
% App. Total	64	36		96	4		0.9	99.1	
PHF	.667	.750	.781	.840	.450	.848	.250	.852	.860

County of San Diego
N/S: Adams Drive
E/W: SR-76
Weather: Clear

File Name : 14_CSD_Adams_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

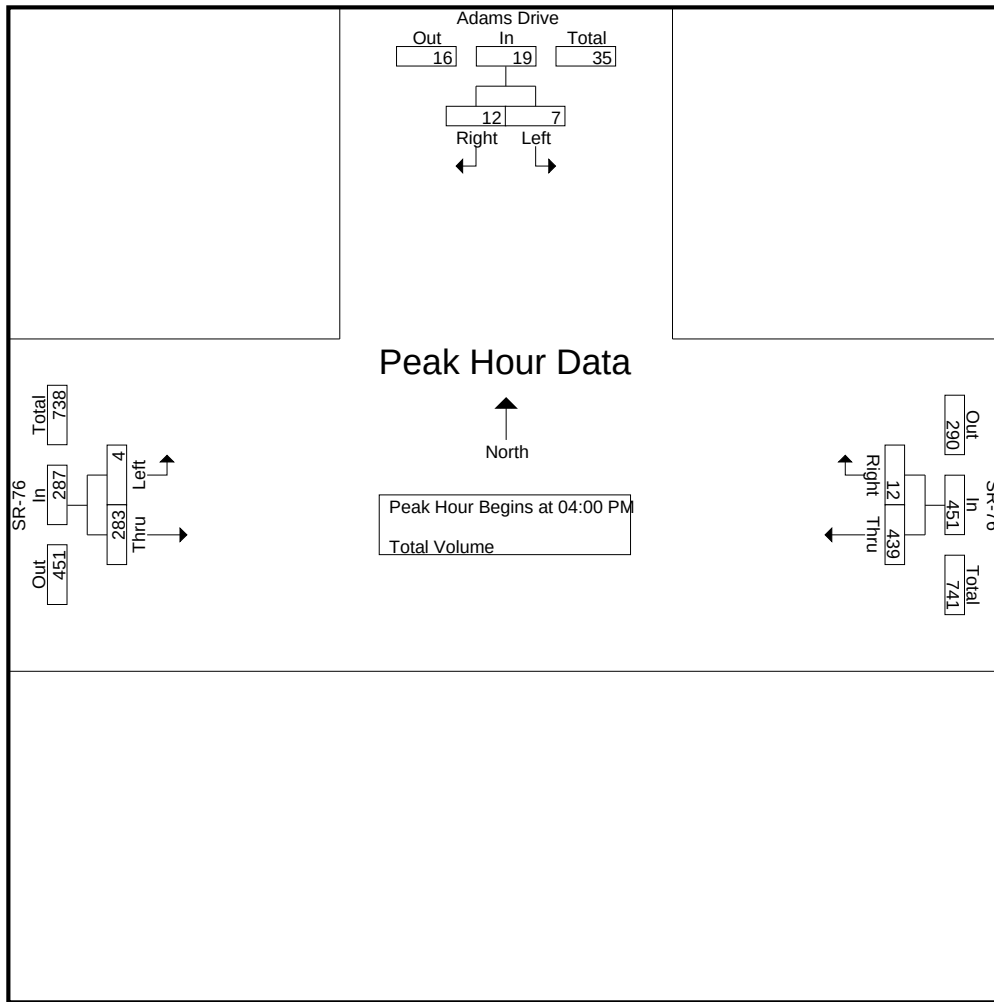
Groups Printed- Total Volume

	Adams Drive Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	2	0	2	114	5	119	1	85	86	207
04:15 PM	3	2	5	128	2	130	1	76	77	212
04:30 PM	1	9	10	108	3	111	2	65	67	188
04:45 PM	1	1	2	89	2	91	0	57	57	150
Total	7	12	19	439	12	451	4	283	287	757
05:00 PM	1	0	1	98	2	100	2	68	70	171
05:15 PM	1	2	3	111	0	111	3	69	72	186
05:30 PM	2	0	2	73	4	77	1	63	64	143
05:45 PM	1	0	1	71	2	73	1	61	62	136
Total	5	2	7	353	8	361	7	261	268	636
Grand Total	12	14	26	792	20	812	11	544	555	1393
Apprch %	46.2	53.8		97.5	2.5		2	98		
Total %	0.9	1	1.9	56.9	1.4	58.3	0.8	39.1	39.8	

	Adams Drive Southbound			SR-76 Westbound			SR-76 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	0	2	114	5	119	1	85	86	207
04:15 PM	3	2	5	128	2	130	1	76	77	212
04:30 PM	1	9	10	108	3	111	2	65	67	188
04:45 PM	1	1	2	89	2	91	0	57	57	150
Total Volume	7	12	19	439	12	451	4	283	287	757
% App. Total	36.8	63.2		97.3	2.7		1.4	98.6		
PHF	.583	.333	.475	.857	.600	.867	.500	.832	.834	.893

County of San Diego
N/S: Adams Drive
E/W: SR-76
Weather: Clear

File Name : 14_CSD_Adams_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	2	0	2	114	5	119	1	85	86
+15 mins.	3	2	5	128	2	130	1	76	77
+30 mins.	1	9	10	108	3	111	2	65	67
+45 mins.	1	1	2	89	2	91	0	57	57
Total Volume	7	12	19	439	12	451	4	283	287
% App. Total	36.8	63.2		97.3	2.7		1.4	98.6	
PHF	.583	.333	.475	.857	.600	.867	.500	.832	.834

County of San Diego
N/S: Cole Grade Road
E/W: SR-76
Weather: Clear

File Name : 15_CSD_Cole Grade_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

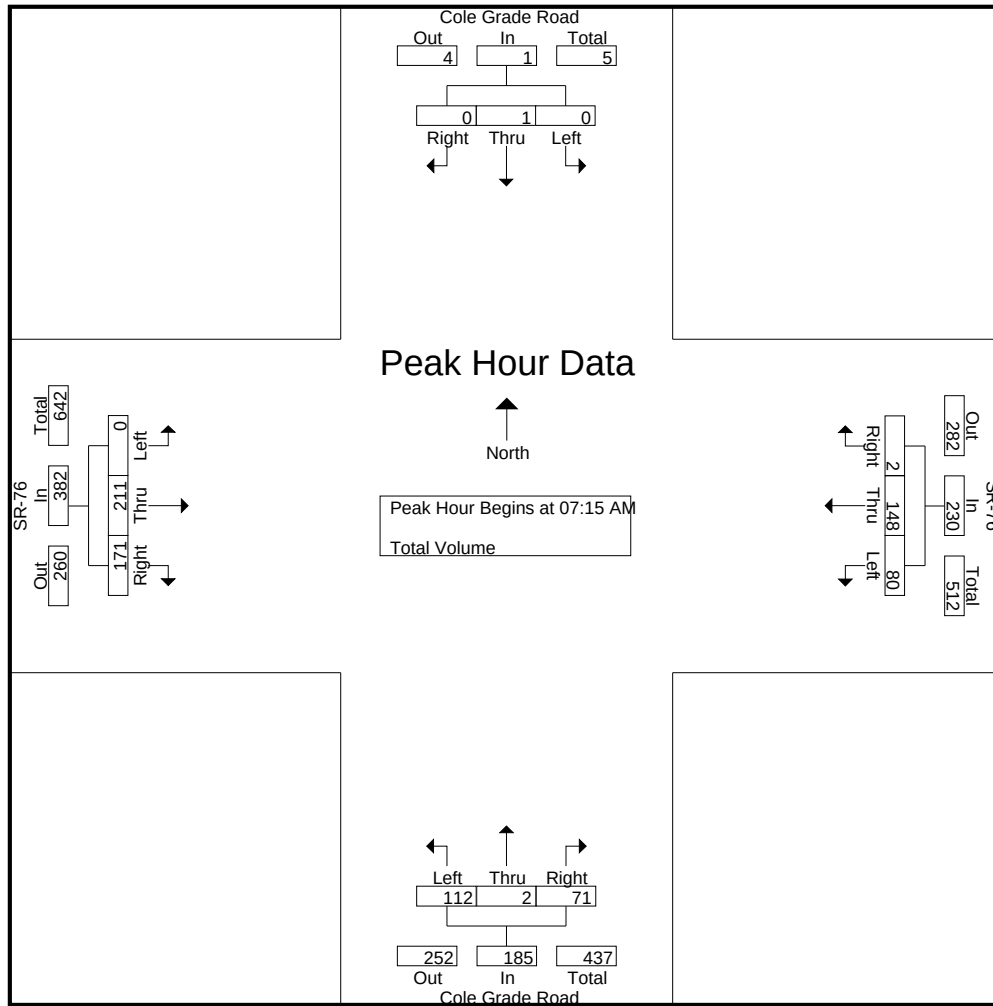
Groups Printed- Total Volume

	Cole Grade Road Southbound				SR-76 Westbound				Cole Grade Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	18	22	0	40	16	0	6	22	0	36	42	78	140
07:15 AM	0	0	0	0	29	33	0	62	20	0	16	36	0	39	47	86	184
07:30 AM	0	0	0	0	13	37	0	50	27	0	21	48	0	59	45	104	202
07:45 AM	0	1	0	1	28	37	2	67	24	2	21	47	0	65	42	107	222
Total	0	1	0	1	88	129	2	219	87	2	64	153	0	199	176	375	748
08:00 AM	0	0	0	0	10	41	0	51	41	0	13	54	0	48	37	85	190
08:15 AM	0	0	0	0	5	24	0	29	20	0	9	29	1	47	19	67	125
08:30 AM	0	0	0	0	7	25	0	32	21	0	8	29	0	39	12	51	112
08:45 AM	0	0	0	0	5	21	0	26	25	0	8	33	0	40	13	53	112
Total	0	0	0	0	27	111	0	138	107	0	38	145	1	174	81	256	539
Grand Total	0	1	0	1	115	240	2	357	194	2	102	298	1	373	257	631	1287
Apprch %	0	100	0		32.2	67.2	0.6		65.1	0.7	34.2		0.2	59.1	40.7		
Total %	0	0.1	0	0.1	8.9	18.6	0.2	27.7	15.1	0.2	7.9	23.2	0.1	29	20	49	

	Cole Grade Road Southbound				SR-76 Westbound				Cole Grade Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	29	33	0	62	20	0	16	36	0	39	47	86	184
07:30 AM	0	0	0	0	13	37	0	50	27	0	21	48	0	59	45	104	202
07:45 AM	0	1	0	1	28	37	2	67	24	2	21	47	0	65	42	107	222
08:00 AM	0	0	0	0	10	41	0	51	41	0	13	54	0	48	37	85	190
Total Volume	0	1	0	1	80	148	2	230	112	2	71	185	0	211	171	382	798
% App. Total	0	100	0		34.8	64.3	0.9		60.5	1.1	38.4		0	55.2	44.8		
PHF	.000	.250	.000	.250	.690	.902	.250	.858	.683	.250	.845	.856	.000	.812	.910	.893	.899

County of San Diego
N/S: Cole Grade Road
E/W: SR-76
Weather: Clear

File Name : 15_CSD_Cole Grade_SR-76 AM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	29	33	0	62	20	0	16	36	0	39	47	86
+15 mins.	0	0	0	0	13	37	0	50	27	0	21	48	0	59	45	104
+30 mins.	0	0	0	0	28	37	2	67	24	2	21	47	0	65	42	107
+45 mins.	0	1	0	1	10	41	0	51	41	0	13	54	0	48	37	85
Total Volume	0	1	0	1	80	148	2	230	112	2	71	185	0	211	171	382
% App. Total	0	100	0		34.8	64.3	0.9		60.5	1.1	38.4		0	55.2	44.8	
PHF	.000	.250	.000	.250	.690	.902	.250	.858	.683	.250	.845	.856	.000	.812	.910	.893

County of San Diego
N/S: Cole Grade Road
E/W: SR-76
Weather: Clear

File Name : 15_CSD_Cole Grade_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 1

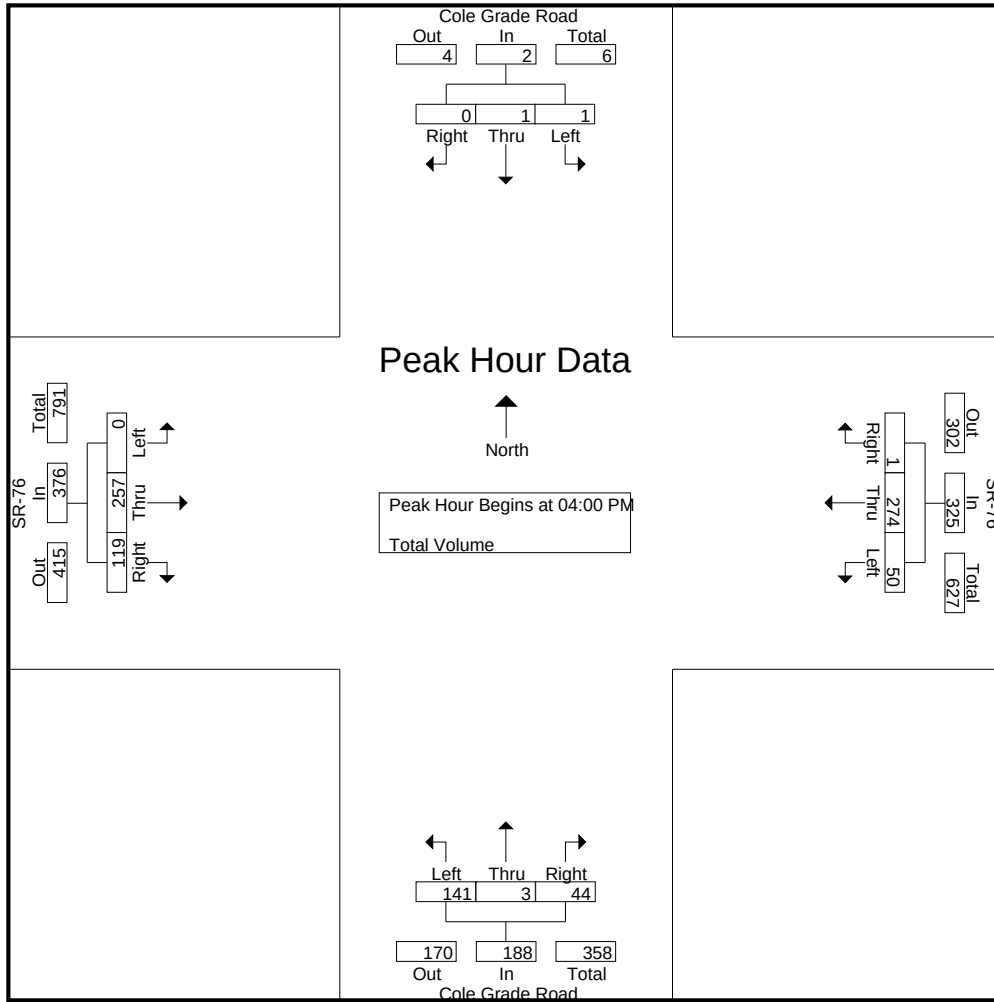
Groups Printed- Total Volume

	Cole Grade Road Southbound				SR-76 Westbound				Cole Grade Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	16	56	0	72	36	1	7	44	0	91	55	146	262
04:15 PM	0	1	0	1	7	65	1	73	41	0	14	55	0	76	27	103	232
04:30 PM	1	0	0	1	10	82	0	92	38	2	16	56	0	58	25	83	232
04:45 PM	0	0	0	0	17	71	0	88	26	0	7	33	0	32	12	44	165
Total	1	1	0	2	50	274	1	325	141	3	44	188	0	257	119	376	891
05:00 PM	0	0	0	0	12	94	0	106	43	0	12	55	0	50	21	71	232
05:15 PM	0	0	0	0	6	67	0	73	41	1	10	52	0	61	20	81	206
05:30 PM	0	0	0	0	13	68	0	81	27	0	5	32	0	32	16	48	161
05:45 PM	1	0	0	1	9	38	0	47	23	0	14	37	0	47	14	61	146
Total	1	0	0	1	40	267	0	307	134	1	41	176	0	190	71	261	745
Grand Total	2	1	0	3	90	541	1	632	275	4	85	364	0	447	190	637	1636
Apprch %	66.7	33.3	0		14.2	85.6	0.2		75.5	1.1	23.4		0	70.2	29.8		
Total %	0.1	0.1	0	0.2	5.5	33.1	0.1	38.6	16.8	0.2	5.2	22.2	0	27.3	11.6	38.9	

	Cole Grade Road Southbound				SR-76 Westbound				Cole Grade Road Northbound				SR-76 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	16	56	0	72	36	1	7	44	0	91	55	146	262
04:15 PM	0	1	0	1	7	65	1	73	41	0	14	55	0	76	27	103	232
04:30 PM	1	0	0	1	10	82	0	92	38	2	16	56	0	58	25	83	232
04:45 PM	0	0	0	0	17	71	0	88	26	0	7	33	0	32	12	44	165
Total Volume	1	1	0	2	50	274	1	325	141	3	44	188	0	257	119	376	891
% App. Total	50	50	0		15.4	84.3	0.3		75	1.6	23.4		0	68.4	31.6		
PHF	.250	.250	.000	.500	.735	.835	.250	.883	.860	.375	.688	.839	.000	.706	.541	.644	.850

County of San Diego
N/S: Cole Grade Road
E/W: SR-76
Weather: Clear

File Name : 15_CSD_Cole Grade_SR-76 PM
Site Code : 04119234
Start Date : 4/11/2019
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				04:00 PM			
+0 mins.	0	0	0	0	7	65	1	73	41	0	14	55	0	91	55	146
+15 mins.	0	1	0	1	10	82	0	92	38	2	16	56	0	76	27	103
+30 mins.	1	0	0	1	17	71	0	88	26	0	7	33	0	58	25	83
+45 mins.	0	0	0	0	12	94	0	106	43	0	12	55	0	32	12	44
Total Volume	1	1	0	2	46	312	1	359	148	2	49	199	0	257	119	376
% App. Total	50	50	0		12.8	86.9	0.3		74.4	1	24.6		0	68.4	31.6	
PHF	.250	.250	.000	.500	.676	.830	.250	.847	.860	.250	.766	.888	.000	.706	.541	.644

SHADOW RUN RANCH TRAFFIC IMPACT STUDY

(ER 00-02-035; PP 00-030; TM 5223 RPL)

September 2015



SHADOW RUN RANCH TRAFFIC IMPACT STUDY

(ER 00-02-035; PP 00-030; TM 5223 RPL)

September 2015

Prepared for:
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123



Prepared by:
KOA Corporation
5095 Murphy Canyon Road, Suite 330
San Diego, CA 92123
(619) 683-2933
Fax: (619) 683-7982
Job No.: JA5389

Table of Contents

GLOSSARY OF TERMS AND ACRONYMS	IV
EXECUTIVE SUMMARY	ES-1
SIGNIFICANT IMPACTS	ES-1
PROJECT FEATURE	ES-2
CHAPTER 1 THE PROJECT.....	1
PROJECT DESCRIPTION.....	1
STUDY AREA	1
<i>Roadway Segments</i>	1
<i>Intersections</i>	1
PROJECT TRIP GENERATION.....	2
TRIP DISTRIBUTION AND ASSIGNMENT	2
PROJECT ACCESS	3
CHAPTER 2 METHODOLOGIES	10
STUDY SCENARIOS.....	10
ANALYSIS METHODOLOGIES.....	10
<i>Roadway Segment Capacity Analysis</i>	10
<i>Intersection Capacity Analysis</i>	10
Signalized Intersections.....	11
All-way Stop-controlled (AWSC) Intersections.....	11
Two-way Stop-controlled (TWSC) Intersections	11
Analysis of Significance.....	11
CONGESTION MANAGEMENT PROGRAM REQUIREMENTS.....	15
CHAPTER 3 EXISTING CONDITIONS	16
TRAFFIC VOLUMES	16
ROADWAY NETWORK	16
CHAPTER 4 CUMULATIVE CONDITIONS.....	27
CUMULATIVE TRAFFIC VOLUMES	27
CUMULATIVE CIRCULATION NETWORK	29
CHAPTER 5 SIGHT DISTANCE & QUEUING ANALYSIS	39
SIGHT DISTANCE ANALYSIS.....	39
QUEUING ANALYSIS.....	43
CHAPTER 6 ON-SITE CIRCULATION & TRANSIT	44
ON-SITE CIRCULATION.....	44
PEDESTRIAN.....	44
TRANSIT.....	44
BICYCLE	44
PARKING	44
CHAPTER 7 IMPACTS AND MITIGATION.....	45
CONSTRUCTION IMPACTS	45
SIGNIFICANT IMPACTS	45
<i>Direct Impacts</i>	45
Roadway Segments	45
Intersections	45
<i>Cumulative Impacts</i>	45
Roadway Segments	45
Intersections	45

CHAPTER 8 SUMMARY OF ANALYSIS	47
CHAPTER 9 RECOMMENDATIONS.....	50

List of Figures

FIGURE 1-1 – PROJECT STUDY AREA.....	4
FIGURE 1-2 – PROJECT SITE PLAN	5
FIGURE 1-3 – PROJECT TRIP DISTRIBUTION.....	6
FIGURE 1-4 – DAILY PROJECT TRIPS	7
FIGURE 1-5 – AM PEAK HOUR PROJECT TRIPS	8
FIGURE 1-6 – PM PEAK HOUR PROJECT TRIPS	9
FIGURE 3-1 – EXISTING CIRCULATION NETWORK	19
FIGURE 3-2 – EXISTING GEOMETRIC CONFIGURATION	20
FIGURE 3-3 – EXISTING ROADWAY SEGMENT VOLUMES	21
FIGURE 3-4 – EXISTING AM PEAK HOUR INTERSECTION VOLUMES.....	22
FIGURE 3-5 – EXISTING PM PEAK HOUR INTERSECTION VOLUMES	23
FIGURE 3-6 – EXISTING ROADWAY SEGMENT VOLUMES WITH PROJECT.....	24
FIGURE 3-7 – EXISTING AM PEAK HOUR INTERSECTION VOLUMES WITH PROJECT.....	25
FIGURE 3-8 – EXISTING PM PEAK HOUR INTERSECTION VOLUMES WITH PROJECT	26
FIGURE 4-1 – CUMULATIVE GEOMETRIC CONFIGURATION	32
FIGURE 4-2 – CUMULATIVE ROADWAY SEGMENT VOLUMES WITHOUT PROJECT.....	33
FIGURE 4-3 – CUMULATIVE ROADWAY AM VOLUMES WITHOUT PROJECT.....	34
FIGURE 4-4 – CUMULATIVE ROADWAY PM VOLUMES WITHOUT PROJECT.....	35
FIGURE 4-5 – CUMULATIVE ROADWAY SEGMENT VOLUMES WITH PROJECT	36
FIGURE 4-6 – CUMULATIVE AM PEAK HOUR INTERSECTION VOLUMES WITH PROJECT.....	37
FIGURE 4-7 – CUMULATIVE PM PEAK HOUR INTERSECTION VOLUMES WITH PROJECT	38
FIGURE 5-1 – MINOR ROAD SIGHT LINES.....	41
FIGURE 5-2 – MAJOR ROAD SIGHT LINES.....	42

List of Tables

TABLE E-1 IMPACTS AND MITIGATIONS	II
TABLE 1-1 PROJECT TRIP GENERATION	2
TABLE 2-1 COUNTY OF SAN DIEGO SIGNIFICANT TRAFFIC IMPACT THRESHOLDS FOR SEGMENTS AND INTERSECTIONS	11
TABLE 2-2 COUNTY OF SAN DIEGO SIGNIFICANT TRAFFIC IMPACT THRESHOLDS FOR HIGHWAYS	12
TABLE 3-1 EXISTING WITH PROJECT ROADWAY SEGMENT CONDITIONS.....	17
TABLE 3-2 EXISTING WITH PROJECT INTERSECTION CONDITIONS	18
TABLE 4-1 CUMULATIVE PROJECTS - GENERAL PLAN AMENDMENTS AND CASINOS	28
TABLE 4-2 CUMULATIVE WITH PROJECT ROADWAY SEGMENT CONDITIONS.....	30
TABLE 4-3 CUMULATIVE WITH PROJECT INTERSECTION CONDITIONS	31
TABLE 5-1 EXISTING CONFIGURATION SIGHT DISTANCE SUMMARY	43
TABLE 7-1 IMPACTS AND MITIGATIONS	46
TABLE 8-1 SUMMARY OF ROADWAY SEGMENT CONDITIONS.....	48
TABLE 8-2 SUMMARY OF INTERSECTION CONDITIONS	49

Appendices

APPENDIX A LEVEL OF SERVICE CONCEPTS, ANALYSIS METHODOLOGIES, STANDARDS OF SIGNIFICANCE

APPENDIX B MODELING INFORMATION / TRIP GENERATION

APPENDIX C TRAFFIC COUNT DATA

APPENDIX D PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS EXISTING CONDITIONS

APPENDIX E CUMULATIVE PROJECTS

APPENDIX F PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS CUMULATIVE CONDITIONS

APPENDIX G SIGHT DISTANCE

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
APE	Area of Potential Effect
AWSC	All-way Stop-Controlled
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
GIS	Geographic Information Systems
HCM	2000 Highway Capacity Manual
HUD	U.S. Department of Housing and Urban Development
ILV	Intersecting Lane Volume
ITS	Intelligent Transportation Systems
LOS	Level of Service
MHPA	Multi-Habitat Planning Area
MOA	Memorandum of Agreement
MOE	Measure of Effectiveness
MOU	Memorandum of Understanding
mph	miles per hour
MTDB	Metropolitan Transit Development Board
NOC	Notice of Completion
NOP	Notice of Preparation
PCE	Passenger Car Equivalent
pcphgpl	passenger cars per hour of green per lane
PeMS	Performance Measurement Systems
RTP	Regional Transportation Plan
SANDAG	San Diego Association of Governments
SANTEC	San Diego Traffic Engineers' Council
sf	square feet
SR	State Route
TIF	Transportation Impact Fee
TIS	Traffic Impact Study
TWSC	Two-way Stop Controlled
V/C	Volume-to-Capacity ratio

EXECUTIVE SUMMARY

This traffic impact analysis has been prepared for the proposed Shadow Run Ranch development. The proposed development is located in the unincorporated County of San Diego in the Pala Community Planning area, east of Interstate 15 (I-15). KOA was retained by TRS Consultants to analyze the potential traffic impacts of the proposed project. The project location is adjacent to SR-76 west of Adams Drive. Access to the project site is provided off of SR-76 and off of Adams Drive. SR-76 connects the project to the surrounding areas including I-15 which provides regional access to the project site.

The traffic study is prepared in accordance with the *County of San Diego Report Format and Content Requirements (Transportation and Traffic)* and the *County of San Diego Guidelines for Determining Significance (Transportation and Traffic, August 24, 2011)*.

Traffic counts for the project were taken in March, June and October of 2009 and an update of the base counts was commissioned in November of 2010 and again in October of 2014 to verify that no substantial growth in volumes had occurred since that time. The project is estimated to generate 528 total daily trips to and from the site. The trip generation rates used in this analysis are 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.

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will likely affect. The trip distribution and assignment for this project is based on SANDAG's computerized travel forecast model (Series 12 Select Zone analysis). For the purposes of this project, engineering judgment was used to modify the SANDAG Select Zone in coordination with County of San Diego and Caltrans staff.

The project is evaluated for potential direct and cumulative impacts. The traffic study indicates that the project will cause no direct impacts to State Route 76 (SR-76) east of I-15. However, the project will cause several cumulative impacts to SR-76 east of I-15.

SIGNIFICANT IMPACTS

Table E-1 shows location and mitigation measures at intersection and roadway segment that are significantly impacted by the proposed project.

**Table E-1
Impacts and Mitigations**

ID#	Location	Mitigation Measure
Direct Impacts		
Segment		
None		
Intersection		
None		
Cumulative Impacts		
Segment		
SR-76: Horse Ranch Creek Road to Rice Canyon Road	Pay County TIF	
SR-76: Rice Canyon Road to Couser Canyon Road		
SR-76: Couser Canyon Road to W. Pala Mission Road		
SR-76: W. Pala Mission Road to E. Pala Mission Road		
SR-76: E. Pala Mission Road to Lilac Road		
SR-76: Lilac Road to Adams Drive		
Intersection		
SR-76 / I-15 SB Ramps	Pay County TIF	
SR-76 / I-15 NB Ramps		

PROJECT FEATURE

Shadow Run Ranch development is proposing to improve traffic operations at the main project entrance along SR-76. The project will provide a dedicated left turn pocket at the new project entrance. In addition to the improvements mentioned above a westbound right turn lane and a bus turnout bay will be included at Adams Drive.

CHAPTER 1

THE PROJECT

This traffic impact analysis has been prepared for the proposed Shadow Run Ranch development. The proposed development is located in the unincorporated County of San Diego in the Pala Community Planning area, east of Interstate 15 (I-15). KOA was retained by TRS Consultants to analyze the potential traffic impacts of the proposed project.

The project location is north of SR76 and west of Adams Drive. The main entrance to the project site will be off of SR-76. There will also be entrance off of Adams Drive that will serve approximately three lots. SR-76 connects the project to the surrounding areas including I-15 which provides regional access to the project site.

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

PROJECT DESCRIPTION

The proposed project consists of 44 single-family estate dwelling units on a 263 acre site. The project, as proposed, is consistent with the zoning requirements and will generate approximately 528 daily trips with 42 AM peak hour trips and 53 PM peak hour trips.

STUDY AREA

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 developed through a review of on-going traffic studies, and a working knowledge of the local transportation system. The study area is shown in Figure 1-1. The specific study area includes the following roadway segments and street intersections:

Roadway Segments

- State Route 76 between I-15 Ramps
- State Route 76 between I-15 NB Ramps and Pankey Road
- State Route 76 between Pankey Road and Ranch Creek Road
- State Route 76 between Horse Ranch Creek Road and Rice Canyon
- State Route 76 between Rice Canyon and Couser Canyon
- State Route 76 between Couser Canyon and W. Pala Mission Road (west)
- State Route 76 between W. Pala Mission Road (west) and E. Pala Mission Road (east)
- State Route 76 between E. Pala Mission Road and Lilac Road
- State Route 76 between Lilac Road and Project Access
- State Route 76 between Project Access and Adams Drive
- State Route 76 between Adams Drive and Cole Grade Road
- W. Pala Mission Road between State Route 76 and Pala Temecula Road
- Pala Temecula Road north of Pala Mission Road

Intersections

- State Route 76 / I-15 SB Ramps
- State Route 76 / I-15 NB Ramps
- State Route 76 / Pankey Road
- State Route 76 / Horse Ranch Creek Road

- State Route 76 / Rice Canyon Road
- State Route 76 / Couser Canyon Road
- State Route 76 / Warner Ranch Driveway
- State Route 76 / W. Pala Mission Road (west)
- W. Pala Mission Road/ Pala Temecula Road
- State Route 76 / Brittan Road
- State Route 76/ E. Pala Missions Road
- State Route 76/ Lilac Road
- State Route 76/ Project Access
- State Route 76 / Adams Drive
- State Route 76 / Cole Grade Road

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 uses 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.

Table 1-1
Project Trip Generation

Land Use	Intensity	Units	Rate/Trips	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Existing										
Residential: Estate, Urban or Rural	44	Dwelling Unit	Rate Trips	12 528	8% 42	30% 13	70% 30	10% 53	70% 37	30% 16
Total Generation				528	42	13	30	53	37	16

Source: SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region.

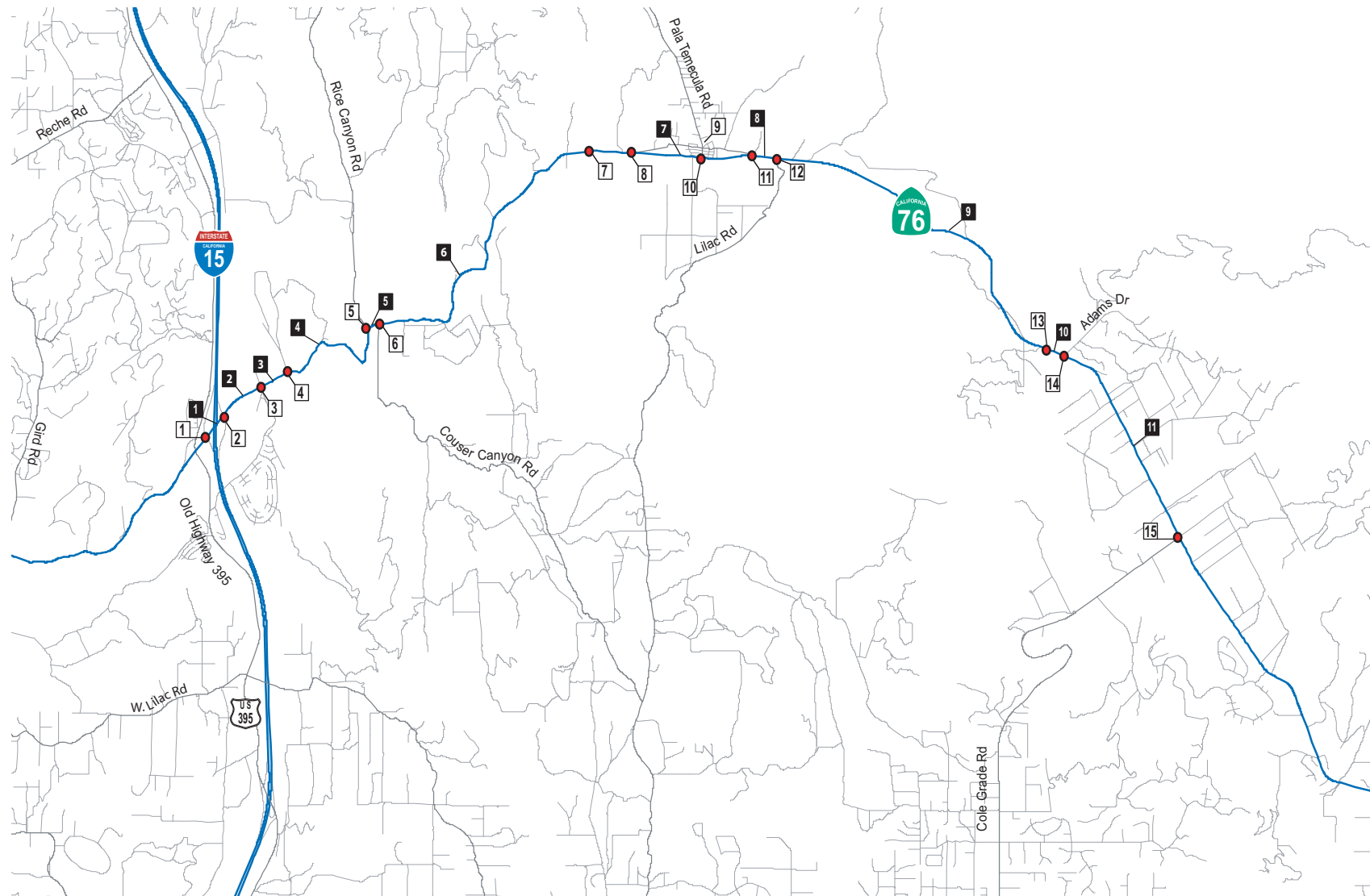
Note: Numbers may not total due to rounding.

TRIP DISTRIBUTION AND ASSIGNMENT

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 development trips have been estimated, they are assigned to the study area network. The trip distribution and assignment for this project is based on SANDAG's computerized travel forecast model (Series 12 Select Zone analysis).

PROJECT ACCESS

The proposed project will be accessed via new entrance located along SR-76. There will also be access off of Adams Drive where approximately 7 dwelling units will take access. The entrance along SR-76 will be designed to provide proper sight distance of 605 feet. Sight distance measurements for the new entrance can be found in Chapter 5. Regional access is provided by I-15 (west of the project site). SR-76 is a highway that connects the project to the surrounding freeways.



LEGEND	
	Study Intersection
	Study Segment

Figure 1.1
Project Study Area





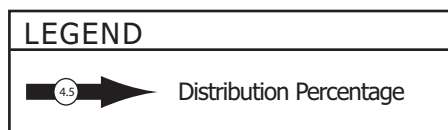
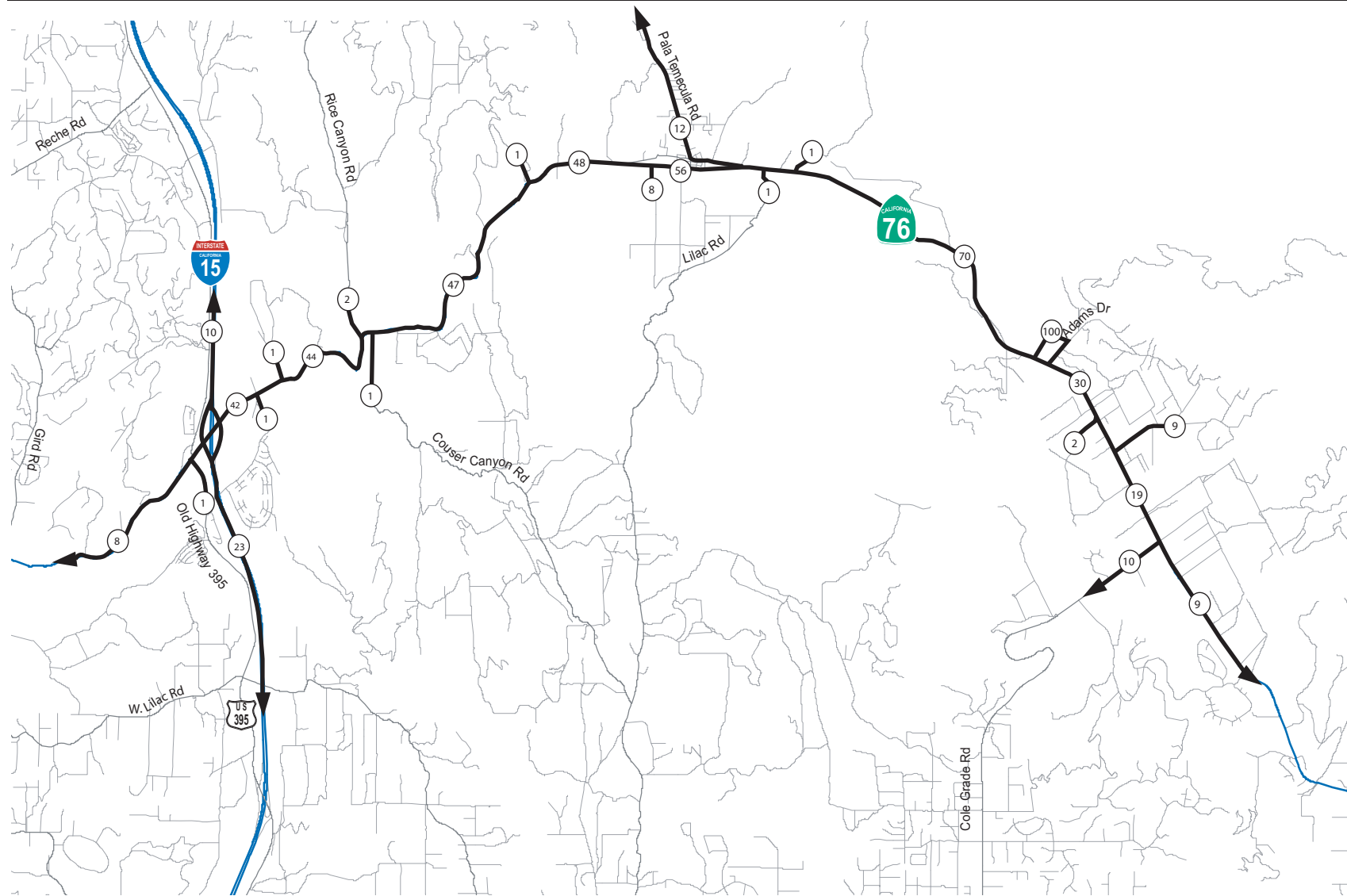
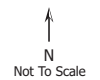


Figure 1.3
Project Trip Distribution



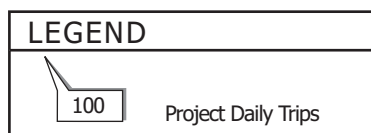
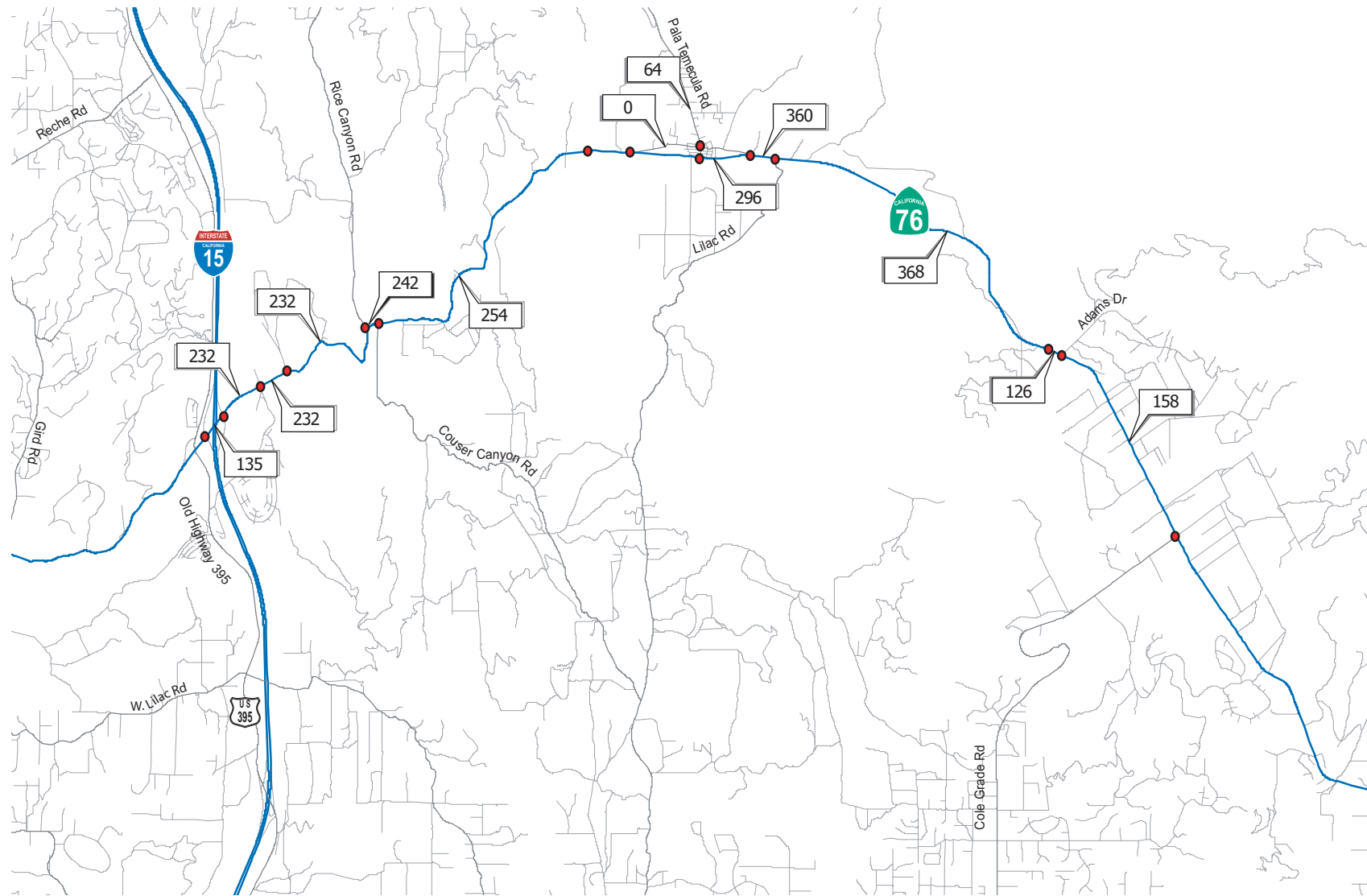
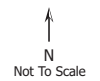


Figure 1.4
Daily Project Trips



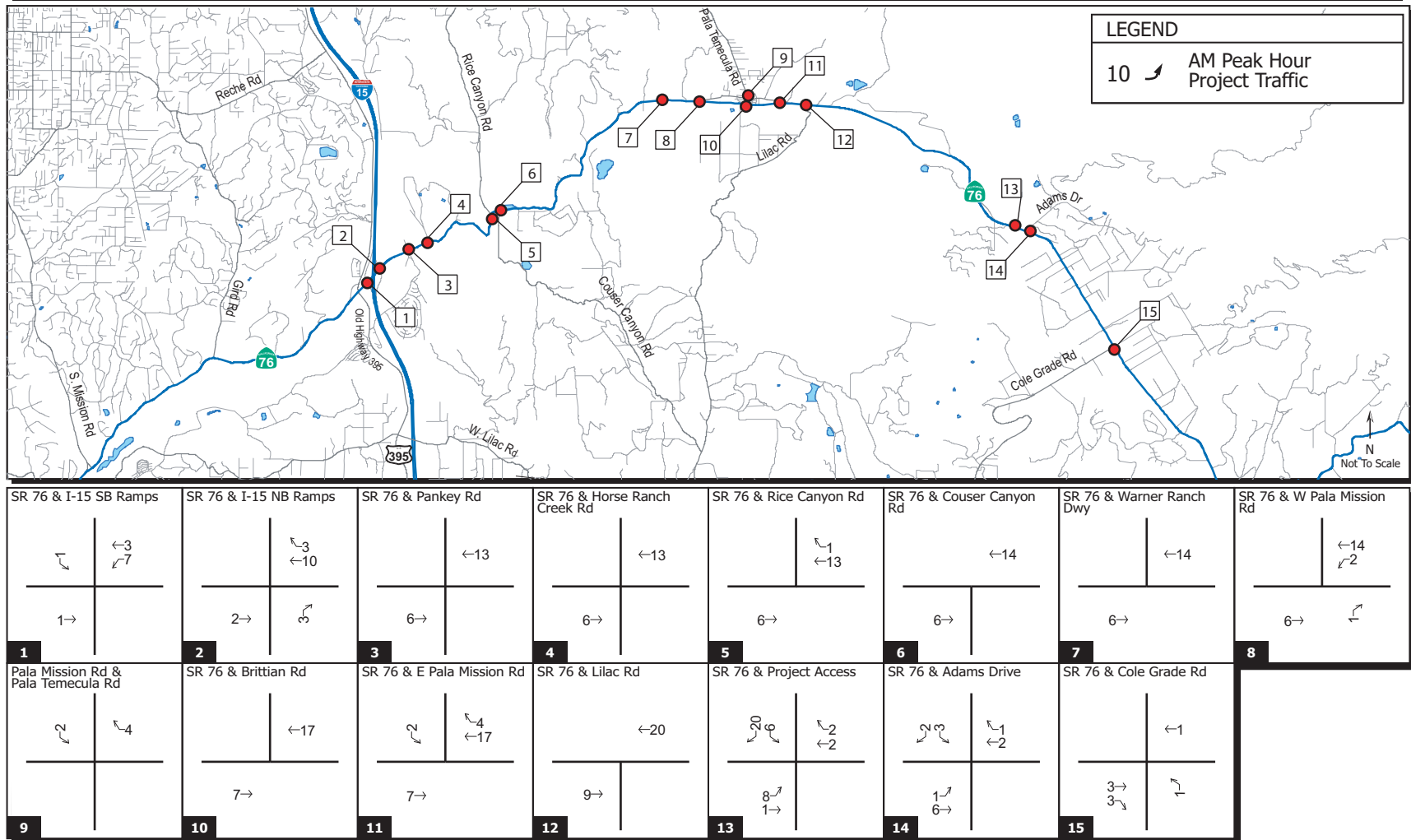


Figure 1.5
AM Peak Hour Project Trips

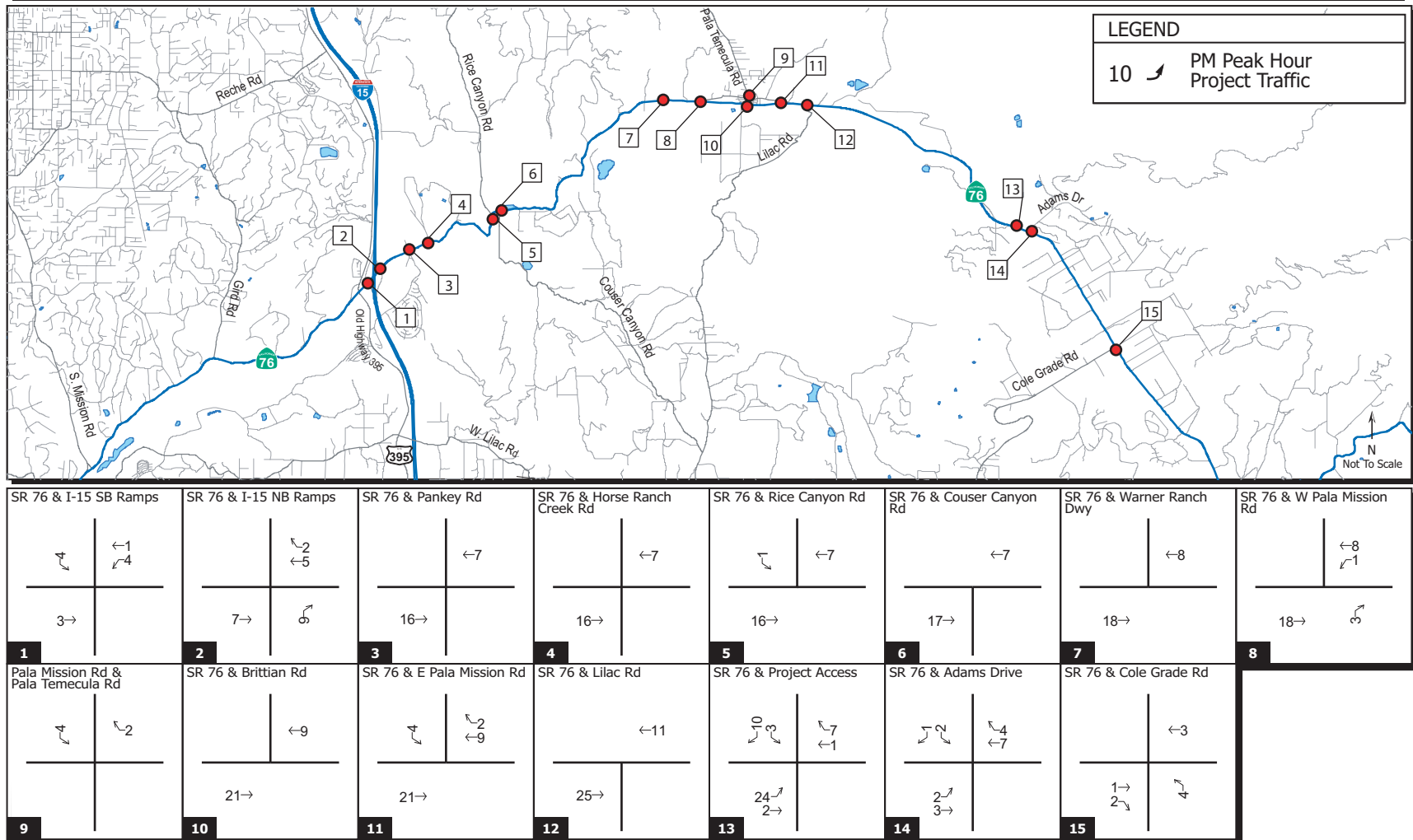


Figure 1.6
PM Peak Hour Project Trips

CHAPTER 2 METHODOLOGIES

This chapter documents the methodologies and assumptions used to conduct the traffic impact analysis for the project. The study methodology and analysis is based on the *County of San Diego Report Format and Content Requirements (Transportation and Traffic)* and the *County of San Diego Guidelines for Determining Significance (Transportation and Traffic)* adopted in August 24, 2011. The guidelines are used to determine the project's conformance with County of San Diego Public Facility Element policies and evaluate whether a project's impacts are perceptible to the average driver. This section contains the following background information:

- Study scenarios
- Capacity analysis methodologies

STUDY SCENARIOS

This report presents an analysis of the following scenarios:

- Existing Conditions
- Existing Conditions With Project
- Cumulative Conditions
- Cumulative Conditions With Project

ANALYSIS METHODOLOGIES

Street system operating conditions are typically described in terms of "level of service." Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). A more detailed description of the concepts described in this section is provided in Appendix A of this document. The following methods are outlined in this publication and used in this study.

Roadway Segment Capacity Analysis

The County of San Diego has published daily traffic volume standards for roadways within its jurisdiction. To determine service levels on study area roadway segments, we compared the appropriate average daily traffic thresholds for level of service to the daily capacity of the study area roadway segments, and the existing and future volumes in the study area. The thresholds for determining level of service used in this analysis are summarized in Appendix A.

Intersection Capacity Analysis

The analysis of peak hour intersection performance was conducted using the Traffix analysis software program, which uses methodologies defined in the 2000 Highway Capacity Manual (HCM) to calculate results. Level of service (LOS) for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. Appendix A lists the HCM delay/LOS criteria for both signalized and unsignalized intersections.

Signalized Intersections

The HCM analysis methodology for evaluating signalized intersections is based on the “operational analysis” procedure. This technique uses 1,900 passenger cars per hour of green per lane (pcphgpl) as the maximum saturation flow of a single lane at an intersection. This saturation flow rate is adjusted to account for lane width, on-street parking, conflicting pedestrian flow, traffic composition, (e.g., the percentage of vehicles that are trucks) and shared lane movements (e.g., through and right-turn movements from the same lane). Average control delay is calculated by taking a volume-weighted average of all the delays for all vehicles entering the intersection.

All-way Stop-controlled (AWSC) Intersections

The HCM analysis methodology for evaluating all-way Stop-controlled intersections is based on the degree of conflict for each independent approach created by the opposing approach and each conflicting approach. Level of Service for AWSC intersections is also based on the average control delay. However, AWSC intersections have different threshold values than those applied to signalized intersections. This is based on the rationale that drivers expect AWSC intersections to carry lower traffic volumes than at signalized intersections. Therefore, a higher level of delay is acceptable at a signalized intersection for the same LOS.

Two-way Stop-controlled (TWSC) Intersections

The HCM analysis methodology for evaluating two-way Stop-controlled (TWSC) intersections is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street approaches. The critical gap (or minimum gap that would be acceptable) is defined as the minimum time interval in the major-street traffic stream that allows intersection entry for one minor-street vehicle. Average control delay and LOS for the “worst approach” are reported. Level of service is not defined for the intersection as a whole.

Analysis of 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 2-1.

Table 2-1
County of San Diego Significant Traffic Impact Thresholds for Segments and Intersections

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.

Additionally, the County of San Diego Guidelines for Determining Significance and *Report Format and Content Requirements Transportation and Traffic*, dated August 24, 2011 sets significance criteria for two-lane highways, which is of particular importance in this study as many of the studies roadway segments are located on SR-76. The significance criteria for two-lane highways are shown below in Table 2-2.

Table 2-2
County of San Diego Significant Traffic Impact Thresholds for Highways

Measures of Significant Project Impacts to Congestion Allowable Increases on Two-lane Highways with Signalized Intersection Spacing Over One Mile		
Level of Service	LOS Criteria	Impact Significance Level
LOS E	>16,200 ADT	>325 ADT
LOS F	>22,900 ADT	>225 ADT
Note: Where detailed data are available, the Director of Public Works may also accept a detailed level of service analysis based upon the two-lane highway analysis procedures provided in the Chapter 20 Highway Capacity Manual.		

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 near term 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 near term 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 2-1 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."

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 near-term and long-term 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 3 EXISTING CONDITIONS

TRAFFIC VOLUMES

The intersection turning movement counts were conducted during the weekday morning peak period from 7:00 AM to 9:00 AM and during the weekday evening peak period from 4:00 PM to 6:00 PM in June of 2009, October of 2009, November of 2010, and October of 2014. Average daily traffic volumes were obtained through machine data collection. Count data can be found in Appendix C. The resultant existing weekday morning and evening peak hour intersection volumes are shown in Figures 3-4 and 3-8. The daily traffic volumes are shown in Figure 3-3.

ROADWAY NETWORK

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 circulation network and roadway geometry are shown in Figure 3-1 and 3-2. Additional details regarding specific intersection operating conditions can be found on the capacity analysis worksheets in Appendix D.

Adams Drive is a two-lane private roadway located southeast of the project site. It is not classified in the County of San Diego circulation element. Bike lanes are not provided on Adams Drive and on-street parking is generally not possible. There is no posted speed limit on Adams Drive.

State Route 76 runs east/west connecting several of the northern communities in San Diego County. State Route 76 varies in its classification from a 2 lane highway, to a 4 lane collector, to a 4 lane major. Specifics regarding the classifications can be seen in the segment analysis sections of each chapter. The roadway does provide project access to adjacent land uses. It has a painted median. The posted speed limit is 55 MPH. State Route 76 provides project access. The adjacent land uses on the project access road includes: fronting residential, and open space.

Pala Mission Road runs east/ west connecting SR-76 to Pala Temecula Road. It has a functional classification of a 2 lane local road with 1 lane in each direction. The roadway does provide access to adjacent uses. It has a painted median. The posted speed limit is 25 MPH.

Pala Temecula Road runs north/ south connecting the Pala community to the City of Temecula. It has a functional classification of a 2 lane rural collector with 1 lane in each direction. The roadway does provide access to adjacent uses. The posted speed limit is 30 MPH.

Tables 3-1 and 3-2 show roadway segments and intersection LOS results.

**Table 3-1
Existing With Project Roadway Segment Conditions**

Roadway Segment	Lanes/ Class	LOS E Capacity	Existing			Existing + Project			Δ Traffic	Δ v/c	Direct Impact?	
			ADT	V/C	LOS	ADT	V/C	LOS				
State Route 76												
I-15 SB Ramps to I-15 NB Ramps	2SR	22,900	19,359	0.845	E	19,494	0.851	E	135	0.006	No ¹	
I-15 NB Ramps to Pankey Road	4MR	37,000	11,031	0.298	A	11,263	0.304	A	232	0.006	No	
Pankey Road to Horse Ranch Creek Road	4MR	37,000	11,031	0.298	A	11,263	0.304	A	232	0.006	No	
Horse Ranch Creek Road to Rice Canyon Road	2SR	22,900	11,031	0.482	C	11,263	0.492	C	232	0.010	No	
Rice Canyon Road to Couser Canyon Road	2SR	22,900	11,031	0.482	C	11,273	0.492	C	242	0.011	No	
Couser Canyon Road to W. Pala Mission Road	2SR	22,900	10,224	0.446	C	10,478	0.458	C	254	0.011	No	
W. Pala Mission Road to E. Pala Mission Road	2SR	22,900	10,329	0.451	C	10,625	0.464	C	296	0.013	No	
E. Pala Mission Road to Lilac Road	2SR	22,900	8,821	0.385	C	9,181	0.401	C	360	0.016	No	
Lilac Road to Project Access	2SR	22,900	9,456	0.413	C	9,824	0.429	C	368	0.016	No	
Project Access to Adams Drive	2SR	22,900	9,456	0.413	C	9,582	0.418	C	126	0.006	No	
Adams Drive to Cole Grade Road	2SR	22,900	9,090	0.397	C	9,248	0.404	C	158	0.007	No	
W. Pala Mission Road												
State Route 76 and Pala Temecula Road	2RC	16,200	4,711	0.291	C	4,711	0.291	C	0	0.000	No	
Pala Temecula Road												
Pala Mission Road to Trujillo Road	2RC	16,200	8,318	0.513	D	8,382	0.517	D	64	0.004	No	

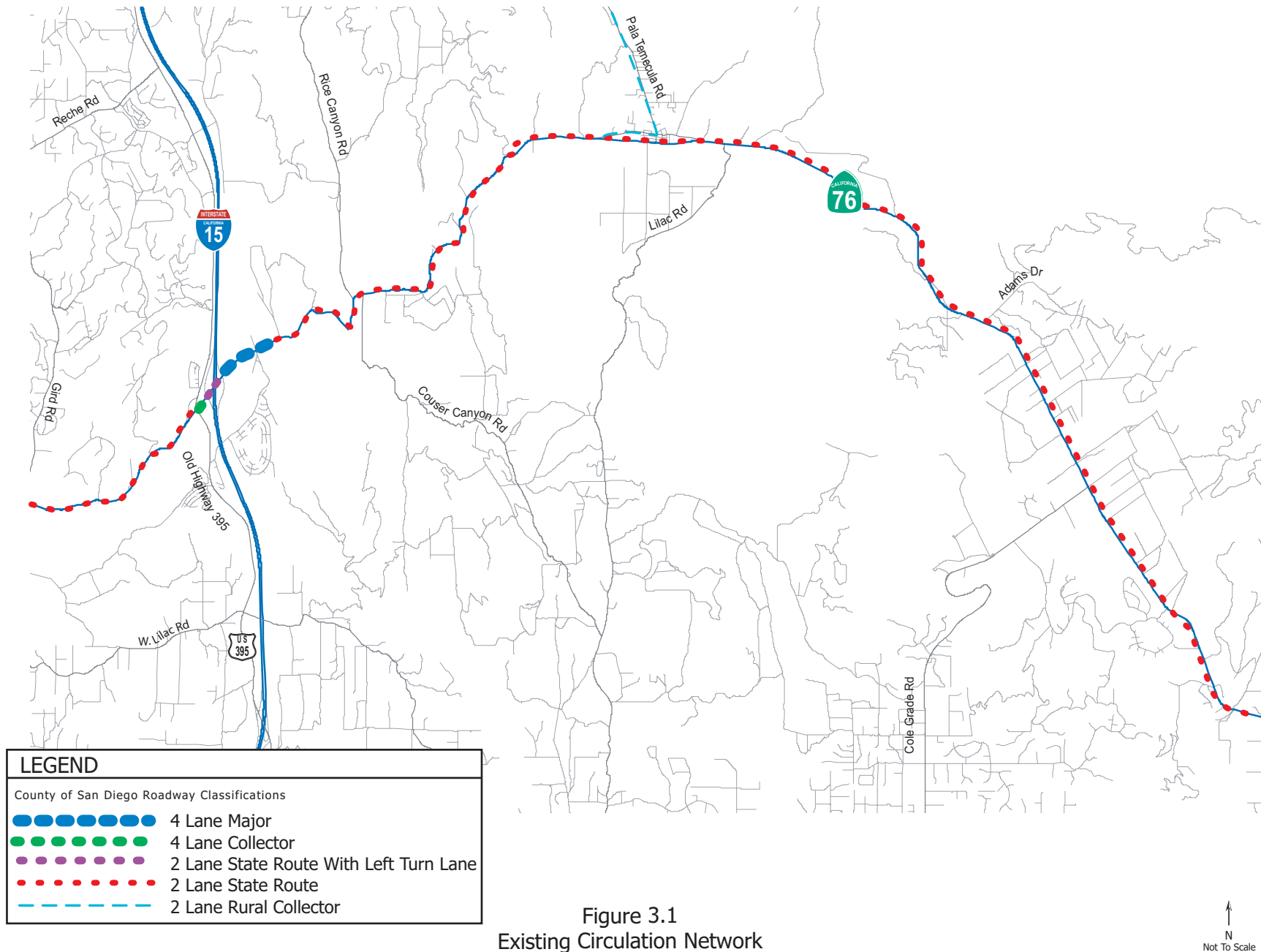
¹County of San Diego Significant Traffic Impact Thresholds not met

General Note: 2RC: 2-lane Rural Collector; 2SR: 2-lanes State Route; 4C: 4-lane Collector; 4MR: 4-lane Major

Table 3-2
Existing With Project Intersection Conditions

Intersection	Existing		Existing + Project		Δ Trips	Δ Delay	Direct Impact?
	Delay	LOS	Delay	LOS			
AM Peak Hour							
1. I-15 / SR 76 SB Ramps	31.1	C	31.6	C	WBL - 7	0.5	No
2. I-15 / SR 76 NB Ramps	23.6	C	23.8	C	WBT - 10	0.2	No
3. SR 76 / Pankey Road ¹	12.3	B	12.4	B	NBLTR - 0	0.1	No
4. SR 76 / Horse Ranch Creek Rd	-	-	-	-	-	-	No
5. SR 76 / Rice Canyon Road ¹	11.2	B	11.3	B	SBLTR - 0	0.1	No
6. SR 76 / Couser Canyon Road ¹	12.3	B	12.5	B	NBLTR - 0	0.2	No
7. SR 76/Warner Ranch Driveway	0.5	A	0.5	A	EBT - 6	0.0	No
8. SR 76 / W. Pala Mission Road	26.4	C	26.3	C	WBT - 14	-0.1	No
9. Pala Mission Rd./ Pala Temecula Road ¹	9.7	A	9.7	A	SBLTR - 0	0.0	No
10. SR 76 / Brittian Road ¹	9.1	A	9.2	A	SBLTR - 0	0.1	No
11. SR 76/ E. Pala Mission Road ¹	12.5	B	12.9	B	SBLTR - 2	0.4	No
12. SR 76/ Lilac Road ¹	11.8	B	12.0	B	NBLTR - 0	0.2	No
13. SR 76 / Project Access ¹	0.0	A	10.3	B	SBLTR - 26	10.3	No
14. SR 76 / Adams Drive ¹	10.1	B	10.5	B	SBLTR - 4	0.4	No
15. SR 76 / Cole Grade Road ¹	17.0	C	17.2	C	NBLTR - 1	0.2	No
PM Peak Hour							
1. I-15 / SR 76 SB Ramps	58.8	E	59.7	E	EBR - 3	0.9	No ¹
2. I-15 / SR 76 NB Ramps	51.1	D	51.4	D	WBT - 5	0.3	No
3. SR 76 / Pankey Road ¹	13.1	B	13.4	B	NBLTR - 0	0.3	No
4. SR 76 / Horse Ranch Creek Rd	-	-	-	-	-	-	No
5. SR 76 / Rice Canyon Road ¹	13.3	B	13.7	B	SBLTR - 1	0.4	No
6. SR 76 / Couser Canyon Road ¹	14.8	B	15.1	C	NBLTR - 0	0.3	No
7. SR 76/Warner Ranch Driveway	0.5	A	0.5	A	EBT - 18	0.0	No
8. SR 76 / W. Pala Mission Road	27.6	C	27.4	C	WBT - 8	-0.2	No
9. Pala Mission Rd./ Pala Temecula Road ¹	11.2	B	11.3	B	SBLTR - 4	0.1	No
10. SR 76 / Brittian Road ¹	10.1	B	10.2	B	SBLTR - 0	0.1	No
11. SR 76/ E. Pala Mission Road ¹	16.7	C	17.7	C	SBLTR - 4	1.0	No
12. SR 76/ Lilac Road ¹	13.1	B	13.5	B	NBLTR - 0	0.4	No
13. SR 76 / Project Access ¹	0.0	A	12.2	B	SBLTR - 13	12.2	No
14. SR 76 / Adams Drive ¹	13.4	B	13.7	B	SBLTR - 3	0.3	No
15. SR 76 / Cole Grade Road ¹	17.9	C	18.4	C	SBLTR - 4	0.5	No

¹County of San Diego Significant Traffic Impact Thresholds not met



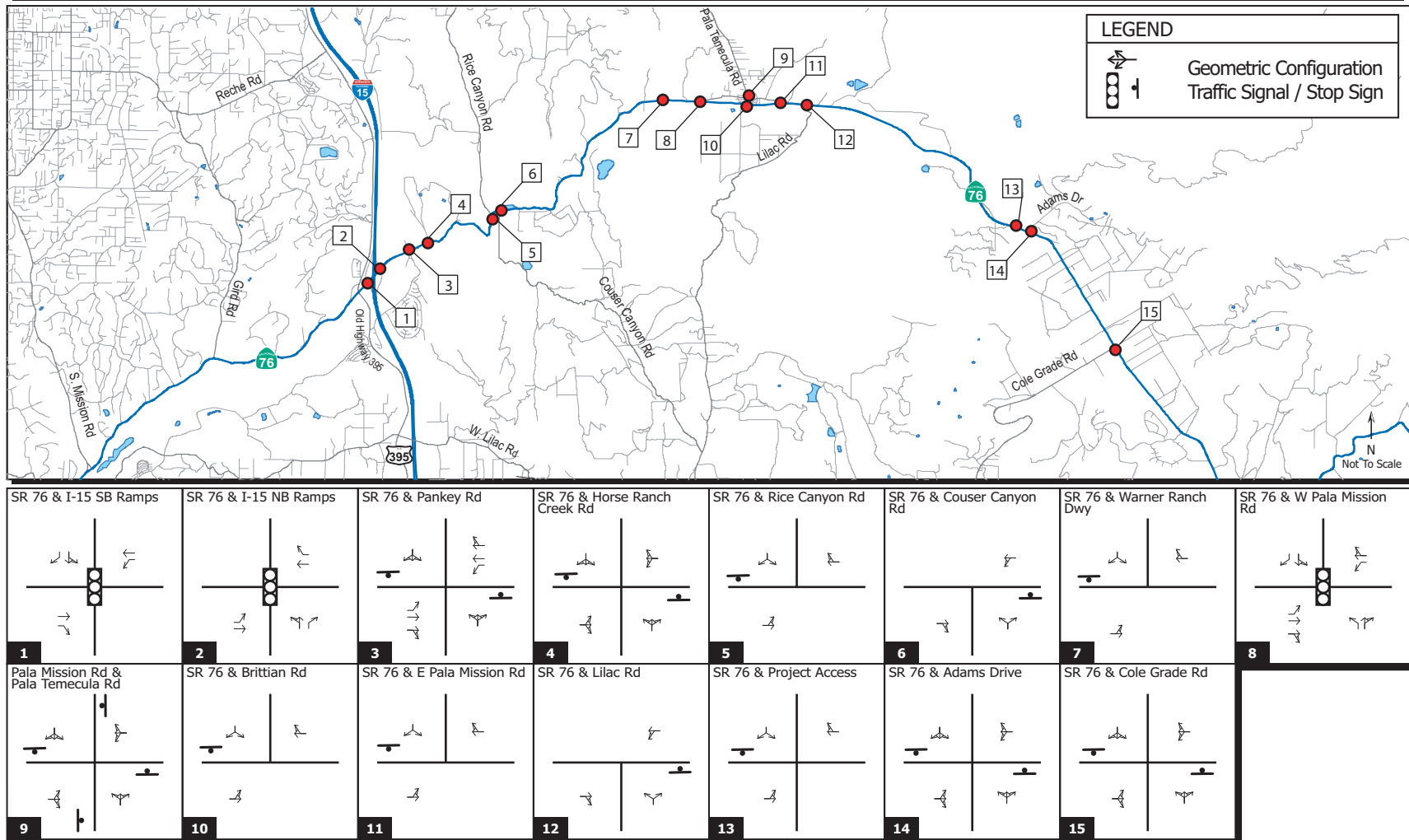


Figure 3.2
Existing Geometric Configuration

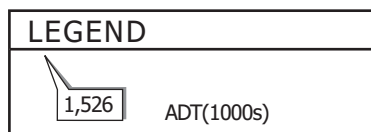
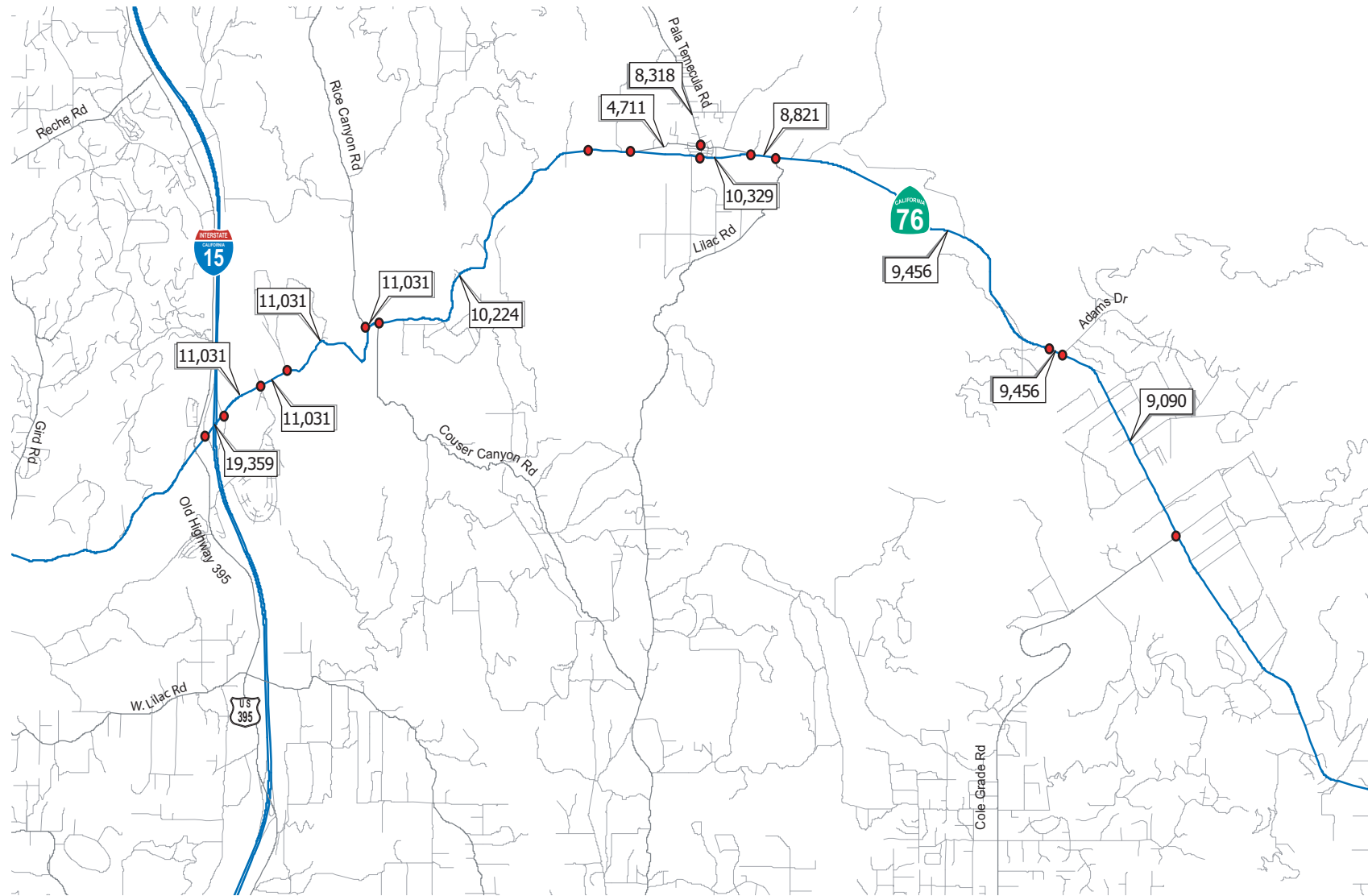


Figure 3.3
Existing Roadway Segment Volumes



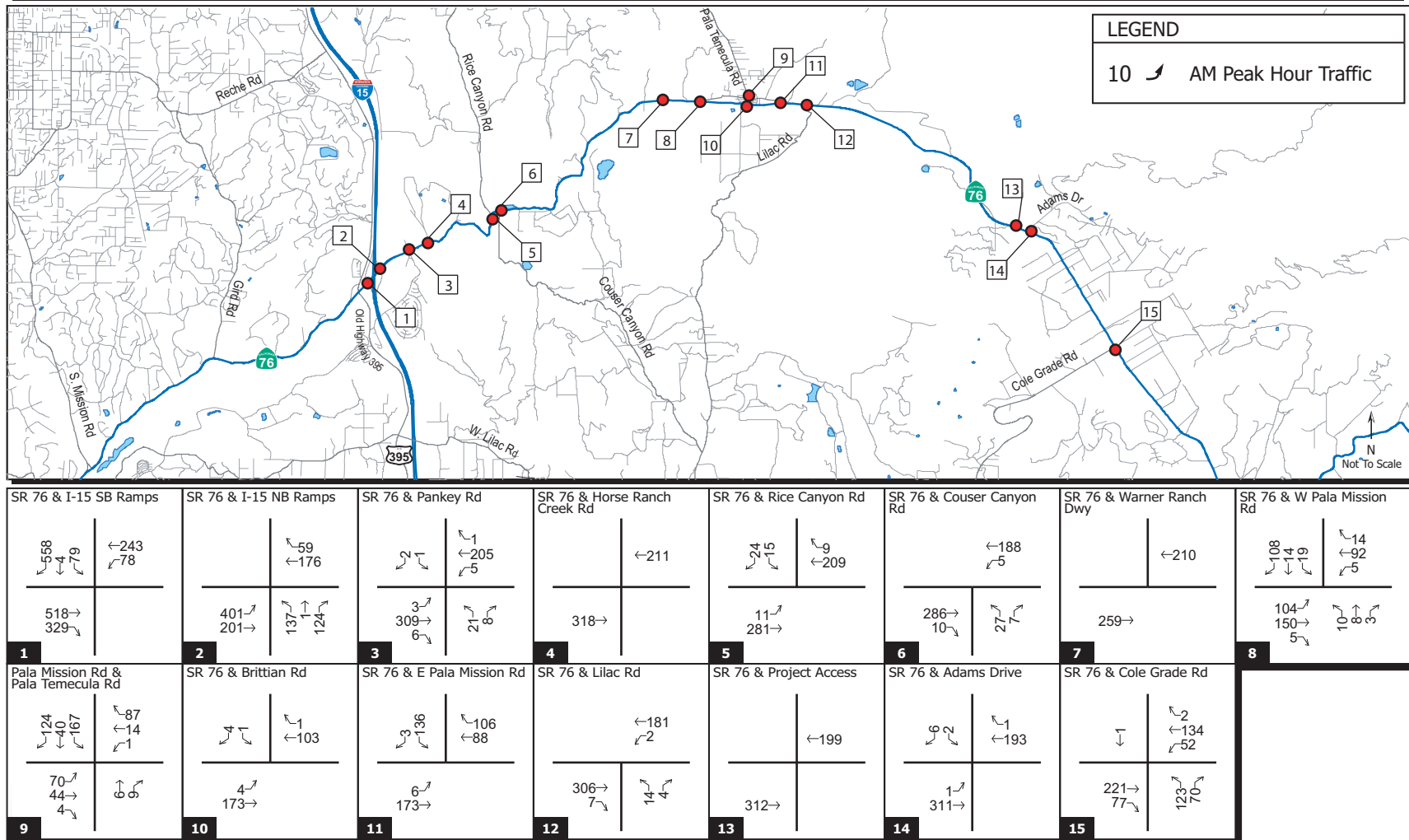


Figure 3.4
Existing AM Peak Hour Intersection Volumes

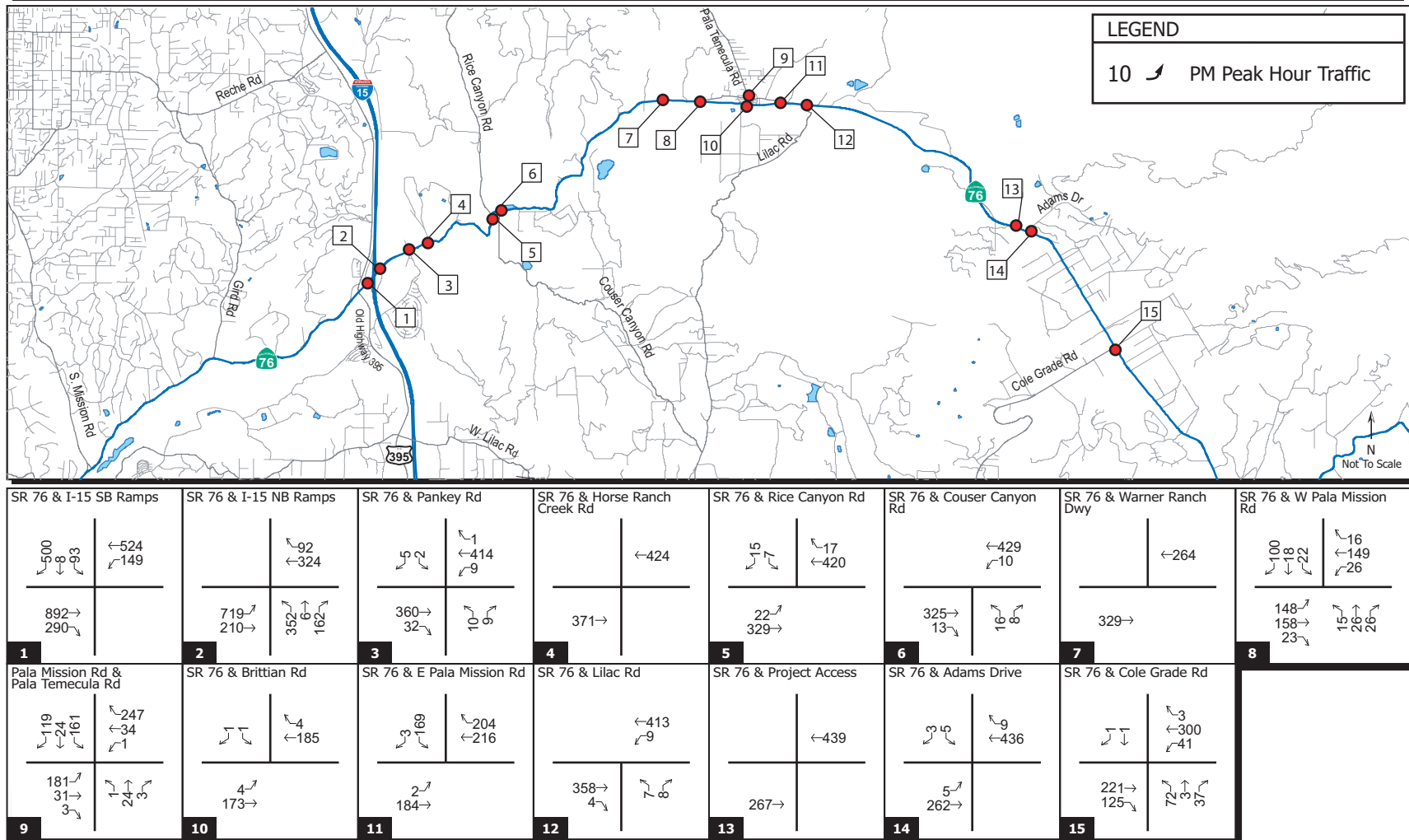


Figure 3.5
Existing PM Peak Hour Intersection Volumes

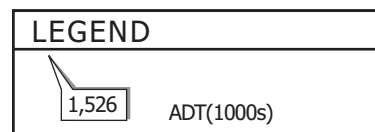
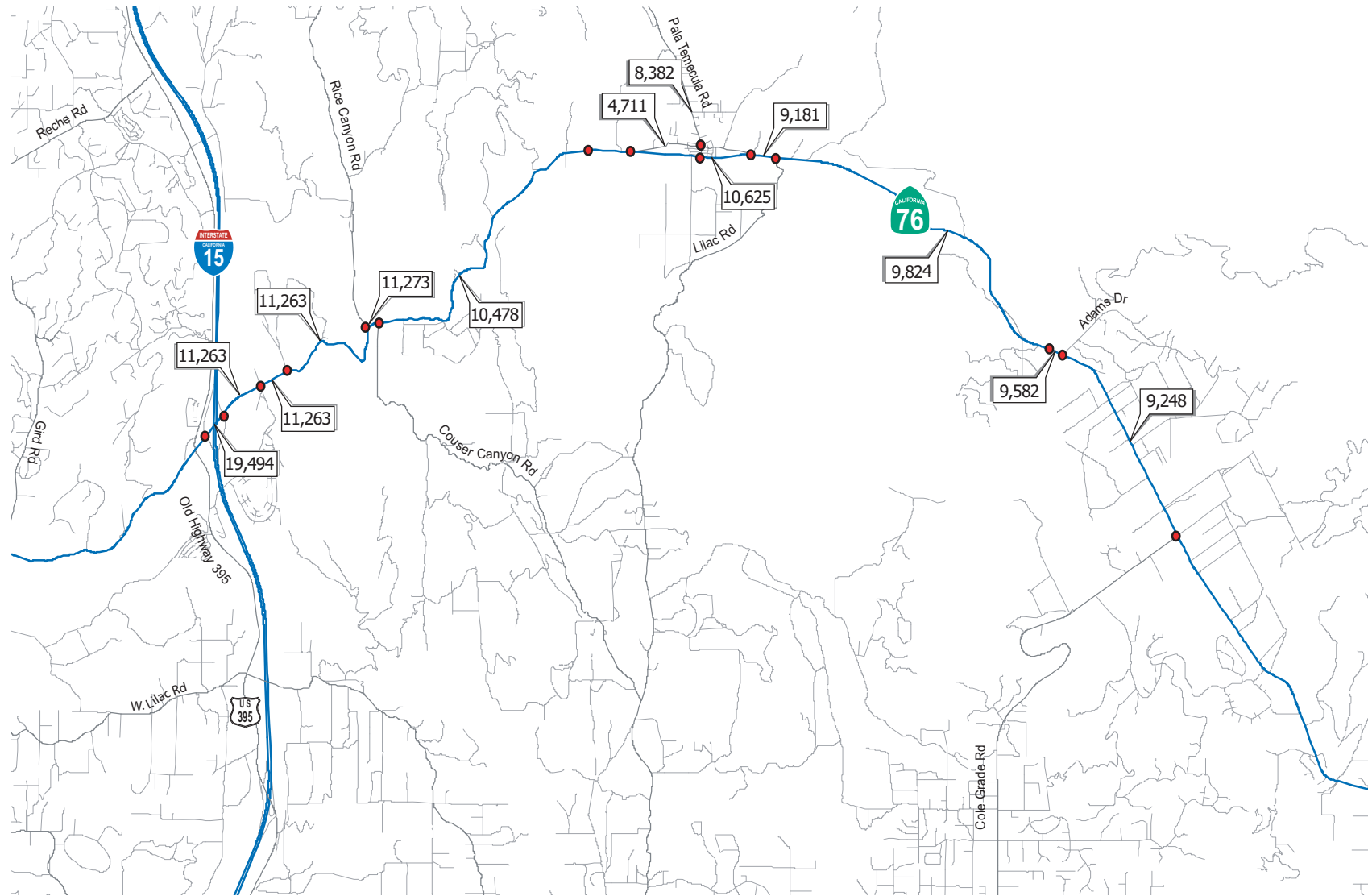


Figure 3.6
Existing Roadway Segment Volumes With Project



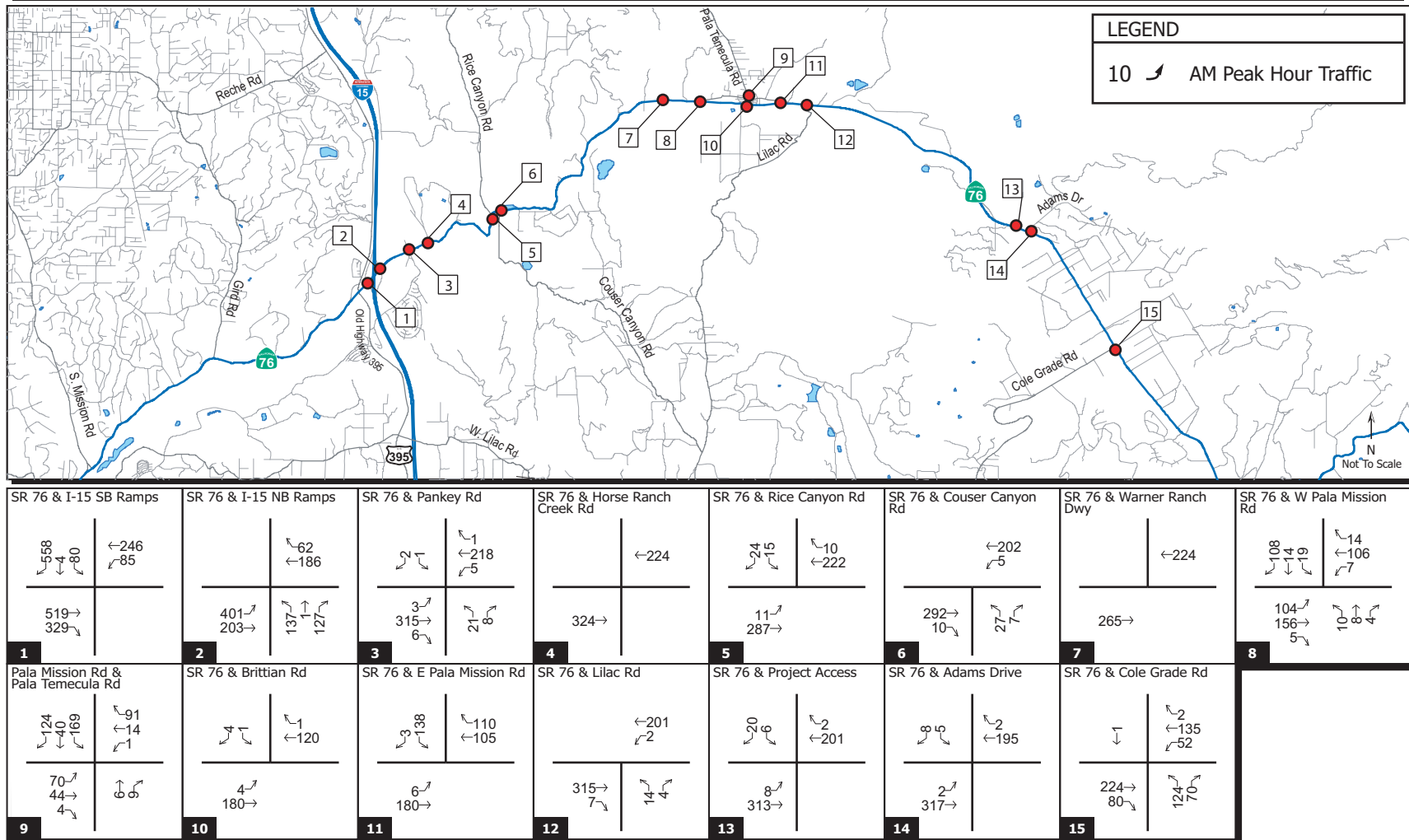


Figure 3.7
Existing AM Peak Hour Intersection Volumes With Project

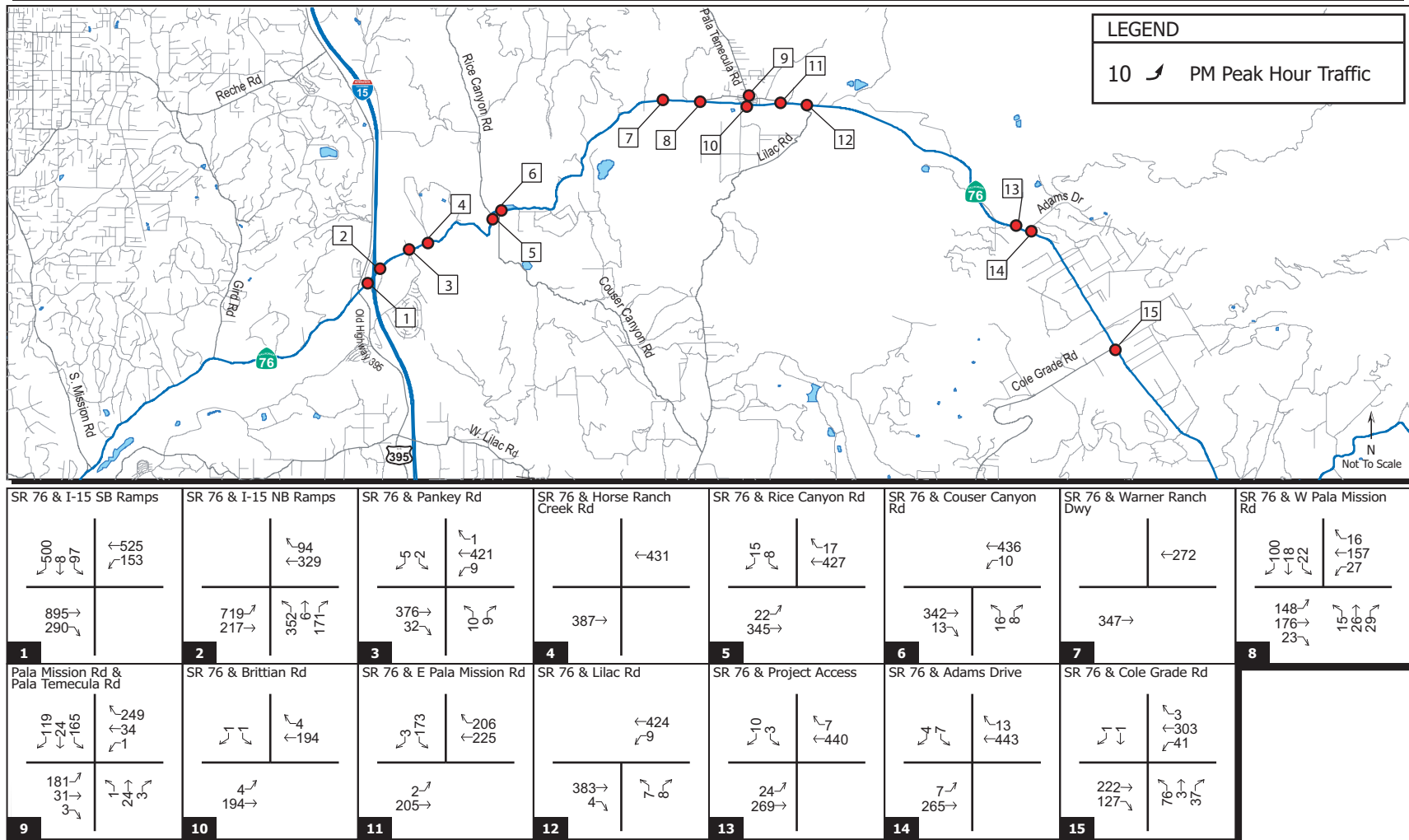


Figure 3.8
Existing PM Peak Hour Intersection Volumes With Project

CHAPTER 4

CUMULATIVE CONDITIONS

Cumulative conditions represent opening day of the proposed project. Project traffic is added to the Cumulative base volumes to create the “with project” scenario.

CUMULATIVE TRAFFIC VOLUMES

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; and that the five casinos in the study area are built to their ultimate planned densities.

The SANDAG Series 11 is a Year 2030 development forecast, which assumes development of each parcel consistent to its General Plan land use. This is then applied to the existing counts. Then, any project requiring a General Plan Amendment is added to the model forecast, including the five casinos in the study area. Table 4-1 shows a list of General Plan Amendments and casino cumulative projects. Appendix E contains the exhaustive list of all cumulative projects within the project study area along with additional information on volume development.

Table 4-1
Cumulative Projects - General Plan Amendments and Casinos

Name	Permit #	Description
Campus Park West	TM 5424	Residential, Commercial, Office, and Park
Meadowood	TM 5354	Residential, School, and Park
Olive Hill	TM 4976	Residential
Pala Mesa Highlands	TM 5187	Residential, Community Center, and Park
Pala Mesa Resort	TM 5534	Hotel
Palomar Community College	MUP 87-021	Community College
Passerelle / Campus Park	TM 5338	Residential, Commercial, Office, Park, and Sports Complex
----	TM 5263	Residential
Spanish Valley Ranch (Loranda)	TM 5173	Residential
Vista Valley Country Club	MUP 77-128	Club House
----	TM 5166	Residential
Hidden Meadows	TM 5175 TM 5176	Residential
San Pasqual Casino	----	Casino, Hotel, and Restaurant
Rincon Casino	----	Casino, Hotel, and Restaurant
Pala Casino	----	Casino and Restaurant
Pauma Casino	----	Casino, Hotel, Restaurant, and Office
Santa Ysabel Casino	----	Casino and Restaurant
La Jolla Casino	----	Casino, Hotel, and Restaurant
Segal Ranch	TM 5173	Residential, Market, and Community Park

Note: This is a partial list of cumulative projects that includes General Plan Amendment projects and casinos. The complete list of cumulative projects can be found in Appendix E.

CUMULATIVE CIRCULATION NETWORK

The following circulation network changes consisting of planned intersections improvements with some of the cumulative projects are assumed and will apply for this chapter:

State Route 76 / Pankey Road

State Route 76 / Horse Ranch Creek Road

The effect of the proposed project on the study area circulation network shown in Figure 4-1 was evaluated. Figures 4-2 through 4-7 show roadway segment and intersection volumes. Tables 4-2 and 4-3 show roadway segment and intersection LOS results.

Additional details regarding specific intersection operating conditions can be found on the capacity analysis worksheets in Appendix F.

Table 4-2
Cumulative With Project Roadway Segment Conditions

Roadway Segment	Lanes/ Class	LOS E Capacity	Existing			Existing + Cumulative			Existing + Cumulative + Project			Δ Traffic	Δ v/c	Cumulative Impact?	
			ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS				
State Route 76															
I-15 SB Ramps to I-15 NB Ramps	2SR	22,900	19,359	0.845	E	35,150	1.535	F	35,285	1.541	F	135	0.006	No ¹	
I-15 NB Ramps to Pankey Road	4MR	37,000	11,031	0.298	A	32,805	0.887	D	33,037	0.893	D	232	0.006	No	
Pankey Road to Horse Ranch Creek Road	4MR	37,000	11,031	0.298	A	31,921	0.863	D	32,153	0.869	D	232	0.006	No	
Horse Ranch Creek Road to Rice Canyon Road	2SR	22,900	11,031	0.482	C	32,513	1.420	F	32,745	1.430	F	232	0.010	Yes	
Rice Canyon Road to Couser Canyon Road	2SR	22,900	11,031	0.482	C	32,764	1.431	F	33,006	1.441	F	242	0.011	Yes	
Couser Canyon Road to W. Pala Mission Road	2SR	22,900	10,224	0.446	C	32,946	1.439	F	33,200	1.450	F	254	0.011	Yes	
W. Pala Mission Road to E. Pala Mission Road	2SR	22,900	10,329	0.451	C	23,166	1.012	F	23,462	1.025	F	296	0.013	Yes	
E. Pala Mission Road to Lilac Road	2SR	22,900	8,821	0.385	C	25,438	1.111	F	25,798	1.127	F	360	0.016	Yes	
Lilac Road to Project Access	2SR	22,900	9,456	0.413	C	24,958	1.090	F	25,326	1.106	F	368	0.016	Yes	
Project Access to Adams Drive	2SR	22,900	9,456	0.413	C	24,958	1.090	F	25,084	1.095	F	126	0.006	No ¹	
Adams Drive to Cole Grade Road	2SR	22,900	9,090	0.397	C	24,158	1.055	F	24,316	1.062	F	158	0.007	No ¹	
W. Pala Mission Road															
State Route 76 and Pala Temecula Road	2RC	16,200	4,711	0.291	C	7,010	0.433	C	7,010	0.433	C	0	0.000	No	
Pala Temecula Road															
Pala Mission Road to Trujillo Road	2RC	16,200	8,318	0.513	D	10,548	0.651	D	10,612	0.655	D	64	0.004	No	

¹County of San Diego Significant Traffic Impact Thresholds not met based upon Table 3 of Chapter 4 in the *County of San Diego Guidelines for Determining Significance*

General Note: 2RC: 2-lane Rural Collector; 2SR: 2-lanes State Route; 4C: 4-lane Collector; 4MR: 4-lane Major

Table 4-3
Cumulative With Project Intersection Conditions

Intersection	Existing		Existing + Cumulative		Existing + Cumulative + Project		Δ Trips	Δ Delay	Cumulative Impact?
	Delay	LOS	Delay	LOS	Delay	LOS			
AM Peak Hour									
1. I-15 / SR 76 SB Ramps	31.1	C	215.3	F	217.1	F	WBL - 7	1.8	Yes
2. I-15 / SR 76 NB Ramps	23.6	C	119.1	F	121.2	F	WBT - 10	2.1	Yes
3. SR 76 / Pankey Road ¹	12.3	B	25.2	C	25.1	C	NBLTR - 0	-0.1	No
4. SR 76 / Horse Ranch Creek Rd	-	-	21.9	C	21.8	C	-	-0.1	No
5. SR 76 / Rice Canyon Road ¹	11.2	B	341.0	F	361.8	F	SBLTR - 0	20.8	No
6. SR 76 / Couser Canyon Road ¹	12.3	B	167.8	F	179.3	F	NBLTR - 0	11.5	No
7. SR 76/Warner Ranch Driveway	0.5	A	23.7	C	23.6	C	EBT - 6	-0.1	No
8. SR 76 / W. Pala Mission Road	26.4	C	24.9	C	24.9	C	WBT - 14	0.0	No
9. Pala Mission Rd./ Pala Temecula Road ¹	9.7	A	14.7	B	14.8	B	SBL - 0	0.1	No
10. SR 76 / Brittain Road ¹	9.1	A	10.8	B	11.0	B	SBLTR - 0	0.2	No
11. SR 76/ E. Pala Mission Road ¹	12.5	B	34.9	D	38.4	E	SBLTR - 2	3.5	No
12. SR 76/ Lilac Road ¹	11.8	B	26.5	D	27.9	D	NBLTR - 0	1.4	No
13. SR 76 / Project Access ¹	0.0	A	0.0	A	13.5	B	SBLTR - 26	13.5	No
14. SR 76 / Adams Drive ¹	10.1	B	13.0	B	14.4	B	SBLTR - 5	1.4	No
15. SR 76 / Cole Grade Road ¹	17	C	286.6	F	295.6	F	NBLTR - 1	9.0	No
PM Peak Hour									
1. I-15 / SR 76 SB Ramps	58.8	E	352.5	F	353.5	F	EBR - 3	1.0	Yes
2. I-15 / SR 76 NB Ramps	51.1	D	263.4	F	265.5	F	WBT - 5	2.1	Yes
3. SR 76 / Pankey Road ¹	13.1	B	51.1	D	51.8	D	NBLTR - 0	0.7	No
4. SR 76 / Horse Ranch Creek Rd	-	-	24.3	C	24.3	C	-	0.0	No
5. SR 76 / Rice Canyon Road ¹	13.3	B	Overflow	F	Overflow	F	SBLTR - 1	N/A	No
6. SR 76 / Couser Canyon Road ¹	14.8	B	711.3	F	758.7	F	NBLTR - 0	47.4	No
7. SR 76/Warner Ranch Driveway	0.5	A	13.5	B	13.5	B	EBT - 18	0.0	No
8. SR 76 / W. Pala Mission Road	27.6	C	32.5	C	32.6	C	WBT - 8	0.1	No
9. Pala Mission Rd./ Pala Temecula Road ¹	11.2	B	21.0	C	21.4	C	SBLTR - 4	0.4	No
10. SR 76 / Brittain Road ¹	10.1	B	19.6	C	20.2	C	SBLTR - 0	0.6	No
11. SR 76/ E. Pala Mission Road ¹	16.7	C	519.5	F	577.8	F	SBLTR - 4	58.3	No
12. SR 76/ Lilac Road ¹	13.1	B	131.5	F	149.1	F	NBLTR - 0	17.6	No
13. SR 76 / Project Access ¹	0.0	A	0.0	A	25.6	D	SBLTR – 13	25.6	No
14. SR 76 / Adams Drive ¹	13.4	B	33.6	D	35.5	E	SBLTR - 3	1.9	No
15. SR 76 / Cole Grade Road ¹	17.9	C	948.2	F	985.3	F	SBLTR - 4	37.1	No

¹ Significance of unsignalized intersections is determined by the number of added project trips to the critical movement as seen in Table 2 of Chapter 4 in the *County of San Diego Guidelines for Determining Significance*.

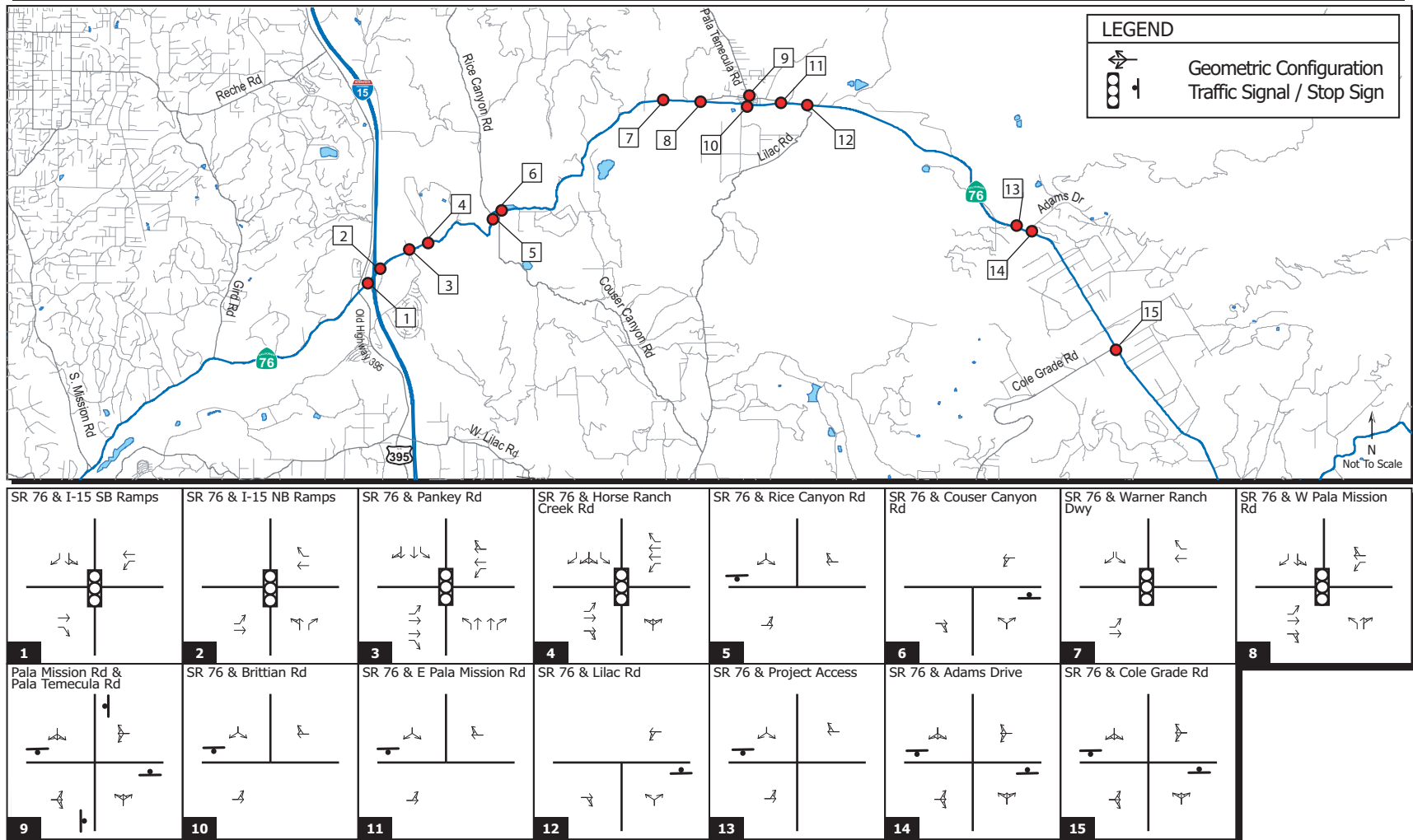


Figure 4.1
Cumulative Geometric Configuration

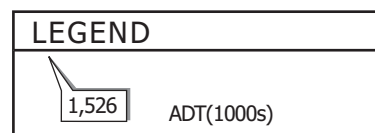
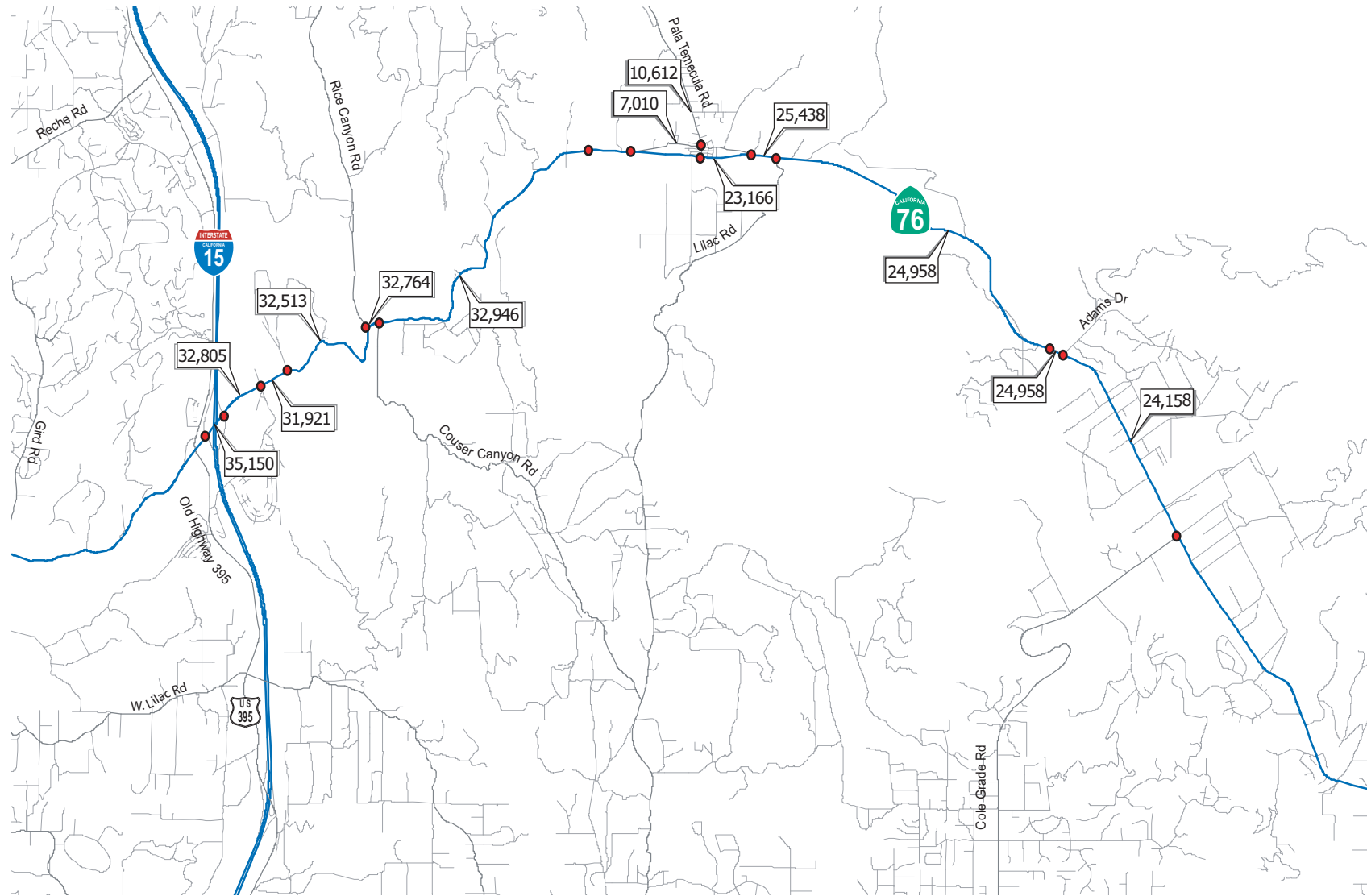


Figure 4.2
Cumulative Roadway Segment Volumes Without Project



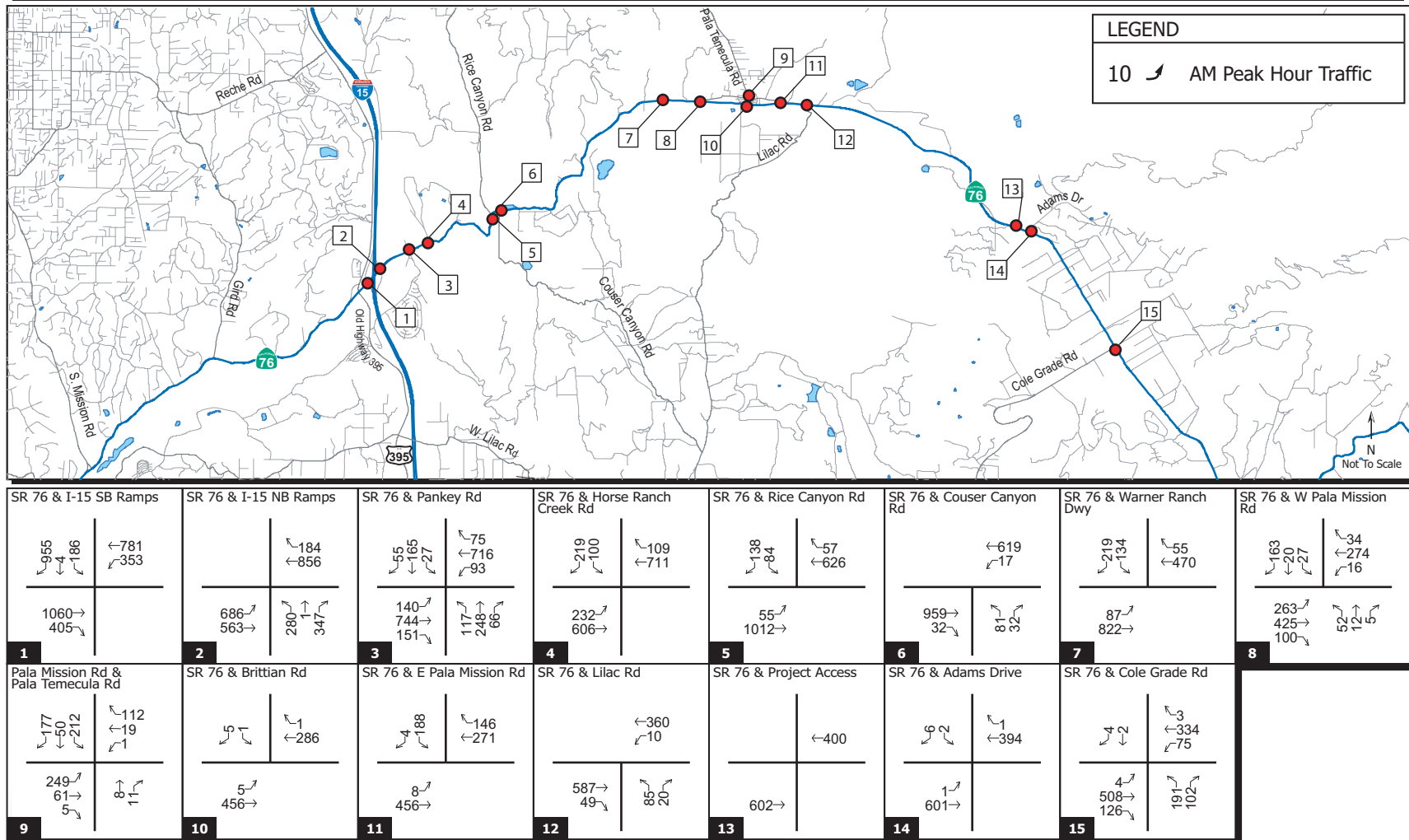


Figure 4.3
Cumulative AM Peak Hour Intersection Volumes Without Project

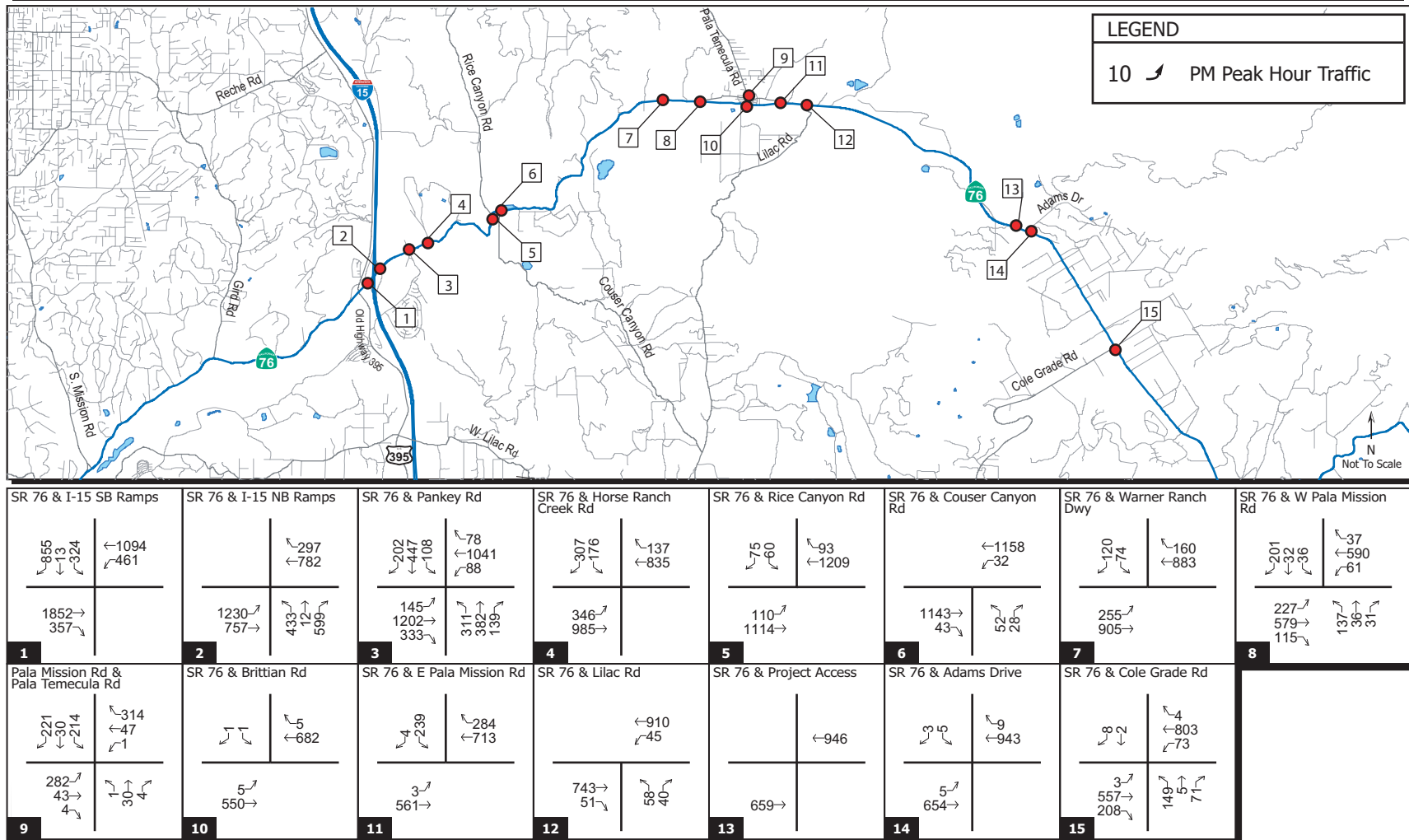


Figure 4.4
Cumulative PM Peak Hour Intersection Volumes Without Project

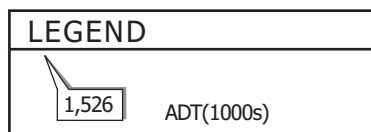
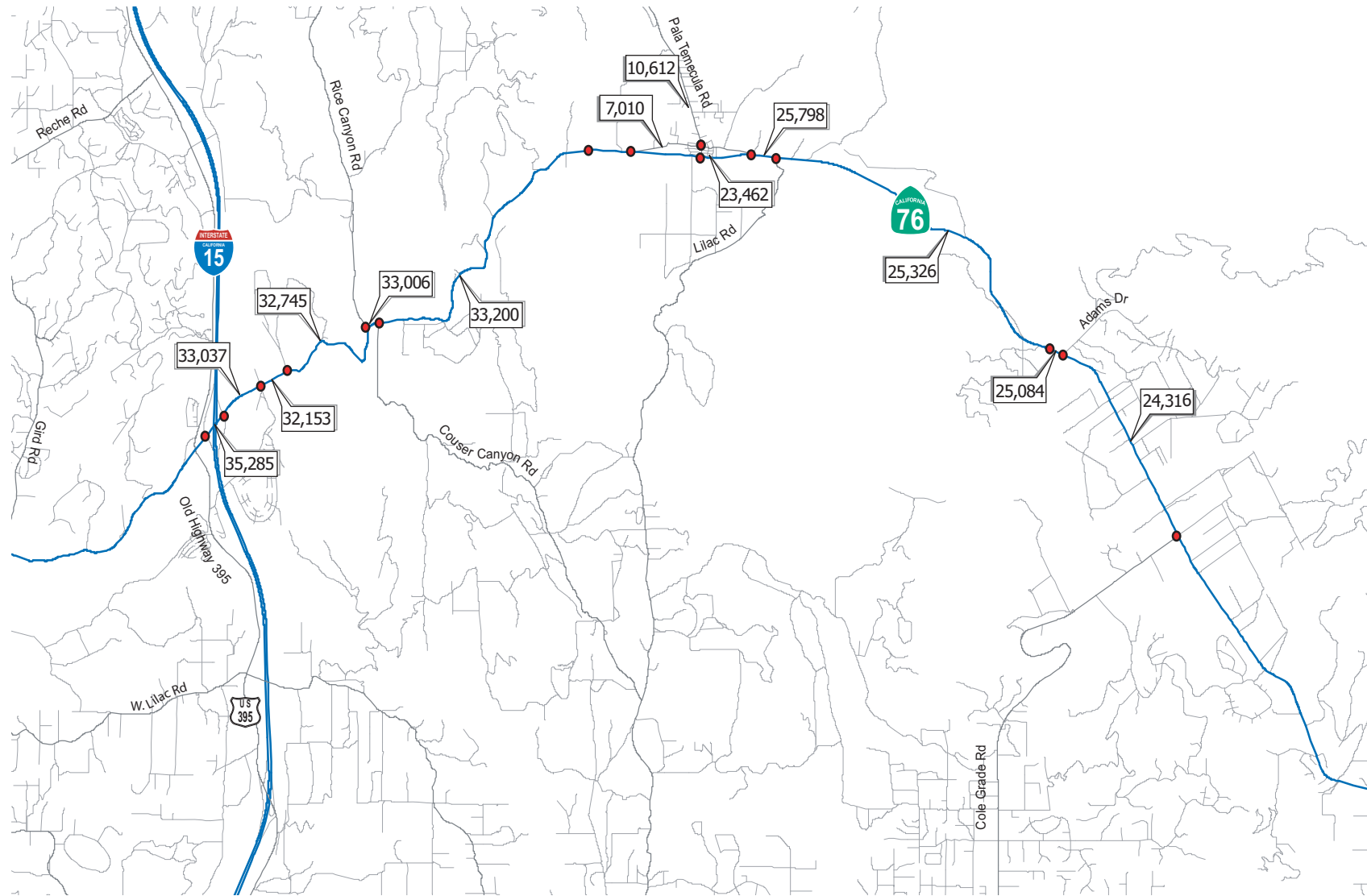


Figure 4.5
Cumulative Roadway Segment Volumes With Project



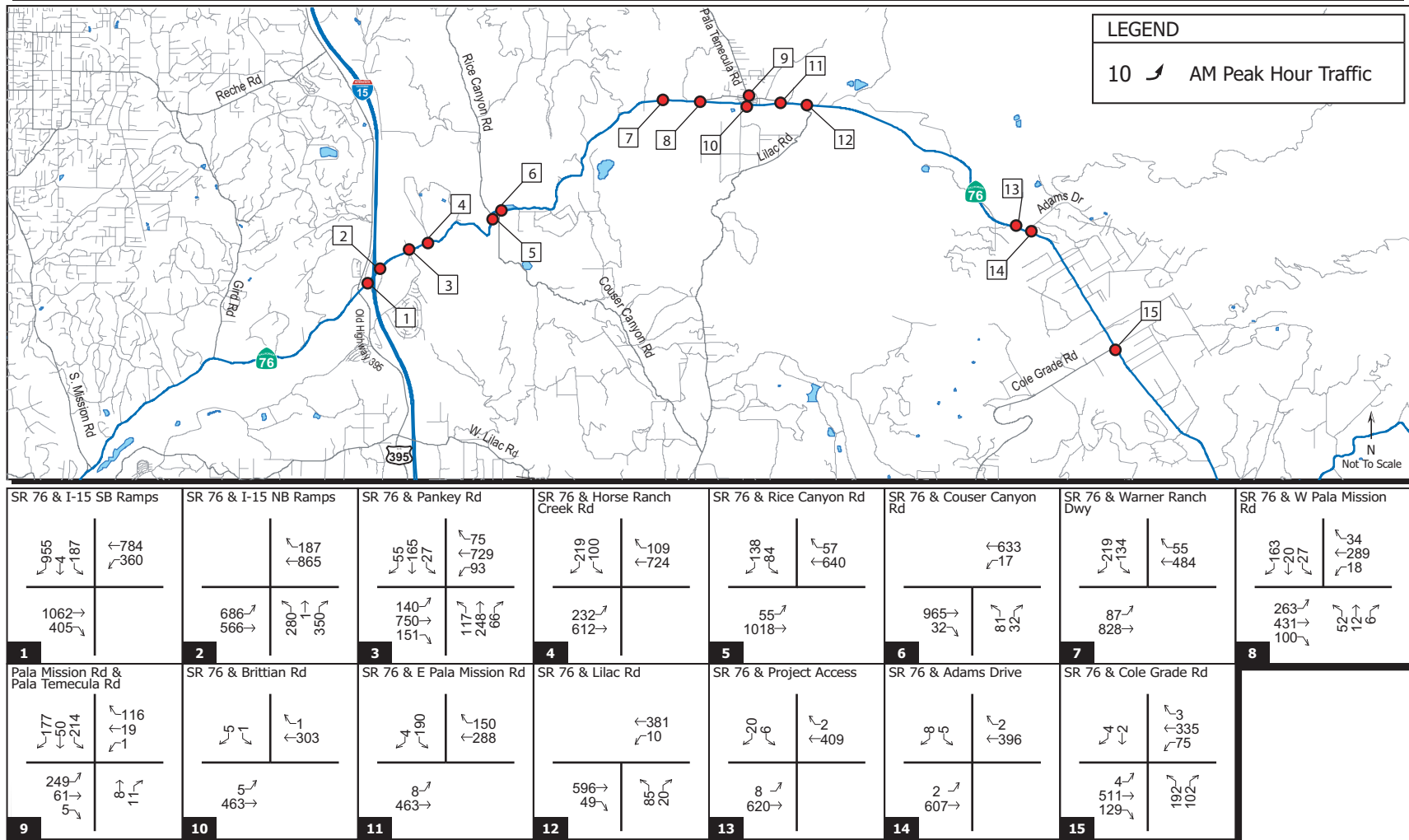


Figure 4.6
Cumulative AM Peak Hour Intersection Volumes With Project

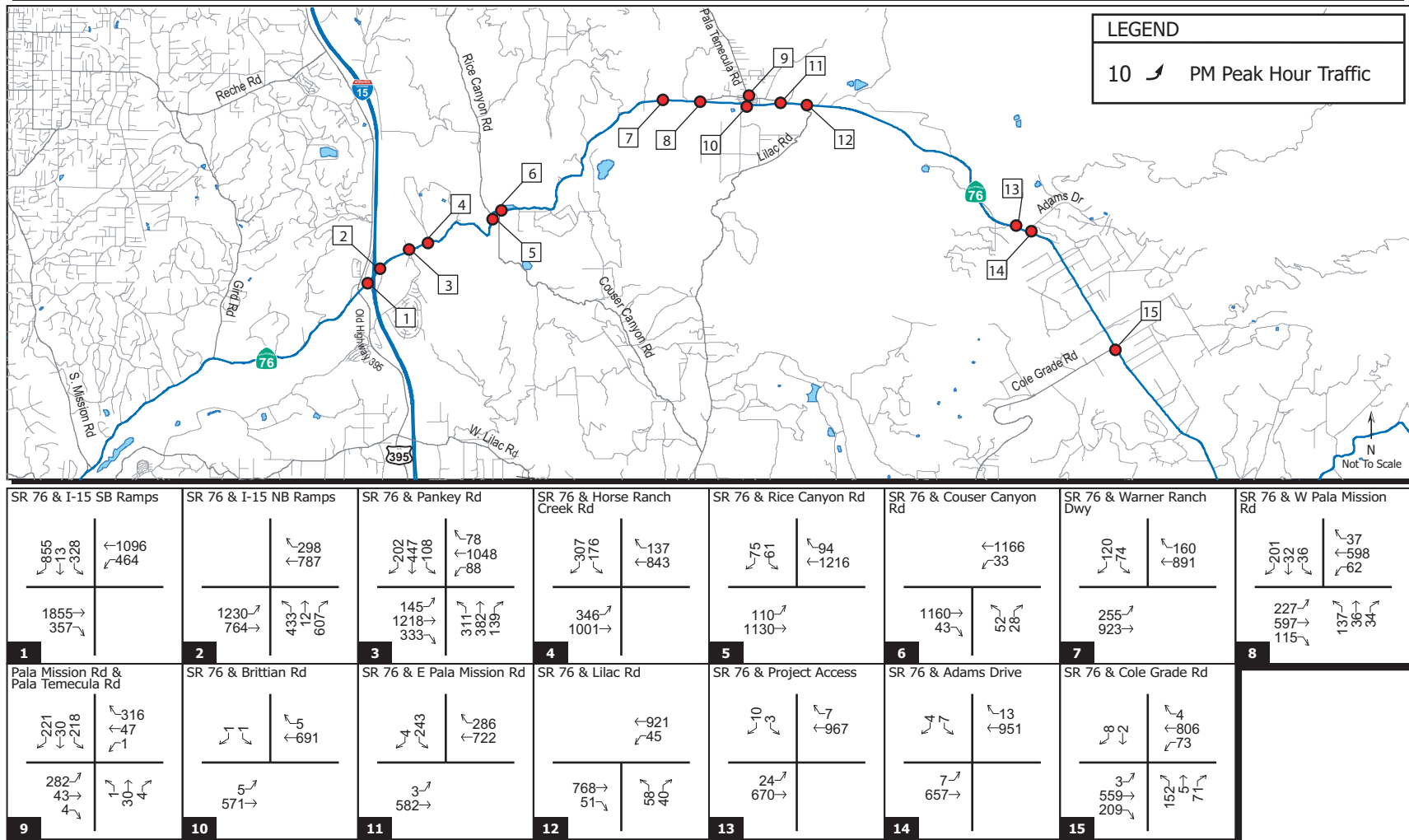


Figure 4.7
Cumulative PM Peak Hour Intersection Volumes With Project

CHAPTER 5

SIGHT DISTANCE & QUEUING ANALYSIS

SIGHT DISTANCE ANALYSIS

The project will be accessing San Diego County's and Caltrans' public roads at the main entrance off of SR-76. The project will also have a secondary minor public access off of Adams Drive. The new entrance requires a sight distance evaluation in compliance with the AASHTO document: *A Policy on Geometrics for Highways and Streets* sight distance standards, County of San Diego's: *San Diego County Standards for Private Roads*, and the Caltrans Highway Design Manual: *Stopping and Corner Sight Distances Section 405.2*. This evaluation may not be a "stand-alone" analysis because it only addresses the existing conditions of sight distance in coordination with the project site plan. Therefore, review of the site plan should ensure that no proposed objects on site would diminish sight distance below the minimum requirements contained within this section. Furthermore, because of the inherent limitations of field review and in-office estimations on the effect of proposed mitigation measures, the project site plan and/or intersection plan provided by the applicant shall yield the distance obtained from proposed mitigation measures if any are required. See Appendix G for conceptual design.

The extent of sight distance evaluation can range from a few photos and statement from the preparer of this report to a full analysis of potentially conflicting intersection maneuvers with multiple photographs and detailed field measurements. Based on a field review of both project access points it has been determined that a detailed assessment of sight distance will be needed due to the sight distance obstructions along SR-76.

Corner Sight Distance

Corner sight distance—also known as "Intersection Sight Distance" and more generally as "Decision Sight Distance"—is the distance from the point of conflict to the locations where both potentially conflicting vehicles can see each other. If the vehicle without the right-of-way should decide to enter the intersection, then this distance should allow enough time for the vehicle with the right-of-way to slow or avoid other vehicles as necessary.

In the case of side-street stop-controlled intersections one vehicle is stopped on the minor road while the approaching vehicle on the major road is in motion. Should the stopped vehicle decide to enter the same travel lane as the approaching vehicle, then the approaching vehicle would need enough distance to allow the stopped vehicle to enter the traffic flow without the use of hard braking. It is preferred that corner sight distance be met without causing unreasonable hardship to the applicant by means of costly or impractical mitigation measures.

Corner sight distance for left turns from the major road is generally less than what is required for minor road stopped vehicles. This is because left turns from the major road only need to clear the lanes rather than entering the oncoming traffic flow. However, corner sight distance analysis would be required if the intersection is near a horizontal or crest vertical curve on the major road which could potentially reduce the sight distance to less than that of the minor road stopped vehicles.

Corner sight distance for the minor road crossing maneuver is adequate if the corner sight distances for the left and right turns from the same minor road approach are met. The County of San Diego uses its own corner sight distance requirements, shown in the *San Diego County Standards for Private Roads*. Caltrans requirements are listed in the AASHTO document: *A Policy on Geometrics for Highways and Streets*.

Stopping Sight Distance

Stopping sight distance is the distance from the point of conflict to the locations where both potentially conflicting vehicles can see each other. If the vehicle without the right-of-way should decide to enter the intersection, then this distance should allow enough time for the vehicle with the right-of-way to come to a complete stop if necessary.

The approaching vehicles on the major road have the right-of-way at a minor road side-street stop-controlled intersection. Major road through movement vehicles may be required to make a sudden stop for vehicles accessing to and from the minor road. Stopping sight distance is fundamental to intersection operation; therefore, adequate sight distance must be provided to meet these requirements. Caltrans and the County of San Diego use AASHTO guidelines for stopping sight distance requirements. Stopping sight distance for the minor road crossing maneuver is adequate if the stopping sight distances for the left and right turns from the same minor road approach are met.

Prevailing Speed

Speed surveys were conducted on SR-76 to determine the approaching speed of vehicles along the property frontage. The prevailing speed of 58 MPH will be used for both the eastbound and westbound intersection approaches. The speed surveys performed comply with the methods described in the California Manual on Uniform Traffic Control Devices Part 2 (January 13, 2012), and the corresponding worksheets can be found in Appendix G.

Field Measurements

Measurements taken in the field are documented with photos and aerials which can be found in Appendix G. Figures 5-1 and 5-2 display the conceptual reference points for one approach of a minor road that stops for a major road (County public road). Vehicles in the drawings have a letter of the alphabet assigned to them (A through C) and the descriptions are as follows:

- Vehicle A – Stopped on the minor road and can make a left, through, or right turn as permitted
- Vehicle B – Traveling on the major road approaching Vehicle A from the right
- Vehicle C – Traveling on the major road approaching Vehicle A from the left
- Vehicle D – Stopped on the major road waiting to turn left to the minor road in Vehicle B's path of travel

These drawings are provided as an aid to understanding the vehicle conflicts being discussed and are not meant to be representative of the actual intersection layout. Because the discussion is oriented around only one minor road approach, this sight distance analysis method can be applied to "T" intersections as well.

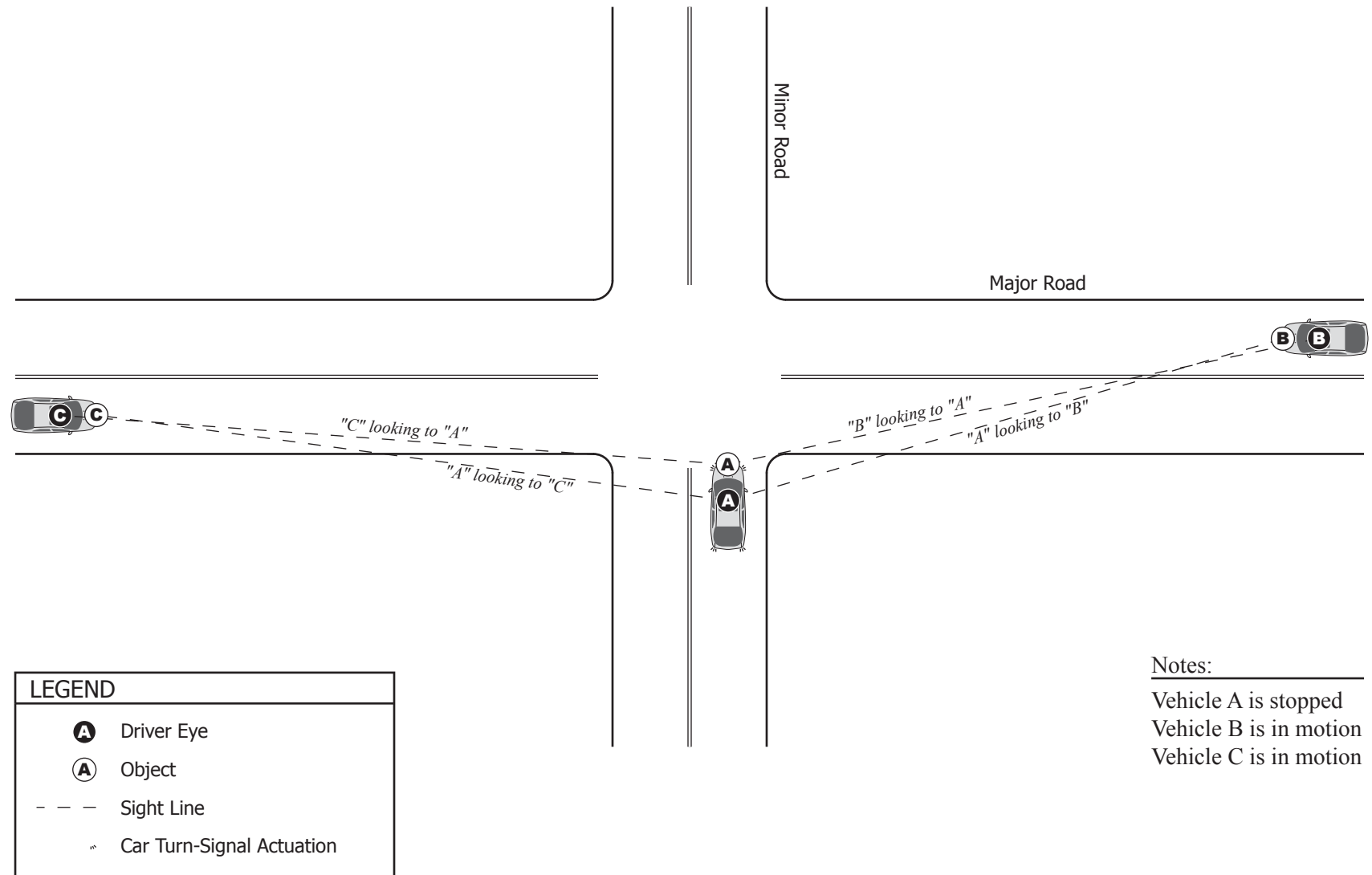


Figure 5.1
Minor Road Sight Lines

Conceptual Layout
Not to Scale

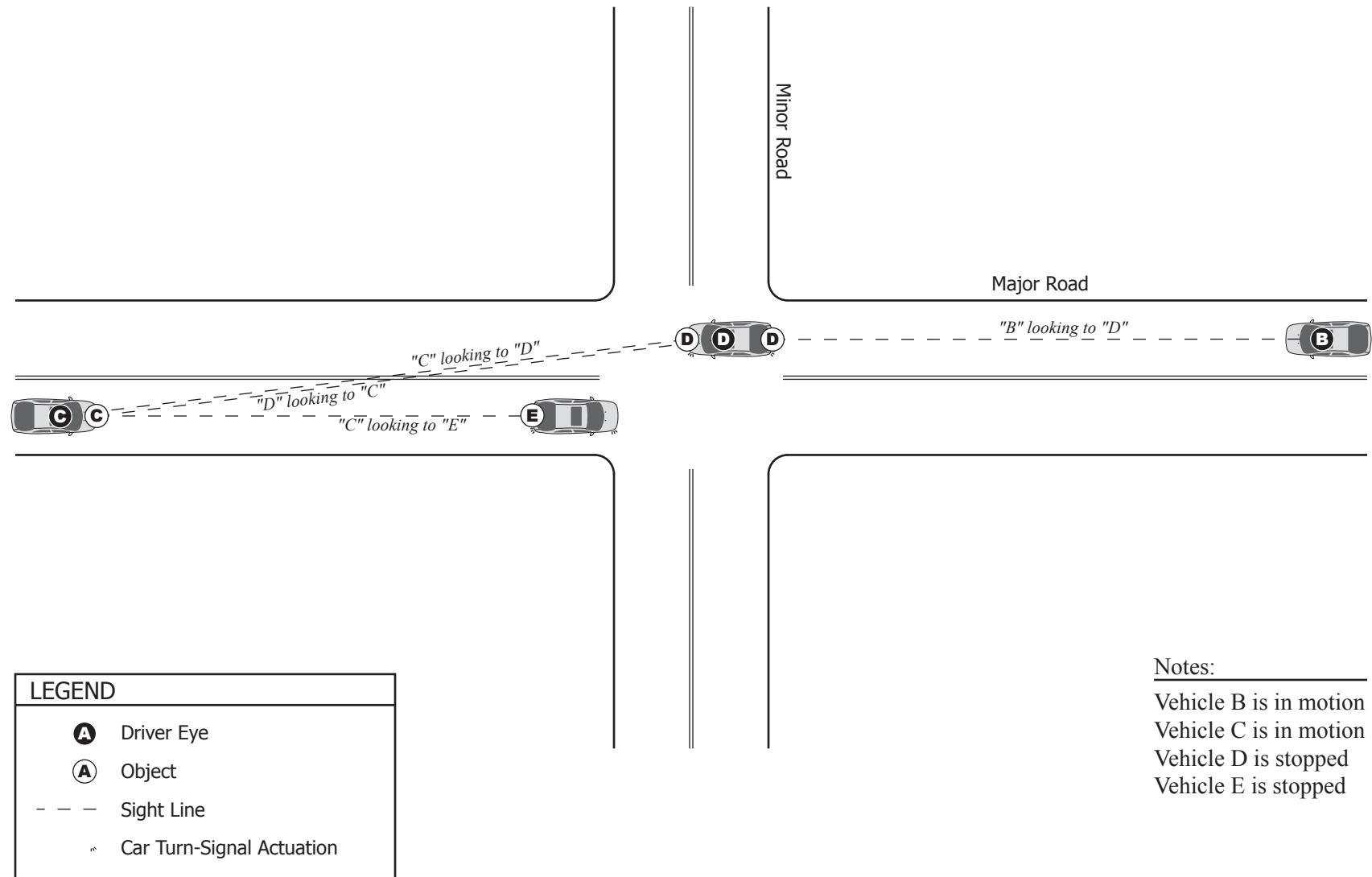


Figure 5.2
Major Road Sight Lines

Conceptual Layout
Not to Scale

Project Access – Existing Configuration

Table 5-1 below summarizes the results of sight distance analysis for the new project entrance located along SR-76. Figures in Appendix G contain the photographs of each respective field measurement.

**Table 5-1
Existing Configuration Sight Distance Summary**

Maneuver	Prevailing Speed	Existing Sight Distance (feet)				
		Type	Evasive Action	Needed	Available ⁴	Adequate?
New Project Entrance at SR-76						
Left turn from Access looking west	58 MPH	Corner	B slows for A	580 ¹ / 645 ² / 605 ³	605	Yes
		Stopping	----	545 ² / 548 ³	----	----
Right turn from Access looking east	58 MPH	Corner	C slows for A	580 ¹ / 645 ² / 605 ³	605	Yes
		Stopping	----	545 ² / 548 ³	----	----
Left Turn into Access looking east	58 MPH	Corner	----	----	----	----
		Stopping	B stops for D	545 ² / 548 ³	605	Yes

¹Value from San Diego County Standards for Private Roads

²Value from AASHTO document: A Policy on Geometrics for Highways and Streets

³Value from HDM document Section 405.2 and Topic 201

⁴Determined from proposed improvement drawings (see Appendix H)

Corner Sight Distance

For the new project entrance, all movements will have adequate corner sight distance, according to the field measurements found in Appendix G.

Stopping Sight Distance

Since all movements have adequate corner sight distance, stopping sight distance requirements generally do not need to be checked. Available sight distance is determined to be adequate. Our sight distance also noted no issues for stopping sight distance of eastbound vehicles approaching a stopped vehicle turning left onto the minor road. The project will eliminate any vegetation located on the applicant's property to an extent to allow for adequate sight distance at the access location along the SR-76.

Project Access – Mitigated Configuration

The project will be making changes to the existing conditions that will benefit the sight distance at the proposed new entrance. To add to the safety of the new project entrance, a left turn lane into the project will be added. The inclusion of a left turn pocket into the project eliminates the necessity of calculating the stopping sight distance for vehicles approaching stopping cars turning left into the project. Vegetation located on the applicant's property will be eliminated to an extent to allow for adequate sight distance at this access.

In addition to the improvements mentioned above a westbound right turn lane and a bus turnout bay will be included at Adams Drive. The conceptual layout of the improvements can be found in Appendix H.

QUEUING ANALYSIS

The project will be adding a left turn lane at the new project entrance. Based on the 95th percentile queuing report, vehicles will experience very minimal queuing at the intersection. The reports can be found in Appendix H.

CHAPTER 6

ON-SITE CIRCULATION & TRANSIT

ON-SITE CIRCULATION

The project will take access primarily at the new access off of SR-76. There will be a minor public and fire access point on Adams Drive which connects to SR-76.

PEDESTRIAN

The existing pedestrian network does not currently provide a continuous sidewalk connecting adjoining land uses along State Route 76. The project proponent will provide sidewalk, curb and gutter along the project frontage. The internal pedestrian network will be constructed to meet County standards as they relate to pedestrians.

TRANSIT

Transit service is offered by the North County Transit District (NCTD) throughout the urbanized area and into the more rural areas of North San Diego County through the mountain communities along the corridor. NCTD provides Route 389 that services the Pala community. The routes last scheduled bus stop is the Pala Casino where it then proceeds west on the State Route 76 to connect to Interstate 15 and travels north to the Escondido Transit Center. Any impacts to area transportation facilities/resources during the construction period of the project frontage are expected to be short-term in nature and, therefore, insignificant in terms of transportation network operations. A bus turn out bay will be provided east of Adams Drive.

BICYCLE

While recreational riders may be present on many of the back country roads, there are no dedicated bicycle lanes for them and they would follow standard vehicular rules of the road. A Class II bike lane is recommended under the San Diego County General Plan Mobility Element. No bicycle lanes currently exist along the project frontage. The project proponent will provide for a bicycle lane with the frontage improvements.

PARKING

The parking for the project shall be identified on the project plans and will meet DPLU requirements.

CHAPTER 7

IMPACTS AND MITIGATION

This chapter identifies significant impacts and project mitigation.

CONSTRUCTION IMPACTS

It is not estimated that the project will require any street closures during construction. There are no sidewalks in the area, as such; sidewalk closures would not be an issue. In addition, construction impacts on the area are projected to be minimal since construction vehicles are estimated to contribute fewer vehicles during the peak hours than the project would after completion.

SIGNIFICANT IMPACTS

The following 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

Roadway Segments

- None

Intersections

- None

Cumulative Impacts

Roadway Segments

- SR-76 from Horse Ranch Creek Road to Rice Canyon Road
- SR-76 from Rice Canyon to Couser Canyon
- SR-76 from Couser Canyon Road to West Pala Mission Road
- SR-76 from West Pala Mission Road to East Pala Mission Road
- SR-76 from East Pala Mission Road to Lilac Rd
- SR-76 from Lilac Rd to Adams Drive

Intersections

- SR-76 / I-15 SB Ramps
- SR-76 / I-15 NB Ramps

There are no direct impacts however there are cumulative impacts to the roadway system. The Board of Supervisors ordinance, effective December 31, 2012, states that the project is still responsible to contribute to the TIF at or before building permit issuance. The Transportation Impact Fee (TIF) program provides funding for construction of transportation facilities needed to support traffic generated by new development and to meet state law requirements. See Table 7-1 for cumulative impacts.

**Table 7-1
Impacts and Mitigations**

ID#	Location	Mitigation Measure
Direct Impacts		
Segment		
None		
Intersection		
None		
Cumulative Impacts		
Segment		
SR-76: Horse Ranch Creek Road to Rice Canyon Road		Pay County TIF
SR-76: Rice Canyon Road to Couser Canyon Road		
SR-76: Couser Canyon Road to W. Pala Mission Road		
SR-76: W. Pala Mission Road to E. Pala Mission Road		
SR-76: E. Pala Mission Road to Lilac Road		
SR-76: Lilac Road to Adams Drive		
Intersection		
SR-76 / I-15 SB Ramps		Pay County TIF
SR-76 / I-15 NB Ramps		

CHAPTER 8

SUMMARY OF ANALYSIS

This chapter summarizes the operations at the study intersections and segments. Tables 8-1 and 8-2 show the summary of roadway segment and intersection conditions for each scenario.

Table 8-1
Summary of Roadway Segment Conditions

Roadway Segment	Existing		Existing + Project		Existing + Cumulative		Existing + Cumulative + Project	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
State Route 76								
I-15 SB Ramps to I-15 NB Ramps	0.845	E	0.851	E	1.535	F	1.541	F
I-15 NB Ramps to Pankey Road	0.298	A	0.304	A	0.887	D	0.893	D
Pankey Road to Horse Ranch Creek Road	0.298	A	0.304	A	0.863	D	0.869	D
Horse Ranch Creek Road to Rice Canyon Road	0.482	C	0.492	C	1.420	F	1.430	F
Rice Canyon Road to Couser Canyon Road	0.482	C	0.492	C	1.431	F	1.441	F
Couser Canyon Road to W. Pala Mission Road	0.446	C	0.458	C	1.439	F	1.450	F
W. Pala Mission Road to E. Pala Mission Road	0.451	C	0.464	C	1.012	F	1.025	F
E. Pala Mission Road to Lilac Road	0.385	C	0.401	C	1.111	F	1.127	F
Lilac Road to Project Access	0.413	C	0.429	C	1.090	F	1.106	F
Project Access to Adams Drive	0.413	C	0.418	C	1.090	F	1.062	F
Adams Drive to Cole Grade Road	0.397	C	0.404	C	1.055	F	1.062	F
W. Pala Mission Road								
State Route 76 and Pala Temecula Road	0.291	C	0.291	C	0.433	C	0.433	C
Pala Temecula Road								
Pala Mission Road to Trujillo Road	0.513	D	0.517	D	0.651	D	0.654	D

Table 8-2
Summary of Intersection Conditions

Intersection	Existing		Existing + Project		Existing + Cumulative		Existing + Cumulative + Project	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM Peak Hour								
1. I-15 / SR 76 SB Ramps	31.1	C	31.6	C	215.3	F	217.1	F
2. I-15 / SR 76 NB Ramps	23.6	C	23.8	C	119.1	F	121.2	F
3. SR 76 / Pankey Road ¹	12.3	B	12.4	B	25.2	C	25.1	C
4. SR 76 / Horse Ranch Creek Rd	N/A	N/A	N/A	N/A	21.9	C	21.8	C
5. SR 76 / Rice Canyon Road ¹	11.2	B	11.3	B	341.0	F	361.8	F
6. SR 76 / Couser Canyon Road ¹	12.3	B	12.5	B	167.8	F	179.3	F
7. SR 76/Warner Ranch Driveway	0.5	A	0.5	A	23.7	C	23.6	C
8. SR 76 / W. Pala Mission Road	26.4	C	26.3	C	24.9	C	24.9	C
9. Pala Mission Rd./ Pala Temecula Road ¹	9.7	A	9.7	A	14.7	B	14.8	B
10. SR 76 / Brittan Road ¹	9.1	A	9.2	A	10.8	B	11.0	B
11. SR 76/ E. Pala Mission Road ¹	12.5	B	12.9	B	34.9	D	38.4	E
12. SR 76/ Lilac Road ¹	11.8	B	12.0	B	26.5	D	27.9	D
13. SR 76 / Project Access ¹	0.0	A	10.3	B	0.0	A	13.5	B
14. SR 76 / Adams Drive ¹	10.1	B	10.5	B	13.0	B	14.4	B
15. SR 76 / Cole Grade Road ¹	17.0	C	17.2	C	286.6	F	295.6	F
14. SR 76 / Adams Drive ¹	10.1	B	10.8	B	13.0	B	16.2	C
15. SR 76 / Cole Grade Road ¹	17.0	C	17.2	C	286.6	F	295.6	F
PM Peak Hour								
1. I-15 / SR 76 SB Ramps	58.8	E	59.7	E	352.5	F	353.5	F
2. I-15 / SR 76 NB Ramps	51.1	D	51.4	D	263.4	F	265.5	F
3. SR 76 / Pankey Road ¹	13.1	B	13.4	B	51.1	D	51.8	D
4. SR 76 / Horse Ranch Creek Rd	N/A	N/A	N/A	N/A	24.3	C	24.3	C
5. SR 76 / Rice Canyon Road ¹	13.3	B	13.7	B	Overflow	F	Overflow	F
6. SR 76 / Couser Canyon Road ¹	14.8	B	15.1	C	711.3	F	758.7	F
7. SR 76/Warner Ranch Driveway	0.5	A	0.5	A	13.5	B	13.5	B
8. SR 76 / W. Pala Mission Road	27.6	C	27.4	C	32.5	C	32.6	C
9. Pala Mission Rd./ Pala Temecula Road ¹	11.2	B	11.3	B	21.0	C	21.4	C
10. SR 76 / Brittan Road ¹	10.1	B	10.2	B	19.6	C	20.2	C
11. SR 76/ E. Pala Mission Road ¹	16.7	C	17.7	C	519.5	F	577.8	F
12. SR 76/ Lilac Road ¹	13.1	B	13.5	B	131.5	F	149.1	F
13. SR 76 / Project Access ¹	0.0	A	12.2	B	0.0	A	25.6	D
14. SR 76 / Adams Drive ¹	13.4	B	13.7	B	33.6	D	35.5	E
15. SR 76 / Cole Grade Road ¹	17.9	C	18.4	C	948.2	F	985.3	F

¹ Unsignalized Intersection

CHAPTER 9 RECOMMENDATIONS

The purposed of this study was to assess the overall traffic impact of the proposed 44 residential dwelling units. The project is located north of SR76/Pala Road and west of Adams Drive. The main entrance to the project site will be off of SR-76. There will also be entrance off of Adams Drive that will serve approximately three lots. SR-76/Pala Road connects the project to the surrounding areas including I-15 which provides regional access to the project site.

Based on the analysis, the addition of project traffic resulted in an increase in traffic delay for 6 segments and 2 intersections for the cumulative scenario. Project will be responsible to contribute to the TIF at or before building permit issuance as a mitigation measure to fully mitigate its cumulative impacts.

Prepared By:

J. Arnold Torma, PE - Principal Engineer

Rogelio Pelayo - Assistant Transportation Planner

APPENDIX A

LEVEL OF SERVICE CONCEPTS, ANALYSIS METHODOLOGIES, STANDARDS OF SIGNIFICANCE

Roadway Segment Level of Service Definitions

LOS	V/C	Congestion/Delay	Traffic Description
(Used for surface streets, freeways, expressways and conventional highways)			
"A"	≤ 0.41	None	Free flow.
"B"	$>0.41-0.62$	None	Free to stable flow, light to moderate volumes.
"C"	$>0.62-0.80$	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
"D"	$>0.80-0.92$	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
"E"	$>0.92-1.00$	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
(Used for surface streets and conventional highways)			
"F"	>1.00	Considerable	Forced or breakdown flow. Delay measured in average travel speed (MPH). Signalized segments experience delays >60.0 seconds/vehicle.
(Used for freeways and expressways)			
"F(0)"	$>1.00-1.25$	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
"F(1)"	$>1.25-1.35$	Severe 1-2 hour delay	Very heavy congestion, very long queues.
"F(2)"	$>1.35-1.45$	Very Severe 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.
"F(3)"	>1.45	Extremely Severe 3+ hours of delay	Gridlock

Source: Caltrans, 1992.

LEVEL OF SERVICE (LOS) DEFINITIONS

The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and the motorist's and/or passengers' perception of operations. A LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. Levels of service for freeway segments can generally be categorized as shown in the table above.

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

Street Classification	Lanes	Maximum Recommended ADT by LOS				
		A Free flow	B Steady flow	C Stable flow	D Approach unstable	E Unstable flow
Expressway	6	36,000	54,000	70,000	86,000	108,000
Prime	6	22,200	37,000	44,600	50,000	57,000
Major	4	14,800	24,700	29,600	33,400	37,000
Collector	4	13,700	22,800	27,400	30,800	34,200
Town Collector	2	3,000	6,000	9,500	13,500	19,000
Collector	2	1,900	4,100	7,100	10,900	16,200
State Route ¹	2			14,400	16,200	22,900
State Route w/LTL ²	2			17,000	18,800	25,500

¹ Refer to Guidelines for Determining Significance: Section 4.3.1 (Table 3) Signalized Intersection Spacing Over One Mile for LOS Criteria

² The capacity of the 2SR w/ LTL is determined by adding the additional capacity of a collector series road with left turn lanes to the State Route base capacity.

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.

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.

Average Total Delay	Level of Service (LOS) Characteristics
0-10	<i>LOS A</i> – Little or no delay
>10 – 15	<i>LOS B</i> – Short traffic delay
>15 – 25	<i>LOS C</i> – Average traffic delay
>25 – 35	<i>LOS D</i> – Long traffic delays
>35 – 50	<i>LOS E</i> – Very long traffic delays
>50	<i>LOS F</i> – 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
Measure of Significant Project Impacts

Roadway Segment LOS	Allowable Increase on Congested Segments				Intersection LOS	Allowable Increase at Congested Intersections	
	2-Lane Road	4-Lane Road	6-Lane Road	2-Lane Highway		Signalized	Unsignalized
LOS E	200 ADT	400 ADT	600 ADT	325 ADT	LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	100 ADT	200 ADT	300 ADT	225 ADT	LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Note: A critical movement is one that is experiencing excessive queues.

2008 CMP Roadway Network

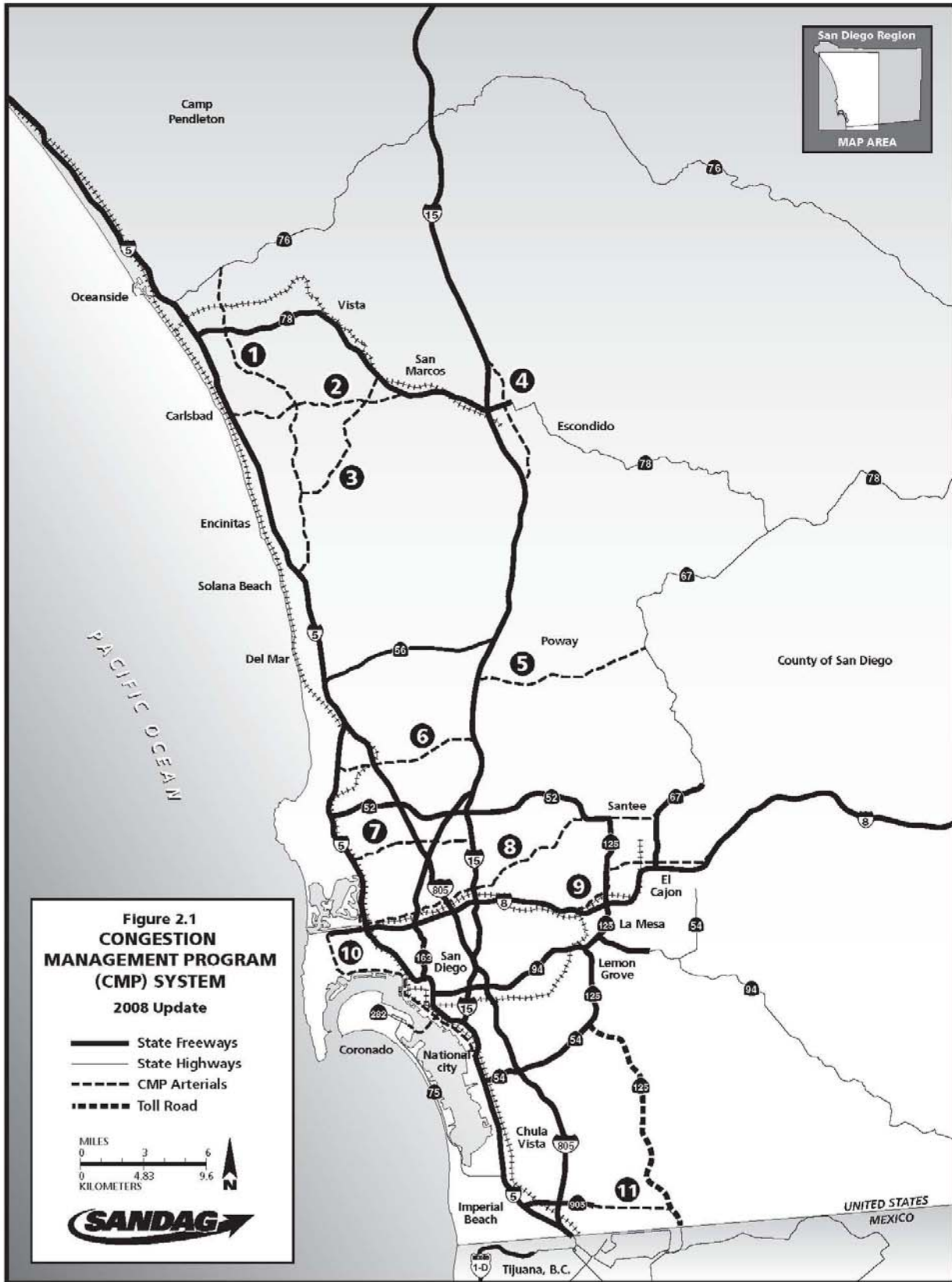


Table 2.3
CMP System Roadways

CMP Freeways:	
Interstate 5 (I-5): Orange County Line to United States/Mexico Border	
Interstate 8: Nimitz Boulevard to Imperial County Line	
Interstate 15: Riverside County Line to I-5	
Interstate 805: I-5 (North) to I-5 (South)	
State Route 52 (SR 52): I-5 to SR 125	
State Route 54: I-5 to Briarwood Road	
State Route 56: I-5 to I-15	
State Route 67: Maplevue Street to I-8	
State Route 78: I-5 to North Broadway	
State Route 94: I-5 to Avocado Boulevard	
State Route 125: SR 54 to SR 52	
State Route 125: SR 905 to San Miguel Road ¹	
State Route 163: I-15 to I-5	
State Route 905: Oro Vista Road to Otay Mesa Road	
CMP Highways:	
State Route 54: SR 94 to Grove Road	
State Route 67: SR 78 to Maplevue Road	
State Route 75: I-5 (North) to I-5 (South)	
State Route 76: Coast Highway to SR 79	
State Route 78: North Broadway to Imperial County Line	
State Route 79: Riverside County Line to I-8	
State Route 94: Avocado Boulevard to Old Highway 80	
State Route 282: Alameda Boulevard to Orange Avenue	
CMP Arterials:	
(1) Manchester Avenue/El Camino Real: I-5 to SR 76/Mission Avenue	
(2) Palomar Airport Road/San Marcos Boulevard: I-5 to SR 78	
(3) Olivenhain Road/Rancho Santa Fe Road: El Camino Real to SR 78	
(4) Centre City Parkway: I-15 (North) to I-15 (South)	
(5) Scripps Poway Parkway: I-15 to SR 67	
(6) La Jolla Village Drive/Miramar Road: I-5 to I-15	
(7) Balboa Avenue: I-5 to I-15	
(8) Sea World Drive/Friars Road/Mission Gorge Road/Woodside Avenue: I-5 to SR 67	
(9) Fletcher Parkway/Broadway/E. Main Street: I-8 (West) to I-8 (East)	
(10) Nimitz Boulevard/North Harbor Drive/Grape Hawthorne Streets/Pacific Highway/Harbor Drive: I-8 to I-5	
(11) Otay Mesa Road-Interim State Route 905: SR 905 (West) to SR 905 (East) ²	

¹ This portion of SR 125 is a privately-funded toll road that opened to traffic in November 2007. Currently, LOS data are not available.

² This CMP Arterial is designated as an interim facility on the CMP network and will be replaced by a state highway following its construction.

APPENDIX B

MODELING INFORMATION / TRIP GENERATION

SANDAG
Series 12
2050rc11

Select Zone Plot

TAZ 116

Functional Classifications

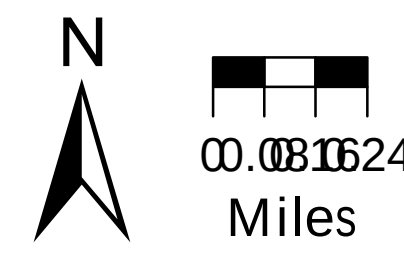
- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

- Selz Volumes & Percentage
- Unadjusted ADT(x1000)

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

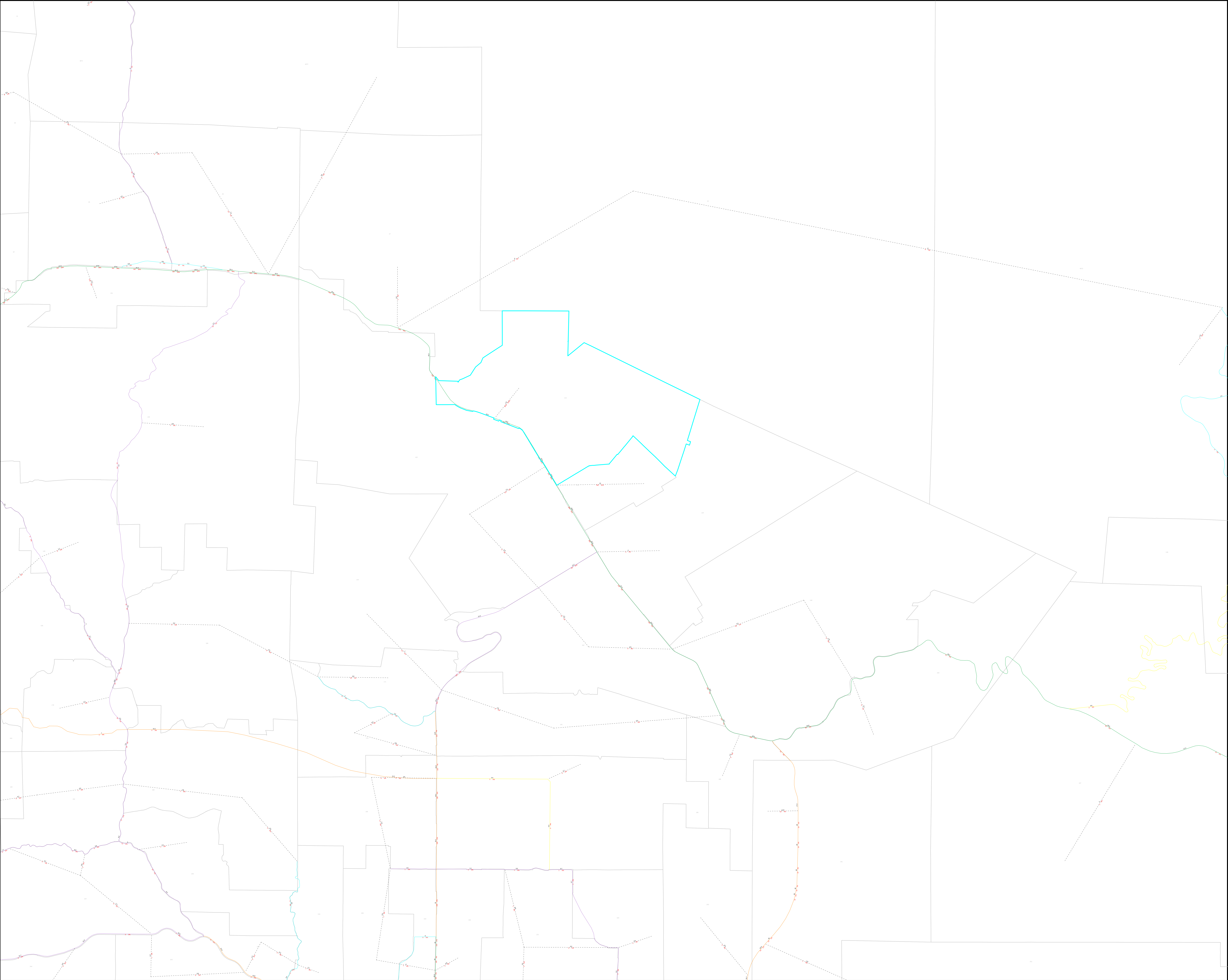
SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org



SANDAG

servicebureau

April 10, 2012



(NOT SO)
BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES
FOR THE SAN DIEGO REGION

APRIL 2002



401 B Street, Suite 800
San Diego, California 92101
(619) 699-1900 • Fax (619) 699-1950

NOTE: This listing only represents a **guide** of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. **Always check with local jurisdictions for their preferred or applicable rates.**

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY] ^P	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M. Between 3:00-6:30 P.M.				TRIP LENGTH (Miles) ^L
AGRICULTURE (Open Space)	[80:18:2]	2/acre**					10.8
AIRPORT	[78:20:2]						12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft. * **	5%	(6:4)	8%	(5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft * **	9%	(7:3)	15%	(5:5)	
Heliports		100/acre**					
AUTOMOBILE ^S							
Car Wash							
Automatic		900/site, 600/acre**	4%	(5:5)	9%	(5:5)	
Self-serve		100/wash stall**	4%	(5:5)	8%	(5:5)	
Gasoline	[21:51:28]						2.8
with/Food Mart		160/vehicle fueling space**	7%	(5:5)	8%	(5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8%	(5:5)	9%	(5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7%	(5:5)	9%	(5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall* **	5%	(7:3)	8%	(4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8%	(7:3)	11%	(4:6)	
Auto Parts Sales		60/1000 sq. ft. **	4%		10%		
Quick Lube		40/service stall**	7%	(6:4)	10%	(5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7%	(6:4)	11%	(5:5)	
CEMETERY		5/acre*					
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5%	(6:4)	8%	(5:5)	5.1
COMMERCIAL/RETAIL ^S							
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft., ^C 400/acre*	4%	(7:3)	10%	(5:5)	
Regional Shopping Center	[54:35:11]	50/1000 sq. ft., ^C 500/acre*	4%	(7:3)	9%	(5:5)	5.2
(40-80acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)							
Community Shopping Center	[47:31:22]	80/1000 sq. ft., 700/acre* **	4%	(6:4)	10%	(5:5)	3.6
(15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)							
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4%	(6:4)	10%	(5:5)	
Commercial Shops	[45:40:15]						
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	4.3
Electronics Superstore		50/1000 sq. ft**			10%	(5:5)	
Factory Outlet		40/1000 sq. ft.**	3%	(7:3)	9%	(5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4%	(7:3)	10%	(5:5)	
Drugstore		90/1000 sq. ft.**	4%	(6:4)	10%	(5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8%	(5:5)	8%	(5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9%	(5:5)	7%	(5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6%	(5:5)	7%	(5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	1%	(7:3)	9%	(5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	3%	(6:4)	8%	(5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4%	(7:3)	9%	(5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7%	(6:4)	9%	(5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5%	(6:4)	8%	(5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2%	(6:4)	9%	(5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3%	(6:4)	10%	(5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only)	3%	(6:4)	9%	(5:5)	
		5/dwelling unit, 200/acre* (residential only)	9%	(3:7)	13%	(6:4)	
EDUCATION							
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10%	(8:2)	9%	(3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12%	(8:2)	9%	(6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20%	(7:3)	10%	(4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30%	(6:4)	9%	(4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32%	(6:4)	9%	(4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17%	(5:5)	18%	(5:5)	3.7
FINANCIAL ^S	[35:42:23]						3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4%	(7:3)	8%	(4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5%	(6:4)	10%	(5:5)	
Drive-Through only		250 (125 one-way)/lane*	3%	(5:5)	13%	(5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%		9%		
Drive-Through only		100 (50 one-way)/lane**	4%		15%		
HOSPITAL	[73:25:2]						8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8%	(7:3)	10%	(4:6)	
Convalescent/Nursing		3/bed**	7%	(6:4)	7%	(4:6)	
INDUSTRIAL							
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12%	(8:2)	12%	(2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	(9:1)	12%	(2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14%	(8:2)	15%	(3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19%	(9:1)	20%	(2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13%	(7:3)	15%	(4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6%	(5:5)	9%	(5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16%	(9:1)	14%	(1:9)	
Landfill & Recycling Center		6/acre	11%	(5:5)	10%	(4:6)	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY] ^P	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio)		TRIP LENGTH (Miles) ^L		
			Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.			
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office	[77:19:4]	20/1000 sq. ft., ^O 300/acre*	14%	(9:1)	13%	(2:8)	8.8
(less than 100,000 sq. ft.)							
Large (High-Rise) Commercial Office	[82:15:3]	17/1000 sq. ft., ^O 600/acre*	13%	(9:1)	14%	(2:8)	10.0
(more than 100,000 sq. ft., 6 + stories)							
Office Park (400,000 + sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000 sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5)	9%	(5:5)	
Regional (developed)		20/acre*					
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural		12/dwelling unit * ^R	8%	(3:7)	10%	(7:3)	
(average 1-2 DU/acre)							
Single Family Detached		10/dwelling unit * ^R	8%	(3:7)	10%	(7:3)	
(average 3-6 DU/acre)							
Condominium		8/dwelling unit * ^R	8%	(2:8)	10%	(7:3)	
(or any multi-family 6-20 DU/acre)							
Apartment		6/dwelling unit * ^R	8%	(2:8)	9%	(7:3)	
(or any multi-family units more than 20 DU/acre)							
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT^S	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, 2 ^{1/2} /parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

* Primary source: *San Diego Traffic Generators*.

* Other sources: ITE Trip Generation Report [6th Edition], Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

^a Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG *Analysis of Trip Diversion*, revised November, 1990):

PRIMARY - one trip directly between origin and primary destination.

DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile

PASS-BY - undiverted or diverted < 1 mile.

^L Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

c Fitted curve equation: $\ln(T) = 0.502 \ln(x) + 6.945$ } T = total trips, x = 1,000 sq. ft.

o Fitted curve equation: $\ln(T) = 0.756 \ln(x) + 3.950$ $\int$ x = total trips, x = 1,000 sq. ft.

^R Fitted curve equation: $t = -2.169 \ln(d) + 12.85$ $t = \text{trips/DU}$, $d = \text{density (DU/acre)}$, $\text{DU} = \text{dwelling unit}$

^s Suggested PASS-BY [undiverted or diverted < 1 mile] percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

Trip Reductions - in order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

- [1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.
- [2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

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 uses 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.

Table 1-1
Project Trip Generation

Land Use	Intensit y	Units	Rate/Trip s	Dail y	AM Peak Hour			PM Peak Hour		
					Tota l	In	Out	Tota l	In	Out
Existing										
Residential: Estate, Urban or Rural	44	Dwelling Unit	Rate Trips	12 528	8% 42	30% 13	70% 30	10% 53	70% 37	30% 16
Total Generation				528	42	13	30	53	37	16

Source: SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region.

Note: Numbers may not total due to rounding.

TRIP DISTRIBUTION AND ASSIGNMENT

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 development trips have been estimated, they are assigned to the study area network. The trip distribution and assignment for this project is based on SANDAG's computerized travel forecast model (Series 12 Select Zone analysis).

PROJECT ACCESS

The proposed project will be accessed via driveways located on Adams Drive and Fry Creek Lane. The proposed southern driveway on Adams Drive should be constructed at a minimum distance of 300 feet from the intersection of Adams Drive and Pala Road in order to provide an adequate sight distance at that location. The access point located at Fry Creek Lane which intersects Pala Road just west of Adams Drive will be designated as emergency access and restricted to emergency vehicles only. Regional access is provided by I-15 (west of the project site). SR-76/Pala Road is a highway that connects the project to the surround freeways.

APPENDIX C

TRAFFIC COUNT DATA

MetroCount Traffic Executive
Event Counts

EventCount-1012 -- English (ENU)

Datasets:

Site: [9023.01] PALA RD (BETWEEN I-15 RAMPS) EASTBOUND
Input A: 2 - East bound. - Added to totals. (1)
Input B: 0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration: 18:59 Monday, March 09, 2009 => 11:15 Wednesday, March 11, 2009
File: C:\Users\Gus\True Count\Projects\9023 KOA PALA\9023.01.E11Mar2009.EC0 (Regular)
Identifier: S1339PHE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, March 10, 2009 => 0:00 Wednesday, March 11, 2009
Name: TC Default Profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 11445 / 15567 (73.52%)

*** Tuesday, March 10, 2009=11445, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
83	43	68	88	108	261	457	593	639	619	638	641	627	671	725	948	913	985	756	545	376	307	233	121	-
16	11	15	9	15	43	98	144	204	149	166	201	171	154	161	229	227	248	197	148	105	77	77	33	-
18	11	18	21	23	58	99	163	170	151	142	107	170	159	204	231	249	228	211	150	99	75	48	39	-
25	8	16	45	29	75	141	151	132	171	158	174	143	164	164	238	228	257	193	155	90	91	59	28	-
24	13	19	13	41	85	119	135	133	148	172	159	143	194	196	250	209	252	155	92	82	64	49	21	-

AM Peak 1130 - 1230 (674), AM PHF=0.97

MetroCount Traffic Executive
Event Counts

EventCount-1013 -- English (ENU)

Datasets:

Site: [9023.01] PALA RD (BETWEEN I-15 RAMPS) WESTBOUND
Input A: 4 - West bound. - Added to totals. (1)
Input B: 0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration: 18:58 Monday, March 09, 2009 => 11:16 Wednesday, March 11, 2009
File: C:\Users\Gus\True Count\Projects\9023 KOA PALA\9023.01.w11Mar2009.EC0 (Base)
Identifier: V289W1MS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Tuesday, March 10, 2009 => 0:00 Wednesday, March 11, 2009
Name: TC Default Profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 7914 / 10736 (73.71%)

*** Tuesday, March 10, 2009=7914, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
92	74	105	67	56	134	251	325	339	292	317	410	450	449	562	696	733	687	510	369	308	284	209	195	-
24	5	17	8	7	25	47	68	59	59	81	100	102	102	129	156	193	169	147	93	79	73	51	54	-
22	2	28	26	16	29	50	81	104	79	78	107	110	102	126	187	154	172	131	102	77	65	60	63	-
23	5	30	14	21	31	74	67	92	69	85	97	129	111	162	174	197	156	125	98	71	84	46	45	-
23	62	30	19	12	49	80	109	84	85	73	106	109	134	145	179	189	190	107	76	81	62	52	33	-

AM Peak 1145 - 1245 (447), AM PHF=0.87

EventCount-52 -- English (ENU)

Site:	[9095.A] PALA RD (RICE CANYON RD-COUSER CANYON RD) BOTH DIRECTIONS
Input A:	6 - West/East. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:09 Wednesday, October 21, 2009 => 12:40 Friday, October 23, 2009
Zone:	
File:	9095.A230ct2009.EC0 (Base)
Identifier:	V239JE7M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Filter time: 0:00 Thursday, October 22, 2009 => 0:00 Friday, October 23, 2009
Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 11031 / 15454 (71.38%)

0000	1000	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
165	138	133	94	40	208	460	564	480	487	578	650	601	715	722	862	796	701	611	487	446	371	361	208
48	38	32	27	27	21	79	137	123	119	139	157	153	182	175	195	192	173	146	166	111	91	95	83
50	39	32	27	22	55	104	124	116	144	144	169	157	188	180	215	172	188	153	122	124	95	88	72
39	28	33	27	21	59	184	167	127	123	149	156	132	180	202	259	200	195	158	100	108	92	91	82
32	33	36	19	21	73	94	137	123	102	148	169	159	166	165	194	233	146	155	99	104	94	88	71

AM Peak 1100 - 1200 (650). AM PHF=0.96

EventCount-53 -- English (ENU)

Site:	[9095.B] PALA RD (WEST OF TEMPALARA RD) BOTH DIRECTIONS
Input A:	6 - West/East. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	21:09 Wednesday, October 21, 2009 => 11:30 Friday, October 23, 2009
Zone:	
File:	9095.B23Oct2009.EC0 (Base)
Identifier:	W139N0DA MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Filter time: 0:00 Thursday, October 22, 2009 => 0:00 Friday, October 23, 2009
 Name: Default Profile
 Scheme: Count events divided by setup divisor
 Units: Non metric (ft, mi, ft/s, mph, lb, ton)
 In profile: Events = 10224 / 14429 (70.86%)

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
172	143	127	92	88	152	307	440	437	470	539	626	578	733	690	722	749	663	571	448	426	363	357	305
52	47	23	28	27	23	56	93	109	121	113	137	154	198	162	169	194	158	130	131	98	87	90	89
45	28	32	24	27	36	76	108	120	128	132	155	154	172	176	172	161	184	133	119	123	94	85	64
42	33	35	20	18	62	88	143	101	111	151	174	123	203	174	211	211	175	142	97	114	89	93	92
33	35	37	20	17	62	88	96	108	111	144	161	148	161	178	171	184	147	167	102	92	84	90	90

AM Peak 1115 - 1215 (643). AM PHF=0.92

MetroCount Traffic Executive
Event Counts

EventCount-54 -- English (ENU)

Datasets:
Site: [9095.C] PALA RD (WEST OF LILAC RD) BOTH DIRECTIONS
Input A: 6 - West/East. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 20:30 Wednesday, October 21, 2009 => 12:40 Friday, October 23, 2009
Zone:
File: 9095.C23Oct2009.EC0 (Regular)
Identifier: T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count (v3.21 - 15275)
Data type: Axle sensors - Separate (Count)

Profile:
Filter time: 0:00 Thursday, October 22, 2009 => 0:00 Friday, October 23, 2009
Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 10329 / 14551 (70.98%)

* Thursday, October 22, 2009=10329, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
175	156	124	103	118	209	356	524	491	549	533	592	575	710	662	701	792	691	573	426	384	342	298	250
45	43	28	26	34	35	65	106	110	143	122	144	135	195	152	175	187	194	143	98	85	75	72	73
44	42	29	20	33	46	87	118	133	144	127	134	158	188	170	178	192	190	159	140	111	99	53	75
39	35	28	31	24	64	100	158	103	147	143	171	138	168	168	175	205	166	139	101	109	99	82	50
47	37	40	26	29	65	104	143	146	117	141	144	144	160	173	174	209	142	132	88	80	70	92	53

AM Peak 1130 - 1230 (607), AM PHF=0.89

MetroCount Traffic Executive
Vehicle Counts

340 -- English (ENU)

Datasets:
Site: [1096.02] HWY 76 (EAST PALA MISSION RD-LILAC RD) EASTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 16:11 Wednesday, December 01, 2010 => 12:00 Friday, December 03, 2010
File: 1096.0203Dec2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 0:00 Thursday, December 02, 2010 => 0:00 Friday, December 03, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: East (bound)
In profile: Vehicles = 4317 / 14695 (29.38%)

* Thursday, December 02, 2010 - Total=4317, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
66	36	25	30	23	81	192	298	247	301	291	283	264	274	283	293	315	238	212	153	114	113	95	90
22	10	3	5	3	16	28	52	65	84	86	68	70	65	49	64	86	68	56	41	32	29	20	21
29	15	11	8	9	14	41	54	60	86	78	68	58	66	77	64	75	66	49	32	25	24	31	29
6	7	6	11	5	27	65	92	74	68	65	65	68	75	80	86	88	52	54	46	26	28	26	24
9	4	5	6	6	24	58	100	48	63	62	82	68	68	77	79	66	52	53	34	31	32	18	16

AM Peak 0730 - 0830 (317), AM PHF=0.79

MetroCount Traffic Executive
Vehicle Counts

341 -- English (ENU)

Datasets:

Site: [1096.02] HWY 76 (EAST PALA MISSION RD-LILAC RD) WESTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 16:11 Wednesday, December 01, 2010 => 12:00 Friday, December 03, 2010
File: 1096.0203Dec2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, December 02, 2010 => 0:00 Friday, December 03, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: West (bound)
In profile: Vehicles = 4504 / 14695 (30.65%)

*** Thursday, December 02, 2010 - Total=4504, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
139	92	95	83	68	68	124	200	208	166	236	243	232	289	325	350	390	298	182	179	132	176	130	99
39	31	37	21	18	9	34	48	51	32	51	67	45	75	87	74	101	88	52	56	29	30	29	29
33	22	23	26	14	17	26	46	54	48	63	57	48	75	78	77	97	93	57	50	46	47	50	26
37	25	20	16	18	21	37	54	51	40	56	58	67	77	83	116	85	68	37	33	28	54	33	24
30	14	15	20	18	21	27	52	52	46	66	61	72	62	77	83	107	49	36	40	29	45	18	20

AM Peak 1015 - 1115 (252), AM PHF=0.94

MetroCount Traffic Executive
Event Counts

EventCount-885 -- English (ENU)

Datasets:

Site: [9002.02] PALA RD (MAGEE RD-ADAMS DR) EASTBOUND
Input A: 2 - East bound. - Added to totals. (1)
Input B: 0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration: 11:57 Tuesday, February 24, 2009 => 14:44 Friday, February 27, 2009
File: C:\Users\Gus\True Count\Projects\9002 KOA SHADOW RUN\9002.02.E.EC0 (Regular)
Identifier: T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Wednesday, February 25, 2009 => 0:00 Thursday, February 26, 2009
Name: TC Default Profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 4844 / 17183 (28.19%)

*** Wednesday, February 25, 2009=4843, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
30	34	14	29	23	92	160	276	289	259	256	281	278	309	312	291	291	277	252	234	296	213	241	106
8	11	2	10	7	12	17	46	75	62	61	69	62	68	83	64	84	75	64	66	79	33	101	29
6	10	3	3	5	24	34	53	71	55	78	76	90	78	61	90	67	77	62	38	90	75	69	25
10	7	6	10	3	28	42	84	76	69	53	71	73	85	88	75	80	69	71	60	70	50	28	34
6	6	3	6	8	28	67	93	67	73	64	65	53	78	80	62	60	56	55	70	57	55	43	18

AM Peak 0730 - 0830 (323), AM PHF=0.87

MetroCount Traffic Executive Event Counts

EventCount-886 -- English (ENU)

Datasets:

Site: [9002.02] PALA RD (MAGEE RD-ADAMS DR) WESTBOUND
Input A: 4 - West bound. - Added to totals. (1)
Input B: 0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration: 11:55 Tuesday, February 24, 2009 => 14:43 Friday, February 27, 2009
File: C:\Users\Gus\True Count\Projects\9002 KOA SHADOW RUN\9002.02.W.EC0 (Regular)
Identifier: T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Wednesday, February 25, 2009 => 0:00 Thursday, February 26, 2009
Name: TC Default Profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 4612 / 13405 (34.41%)

* Wednesday, February 25, 2009=4611, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
124	102	77	60	52	91	123	181	186	146	186	201	239	276	274	342	372	439	270	190	161	175	185	159	
26	22	21	16	14	19	20	38	44	26	51	56	54	65	61	81	93	94	82	52	29	43	36	47	-
37	29	23	16	10	17	37	37	42	41	42	49	48	67	58	75	89	114	71	53	39	52	42	34	-
31	29	16	17	10	28	36	54	59	36	36	40	74	65	84	92	82	89	70	44	45	48	62	40	-
30	22	17	11	18	27	30	52	41	43	57	56	63	79	71	94	108	142	47	41	48	32	45	38	-

AM Peak 1145 - 1245 (232), AM PHF=0.78

MetroCount Traffic Executive Event Counts

EventCount-887 -- English (ENU)

Datasets:

Site: [9002.03] PALA RD (PAUMA RESERVATION RD-COLE GRADE RD) EASTBOUND
Input A: 2 - East bound. - Added to totals. (1)
Input B: 0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration: 12:30 Tuesday, February 24, 2009 => 14:42 Friday, February 27, 2009
File: C:\Users\Gus\True Count\Projects\9002 KOA SHADOW RUN\9002.03.E.EC0 (Regular)
Identifier: S014F2C9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Wednesday, February 25, 2009 => 0:00 Thursday, February 26, 2009
Name: TC Default Profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 4297 / 12376 (34.72%)

* Wednesday, February 25, 2009=4296, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	40	15	25	31	100	174	257	280	257	235	254	254	283	265	302	313	261	209	176	172	126	160	51	
18	12	3	5	12	10	22	45	86	66	63	66	55	56	72	74	88	63	60	41	44	24	32	16	-
12	12	2	9	4	26	35	54	62	57	70	66	56	63	51	77	81	68	57	45	46	42	79	7	-
17	10	5	3	7	30	40	66	64	60	53	52	79	96	72	83	75	59	56	53	47	23	21	18	-
9	6	5	8	8	34	77	92	68	74	49	70	64	68	70	68	69	71	36	37	35	37	28	10	-

AM Peak 0730 - 0830 (306), AM PHF=0.83

MetroCount Traffic Executive
Event Counts

EventCount-888 -- English (ENU)

Datasets:

Site: [9002.03] PALA RD (PAUMA RESERVATION RD-COLE GRADE RD) WESTBOUND
Input A: 4 - West bound. - Added to totals. (1)
Input B: 0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration: 12:29 Tuesday, February 24, 2009 => 14:41 Friday, February 27, 2009
File: C:\Users\Gus\True Count\Projects\9002 KOA SHADOW RUN\9002.03.W.EC0 (Regular)
Identifier: S1079HQB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Wednesday, February 25, 2009 => 0:00 Thursday, February 26, 2009
Name: TC Default Profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 4793 / 13930 (34.41%)

*** Wednesday, February 25, 2009=4792, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
66	63	46	37	44	72	141	217	194	179	208	261	313	301	307	386	468	477	269	185	150	128	146	134	-
9	15	13	11	13	12	24	41	53	33	49	71	60	67	71	75	87	100	73	47	36	42	26	35	-
22	16	13	8	9	17	34	44	45	45	52	52	83	87	61	97	100	122	70	58	37	31	35	29	-
22	15	13	9	7	20	47	63	57	48	55	68	69	85	100	120	137	133	72	41	36	32	54	30	-
13	17	7	9	15	23	36	69	39	53	52	70	101	62	75	94	144	122	54	39	41	23	31	40	-

AM Peak 1145 - 1245 (282), AM PHF=0.85

MetroCount Traffic Executive
Event Counts

EventCount-56 -- English (ENU)

Datasets:

Site: [9095.E] PALA MISSION RD (WEST OF PALA TEMECULA RD) BOTH DIRECTIONS
Input A: 6 - West/East. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 21:06 Wednesday, October 21, 2009 => 11:12 Friday, October 23, 2009
Zone:
File: 9095.E23Oct2009.EC0 (Base)
Identifier: W558TFAZ MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count (v3.21 - 15275)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: 0:00 Thursday, October 22, 2009 => 0:00 Friday, October 23, 2009
Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 4711 / 6664 (70.69%)

*** Thursday, October 22, 2009=4711, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
90	50	85	51	41	72	149	246	213	228	229	246	229	292	312	368	364	347	280	193	179	140	156	156	-
19	12	16	18	9	13	26	46	60	47	55	64	62	76	73	95	79	96	57	58	49	42	44	42	-
23	12	14	9	8	16	31	58	53	62	53	56	47	65	66	67	89	88	69	37	41	28	41	32	-
22	11	31	11	10	20	45	86	45	58	52	81	72	64	99	112	117	89	88	52	39	37	42	59	-
27	15	25	13	14	23	48	57	56	62	70	45	48	88	75	95	79	74	67	47	50	34	29	24	-

AM Peak 1045 - 1145 (270), AM PHF=0.83

MetroCount Traffic Executive
Event Counts

EventCount-77 -- English (ENU)

Datasets:
Site: [9095.F] PALA TAMECULA RD (NORTH OF PALA MISSION RD) BOTH DIRECTIONS
Input A: 7 - North/South. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 18:54 Monday, October 26, 2009 => 11:02 Wednesday, October 28, 2009
Zone:
File: 9095.F-228Oct2009.EC0 (Base)
Identifier: V231TDVM MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Event Count (v3.21 - 15275)
Data type: Axle sensors - Separate (Count)

Profile:
Filter time: 0:00 Tuesday, October 27, 2009 => 0:00 Wednesday, October 28, 2009
Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 8318 / 11989 (69.38%)

* Tuesday, October 27, 2009=8318, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
152	122	149	109	88	154	317	458	436	446	397	404	469	461	518	647	641	585	456	330	284	266	217	219	
30	33	27	30	22	27	52	77	121	118	82	94	111	88	119	155	147	160	105	91	83	61	53	58	-
40	28	38	30	26	28	75	105	128	98	114	105	118	114	119	157	160	157	133	78	80	68	39	70	-
48	29	50	23	20	51	94	137	113	129	111	100	133	138	140	186	195	141	116	77	57	53	62	56	-
35	32	34	26	20	50	96	139	75	102	91	106	108	121	140	150	140	127	103	84	65	85	64	35	-

AM Peak 0730 - 0830 (524), AM PHF=0.94

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9049.05.I 15 SB OFF-RAMP.SR 76
Site Code : 00000000
Start Date : 6/3/2009
Page No : 1

Groups Printed- Vehicles																
I15 SB OFF-RAMP Southbound					SR 76 Westbound				I15 SB ON-RAMP Northbound				SR 76 Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00	14	1	141	3	22	66	0	0	0	0	0	1	0	110	96	0
07:15	17	1	156	0	26	63	0	0	0	0	0	0	0	145	74	0
07:30	27	1	127	0	17	52	0	0	0	0	0	0	0	138	87	0
07:45	21	1	134	0	13	62	0	0	0	0	0	0	0	125	72	0
Total	79	4	558	3	78	243	0	0	0	0	0	1	0	518	329	0
1813																
08:00	22	1	107	0	15	70	0	0	0	0	0	0	0	110	74	0
08:15	25	0	118	0	13	75	0	0	0	0	0	0	0	127	66	0
08:30	15	0	128	0	12	53	0	0	0	0	0	0	0	105	71	0
08:45	21	1	108	0	16	70	0	0	0	0	0	0	0	100	81	0
Total	83	2	461	0	56	268	0	0	0	0	0	0	0	442	292	0
1604																

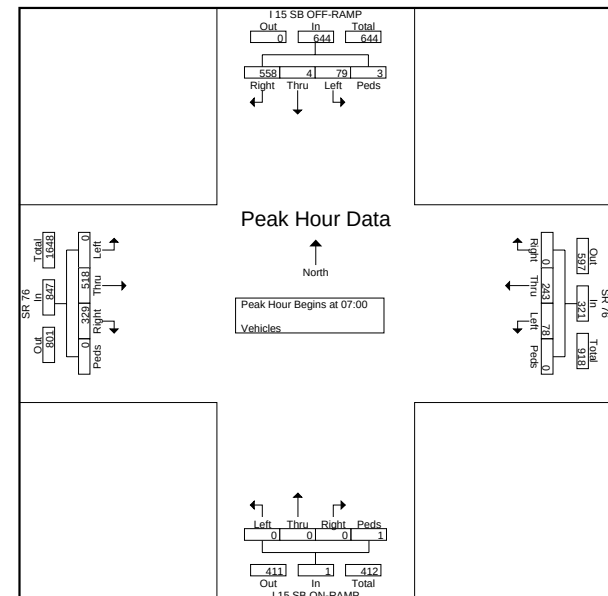
*** BREAK ***

16:00	27	0	100	1	43	122	0	0	0	0	1	0	0	177	53	0
16:15	19	2	108	0	30	129	0	0	0	0	0	0	0	212	67	0
16:30	22	0	116	0	41	130	0	0	0	0	0	0	0	191	53	0
16:45	17	2	121	0	46	164	0	0	0	0	0	0	0	236	67	0
Total	85	4	445	1	160	545	0	0	0	0	1	0	0	816	240	0
2297																
17:00	26	2	121	1	38	134	0	0	0	0	0	0	0	209	79	0
17:15	32	3	151	0	30	109	0	0	0	0	0	0	0	227	68	0
17:30	18	1	107	0	35	117	0	0	0	0	0	0	0	220	76	0
17:45	10	0	97	0	38	130	0	0	0	0	0	0	0	239	56	0
Total	86	6	476	1	141	490	0	0	0	0	0	0	0	895	279	0
2374																
Grand Total	333	16	1940	5	435	1546	0	0	0	0	1	1	0	2671	1140	0
8088																
Apprch %	14.5	0.7	84.6	0.2	22	78	0	0	0	0	50	50	0	70.1	29.9	0
Total %	4.1	0.2	24	0.1	5.4	19.1	0	0	0	0	0	0	0	33	14.1	0

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9049.05.I 15 SB OFF-RAMP.SR 76
Site Code : 00000000
Start Date : 6/3/2009
Page No : 2

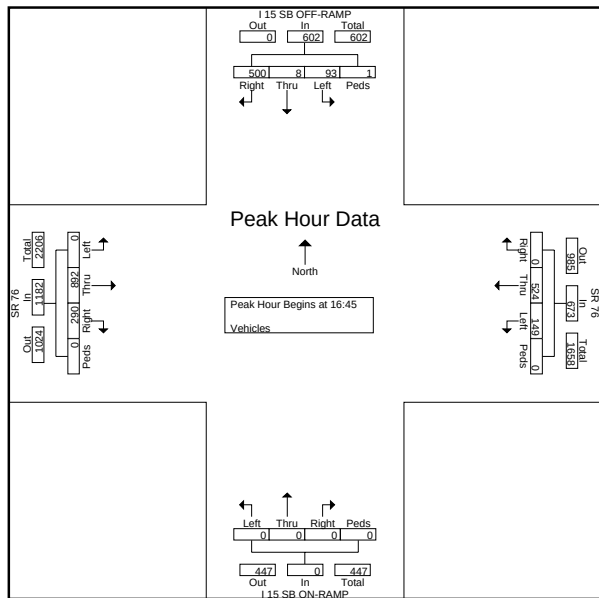
I15 SB OFF-RAMP Southbound						SR 76 Westbound					I15 SB ON-RAMP Northbound					SR 76 Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:00																				
07:00	14	1	141	3	159	22	66	0	0	88	0	0	0	1	1	0	110	96	0	206
07:15	17	1	156	0	174	26	63	0	0	89	0	0	0	0	0	0	145	74	0	219
07:30	27	1	127	0	155	17	52	0	0	69	0	0	0	0	0	0	138	87	0	225
07:45	21	1	134	0	156	13	62	0	0	75	0	0	0	0	0	0	125	72	0	197
Total Volume	79	4	558	3	644	78	243	0	0	321	0	0	0	1	1	0	518	329	0	847
% App. Total	12.3	0.6	86.6	0.5		24.3	75.7	0	0		0	0	0	100		0	61.2	38.8	0	
PHF	.731	1.000	.894	.250	.925	.750	.920	.000	.000	.902	.000	.000	.000	.250	.250	.000	.893	.857	.000	.941
.940																				



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9049.05.I 15 SB OFF-RAMP.SR 76
Site Code : 00000000
Start Date : 6/3/2009
Page No : 3

I 15 SB OFF-RAMP Southbound						SR 76 Westbound					I 15 SB ON-RAMP Northbound					SR 76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	17	2	121	0	140	46	164	0	0	210	0	0	0	0	0	0	236	67	0	303	653
17:00	26	2	121	1	150	38	134	0	0	172	0	0	0	0	0	0	209	79	0	288	610
17:15	32	3	151	0	186	30	109	0	0	139	0	0	0	0	0	0	227	68	0	295	620
17:30	18	1	107	0	126	35	117	0	0	152	0	0	0	0	0	0	220	76	0	296	574
Total Volume	93	8	500	1	602	149	524	0	0	673	0	0	0	0	0	0	892	290	0	1182	2457
% App. Total	15.4	1.3	83.1	0.2		22.1	77.9	0	0		0	0	0	0	0	0	75.5	24.5	0		
PHF	.727	.667	.828	.250	.809	.810	.799	.000	.000	.801	.000	.000	.000	.000	.000	.000	.945	.918	.000	.975	.941



True Count
3401 First Ave #123
San Diego, CA 92103

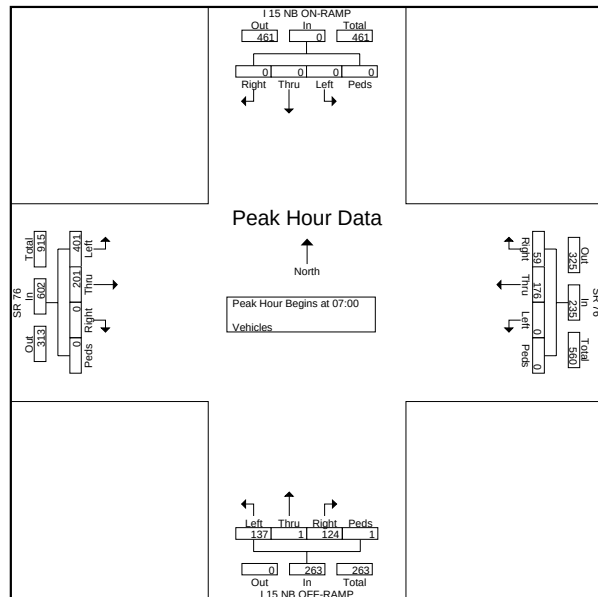
File Name : 9049.06.I 15 NB OFF-RAMP.SR 76
Site Code : 00000000
Start Date : 6/3/2009
Page No : 1

Groups Printed- Vehicles																		
	I 15 NB ON-RAMP Southbound				SR 76 Westbound				I 15 NB OFF-RAMP Northbound				SR 76 Eastbound				Int. Total	
	Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right		Peds
07:00	0	0	0	0	0	0	48	15	0	35	0	20	1	91	37	0	0	247
07:15	0	0	0	0	0	0	51	19	0	42	1	34	0	112	47	0	0	306
07:30	0	0	0	0	0	0	40	9	0	24	0	42	0	105	64	0	0	284
07:45	0	0	0	0	0	0	37	16	0	36	0	28	0	93	53	0	0	263
Total	0	0	0	0	0	0	176	59	0	137	1	124	1	401	201	0	0	1100
08:00	0	0	0	0	0	0	33	13	0	47	1	14	0	70	49	0	0	227
08:15	0	0	0	0	0	0	37	11	0	48	1	32	0	96	57	0	0	282
08:30	0	0	0	0	0	0	30	12	0	31	1	40	0	74	47	0	0	235
08:45	0	0	0	0	0	0	42	16	0	48	2	34	0	70	47	0	0	259
Total	0	0	0	0	0	0	142	52	0	174	5	120	0	310	200	0	0	1003
*** BREAK ***																		
16:00	0	0	0	0	0	0	85	30	0	75	2	58	0	133	67	0	0	450
16:15	0	0	0	0	0	0	70	19	0	92	0	34	0	170	58	0	0	443
16:30	0	0	0	0	0	0	90	12	0	84	0	41	0	169	43	0	0	439
16:45	0	0	0	0	0	0	95	25	0	91	2	38	1	198	49	0	0	499
Total	0	0	0	0	0	0	340	86	0	342	4	171	1	670	217	0	0	1831
17:00	0	0	0	0	0	0	80	23	0	80	2	38	0	174	50	0	0	447
17:15	0	0	0	0	0	0	59	32	0	97	2	45	0	178	68	0	0	481
17:30	0	0	0	0	0	0	68	25	0	67	1	36	1	179	51	0	0	428
17:45	0	0	0	0	0	0	79	28	0	86	1	40	0	182	56	0	0	472
Total	0	0	0	0	0	0	286	108	0	330	6	159	1	713	225	0	0	1828
Grand Total	0	0	0	0	0	0	944	305	0	983	16	574	3	2094	843	0	0	5762
Approch %	0	0	0	0	0	0	75.6	24.4	0	62.4	1	36.4	0.2	71.3	28.7	0	0	
Total %	0	0	0	0	0	0	16.4	5.3	0	17.1	0.3	10	0.1	36.3	14.6	0	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9049.06.I 15 NB OFF-RAMP.SR 76
Site Code : 00000000
Start Date : 6/3/2009
Page No : 2

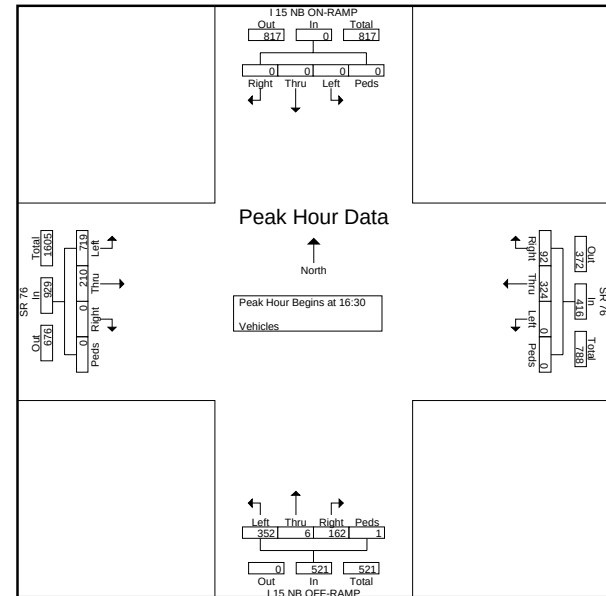
	I 15 NB ON-RAMP Southbound					SR 76 Westbound					I 15 NB OFF-RAMP Northbound					SR 76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	48	15	0	63	35	0	20	1	56	91	37	0	0	128	247
07:15	0	0	0	0	0	0	51	19	0	70	42	1	34	0	77	112	47	0	0	159	306
07:30	0	0	0	0	0	0	40	9	0	49	24	0	42	0	66	105	64	0	0	169	284
07:45	0	0	0	0	0	0	37	16	0	53	36	0	28	0	64	93	53	0	0	146	263
Total Volume	0	0	0	0	0	0	176	59	0	235	137	1	124	1	263	401	201	0	0	602	1100
% App. Total	0	0	0	0	0	0	74.9	25.1	0		52.1	0.4	47.1	0.4		66.6	33.4	0	0		
PHF	.000	.000	.000	.000	.000	.000	.863	.776	.000	.839	.815	.250	.738	.250	.854	.895	.785	.000	.000	.891	.899



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9049.06.I 15 NB OFF-RAMP.SR 76
Site Code : 00000000
Start Date : 6/3/2009
Page No : 3

	I 15 NB ON-RAMP Southbound					SR 76 Westbound					I 15 NB OFF-RAMP Northbound					SR 76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	90	12	0	102	84	0	41	0	125	169	43	0	0	212	439
16:45	0	0	0	0	0	0	95	25	0	120	91	2	38	1	132	198	49	0	0	247	499
17:00	0	0	0	0	0	0	80	23	0	103	80	2	38	0	120	174	50	0	0	224	447
17:15	0	0	0	0	0	0	59	32	0	91	97	2	45	0	144	178	68	0	0	246	481
Total Volume	0	0	0	0	0	0	324	92	0	416	352	6	162	1	521	719	210	0	0	929	1866
% App. Total	0	0	0	0	0	0	77.9	22.1	0		67.6	1.2	31.1	0.2		77.4	22.6	0	0		
PHF	.000	.000	.000	.000	.000	.000	.853	.719	.000	.867	.907	.750	.900	.250	.905	.908	.772	.000	.000	.940	.935



True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 9095.01.PANKEY RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 1

Groups Printed- Vehicles																
SR-76 Southbound				PANKEY RD Northbound				SR-76 Eastbound								
Right	Peds			Left	Thru	Right	Peds	Left	Thru	Right	Peds					Int. Total
0	0			4	0	1	0	0	39	0	0					97
0	0			5	0	1	0	0	76	0	0					127
0	0			7	0	2	0	0	80	1	1					151
0	0			5	0	3	0	2	69	1	0					155
0	0			21	0	7	0	2	264	2	1					530
1	0			4	0	2	0	1	84	4	0					129
0	0			5	0	7	0	1	56	0	0					119
0	0			1	0	1	0	1	77	3	0					135
0	0			2	0	0	0	2	83	2	0					120
1	0			12	0	10	0	5	300	9	0					503

*** BREAK ***

16:00	0	0	0	0	2	108	0	0	1	0	4	0	0	72	1	0	188
16:15	0	0	1	0	4	83	0	0	3	0	0	0	4	84	7	0	186
16:30	2	0	3	0	0	108	1	0	3	0	1	2	0	90	12	0	222
16:45	0	0	0	0	5	139	0	0	5	0	5	0	0	79	5	0	238
Total	2	0	4	0	11	438	1	0	12	0	10	2	4	325	25	0	834
17:00	0	0	2	0	1	79	0	0	1	0	2	0	0	88	4	0	177
17:15	0	0	0	1	3	88	0	0	1	0	1	0	0	103	11	0	208
17:30	0	0	0	0	1	101	0	0	3	0	2	0	0	83	11	0	201
17:45	0	0	0	0	1	73	0	0	4	0	0	0	0	80	8	0	166
Total	0	0	2	1	6	341	0	0	9	0	5	0	0	354	34	0	752
Grand Total	4	0	11	1	25	1163	2	0	54	0	32	2	11	1243	70	1	2619
Apprch %	25	0	68.8	6.2	2.1	97.7	0.2	0	61.4	0	36.4	2.3	0.8	93.8	5.3	0.1	
Total %	0.2	0	0.4	0	1	44.4	0.1	0	2.1	0	1.2	0.1	0.4	47.5	2.7	0	

True Count

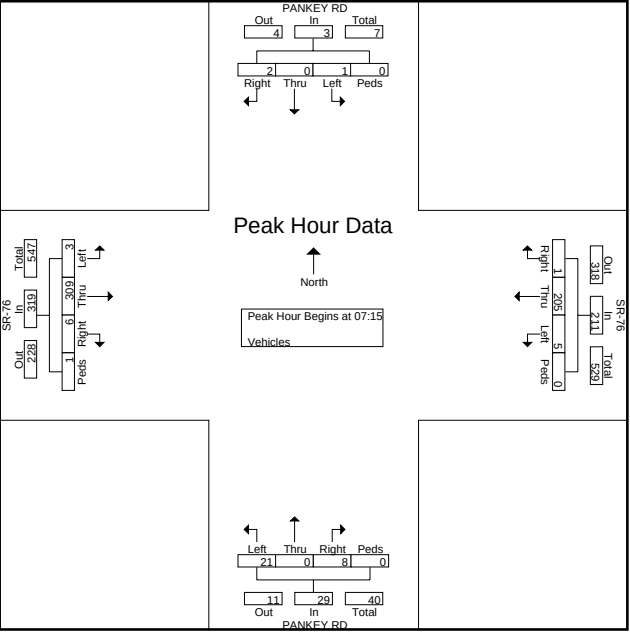
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.01.PANKEY RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 2

PANKEY RD Southbound						SR-76 Westbound						PANKEY RD Northbound						SR-76 Eastbound						
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total			
Peak Hour Analysis From 07:00 to 07:15 - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:15																								
07:15	0	0	0	0	0	0	45	0	0	45	5	0	1	0	6	0	76	0	0	76	127			
07:30	0	0	0	0	0	2	58	0	0	60	7	0	2	0	9	0	80	1	1	82	151			
07:45	0	0	1	0	1	3	71	0	0	74	5	0	3	0	8	2	69	1	0	72	155			
08:00	1	0	1	0	2	0	31	1	0	32	4	0	2	0	6	1	84	4	0	89	129			
Total Volume	1	0	2	0	3	5	205	1	0	211	21	0	8	0	29	3	309	6	1	319	562			
% App. Total	33.3	0	66.7	0		2.4	97.2	0.5	0		72.4	0	27.6	0		0.9	96.9	1.9	0.3					
PHF	.250	.000	.500	.000	.375	.417	.722	.250	.000	.713	.750	.000	.667	.000	.806	.375	.920	.375	.250	.896	.906			

Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1

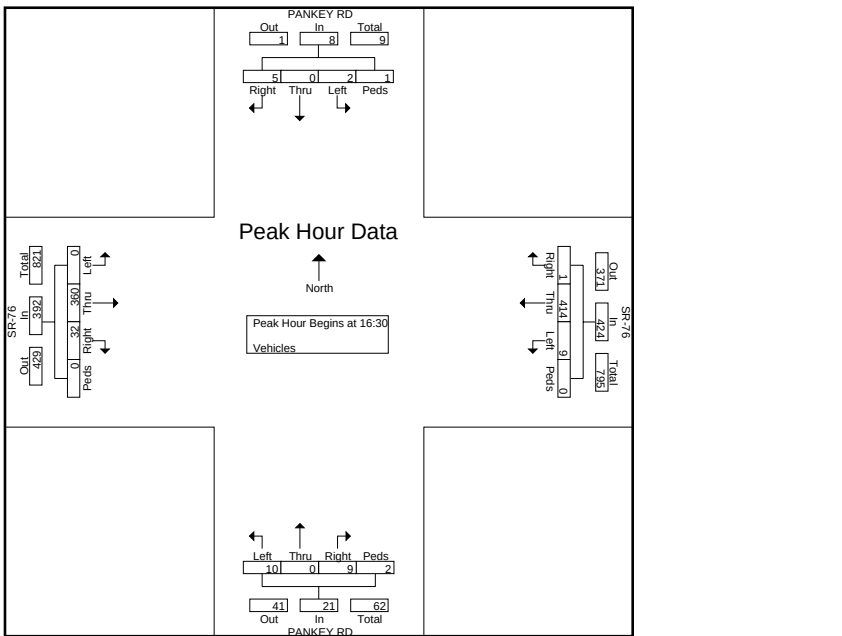
Peak Hour for Entire Intersection Begins at 07:15



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.01.PANKEY RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 3

	PANKEY RD Southbound					SR-76 Westbound					PANKEY RD Northbound					SR-76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	2	0	3	0	5	0	108	1	0	109	3	0	1	2	6	0	90	12	0	102	222
16:45	0	0	0	0	0	5	139	0	0	144	5	0	5	0	10	0	79	5	0	84	238
17:00	0	0	2	0	2	1	79	0	0	80	1	0	2	0	3	0	88	4	0	92	177
17:15	0	0	0	1	1	3	88	0	0	91	1	0	1	0	2	0	103	11	0	114	208
Total Volume	2	0	5	1	8	9	414	1	0	424	10	0	9	2	21	0	360	32	0	392	845
% App. Total	25	0	62.5	12.5		2.1	97.6	0.2	0		47.6	0	42.9	9.5		0	91.8	8.2	0		
PHF	.250	.000	.417	.250	.400	.450	.745	.250	.000	.736	.500	.000	.450	.250	.525	.000	.874	.667	.000	.860	.888



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.02.RICE CANYON RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 1

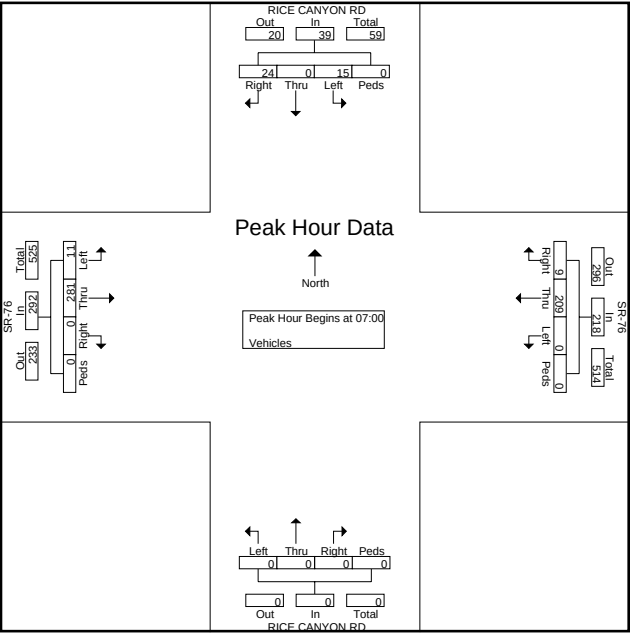
Groups Printed- Vehicles																				
RICE CANYON RD Southbound					SR-76 Westbound					RICE CANYON RD Northbound					SR-76 Eastbound					Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		
07:00	3	0	5	0	0	50	4	0		0	0	0	0		2	65	0	0		129
07:15	4	0	7	0	0	35	1	0		0	0	0	0		4	72	0	0		123
07:30	7	0	7	0	0	75	3	0		0	0	0	0		1	70	0	0		163
07:45	1	0	5	0	0	49	1	0		0	0	0	0		4	74	0	0		134
Total	15	0	24	0	0	209	9	0		0	0	0	0		11	281	0	0		549
08:00	1	0	2	0	0	31	0	0		0	0	0	0		3	75	0	0		112
08:15	1	0	1	0	0	48	0	0		0	0	0	0		8	67	0	0		125
08:30	1	0	3	0	0	47	1	0		0	0	0	0		0	69	0	0		121
08:45	3	0	4	0	0	26	2	0		0	0	0	0		3	77	0	0		115
Total	6	0	10	0	0	152	3	0		0	0	0	0		14	288	0	0		473
*** BREAK ***																				
16:00	1	0	3	0	0	98	5	0		0	0	0	0		4	83	0	0		194
16:15	2	0	5	0	0	87	5	0		0	0	0	0		5	78	0	0		182
16:30	1	0	3	0	0	99	5	1		0	0	0	1		6	88	0	0		204
16:45	3	0	4	0	0	136	2	0		0	0	0	1		7	80	0	1		234
Total	7	0	15	0	0	420	17	1		0	0	0	2		22	329	0	1		814
17:00	0	0	3	0	0	81	4	0		0	0	0	0		4	82	0	0		174
17:15	0	0	5	1	0	79	3	0		0	0	0	0		9	96	0	0		193
17:30	2	0	2	0	0	104	5	0		0	0	0	0		8	84	0	0		205
17:45	3	0	3	0	0	69	1	0		0	0	0	0		6	72	0	0		154
Total	5	0	13	1	0	333	13	0		0	0	0	0		27	334	0	0		726
Grand Total	33	0	62	1	0	1114	42	1		0	0	0	2		74	1232	0	1		2562
Apprch %	34.4	0	64.6	1	0	96.3	3.6	0.1		0	0	0	100		5.7	94.3	0	0.1		
Total %	1.3	0	2.4	0	0	43.5	1.6	0		0	0	0	0.1		2.9	48.1	0	0		

True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 9095.02.RICE CANYON RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 2

	RICE CANYON RD Southbound					SR-76 Westbound					RICE CANYON RD Northbound					SR-76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	3	0	5	0	8	0	50	4	0	54	0	0	0	0	0	2	65	0	0	67	129
07:15	4	0	7	0	11	0	35	1	0	36	0	0	0	0	0	4	72	0	0	76	123
07:30	7	0	7	0	14	0	75	3	0	78	0	0	0	0	0	1	70	0	0	71	163
07:45	1	0	5	0	6	0	49	1	0	50	0	0	0	0	0	4	74	0	0	78	134
Total Volume	15	0	24	0	39	0	209	9	0	218	0	0	0	0	0	11	281	0	0	292	549
% App. Total	38.5	0	61.5	0		0	95.9	4.1	0		0	0	0	0	0	3.8	96.2	0	0		
PHF	.536	.000	.857	.000	.696	.000	.697	.563	.000	.699	.000	.000	.000	.000	.000	.688	.949	.000	.000	.936	.842

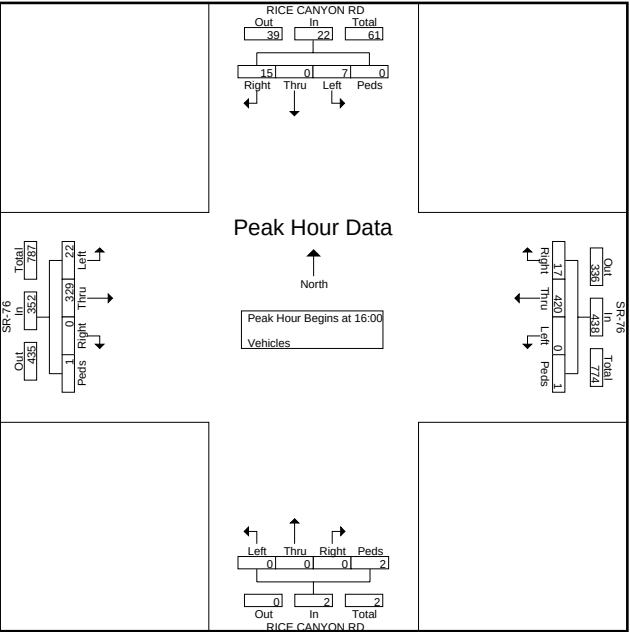


True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 9095.02.RICE CANYON RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 3

	RICE CANYON RD Southbound					SR-76 Westbound					RICE CANYON RD Northbound					SR-76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	1	0	3	0	4	0	98	5	0	103	0	0	0	0	0	4	83	0	0	87	194
16:15	2	0	5	0	7	0	87	5	0	92	0	0	0	0	0	5	78	0	0	83	182
16:30	1	0	3	0	4	0	99	5	1	105	0	0	0	1	1	6	88	0	0	94	204
16:45	3	0	4	0	7	0	136	2	0	138	0	0	0	1	1	7	80	0	1	88	234
Total Volume	7	0	15	0	22	0	420	17	1	438	0	0	0	2	2	22	329	0	1	352	814
% App. Total	31.8	0	68.2	0		0	95.9	3.9	0.2		0	0	0	100		6.2	93.5	0	0.3		
PHF	.583	.000	.750	.000	.786	.000	.772	.850	.250	.793	.000	.000	.000	.500	.500	.786	.935	.000	.250	.936	.870



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.03.COUSER CANYON RD.SR-76
Site Code : 00000000
Start Date : 10/21/2009
Page No : 1

Groups Printed- Vehicles

Start Time	COUSER CANYON RD Southbound				SR-76 Westbound				COUSER CANYON RD Northbound				SR-76 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	4	49	0	0	5	0	5	0	0	62	4	0	129
07:15	0	0	0	0	0	30	0	0	6	0	1	0	1	74	2	0	114
07:30	0	0	0	0	1	69	0	0	11	0	1	0	0	74	3	0	159
07:45	0	0	0	0	0	40	0	0	5	0	0	0	0	76	1	0	122
Total	0	0	0	0	5	188	0	0	27	0	7	0	1	286	10	0	524
08:00	0	0	0	0	0	29	0	0	1	0	0	0	0	70	6	0	106
08:15	0	0	0	0	0	45	0	0	4	0	0	0	0	67	2	0	118
08:30	0	0	0	0	0	43	0	0	4	0	0	0	0	67	3	0	117
08:45	0	0	0	0	1	25	0	0	3	0	0	0	0	76	5	0	110
Total	0	0	0	0	1	142	0	0	12	0	0	0	0	280	16	0	451

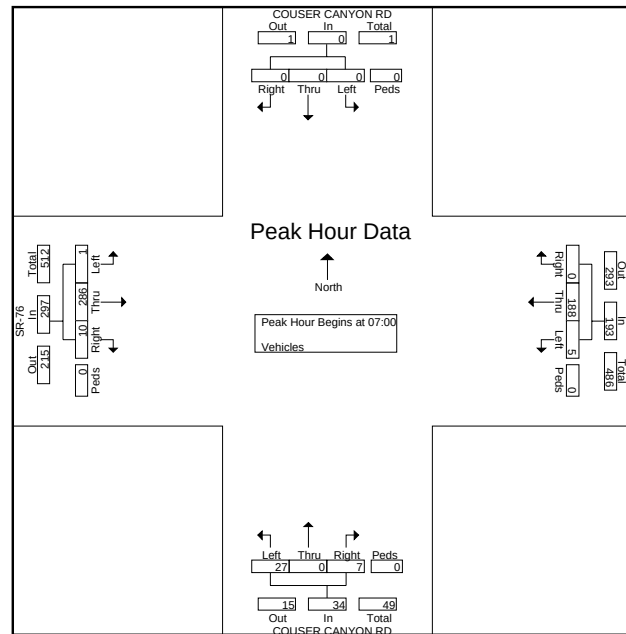
*** BREAK ***

16:00	0	0	0	0	2	104	0	0	4	0	3	0	0	84	1	0	198
16:15	0	0	0	0	4	86	0	0	4	0	2	0	0	82	2	0	180
16:30	0	0	0	0	3	103	0	0	4	0	3	0	0	86	2	0	201
16:45	0	0	0	0	1	136	0	0	4	0	0	0	0	73	8	0	222
Total	0	0	0	0	10	429	0	0	16	0	8	0	0	325	13	0	801
17:00	0	0	0	0	1	73	0	0	10	0	0	0	0	81	3	0	168
17:15	0	0	0	1	1	85	0	1	1	0	1	0	0	91	4	0	185
17:30	0	0	0	0	2	106	0	0	4	0	0	0	0	81	3	0	196
17:45	0	0	0	0	0	64	0	0	3	0	0	0	0	69	7	0	143
Total	0	0	0	1	4	328	0	1	18	0	1	0	0	322	17	0	692
Grand Total	0	0	0	1	20	1087	0	1	73	0	16	0	1	1213	56	0	2468
Apprch %	0	0	0	100	1.8	98.1	0	0.1	82	0	18	0	0.1	95.5	4.4	0	
Total %	0	0	0	0	0.8	44	0	0	3	0	0.6	0	0	49.1	2.3	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.03.COUSER CANYON RD.SR-76
Site Code : 00000000
Start Date : 10/21/2009
Page No : 2

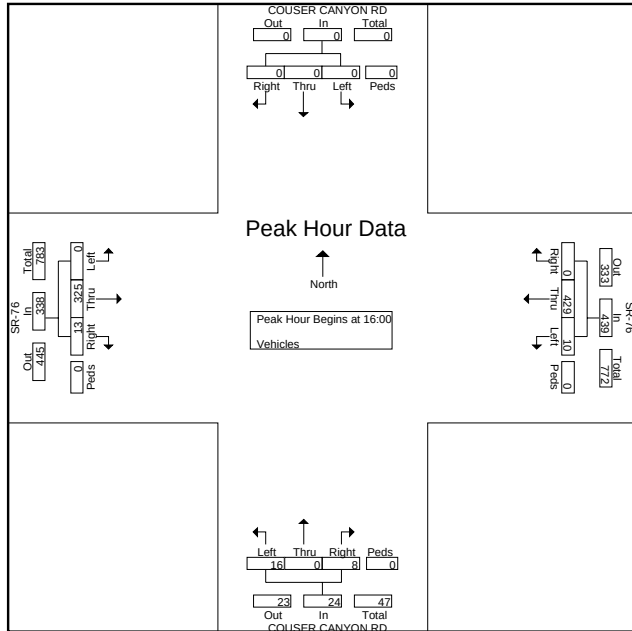
Start Time	COUSER CANYON RD Southbound					SR-76 Westbound					COUSER CANYON RD Northbound					SR-76 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00	0	0	0	0	0	4	49	0	0	53	5	0	5	0	10	0	62	4	0	66	129
07:15	0	0	0	0	0	0	30	0	0	30	6	0	1	0	7	1	74	2	0	77	114
07:30	0	0	0	0	0	1	69	0	0	70	11	0	1	0	12	0	74	3	0	77	159
07:45	0	0	0	0	0	0	40	0	0	40	5	0	0	0	5	0	76	1	0	77	122
Total	0	0	0	0	0	5	188	0	0	193	27	0	7	0	34	1	286	10	0	297	524
Volume % App. Total	0	0	0	0	0	2.6	97.4	0	0	0	79.4	0	20.6	0		0.3	96.3	3.4	0		
PHF	.000	.000	.000	.000	.000	.313	.681	.000	.000	.689	.614	.000	.350	.000	.708	.250	.941	.625	.000	.964	.824



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.03.COUSER CANYON RD.SR-76
Site Code : 00000000
Start Date : 10/21/2009
Page No : 3

	COUSER CANYON RD Southbound					SR-76 Westbound					COUSER CANYON RD Northbound					SR-76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	2	104	0	0	106	4	0	3	0	7	0	84	1	0	85	198
16:15	0	0	0	0	0	4	86	0	0	90	4	0	2	0	6	0	82	2	0	84	180
16:30	0	0	0	0	0	3	103	0	0	106	4	0	3	0	7	0	86	2	0	88	201
16:45	0	0	0	0	0	1	136	0	0	137	4	0	0	0	4	0	73	8	0	81	222
Total Volume	0	0	0	0	0	10	429	0	0	439	16	0	8	0	24	0	325	13	0	338	801
% App. Total	0	0	0	0	0	2.3	97.7	0	0	0	66.7	0	33.3	0	0	0	96.2	3.8	0	0	0
PHF	.000	.000	.000	.000	.000	.625	.789	.000	.000	.801	1.00	.000	.667	.000	.857	.000	.945	.406	.000	.960	.902



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9002.03.PALA MISSION RD.SR 76 (PALA RD)
Site Code : 00000000
Start Date : 2/24/2009
Page No : 1

Groups Printed- Vehicles

Start Time	PALA MISSION RD				SR 76 (PALA RD)				PALA MISSION RD				SR 76 (PALA RD)				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	2	5	18	0	0	18	3	0	2	3	1	0	20	26	0	0	98
07:15	0	0	28	0	3	26	1	0	1	4	0	0	26	20	0	0	109
07:30	3	2	25	0	0	26	2	0	3	0	1	0	23	44	1	0	130
07:45	11	4	40	0	2	20	3	0	5	1	0	0	31	48	2	0	167
Total	16	11	111	0	5	90	9	0	11	8	2	0	100	138	3	0	504
08:00	5	8	15	0	0	20	8	0	1	3	2	1	24	38	2	0	127
08:15	3	2	27	0	2	19	4	0	2	1	0	0	13	28	1	0	102
08:30	4	0	28	0	2	25	3	0	1	3	0	0	18	46	4	0	134
08:45	6	6	24	1	3	22	4	0	1	2	2	1	14	25	3	1	115
Total	18	16	94	1	7	86	19	0	5	9	4	2	69	137	10	1	478

*** BREAK ***

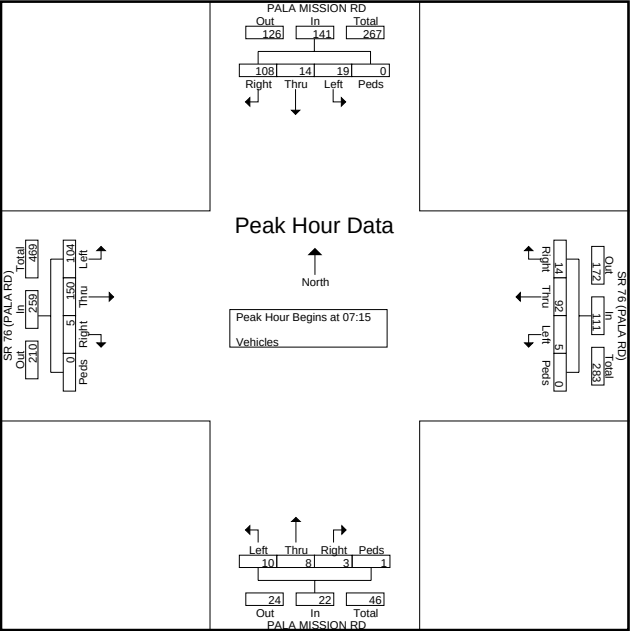
16:00	5	3	27	0	10	52	4	0	7	2	1	0	39	43	3	0	196
16:15	3	2	31	0	7	36	6	0	4	8	1	0	31	39	5	0	173
16:30	7	3	23	0	4	34	4	0	6	7	1	0	42	45	6	0	182
16:45	7	10	19	0	5	27	2	0	9	9	2	0	36	31	9	0	166
Total	22	18	100	0	26	149	16	0	26	26	5	0	148	158	23	0	717
17:00	4	6	20	0	6	37	2	0	5	10	0	0	39	46	4	0	179
17:15	5	5	23	1	5	46	2	0	4	9	2	0	32	41	7	1	183
17:30	2	8	24	0	7	33	5	0	4	11	1	0	41	43	3	1	183
17:45	2	5	18	1	8	37	3	0	4	7	1	8	34	25	8	8	169
Total	13	24	85	2	26	153	12	0	17	37	4	8	146	155	22	10	714
Grand Total	69	69	390	3	64	478	56	0	59	80	15	10	463	588	58	11	2413
Apprch %	13	13	73.4	0.6	10.7	79.9	9.4	0	36	48.8	9.1	6.1	41.3	52.5	5.2	1	
Total %	2.9	2.9	16.2	0.1	2.7	19.8	2.3	0	2.4	3.3	0.6	0.4	19.2	24.4	2.4	0.5	

True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 9002.03.PALA MISSION RD.SR 76 (PALA RD)
Site Code : 00000000
Start Date : 2/24/2009
Page No : 2

	PALA MISSION RD Southbound					SR 76 (PALA RD) Westbound					PALA MISSION RD Northbound					SR 76 (PALA RD) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	28	0	28	3	26	1	0	30	1	4	0	0	5	26	20	0	0	46	109
07:30	3	2	25	0	30	0	26	2	0	28	3	0	1	0	4	23	44	1	0	68	130
07:45	11	4	40	0	55	2	20	3	0	25	5	1	0	0	6	31	48	2	0	81	167
08:00	5	8	15	0	28	0	20	8	0	28	1	3	2	1	7	24	38	2	0	64	127
Total Volume	19	14	108	0	141	5	92	14	0	111	10	8	3	1	22	104	150	5	0	259	533
% App. Total	13.5	9.9	76.6	0		4.5	82.9	12.6	0		45.5	36.4	13.6	4.5		40.2	57.9	1.9	0		
PHF	.432	.438	.675	.000	.641	.417	.885	.438	.000	.925	.500	.500	.375	.250	.786	.839	.781	.625	.000	.799	.798

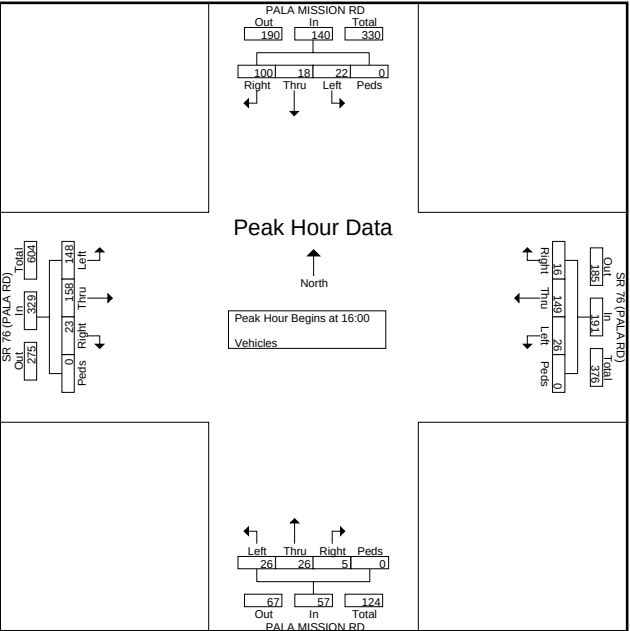


True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 9002.03.PALA MISSION RD.SR 76 (PALA RD)
Site Code : 00000000
Start Date : 2/24/2009
Page No : 3

	PALA MISSION RD Southbound					SR 76 (PALA RD) Westbound					PALA MISSION RD Northbound					SR 76 (PALA RD) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	5	3	27	0	35	10	52	4	0	66	7	2	1	0	10	39	43	3	0	85	196
16:15	3	2	31	0	36	7	36	6	0	49	4	8	1	0	13	31	39	5	0	75	173
16:30	7	3	23	0	33	4	34	4	0	42	6	7	1	0	14	42	45	6	0	93	182
16:45	7	10	19	0	36	5	27	2	0	34	9	9	2	0	20	36	31	9	0	76	166
Total Volume	22	18	100	0	140	26	149	16	0	191	26	26	5	0	57	148	158	23	0	329	717
% App. Total	15.7	12.9	71.4	0		13.6	78	8.4	0		45.6	45.6	8.8	0		45	48	7	0		
PHF	.786	.450	.806	.000	.972	.650	.716	.667	.000	.723	.722	.722	.625	.000	.713	.881	.878	.639	.000	.884	.915



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.05.PALA TEMECULA RD.PALA MISSION RD
Site Code : 00000000
Start Date : 10/22/2009
Page No : 1

Groups Printed- Vehicles																
MISSION RD Southbound	PALA TEMECULA RD Northbound				PALA MISSION RD Eastbound				Int. Total							
	Left	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds			
3:21	0	0	0	1	2	16	8	0	0	119						
3:20	2	0	0	0	3	11	10	1	0	114						
3:18	2	0	3	4	9	24	13	2	0	197						
3:28	0	0	3	4	0	19	13	1	0	156						
3:27	4	0	6	9	14	70	44	4	0	586						
3:20	0	1	2	2	0	16	8	0	0	114						
3:26	0	0	1	1	0	12	5	1	0	115						
3:12	0	4	2	0	1	12	4	0	0	93						
3:18	1	0	2	1	1	14	3	0	0	133						
3:76	1	5	7	4	2	54	20	1	0	455						

*** BREAK ***

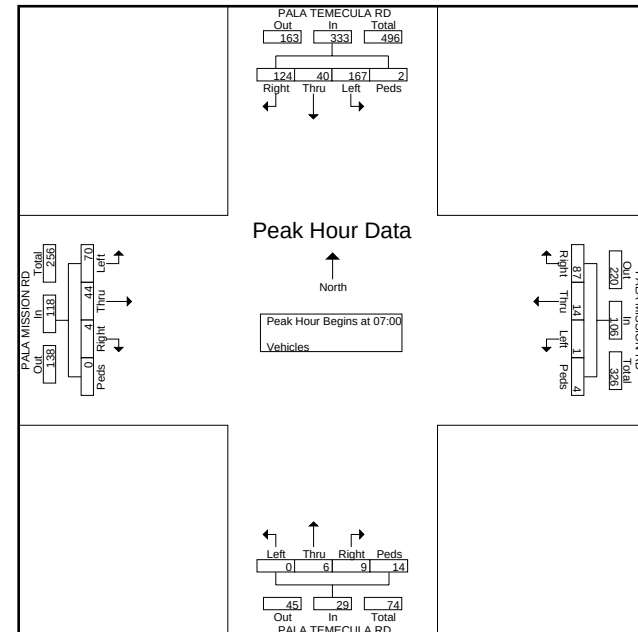
16:00	44	7	35	0	0	7	46	2	1	5	2	1	25	13	2	0	190
16:15	47	5	37	2	1	9	40	3	0	4	1	3	32	6	2	0	192
16:30	49	6	38	0	0	10	59	1	0	3	0	0	52	7	1	0	226
16:45	38	8	28	0	0	9	55	0	0	4	1	3	37	6	1	0	190
Total	178	26	138	2	1	35	200	6	1	16	4	7	146	32	6	0	798
17:00	48	3	21	0	0	9	72	0	1	9	2	0	45	9	1	0	220
17:15	26	7	32	0	1	6	61	1	0	8	0	1	47	9	0	0	199
17:30	29	5	38	0	0	7	30	0	2	2	4	1	34	5	1	0	158
17:45	21	3	35	0	2	7	38	3	1	3	1	0	19	12	1	0	146
Total	124	18	126	0	3	29	201	4	4	22	7	2	145	35	3	0	723
Grand Total	611	99	501	4	6	92	564	15	10	51	24	25	415	131	14	0	2562
Apprch %	50.3	8.1	41.2	0.3	0.9	13.6	83.3	2.2	9.1	46.4	21.8	22.7	74.1	23.4	2.5	0	
Total %	23.8	3.9	19.6	0.2	0.2	3.6	22	0.6	0.4	2	0.9	1	16.2	5.1	0.5	0	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.05.PALA TEMECULA RD.PALA MISSION RD
Site Code : 00000000
Start Date : 10/22/2009
Page No : 2

Start Time	PALA TEMECULA RD Southbound					PALA MISSION RD Westbound					PALA TEMECULA RD Northbound					PALA MISSION RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:00	41	8	19	0	68	0	3	21	0	24	0	0	1	2	3	16	8	0	0	24	119
07:15	29	7	26	1	63	0	4	20	2	26	0	0	0	3	3	11	10	1	0	22	114
07:30	56	15	46	1	118	0	4	18	2	24	0	3	4	9	16	24	13	2	0	39	197
07:45	41	10	33	0	84	1	3	28	0	32	0	3	4	0	7	19	13	1	0	33	156
Total Volume	167	40	124	2	333	1	14	87	4	106	0	6	9	14	29	70	44	4	0	118	586
% App. Total	50.2	12	37.2	0.6		0.9	13.2	82.1	3.8		0	20.7	31	48.3		59.3	37.3	3.4	0		
PHF	.746	.667	.674	.500	.706	.250	.875	.777	.500	.828	.000	.500	.563	.389	.453	.729	.846	.500	.000	.756	.744

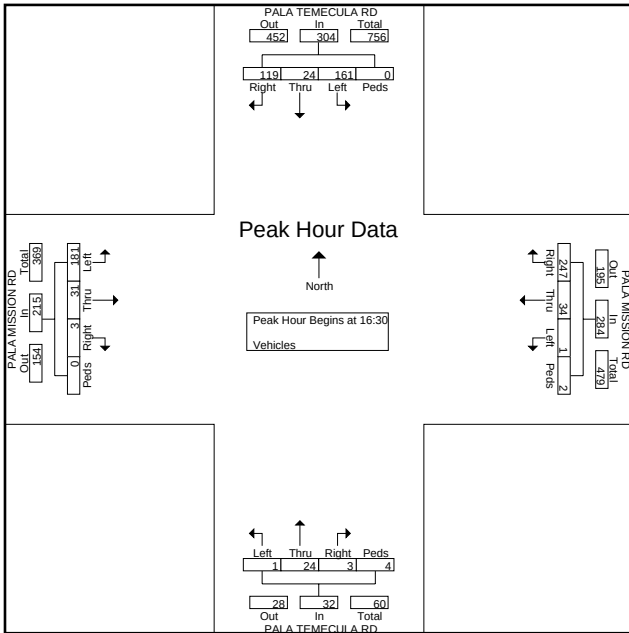
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.05.PALA TEMECULA RD.PALA MISSION RD
Site Code : 00000000
Start Date : 10/22/2009
Page No : 3

	PALA TEMECULA RD Southbound					PALA MISSION RD Westbound					PALA TEMECULA RD Northbound					PALA MISSION RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	49	6	38	0	93	0	10	59	1	70	0	3	0	0	3	52	7	1	0	60	226
16:45	38	8	28	0	74	0	9	55	0	64	0	4	1	3	8	37	6	1	0	44	190
17:00	48	3	21	0	72	0	9	72	0	81	1	9	2	0	12	45	9	1	0	55	220
17:15	26	7	32	0	65	1	6	61	1	69	0	8	0	1	9	47	9	0	0	56	199
Total Volume	161	24	119	0	304	1	34	247	2	284	1	24	3	4	32	181	31	3	0	215	835
% App. Total	53	7.9	39.1	0		0.4	12	87	0.7		3.1	7.5	9.4	12.5		84.2	14.4	1.4	0		
PHF	.821	.750	.783	.000	.817	.250	.850	.858	.500	.877	.250	.667	.375	.333	.667	.870	.861	.750	.000	.896	.924



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1096.02.BRITTIAN RD.MISSION RD SR-76
Site Code : 00000000
Start Date : 12/2/2010
Page No : 1

BRITTIAN RD Southbound					MISSION RD SR-76 Westbound					BRITTIAN RD Northbound					MISSION RD SR-76 Eastbound					Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		
07:00	0	0	0	0	0	22	0	0		0	0	0	0		1	27	0	0		50
07:15	0	0	0	0	0	28	0	0		0	0	0	0		1	29	0	0		58
07:30	0	0	0	0	0	21	1	0		0	0	0	0		0	36	0	0		58
07:45	1	0	2	0	0	24	1	0		0	0	0	0		3	61	0	0		92
Total	1	0	2	0	0	95	2	0		0	0	0	0		5	153	0	0		258
08:00	0	0	2	0	0	21	0	0		0	0	0	0		1	37	0	0		61
08:15	0	0	0	0	0	30	0	0		0	0	0	0		0	34	0	0		64
08:30	0	0	0	0	0	28	0	0		0	0	0	0		0	41	0	0		69
08:45	0	0	0	0	0	24	0	0		0	0	0	0		0	30	0	0		54
Total	0	0	2	0	0	103	0	0		0	0	0	0		1	142	0	0		248

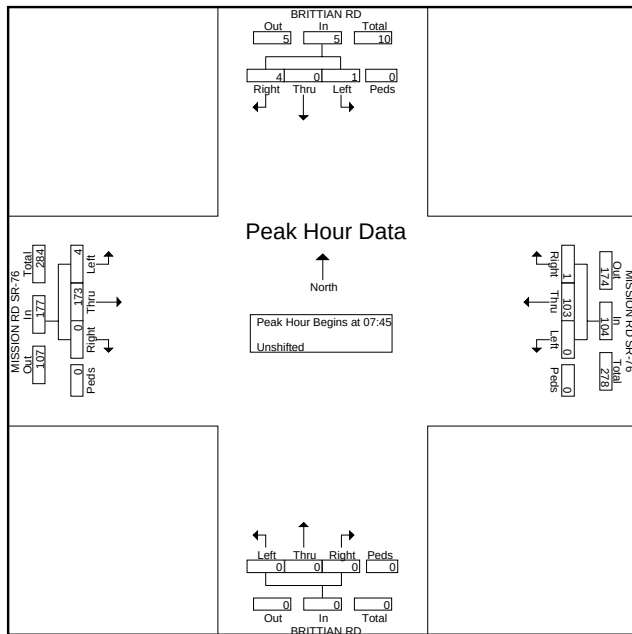
*** BREAK ***

16:00	0	0	0	0	0	43	0	0		0	0	0	0		0	41	0	0		84
16:15	1	0	1	0	0	47	0	0		0	0	0	0		1	40	0	0		90
16:30	0	0	0	1	0	44	3	0		0	0	0	0		3	58	0	0		109
16:45	0	0	0	0	0	51	1	0		0	0	0	0		0	34	0	0		86
Total	1	0	1	1	0	185	4	0		0	0	0	0		4	173	0	0		369
17:00	0	0	1	0	0	27	1	0		0	0	0	0		0	37	0	0		66
17:15	0	0	1	0	0	53	0	0		0	0	0	0		0	42	0	0		96
17:30	0	0	1	0	0	30	1	0		0	0	0	0		0	33	0	0		65
17:45	0	0	0	0	0	26	0	0		0	0	0	0		0	37	0	0		63
Total	0	0	3	0	0	136	2	0		0	0	0	0		0	149	0	0		290
Grand Total	2	0	8	1	0	519	8	0		0	0	0	0		10	617	0	0		1165
Apprch %	18.2	0	72.7	9.1	0	98.5	1.5	0		0	0	0	0		1.6	98.4	0	0		
Total %	0.2	0	0.7	0.1	0	44.5	0.7	0		0	0	0	0		0.9	53	0	0		

True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1096.02.BRITTIAN RD.MISSION RD SR-76
Site Code : 00000000
Start Date : 12/2/2010
Page No : 2

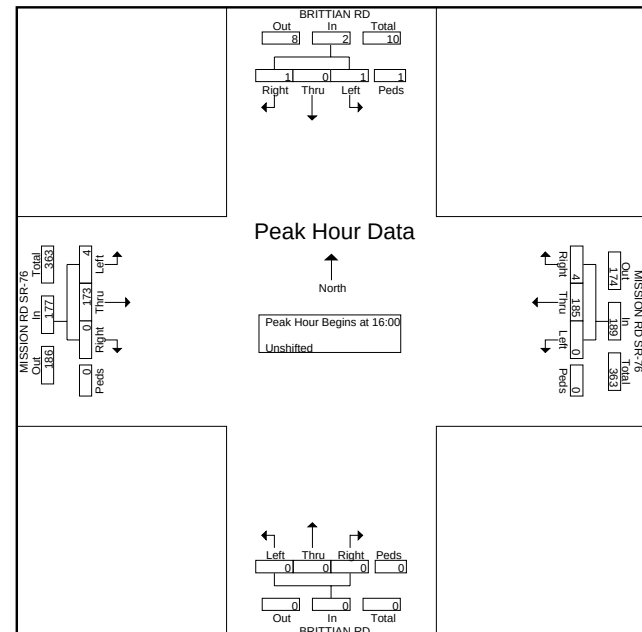
	BRITTIAN RD Southbound					MISSION RD SR-76 Westbound					BRITTIAN RD Northbound					MISSION RD SR-76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	1	0	2	0	3	0	24	1	0	25	0	0	0	0	0	3	61	0	0	64	92
08:00	0	0	2	0	2	0	21	0	0	21	0	0	0	0	0	1	37	0	0	38	61
08:15	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	34	0	0	34	64
08:30	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	41	0	0	41	69
Total Volume	1	0	4	0	5	0	103	1	0	104	0	0	0	0	0	4	173	0	0	177	286
% App. Total	20	0	80	0		0	99	1	0		0	0	0	0		2.3	97.7	0	0		
PHF	.250	.000	.500	.000	.417	.000	.858	.250	.000	.867	.000	.000	.000	.000	.000	.333	.709	.000	.000	.691	.777



True Count
4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1096.02.BRITTIAN RD.MISSION RD SR-76
Site Code : 00000000
Start Date : 12/2/2010
Page No : 3

	BRITTIAN RD Southbound					MISSION RD SR-76 Westbound					BRITTIAN RD Northbound					MISSION RD SR-76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	41	0	0	41	84
16:15	1	0	1	0	2	0	47	0	0	47	0	0	0	0	0	1	40	0	0	41	90
16:30	0	0	0	1	1	0	44	3	0	47	0	0	0	0	0	3	58	0	0	61	109
16:45	0	0	0	0	0	0	51	1	0	52	0	0	0	0	0	0	34	0	0	34	86
Total Volume	1	0	1	1	3	0	185	4	0	189	0	0	0	0	0	4	173	0	0	177	369
% App. Total	33.3	0	33.3	33.3		0	97.9	2.1	0		0	0	0	0		2.3	97.7	0	0		
PHF	.250	.000	.250	.250	.375	.000	.907	.333	.000	.909	.000	.000	.000	.000	.000	.333	.746	.000	.000	.725	.846



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.06.PALA MISSION RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 1

Groups Printed- Vehicles

Start Time	PALA MISSION RD Southbound				SR-76 Westbound				PALA MISSION RD Northbound				SR-76 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	28	0	0	0	0	22	17	0	0	0	0	0	2	30	0	0	99
07:15	26	0	0	0	0	26	22	0	0	0	0	0	2	35	0	0	111
07:30	41	0	1	0	0	21	23	0	0	0	0	0	0	57	0	0	143
07:45	35	0	0	0	0	17	36	0	0	0	0	0	2	45	0	0	135
Total	130	0	1	0	0	86	98	0	0	0	0	0	6	167	0	0	488
08:00	26	0	1	0	0	23	20	0	0	0	0	0	3	32	0	0	105
08:15	34	0	1	0	0	27	27	0	0	0	0	0	1	39	0	0	129
08:30	29	0	2	0	0	17	14	0	0	0	0	0	3	37	0	0	102
08:45	31	0	0	0	0	30	25	0	0	0	0	0	5	50	0	0	141
Total	120	0	4	0	0	97	86	0	0	0	0	0	12	158	0	0	477

*** BREAK ***

16:00	43	0	1	0	0	56	40	0	0	0	0	0	1	42	0	0	183
16:15	47	0	0	0	0	54	50	0	0	0	0	0	0	43	0	0	194
16:30	45	0	2	0	0	59	43	0	0	0	0	0	1	52	0	0	202
16:45	32	0	0	0	0	58	54	0	0	0	0	0	1	48	0	0	193
Total	167	0	3	0	0	227	187	0	0	0	0	0	3	185	0	0	772
17:00	45	0	1	0	0	45	57	0	0	0	0	0	0	41	0	0	189
17:15	33	0	1	0	0	54	54	0	0	0	0	0	2	41	0	0	185
17:30	31	0	3	0	0	39	42	0	0	0	0	0	1	38	0	0	154
17:45	18	0	0	0	0	38	39	0	0	0	0	0	4	47	0	0	146
Total	127	0	5	0	0	176	192	0	0	0	0	0	7	167	0	0	674
Grand Total	544	0	13	0	0	586	563	0	0	0	0	0	28	677	0	0	2411
Apprch %	97.7	0	2.3	0	0	51	49	0	0	0	0	0	4	96	0	0	
Total %	22.6	0	0.5	0	0	24.3	23.4	0	0	0	0	0	1.2	28.1	0	0	

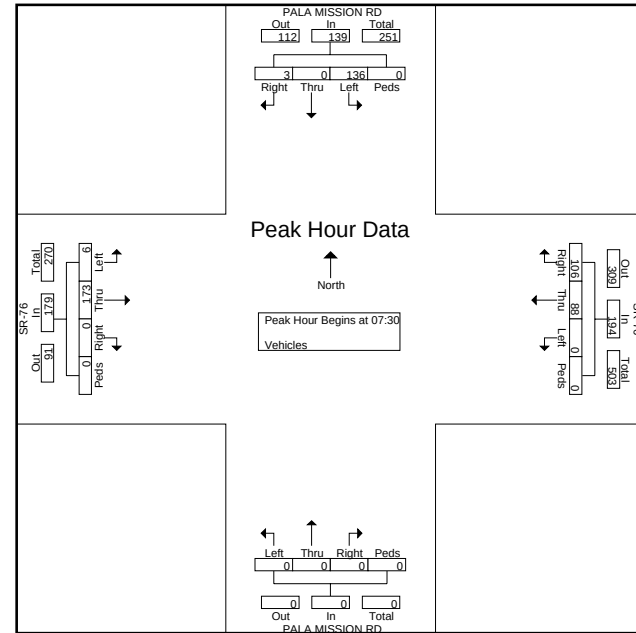
True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.06.PALA MISSION RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 2

Start Time	PALA MISSION RD Southbound					SR-76 Westbound					PALA MISSION RD Northbound					SR-76 Eastbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:30	41	0	1	0	42	0	21	23	0	44	0	0	0	0	0	0	57	0	0	57	143
07:45	35	0	0	0	35	0	17	36	0	53	0	0	0	0	0	2	45	0	0	47	135
08:00	26	0	1	0	27	0	23	20	0	43	0	0	0	0	0	3	32	0	0	35	105
08:15	34	0	1	0	35	0	27	27	0	54	0	0	0	0	0	1	39	0	0	40	129
Total Volume	136	0	3	0	139	0	88	106	0	194	0	0	0	0	0	6	173	0	0	179	512
% App. Total	97.8	0	2.2	0		0	45.4	54.6	0		0	0	0	0	0	3.4	96.6	0	0		
PHF	.829	.000	.750	.000	.827	.000	.815	.736	.000	.898	.000	.000	.000	.000	.000	.500	.759	.000	.000	.785	.895

Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1

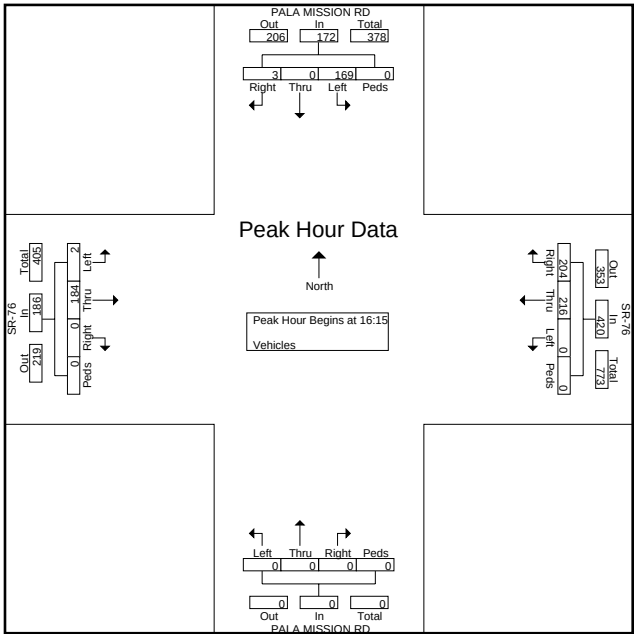
Peak Hour for Entire Intersection Begins at 07:30



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.06.PALA MISSION RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 3

	PALA MISSION RD					SR-76					PALA MISSION RD					SR-76					
	Southbound					Westbound					Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	47	0	0	0	47	0	54	50	0	104	0	0	0	0	0	0	43	0	0	43	194
16:30	45	0	2	0	47	0	59	43	0	102	0	0	0	0	0	1	52	0	0	53	202
16:45	32	0	0	0	32	0	58	54	0	112	0	0	0	0	0	1	48	0	0	49	193
17:00	45	0	1	0	46	0	45	57	0	102	0	0	0	0	0	0	41	0	0	41	189
Total Volume	169	0	3	0	172	0	216	204	0	420	0	0	0	0	0	2	184	0	0	186	778
% App. Total	98.3	0	1.7	0		0	51.4	48.6	0		0	0	0	0	0	1.1	98.9	0	0		
PHF	.899	.000	.375	.000	.915	.000	.915	.895	.000	.938	.000	.000	.000	.000	.000	.500	.885	.000	.000	.877	.963



True Count
3401 First Ave #123
San Diego, CA 92103

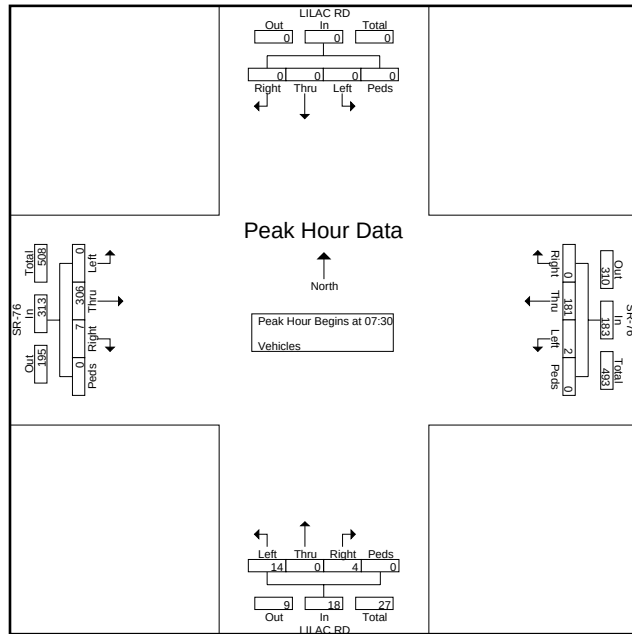
File Name : 9095.04.LILAC RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 1

Groups Printed- Vehicles																				
	LILAC RD Southbound				SR-76 Westbound				LILAC RD Northbound				SR-76 Eastbound				Int. Total			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds				
07:00	0	0	0	0	2	36	0	0	1	0	1	0	0	57	0	0	97			
07:15	0	0	0	0	0	49	0	0	1	0	2	0	0	64	2	0	118			
07:30	0	0	0	0	0	37	0	0	6	0	3	0	0	95	1	0	142			
07:45	0	0	0	0	0	51	0	0	3	0	0	0	0	83	1	0	138			
Total	0	0	0	0	2	173	0	0	11	0	6	0	0	299	4	0	495			
08:00	0	0	0	0	0	44	0	0	2	0	0	0	0	55	3	0	104			
08:15	0	0	0	0	2	49	0	0	3	0	1	0	0	73	2	0	130			
08:30	0	0	0	0	4	32	0	0	0	0	2	0	0	60	2	0	100			
08:45	0	0	0	0	1	47	0	0	3	0	0	0	0	82	2	0	135			
Total	0	0	0	0	7	172	0	0	8	0	3	0	0	270	9	0	469			
*** BREAK ***																				
16:00	0	0	0	0	2	94	0	0	1	0	0	0	0	81	2	0	180			
16:15	0	0	0	0	4	98	0	0	1	0	2	0	0	86	2	0	193			
16:30	0	0	0	0	1	103	0	0	2	0	2	0	0	105	0	0	213			
16:45	0	0	0	0	0	110	0	0	2	0	3	0	0	82	1	0	198			
Total	0	0	0	0	7	405	0	0	6	0	7	0	0	354	5	0	784			
17:00	0	0	0	0	4	102	0	0	2	0	1	0	0	85	1	0	195			
17:15	0	0	0	0	3	103	0	0	4	0	0	0	0	71	2	0	183			
17:30	0	0	0	0	1	95	0	0	1	0	0	0	0	73	0	0	170			
17:45	0	0	0	0	0	69	0	0	6	0	0	0	0	68	1	0	144			
Total	0	0	0	0	8	369	0	0	13	0	1	0	0	297	4	0	692			
Grand Total	0	0	0	0	24	1119	0	0	38	0	17	0	0	1220	22	0	2440			
Apprch %	0	0	0	0	2.1	97.9	0	0	69.1	0	30.9	0	0	98.2	1.8	0				
Total %	0	0	0	0	1	45.9	0	0	1.6	0	0.7	0	0	50	0.9	0				

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.04.LILAC RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 2

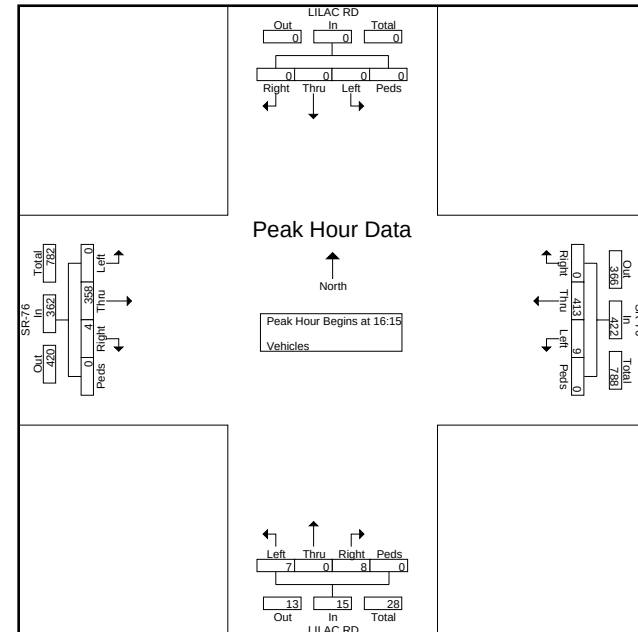
	LILAC RD Southbound					SR-76 Westbound					LILAC RD Northbound					SR-76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	0	37	0	0	37	6	0	3	0	9	0	95	1	0	96	142
07:45	0	0	0	0	0	0	51	0	0	51	3	0	0	0	3	0	83	1	0	84	138
08:00	0	0	0	0	0	0	44	0	0	44	2	0	0	0	2	0	55	3	0	58	104
08:15	0	0	0	0	0	2	49	0	0	51	3	0	1	0	4	0	73	2	0	75	130
Total Volume	0	0	0	0	0	2	181	0	0	183	14	0	4	0	18	0	306	7	0	313	514
% App. Total	0	0	0	0	0	1.1	98.9	0	0	0	77.8	0	22.2	0	0	0	97.8	2.2	0	0	
PHF	.000	.000	.000	.000	.000	2.50	.887	.000	.000	.897	.583	.000	.333	.000	.500	.000	.805	.583	.000	.815	.905



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9095.04.LILAC RD.SR-76
Site Code : 00000000
Start Date : 10/22/2009
Page No : 3

	LILAC RD Southbound					SR-76 Westbound					LILAC RD Northbound					SR-76 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	4	98	0	0	102	1	0	2	0	3	0	86	2	0	88	193
16:30	0	0	0	0	0	1	103	0	0	104	2	0	2	0	4	0	105	0	0	105	213
16:45	0	0	0	0	0	0	110	0	0	110	2	0	3	0	5	0	82	1	0	83	198
17:00	0	0	0	0	0	4	102	0	0	106	2	0	1	0	3	0	85	1	0	86	195
Total Volume	0	0	0	0	0	9	413	0	0	422	7	0	8	0	15	0	358	4	0	362	799
% App. Total	0	0	0	0	0	2.1	97.9	0	0	0	46.7	0	53.3	0	0	0	98.9	1.1	0	0	0
PHF	.000	.000	.000	.000	.000	.563	.939	.000	.000	.959	.875	.000	.667	.000	.750	.000	.852	.500	.000	.862	.938



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9002.05.COLE GRADE RD.SR 76 (PALA RD)
Site Code : 00000000
Start Date : 2/24/2009
Page No : 1

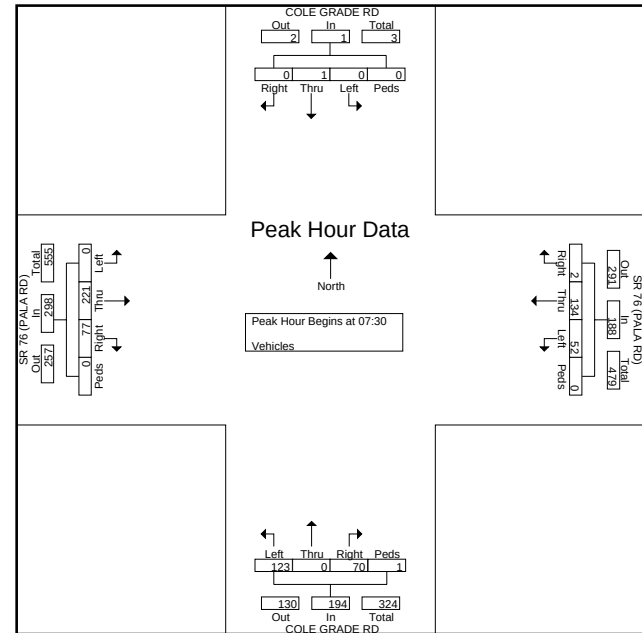
Groups Printed- Vehicles

Start Time	COLE GRADE RD Southbound				SR 76 (PALA RD) Westbound				COLE GRADE RD Northbound				SR 76 (PALA RD) Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	1	0	0	15	22	0	0	18	0	4	0	0	31	20	0	111
07:15	0	0	0	0	15	31	0	0	24	1	8	0	0	31	17	0	127
07:30	0	0	0	0	13	47	1	0	50	0	17	0	0	47	16	0	191
07:45	0	0	0	0	18	31	0	0	28	0	20	1	0	69	21	0	188
Total	0	1	0	0	61	131	1	0	120	1	49	1	0	178	74	0	617
08:00	0	1	0	0	19	23	1	0	20	0	25	0	0	55	26	0	170
08:15	0	0	0	0	2	33	0	0	25	0	8	0	0	50	14	0	132
08:30	0	0	0	0	5	25	0	0	20	0	8	0	1	43	11	0	113
08:45	0	0	0	0	11	24	0	0	13	0	7	0	0	30	12	0	97
Total	0	1	0	0	37	105	1	0	78	0	48	0	1	178	63	0	512
*** BREAK ***																	
16:00	0	0	0	0	11	72	2	0	16	1	11	0	0	55	23	0	191
16:15	0	0	0	0	6	68	0	0	17	1	8	0	0	58	25	0	183
16:30	0	0	0	0	12	74	0	0	15	1	11	0	0	65	50	0	228
16:45	0	1	1	0	12	86	1	0	24	0	7	0	0	43	27	0	202
Total	0	1	1	0	41	300	3	0	72	3	37	0	0	221	125	0	804
17:00	0	1	0	0	8	65	0	0	20	0	10	0	0	43	16	0	163
17:15	0	0	0	0	8	69	0	0	12	1	6	0	0	45	22	2	165
17:30	0	0	0	0	3	54	0	0	16	0	4	0	1	37	13	0	128
17:45	0	0	0	0	2	48	0	0	23	0	8	0	0	46	22	0	149
Total	0	1	0	0	21	236	0	0	71	1	28	0	1	171	73	2	605
Grand Total	0	4	1	0	160	772	5	0	341	5	162	1	2	748	335	2	2538
Apprch %	0	80	20	0	17.1	82.4	0.5	0	67	1	31.8	0.2	0.2	68.8	30.8	0.2	
Total %	0	0.2	0	0	6.3	30.4	0.2	0	13.4	0.2	6.4	0	0.1	29.5	13.2	0.1	

True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9002.05.COLE GRADE RD.SR 76 (PALA RD)
Site Code : 00000000
Start Date : 2/24/2009
Page No : 2

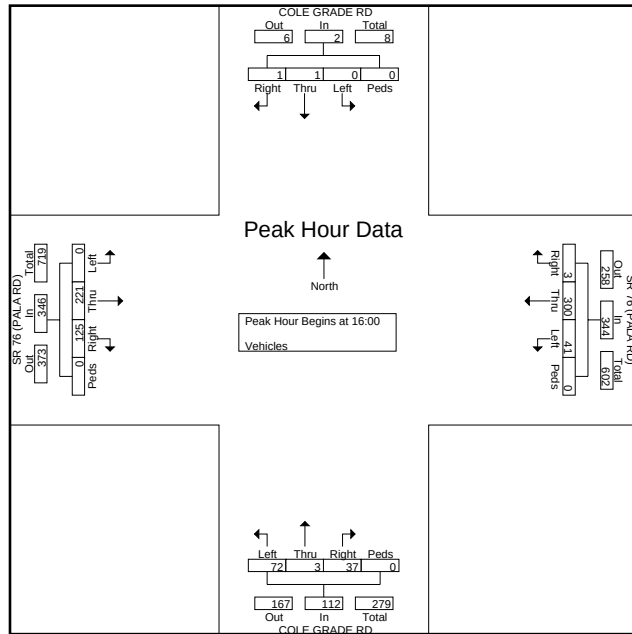
COLE GRADE RD Southbound						SR 76 (PALA RD) Westbound						COLE GRADE RD Northbound						SR 76 (PALA RD) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30																							
07:30	0	0	0	0	0	13	47	1	0	61	50	0	17	0	67	0	47	16	0	63	191		
07:45	0	0	0	0	0	18	31	0	0	49	28	0	20	1	49	0	69	21	0	90	188		
08:00	0	1	0	0	1	19	23	1	0	43	20	0	25	0	45	0	55	26	0	81	170		
08:15	0	0	0	0	0	2	33	0	0	35	25	0	8	0	33	0	50	14	0	64	132		
Total Volume	0	1	0	0	1	52	134	2	0	188	123	0	70	1	194	0	221	77	0	298	681		
% App. Total	0	100	0	0		27.7	71.3	1.1	0		63.4	0	36.1	0.5		0	74.2	25.8	0				
PHF	.000	.250	.000	.000	.250	.684	.713	.500	.000	.770	.615	.000	.700	.250	.724	.000	.801	.740	.000	.828	.891		



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9002.05.COLE GRADE RD.SR 76 (PALA RD)
Site Code : 00000000
Start Date : 2/24/2009
Page No : 3

	COLE GRADE RD Southbound					SR 76 (PALA RD) Westbound					COLE GRADE RD Northbound					SR 76 (PALA RD) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	11	72	2	0	85	16	1	11	0	28	0	55	23	0	78	191
16:15	0	0	0	0	0	6	68	0	0	74	17	1	8	0	26	0	58	25	0	83	183
16:30	0	0	0	0	0	12	74	0	0	86	15	1	11	0	27	0	65	50	0	115	228
16:45	0	1	1	0	2	12	86	1	0	99	24	0	7	0	31	0	43	27	0	70	202
Total Volume	0	1	1	0	2	41	300	3	0	344	72	3	37	0	112	0	221	125	0	346	804
% App. Total	0	50	50	0		11.9	87.2	0.9	0		64.3	2.7	33	0		0	63.9	36.1	0		
PHF	.000	.250	.250	.000	.250	.854	.872	.375	.000	.869	.750	.750	.841	.000	.903	.000	.850	.625	.000	.752	.882



True Count
3401 First Ave #123
San Diego, CA 92103

File Name : 9002.04.ADAMS DR.SR 76 (PALA RD)
Site Code : 00000000
Start Date : 2/24/2009
Page No : 1

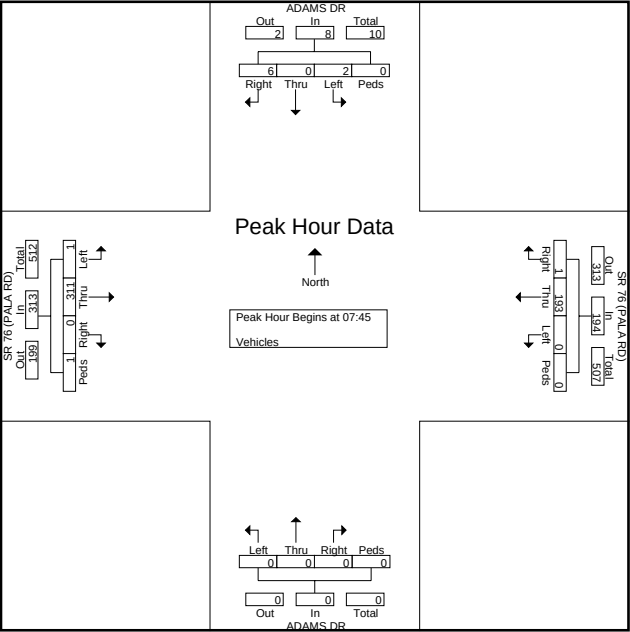
Groups Printed- Vehicles																		
	ADAMS DR Southbound				SR 76 (PALA RD) Westbound				ADAMS DR Northbound				SR 76 (PALA RD) Eastbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total	
07:00	2	0	1	0	0	37	0	0	0	0	0	0	0	46	0	1	87	
07:15	5	0	2	0	0	43	0	0	0	0	0	0	0	56	0	0	106	
07:30	3	0	0	0	0	47	3	0	0	0	0	0	0	70	0	0	123	
07:45	2	0	1	0	0	52	1	0	0	0	0	0	0	84	0	0	140	
Total	12	0	4	0	0	179	4	0	0	0	0	0	0	256	0	1	456	
08:00	0	0	1	0	0	43	0	0	0	0	0	0	0	83	0	1	128	
08:15	0	0	0	0	0	39	0	0	0	0	0	0	0	69	0	0	109	
08:30	0	0	4	0	0	59	0	0	0	0	0	0	0	75	0	0	138	
08:45	5	0	2	0	0	28	2	0	0	0	0	0	0	57	0	0	97	
Total	5	0	7	0	0	169	2	0	0	0	0	0	0	4	284	0	1	472
*** BREAK ***																		
16:00	2	0	2	0	0	84	5	0	0	0	0	0	0	80	0	1	174	
16:15	2	0	1	0	0	71	3	1	0	0	0	0	0	75	0	0	153	
16:30	2	0	2	0	0	93	3	0	0	0	0	0	0	74	0	0	175	
16:45	3	0	1	1	0	104	3	0	0	0	0	0	0	66	0	0	178	
Total	9	0	6	1	0	352	14	1	0	0	0	0	0	1	295	0	1	680
17:00	3	0	1	1	0	96	2	0	0	0	0	0	0	65	0	1	171	
17:15	0	0	0	0	0	104	3	0	0	0	0	0	0	73	0	0	182	
17:30	0	0	1	0	0	109	2	1	0	0	0	0	0	73	0	0	186	
17:45	2	0	1	0	0	127	2	0	0	0	0	0	0	51	0	0	184	
Total	5	0	3	1	0	436	9	1	0	0	0	0	0	5	262	0	1	723
Grand Total	31	0	20	2	0	1136	29	2	0	0	0	0	0	10	1097	0	4	2331
Apprch %	58.5	0	37.7	3.8	0	97.3	2.5	0.2	0	0	0	0	0	0.9	98.7	0	0.4	
Total %	1.3	0	0.9	0.1	0	48.7	1.2	0.1	0	0	0	0	0	0.4	47.1	0	0.2	

True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 9002.04.ADAMS DR.SR 76 (PALA RD)
Site Code : 00000000
Start Date : 2/24/2009
Page No : 2

	ADAMS DR Southbound					SR 76 (PALA RD) Westbound					ADAMS DR Northbound					SR 76 (PALA RD) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	2	0	1	0	3	0	52	1	0	53	0	0	0	0	0	0	84	0	0	84	140
08:00	0	0	1	0	1	0	43	0	0	43	0	0	0	0	0	0	83	0	1	84	128
08:15	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	1	69	0	0	70	109
08:30	0	0	4	0	4	0	59	0	0	59	0	0	0	0	0	0	75	0	0	75	138
Total Volume	2	0	6	0	8	0	193	1	0	194	0	0	0	0	0	1	311	0	1	313	515
% App. Total	25	0	75	0		0	99.5	0.5	0		0	0	0	0	0	0.3	99.4	0	0.3		
PHF	.250	.000	.375	.000	.500	.000	.818	.250	.000	.822	.000	.000	.000	.000	.000	.250	.926	.000	.250	.932	.920

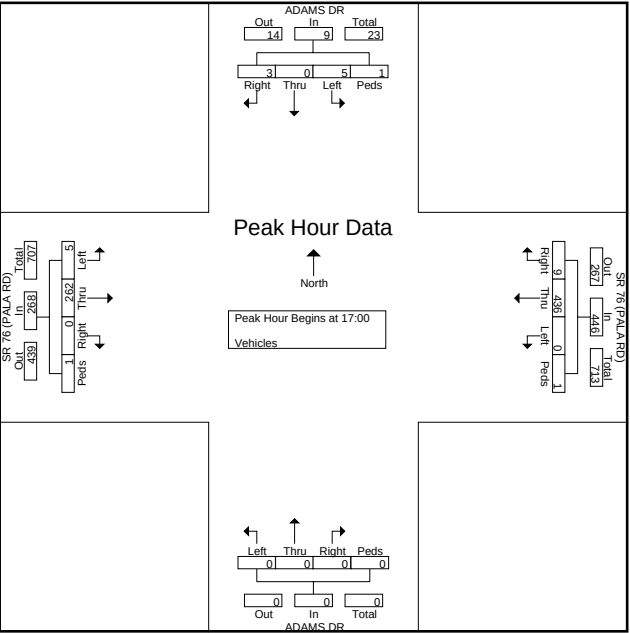


True Count

3401 First Ave #123
San Diego, CA 92103

File Name : 9002.04.ADAMS DR.SR 76 (PALA RD)
Site Code : 00000000
Start Date : 2/24/2009
Page No : 3

	ADAMS DR Southbound					SR 76 (PALA RD) Westbound					ADAMS DR Northbound					SR 76 (PALA RD) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	3	0	1	1	5	0	96	2	0	98	0	0	0	0	0	2	65	0	1	68	171
17:15	0	0	0	0	0	0	104	3	0	107	0	0	0	0	0	2	73	0	0	75	182
17:30	0	0	1	0	1	0	109	2	1	112	0	0	0	0	0	0	73	0	0	73	186
17:45	2	0	1	0	3	0	127	2	0	129	0	0	0	0	0	1	51	0	0	52	184
Total Volume	5	0	3	1	9	0	436	9	1	446	0	0	0	0	0	5	262	0	1	268	723
% App. Total	55.6	0	33.3	11.1		0	97.8	2	0.2		0	0	0	0	0	1.9	97.8	0	0.4		
PHF	.417	.000	.750	.250	.450	.000	.858	.750	.250	.864	.000	.000	.000	.000	.000	.625	.897	.000	.250	.893	.972



SR-76 W-O PAUMA RIDGE

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
00:00			11	19		12:00			51	55			
00:15			8	17		12:15			54	60			
00:30			12	15		12:30			55	65			
00:45			12	43	7	58	101		50	210	66	246	456
01:00			3	11		13:00			66	84			
01:15			6	19		13:15			84	45			
01:30			4	23		13:30			70	65			
01:45			6	19	13	66	85		65	285	84	278	563
02:00			3	15		14:00			84	77			
02:15			6	11		14:15			95	65			
02:30			2	16		14:30			78	45			
02:45			3	14	10	52	66		91	348	50	237	585
03:00			5	9		15:00			88	65			
03:15			5	8		15:15			90	77			
03:30			1	12		15:30			95	86			
03:45			3	14	9	38	52		72	345	49	277	622
04:00			1	13		16:00			81	91			
04:15			5	11		16:15			80	79			
04:30			11	10		16:30			71	88			
04:45			7	24	11	45	69		84	316	86	344	660
05:00			15	13		17:00			64	87			
05:15			24	16		17:15			78	58			
05:30			45	19		17:30			64	69			
05:45			33	117	18	66	183		77	283	81	295	578
06:00			37	32		18:00			58	74			
06:15			31	33		18:15			54	70			
06:30			48	35		18:30			55	45			
06:45			55	171	30	130	301		57	224	34	223	447
07:00			40	33		19:00			51	50			
07:15			61	29		19:15			69	44			
07:30			70	28		19:30			51	40			
07:45			62	233	65	155	388		39	210	38	172	382
08:00			66	26		20:00			36	34			
08:15			67	34		20:15			35	48			
08:30			70	40		20:30			36	26			
08:45			83	286	43	143	429		43	150	23	131	281
09:00			80	39		21:00			40	27			
09:15			78	17		21:15			31	32			
09:30			70	68		21:30			37	30			
09:45			75	303	37	161	464		28	136	33	122	258
10:00			33	40		22:00			29	37			
10:15			59	68		22:15			37	31			
10:30			49	53		22:30			34	29			
10:45			50	191	47	208	399		33	133	24	121	254
11:00			46	51		23:00			20	26			
11:15			48	50		23:15			29	26			
11:30			50	42		23:30			14	14			
11:45			44	188	46	189	377		18	81	24	90	171

Total Vol.		1603	1311	2914			2721	2536	5257
					Daily Totals				
					NB	SB	EB	WB	Combined
							4324	3847	8171
AM					PM				
Split %		55.0%	45.0%	35.7 %			51.8%	48.2%	64.3 %
Peak Hour		08:30	11:45	08:45			14:45	16:00	16:00
Volume		311	226	478			364	344	660
P.H.F.		0.94	0.87	0.87			0.96	0.95	0.96

APPENDIX D

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS EXISTING CONDITIONS

Scenario Report

Scenario: Ex AM
 Command: Default Command
 Volume: Ex AM
 Geometry: EX
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 7 SR76 & I-15 SB Ramps	C	31.1	0.820	C	31.1	0.820	+ 0.000 D/V
# 8 SR76 & I-15 NB Ramps	C	23.6	0.488	C	23.6	0.488	+ 0.000 D/V
# 9 SR76 & Pankey Rd	B	12.3	0.048	B	12.3	0.048	+ 0.000 D/V
# 10 SR76 & Horse Ranch Creek Rd	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 11 SR76 & Rice Cyn Rd	B	11.2	0.033	B	11.2	0.033	+ 0.000 D/V
# 12 SR76 & Couser Cyn Rd	B	12.3	0.057	B	12.3	0.057	+ 0.000 D/V
# 13 SR76 & C. Drwy	A	0.5	0.157	A	0.5	0.157	+ 0.000 D/V
# 14 SR76 & W. Pala Mission Rd	C	26.4	0.232	C	26.4	0.232	+ 0.000 D/V
# 15 Pala Mission Rd & Pala Temecul	A	9.7	0.436	A	9.7	0.436	+ 0.000 V/C
# 16 SR76 & Brittain Rd	A	9.1	0.004	A	9.1	0.004	+ 0.000 D/V
# 17 SR76 & E. Pala Mission Rd	B	12.5	0.230	B	12.5	0.230	+ 0.000 D/V
# 18 SR76 & Lilac Rd	B	11.8	0.029	B	11.8	0.029	+ 0.000 D/V
# 19 SR76 & Adams Dr	B	10.1	0.008	B	10.1	0.008	+ 0.000 D/V
# 20 SR76 & Cole Grade Rd	C	17.0	0.305	C	17.0	0.305	+ 0.000 D/V

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

 Intersection #7 SR76 & I-15 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.820
 Loss Time (sec): 12 Average Delay (sec/veh): 31.1
 Optimal Cycle: 90 Level Of Service: C

Street Name:	I-15 SB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	1	0	1	

Volume Module:PM Peak	I-15 SB Ramps				SR76			
Base Vol:	0	0	0	79	4	558	0	518
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	79	4	558	0	518
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	79	4	558	0	518
User Adj:	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
PHF Volume:	0	0	0	83	4	587	0	545
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	4	587	0	545
PCE Adj:	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
FinalVolume:	0	0	0	83	4	587	0	545

Saturation Flow Module:	I-15 SB Ramps				SR76			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.96	0.96	0.83	1.00	0.98
Lanes:	0.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00
Final Sat.:	0	0	0	1740	88	1583	0	1862

Capacity Analysis Module:	I-15 SB Ramps				SR76			
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.37	0.00	0.29
Crit Moves:	****				****			
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.36
Volume/Cap:	0.00	0.00	0.00	0.11	0.11	0.82	0.00	0.82
Uniform Del:	0.0	0.0	0.0	14.2	14.2	21.4	0.0	26.3
IncrementDel:	0.0	0.0	0.0	0.1	0.1	7.4	0.0	8.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.2	28.9	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	14.2	28.9	0.0	34.3
LOS by Move:	A	A	A	B	B	C	A	C
HCM2k95thQ:	0	0	0	3	3	29	0	25

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

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

 Intersection #8 SR76 & I-15 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.488
 Loss Time (sec): 12 Average Delay (sec/veh): 23.6
 Optimal Cycle: 90 Level Of Service: C

Street Name:	I-15 NB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	1	0	0	1	0	0	1	

Volume Module:PM Peak	I-15 NB Ramps				SR76			
Base Vol:	137	1	124	0	0	0	401	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1	124	0	0	0	401	201
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	137	1	124	0	0	0	401	201
User Adj:	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
PHF Volume:	144	1	131	0	0	0	422	212
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	144	1	131	0	0	0	422	212
PCE Adj:	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
FinalVolume:	144	1	131	0	0	0	422	212

Saturation Flow Module:	I-15 NB Ramps				SR76			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.83	1.00	1.00	1.00	0.93	0.98
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	1704	12	1583	0	0	0	1769	1862

Capacity Analysis Module:	I-15 NB Ramps				SR76			
Vol/Sat:	0.08	0.08	0.08	0.00	0.00	0.00	0.24	0.11
Crit Moves:	****				****			
Green/Cycle:	0.17	0.17	0.17	0.00	0.00	0.00	0.49	0.47
Volume/Cap:	0.49	0.49	0.48	0.00	0.00	0.00	0.49	0.24
Uniform Del:	33.6	33.6	33.5	0.0	0.0	0.0	15.4	14.5
IncrementDel:	1.3	1.3	1.3	0.0	0.0	0.0	0.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00
Delay/Veh:	34.8	34.8	34.8	0.0	0.0	0.0	15.9	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	34.8	34.8	0.0	0.0	0.0	15.9	14.6
LOS by Move:	C	C	C	A	A	A	B	B
HCM2k95thQ:	8	8	8	0	0	0	14	7

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

Ex AM Sat May 5, 2012 12:27:27 Page 11-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 SR76 & Pankey Rd

Average Delay (sec/veh): 0.8 Worst Case Level of Service: B[12.3]

Street Name:	Pankey Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	1	0

Volume Module:	>>	Count	Date:	25	Oct	2006	<<
Base Vol:	21	0	8	1	0	2	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	21	0	8	1	0	2	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	21	0	8	1	0	2	
User Adj:	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	
PHF Volume:	22	0	8	1	0	2	
Reduct Vol:	0	0	0	0	0	0	
FinalVolume:	22	0	8	1	0	2	

Critical Gap Module:	Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	

Capacity Module:	Cnflct Vol:	473	582	186	416	585	128	227	xxxx	xxxxx	342	xxxx	xxxxx
Potent Cap.:	474	423	825	521	422	898	1339	xxxx	xxxxx	1214	xxxx	xxxxx	
Move Cap.:	463	413	811	504	412	883	1328	xxxx	xxxxx	1204	xxxx	xxxxx	
Volume/Cap:	0.95	0.00	0.01	0.00	0.00	0.00	0.00	xxxx	xxxxx	0.00	xxxx	xxxxx	

Level Of Service Module:	2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	525	xxxxx	xxxx	706	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.3	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	12.3				10.1			xxxxxx			xxxxxx		
ApproachLOS:	B				B			*		*	*		*

Note: Queue reported is the number of cars per lane.

Ex AM Sat May 5, 2012 12:28:57 Page 12-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #10 SR76 & Horse Ranch Creek Rd

Average Delay (sec/veh): 0.0 Worst Case Level of Service: A[0.0]

Street Name:	Horse Ranch Creek Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	1	0

Volume Module:	>>	Count	Date:	25	Oct	2006	<<
Base Vol:	0	0	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	
Added Vol:	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	
User Adj:	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	
PHF Volume:	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	
FinalVolume:	0	0	0	0	0	0	

Critical Gap Module:	Critical Gp:	6.4	6.5	6.2	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	

Capacity Module:	Cnflct Vol:	557	557	335	557	557	222	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	492	439	707	492	439	817	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	492	439	707	492	439	817	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	

Level Of Service Module:	2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*				*			*		*	*		*

Note: Queue reported is the number of cars per lane.

Ex AM Sat May 5, 2012 10:14:20 Page 13-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #11 SR76 & Rice Cyn Rd

Average Delay (sec/veh): 0.9 Worst Case Level of Service: B[11.2]

Street Name:	Rice Cyn Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	0	0	0	1	0	0

Volume Module: >> Count Date: 19 Oct 2006 <<	Rice Cyn Rd				SR76			
Base Vol:	0	0	0	0	11	281	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	11	281	0	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	11	281	0	0
User Adj:	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
PHF Volume:	0	0	0	0	12	296	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	12	296	0	0

Critical Gap Module:

Critical Gap:xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

Ex AM Sat May 5, 2012 10:14:20 Page 14-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #12 SR76 & Couser Cyn Rd

Average Delay (sec/veh): 0.9 Worst Case Level of Service: B[12.3]

Street Name:	Couser Cyn Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	1	0	0

Volume Module:	Couser Cyn Rd				SR76			
Base Vol:	27	0	7	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	0	7	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	27	0	7	0	0	0	0	0
User Adj:	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
PHF Volume:	28	0	7	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
FinalVolume:	28	0	7	0	0	0	0	0

Critical Gap Module:

Critical Gap: 6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim: 3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	535	535	326	538	540	218	xxxx	xxxx
Potent Cap.:	506	452	715	454	449	822	xxxx	xxxx
Move Cap.:	496	442	703	440	439	808	xxxx	xxxx
Volume/Cap:	0.06	0.00	0.01	0.00	0.00	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR
Shared Cap.:	xxxx	528	xxxx	xxxx	0	xxxx	xxxx	xxxx
SharedQueue:xxxxx	0.2	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:xxxxx	12.3	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	B	*	*	*	*	*	*
ApproachDel:	12.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	B	*	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

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

Intersection #13 SR76 & C. Drwy

Cycle (sec): 180 Critical Vol./Cap.(X): 0.157
 Loss Time (sec): 12 Average Delay (sec/veh): 0.5
 Optimal Cycle: 27 Level Of Service: A

Street Name:	C. Drwy			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1

Volume Module:	C. Drwy			SR76		
Base Vol:	0	0	0	0	259	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	259	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	0	259	0
User Adj:	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
PHF Volume:	0	0	0	0	273	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	273	0
PCE Adj:	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
FinalVolume:	0	0	0	0	273	0

Saturation Flow Module:	C. Drwy			SR76		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.98	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	0	1900	1862	0

Capacity Analysis Module:	C. Drwy			SR76		
Vol/Sat:	0.00	0.00	0.00	0.00	0.15	0.00
Crit Moves:	0.00			0.00		
Green/Cycle:	0.00	0.00	0.00	0.00	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.16	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.5	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	3	0

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

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

Intersection #14 SR76 & W. Pala Mission Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.232
 Loss Time (sec): 12 Average Delay (sec/veh): 26.4
 Optimal Cycle: 90 Level Of Service: C

Street Name:	W. Pala Mission Rd			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1

Volume Module:	W. Pala Mission Rd			SR76		
Base Vol:	10	8	3	19	14	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	8	3	19	14	108
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	10	8	3	19	14	108
User Adj:	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
PHF Volume:	11	8	3	20	15	114
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	11	8	3	20	15	114
PCE Adj:	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
FinalVolume:	11	8	3	20	15	114

Saturation Flow Module:	W. Pala Mission Rd			SR76		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	0.95	0.95	0.83
Lanes:	1.00	0.73	0.27	0.58	0.42	1.00
Final Sat.:	1769	1299	487	1042	768	1583

Capacity Analysis Module:	W. Pala Mission Rd			SR76		
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.07
Crit Moves:	0.00			0.00		
Green/Cycle:	0.06	0.06	0.06	0.30	0.30	0.30
Volume/Cap:	0.11	0.12	0.12	0.06	0.06	0.24
Uniform Del:	40.4	40.4	40.4	22.5	22.5	23.8
IncrementDel:	0.5	0.5	0.5	0.1	0.1	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.9	40.9	40.9	22.6	22.6	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	40.9	40.9	22.6	22.6	24.1
LOS by Move:	D	D	D	C	C	C
HCM2k95thQ:	1	1	1	5	5	4

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

Ex AM Sat May 5, 2012 10:14:20 Page 17-1

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #15 Pala Mission Rd & Pala Temecula Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
 Loss Time (sec): 0 Average Delay (sec/veh): 9.7
 Optimal Cycle: 0 Level Of Service: A

Street Name:	Pala Temecula Rd				Pala Mission Rd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Min. Green:	5	5	5	5	5	5	5	5	
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	0	6	9	167	40	124	70	44	4	1	14	87
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	6	9	167	40	124	70	44	4	1	14	87
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	6	9	167	40	124	70	44	4	1	14	87
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	6	9	176	42	131	74	46	4	1	15	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	9	176	42	131	74	46	4	1	15	92
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	6	9	176	42	131	74	46	4	1	15	92

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.40	0.60	0.51	0.12	0.37	0.60	0.37	0.03	0.01	0.14	0.85
Final Sat.:	0	298	447	403	97	300	404	254	23	7	104	649

Capacity Analysis Module:

Vol/Sat:	xxxx	0.02	0.02	0.44	0.44	0.44	0.18	0.18	0.18	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	7.6	7.6	10.5	10.5	10.5	9.0	9.0	9.0	8.1	8.1	8.1
Delay Adj:	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	7.6	7.6	10.5	10.5	10.5	9.0	9.0	9.0	8.1	8.1	8.1
LOS by Move:	*	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:	7.6			10.5			9.0			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			10.5			9.0			8.1		
LOS by Appr:	A			B			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ex AM Sat May 5, 2012 10:14:20 Page 18-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #16 SR76 & Brittain Rd

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[9.1]

Street Name:	Brittain Rd				SR76													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R									
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled											
Rights:	Include		Include		Include		Include											
Lanes:	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	1	0	4	4	173	0	0	0	103	1
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	1.00
Initial Bse:	0	0	0	1	0	4	4	173	0	0	0	103	1
Added Vol:	0	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	0
Initial Fut:	0	0	0	1	0	4	4	173	0	0	0	103	1
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	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	0.95
PHF Volume:	0	0	0	1	0	4	4	182	0	0	0	108	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	4	4	182	0	0	0	108	1

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	299	299	109	109	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	692	613	945	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	690	611	945	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx

Control Del:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxxx 880 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

SharedQueue:xxxxxx xxxxx xxxxx xxxxx 0.0 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx 9.1 xxxxx 7.4 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * A * * * * *

ApproachDel: xxxxxx 9.1 xxxxxx xxxxxx

ApproachLOS: * A * *

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #17 SR76 & E. Pala Mission Rd

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[12.5]

Street Name:	E. Pala Mission Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	136	0	3	6	173	0	0	88	106
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	136	0	3	6	173	0	0	88	106
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	136	0	3	6	173	0	0	88	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:	0	0	0	143	0	3	6	182	0	0	93	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	143	0	3	6	182	0	0	93	112

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	363	363	168	214	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	636	565	876	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	623	553	861	1345	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	627	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				12.5		xxxxxx			xxxxxx		
ApproachLOS:	*				B		*			*		*

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #18 SR76 & Lilac Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.8]

Street Name:	Lilac Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	14	0	4	0	0	0	0	306	7	2	181	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:	14	0	4	0	0	0	0	306	7	2	181	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:	14	0	4	0	0	0	0	306	7	2	181	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:	15	0	4	0	0	0	0	322	7	2	191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	4	0	0	0	0	322	7	2	191	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	521	521	326	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	329	xxxx	xxxxx
Potent Cap.:	516	460	715	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1230	xxxx	xxxxx
Move Cap.:	515	459	715	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1230	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	549	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.8	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	11.8		xxxxxx			xxxxxx			xxxxxx		xxxxxx	
ApproachLOS:	B		*			*			*		*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #19 SR76 & Adams Dr

Average Delay (sec/veh): 0.2 Worst Case Level of Service: B[10.1]

Street Name:	Adams Dr			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0		

Volume Module:

Base Vol:	0	0	0	2	0	6	1	311	0	0	193	1
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	2	0	6	1	311	0	0	193	1
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	2	0	6	1	311	0	0	193	1
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	2	0	6	1	327	0	0	203	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	6	1	327	0	0	203	1

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	536	534	327	533	533	204	204	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	455	452	714	507	453	837	1367	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	451	452	714	507	452	837	1367	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT						
Shared Cap.:	xxxx	0	xxxxx	xxxx	720	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx				xxxxxx	
ApproachLOS:	*			B			*				*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #20 SR76 & Cole Grade Rd

Average Delay (sec/veh): 5.5 Worst Case Level of Service: C[17.0]

Street Name:	Cole Grade Rd			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 0 1 0	0 0 1 0 0		

Volume Module:

Base Vol:	123	0	70	0	1	0	0	221	77	52	134	2
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:	123	0	70	0	1	0	0	221	77	52	134	2
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:	123	0	70	0	1	0	0	221	77	52	134	2
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:	129	0	74	0	1	0	0	233	81	55	141	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	129	0	74	0	1	0	0	233	81	55	141	2

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	545	546	293	xxxx	585	xxxxx	xxxx	xxxx	xxxxx	324	xxxx	xxxxx
Potent Cap.:	449	445	746	xxxx	423	xxxxx	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx
Move Cap.:	425	418	734	xxxx	397	xxxxx	xxxx	xxxx	xxxxx	1226	xxxx	xxxxx
Volume/Cap:	0.30	0.00	0.10	xxxx	0.00	xxxxx	xxxx	xxxx	xxxxx	0.04	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	B	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT						
Shared Cap.:	xxxx	502	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	1.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.0				14.1			xxxxxx			xxxxxx	
ApproachLOS:	C				B			*			*	

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario: Ex PM
 Command: Default Command
 Volume: Ex PM
 Geometry: EX
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 7 SR76 & I-15 SB Ramps	E 58.8	1.039	E 58.8	1.039	+ 0.000 D/V
# 8 SR76 & I-15 NB Ramps	D 51.1	0.957	D 51.1	0.957	+ 0.000 D/V
# 9 SR76 & Pankey Rd	B 13.1	0.031	B 13.1	0.031	+ 0.000 D/V
# 10 SR76 & Horse Ranch Creek Rd	A 0.0	0.000	A 0.0	0.000	+ 0.000 D/V
# 11 SR76 & Rice Cyn Rd	B 13.3	0.027	B 13.3	0.027	+ 0.000 D/V
# 12 SR76 & Couser Cyn Rd	B 14.8	0.052	B 14.8	0.052	+ 0.000 D/V
# 13 SR76 & C. Drwy	A 0.5	0.199	A 0.5	0.199	+ 0.000 D/V
# 14 SR76 & W. Pala Mission Rd	C 27.6	0.324	C 27.6	0.324	+ 0.000 D/V
# 15 Pala Mission Rd & Pala Temecul	B 11.2	0.477	B 11.2	0.477	+ 0.000 V/C
# 16 SR76 & Brittain Rd	B 10.1	0.003	B 10.1	0.003	+ 0.000 D/V
# 17 SR76 & E. Pala Mission Rd	C 16.7	0.366	C 16.7	0.366	+ 0.000 D/V
# 18 SR76 & Lilac Rd	B 13.1	0.022	B 13.1	0.022	+ 0.000 D/V
# 19 SR76 & Adams Dr	B 13.4	0.014	B 13.4	0.014	+ 0.000 D/V
# 20 SR76 & Cole Grade Rd	C 17.9	0.233	C 17.9	0.233	+ 0.000 D/V

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

 Intersection #7 SR76 & I-15 SB Ramps

Cycle (sec): 110 Critical Vol./Cap.(X): 1.039
 Loss Time (sec): 12 Average Delay (sec/veh): 58.8
 Optimal Cycle: 180 Level Of Service: E

Street Name:	I-15 SB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	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	0	1	0

Volume Module: >> Count Date: 25 Oct 2006 << PM Peak
 Base Vol: 0 0 0 93 8 500 0 892 290 149 524 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 93 8 500 0 892 290 149 524 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 93 8 500 0 892 290 149 524 0
 User Adj: 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
 PHF Volume: 0 0 0 98 8 526 0 939 305 157 552 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 98 8 526 0 939 305 157 552 0
 PCE Adj: 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
 FinalVolume: 0 0 0 98 8 526 0 939 305 157 552 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.96 0.96 0.83 1.00 0.98 0.83 0.93 0.98 1.00
 Lanes: 0.00 0.00 0.00 0.92 0.08 1.00 0.00 1.00 1.00 1.00 1.00 0.00
 Final Sat.: 0 0 0 1675 144 1583 0 1862 1583 1769 1862 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.06 0.06 0.33 0.00 0.50 0.19 0.09 0.30 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.32 0.32 0.32 0.00 0.49 0.49 0.09 0.49 0.00
 Volume/Cap: 0.00 0.00 0.00 0.18 0.18 1.04 0.00 1.04 0.40 1.04 0.60 0.00
 Uniform Del: 0.0 0.0 0.0 27.0 27.0 37.4 0.0 28.3 18.0 50.3 19.9 0.0
 IncremntDel: 0.0 0.0 0.0 0.2 0.2 50.4 0.0 40.5 0.3 83.9 1.1 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 0.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
 Delay/Veh: 0.0 0.0 0.0 27.2 27.2 87.8 0.0 68.8 18.4 134.2 21.0 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 27.2 27.2 87.8 0.0 68.8 18.4 134.2 21.0 0.0
 LOS by Move: A A A C C F A E B F C A
 HCM2k95thQ: 0 0 0 5 5 42 0 60 12 12 22 0

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

 Intersection #8 SR76 & I-15 NB Ramps

Cycle (sec): 95 Critical Vol./Cap.(X): 0.957
 Loss Time (sec): 12 Average Delay (sec/veh): 51.1
 Optimal Cycle: 139 Level Of Service: D

Street Name:	I-15 NB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1

Volume Module: PM Peak
 Base Vol: 352 6 162 0 0 0 719 210 0 0 324 92
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 352 6 162 0 0 0 719 210 0 0 324 92
 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: 352 6 162 0 0 0 719 210 0 0 324 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
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 371 6 171 0 0 0 757 221 0 0 341 97
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 371 6 171 0 0 0 757 221 0 0 341 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
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 371 6 171 0 0 0 757 221 0 0 341 97

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.88 0.88 0.83 1.00 1.00 1.00 0.93 0.98 1.00 1.00 0.98 0.83
 Lanes: 0.98 0.02 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
 Final Sat.: 1644 28 1583 0 0 0 1769 1862 0 0 1862 1583

Capacity Analysis Module:
 Vol/Sat: 0.23 0.23 0.11 0.00 0.00 0.00 0.43 0.12 0.00 0.00 0.18 0.06
 Crit Moves: ****
 Green/Cycle: 0.24 0.24 0.24 0.00 0.00 0.00 0.45 0.44 0.00 0.00 0.19 0.19
 Volume/Cap: 0.96 0.96 0.46 0.00 0.00 0.00 0.96 0.27 0.00 0.00 0.96 0.32
 Uniform Del: 35.8 35.8 31.1 0.0 0.0 0.0 25.4 16.8 0.0 0.0 38.0 33.1
 IncremntDel: 34.3 34.3 0.9 0.0 0.0 0.0 22.1 0.2 0.0 0.0 36.4 0.6
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
 Delay/Veh: 70.1 70.1 32.0 0.0 0.0 0.0 47.5 16.9 0.0 0.0 74.5 33.7
 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: 70.1 70.1 32.0 0.0 0.0 0.0 47.5 16.9 0.0 0.0 74.5 33.7
 LOS by Move: E E C A A A D B A A E C
 HCM2k95thQ: 28 28 9 0 0 0 34 7 0 0 26 5

Ex PM Sat May 5, 2012 12:33:12 Page 11-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 SR76 & Pankey Rd

Average Delay (sec/veh): 0.5 Worst Case Level of Service: B[13.1]

Street Name:	Pankey Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0	0	1	0	0	1	1	0

Volume Module: >> Count Date: 25 Oct 2006 <<

Base Vol:	10	0	9	2	0	5	0	360	32	9	414	1
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:	10	0	9	2	0	5	0	360	32	9	414	1
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:	10	0	9	2	0	5	0	360	32	9	414	1
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:	11	0	9	2	0	5	0	379	34	9	436	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	9	2	0	5	0	379	34	9	436	1

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	653	872	226	665	888	238	xxxx	xxxx	xxxx	423	xxxx	xxxx
Potent Cap.:	353	288	777	346	281	763	xxxx	xxxx	xxxx	1133	xxxx	xxxx
Move Cap.:	342	280	764	334	274	750	xxxx	xxxx	xxxx	1124	xxxx	xxxx
Volume/Cap:	0.03	0.00	0.01	0.01	0.00	0.01	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.2 xxxx xxxxx

LOS by Move: * * * * * A * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx 463 xxxxx xxxx 553 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:xxxxx 13.1 xxxxx xxxxx 11.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: * B * * B * * * * *

ApproachDel: 13.1 11.6 xxxxxx xxxxxx

ApproachLOS: B B * *

Note: Queue reported is the number of cars per lane.

Ex PM Sat May 5, 2012 12:33:12 Page 12-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #10 SR76 & Horse Ranch Creek Rd

Average Delay (sec/veh): 0.0 Worst Case Level of Service: A[0.0]

Street Name:	Horse Ranch Creek Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	371	0	0	424	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	0	0	0	0	371	0	0	424	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	0	0	0	0	371	0	0	424	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	0	0	0	0	391	0	0	446	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	391	0	0	446	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	6.4	6.5	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	837	837	391	837	837	446	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	337	303	658	337	303	612	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	337	303	658	337	303	612	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.2 xxxx xxxxx

LOS by Move: * * * * * A * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx 0 xxxxx xxxx 0 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: * * * * * * * * *

ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: * * * *

Note: Queue reported is the number of cars per lane.

Ex PM Sat May 5, 2012 10:22:51 Page 13-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #11 SR76 & Rice Cyn Rd

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[13.3]

Street Name:	Rice Cyn Rd			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0 0 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0		

Volume Module: >> Count Date: 19 Oct 2006 <<

Base Vol:	0 0 0 0	7 0 15	22 329 0	0 0 420 17
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 0	7 0 15	22 329 0	0 0 420 17
Added Vol:	0 0 0 0	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	0 0 0 0
Initial Fut:	0 0 0 0	7 0 15	22 329 0	0 0 420 17
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 0	7 0 16	23 346 0	0 0 442 18
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
FinalVolume:	0 0 0 0	7 0 16	23 346 0	0 0 442 18

Critical Gap Module:

Critical Gp:	xxxxx xxxx xxxx	6.4 6.5 6.2	4.1 xxxx xxxx xxxx xxxx xxxx
FollowUpTim:	xxxxx xxxx xxxx	3.5 4.0 3.3	2.2 xxxx xxxx xxxx xxxx xxxx

Capacity Module:

Cnflct Vol:	xxxx xxxx xxxx	864 864 471	470 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxx	325 292 593	1092 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxx	314 281 583	1083 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxx	0.02 0.00 0.03	0.02 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxxx xxxx xxxx xxxxx	0.1 xxxx xxxxx xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx xxxxx xxxx xxxxx	8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:	* * * * *	A * * * *
Movement:	LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT	LT - LTR - RT LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx xxxx 458 xxxxx	xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:	xxxxx xxxx xxxxx xxxxx 0.2 xxxxx	0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx xxxxx 13.3 xxxxx	8.4 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:	* * * * *	A * * * *
ApproachDel:	xxxxxx 13.3	xxxxxx xxxxx
ApproachLOS:	* B	* * *

Note: Queue reported is the number of cars per lane.

Ex PM Sat May 5, 2012 10:22:51 Page 14-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #12 SR76 & Couser Cyn Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.8]

Street Name:	Couser Cyn Rd			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 0 1 0	0 1 0 0 0		

Volume Module:

Base Vol:	16 0 8 0 0 0	0 0 325 13	10 429 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	16 0 8 0 0 0	0 0 325 13	10 429 0
Added Vol:	0 0 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 0 0
Initial Fut:	16 0 8 0 0 0	0 0 325 13	10 429 0
User Adj:	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
PHF Volume:	17 0 8 0 0 0	0 0 342 14	11 452 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0	0 0 0 0
FinalVolume:	17 0 8 0 0 0	0 0 342 14	11 452 0

Critical Gap Module:

Critical Gp:	6.4 6.5 6.2 7.1 6.5 6.2	xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:	3.5 4.0 3.3 3.5 4.0 3.3	xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Cnflct Vol:	842 842 369 846 848 472	xxxx xxxx xxxxx 366 xxxx xxxxx
Potent Cap.:	335 301 677 282 298 592	xxxx xxxx xxxxx 1193 xxxx xxxxx
Move Cap.:	327 293 665 272 291 582	xxxx xxxx xxxxx 1183 xxxx xxxxx
Volume/Cap:	0.05 0.00 0.01 0.00 0.00 0.00	xxxx xxxx xxxxx 0.01 xxxx xxxxx

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx	0.0 xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx	8.1 xxxx xxxxx
LOS by Move:	* * * * *	A * * *
Movement:	LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT	LT - LTR - RT LT - LTR - RT
Shared Cap.:	xxxx 394 xxxxx xxxx 0 xxxxx	xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:	xxxxx 0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxxx	0.0 xxxx xxxxx
Shrd ConDel:	xxxxx 14.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxxx	8.1 xxxx xxxxx
Shared LOS:	* B * * *	A * * *
ApproachDel:	14.8 xxxxxx xxxxxx	xxxxxx xxxxxx
ApproachLOS:	B * * *	* * *

Note: Queue reported is the number of cars per lane.

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

 Intersection #13 SR76 & C. Drwy

Cycle (sec): 180 Critical Vol./Cap.(X): 0.199
 Loss Time (sec): 12 Average Delay (sec/veh): 0.5
 Optimal Cycle: 28 Level Of Service: A

Street Name:	C. Drwy				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1

Volume Module:	C. Drwy				SR76				
Base Vol:	0	0	0	0	0	0	0	329	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	329	0
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	329	0
User Adj:	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
PHF Volume:	0	0	0	0	0	0	0	346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	346	0
PCE Adj:	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
FinalVolume:	0	0	0	0	0	0	0	346	0

Saturation Flow Module:	C. Drwy				SR76				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	0	1900	0	1900	0	1900	1900	1862	0

Capacity Analysis Module:	C. Drwy				SR76				
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00
Crit Moves:					****				
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0
User DelAdj:	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	0.0	0.0	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	3	0	0

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

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

 Intersection #14 SR76 & W. Pala Mission Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.324
 Loss Time (sec): 12 Average Delay (sec/veh): 27.6
 Optimal Cycle: 90 Level Of Service: C

Street Name:	W. Pala Mission Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	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	1	0	1

Volume Module:	W. Pala Mission Rd				SR76				
Base Vol:	15	26	26	22	18	100	148	158	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	26	26	22	18	100	148	158	23
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	15	26	26	22	18	100	148	158	23
User Adj:	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
PHF Volume:	16	27	27	23	19	105	156	166	24
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	27	27	23	19	105	156	166	24
PCE Adj:	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
FinalVolume:	16	27	27	23	19	105	156	166	24

Saturation Flow Module:	W. Pala Mission Rd				SR76				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.95	0.95	0.83	0.93	0.91	0.91
Lanes:	1.00	0.50	0.50	0.55	0.45	1.00	1.00	1.75	0.25
Final Sat.:	1769	861	861	996	815	1583	1769	3030	441

Capacity Analysis Module:	W. Pala Mission Rd				SR76				
Vol/Sat:	0.01	0.03	0.03	0.02	0.02	0.07	0.09	0.05	0.05
Crit Moves:	****				****				
Green/Cycle:	0.10	0.10	0.10	0.21	0.21	0.21	0.27	0.28	0.28
Volume/Cap:	0.09	0.32	0.32	0.11	0.11	0.32	0.32	0.19	0.19
Uniform Del:	36.9	37.8	37.8	29.1	29.1	30.5	26.2	24.6	24.6
IncrementDel:	0.2	1.1	1.1	0.1	0.1	0.6	0.4	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.2	38.9	38.9	29.2	29.2	31.0	26.6	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	38.9	38.9	29.2	29.2	31.0	26.6	24.7	24.7
LOS by Move:	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	1	4	4	2	2	5	7	4	4

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

Ex PM Sat May 5, 2012 10:22:51 Page 17-1

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #15 Pala Mission Rd & Pala Temecula Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
 Loss Time (sec): 0 Average Delay (sec/veh): 11.2
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Pala Temecula Rd				Pala Mission Rd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	5	5	5	5	5	5	5	5
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

	Pala Temecula Rd		Pala Mission Rd	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	1 24	3 161 24 119	181 31 3	1 34 247
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:	1 24	3 161 24 119	181 31 3	1 34 247
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:	1 24	3 161 24 119	181 31 3	1 34 247
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:	1 25	3 169 25 125	191 33 3	1 36 260
Reduct Vol:	0 0	0 0 0 0	0 0 0	0 0 0
Reduced Vol:	1 25	3 169 25 125	191 33 3	1 36 260
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:	1 25	3 169 25 125	191 33 3	1 36 260

Saturation Flow Module:

	Pala Temecula Rd		Pala Mission Rd	
	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.03 0.86	0.11 0.53 0.08 0.39	0.85 0.14 0.01	0.01 0.01 0.12 0.87
Final Sat.:	20 481	60 355 53 263	535 92 9	3 89 644

Capacity Analysis Module:

	Pala Temecula Rd		Pala Mission Rd	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.05 0.05	0.05 0.48 0.48 0.48	0.36 0.36 0.36	0.40 0.40 0.40
Crit Moves:	****	****	****	****
Delay/Veh:	8.9 8.9	8.9 12.2 12.2 12.2	11.1 11.1 11.1	10.5 10.5 10.5
Delay Adj:	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:	8.9 8.9	8.9 12.2 12.2 12.2	11.1 11.1 11.1	10.5 10.5 10.5
LOS by Move:	A A	A B B B	B B B	B B B
ApproachDel:	8.9	12.2	11.1	10.5
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	8.9	12.2	11.1	10.5
LOS by Appr:	A	B	B	B
AllWayAvgQ:	0.0 0.0	0.0 0.8 0.8 0.8	0.5 0.5 0.5	0.6 0.6 0.6

Note: Queue reported is the number of cars per lane.

Ex PM Sat May 5, 2012 10:22:51 Page 18-1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #16 SR76 & Brittain Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.1]

Street Name:	Brittain Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 0 0 0	0 0 1 0 0	0 1 0 0 0	0 1 0 0 0	0 0 0 1 0	0 0 0 1 0	0 0 0 1 0	0 0 0 1 0

Volume Module:

	Brittain Rd		SR76	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	0 0	0 1 0	1 4 173	0 0 185 4
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0	0 1 0	1 4 173	0 0 185 4
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 1 0	1 4 173	0 0 185 4
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	0 0	0 1 0	1 4 182	0 0 195 4
Reduct Vol:	0 0	0 0 0	0 0 0	0 0 0 0
FinalVolume:	0 0	0 1 0	1 4 182	0 0 195 4

Critical Gap Module:

	Brittain Rd		SR76	
	North Bound	South Bound	East Bound	West Bound
Critical Gap:	xxxxx xxxx xxxxx	6.4 6.5 6.2	4.1 xxxx xxxxx xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
FollowUpTim:	xxxxx xxxx xxxxx	3.5 4.0 3.3	2.2 xxxx xxxxx xxxxx xxxx xxxxx	xxxxx xxxx xxxxx

Capacity Module:

	Brittain Rd		SR76	
	North Bound	South Bound	East Bound	West Bound
Cnflct Vol:	xxxx xxxx xxxxx	387 387 197	199 xxxx xxxxx xxxx xxxx xxxxx	xxxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxxx	616 547 844	1373 xxxx xxxxx xxxx xxxx xxxxx	xxxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxxx	615 545 844	1373 xxxx xxxxx xxxx xxxx xxxxx	xxxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxx	0.00 0.00 0.00	0.00 xxxx xxxx xxxx xxxx xxxx	xxxxx xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.6 xxxx xxxxx xxxxx xxxx xxxxx

LOS by Move: * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxx 711 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue:xxxxx xxxx xxxxx xxxxx 0.0 xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:xxxxx xxxx xxxxx xxxxx 10.1 xxxxx 7.6 xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: * * * * * B * * * * *

ApproachDel: xxxxxx 10.1 xxxxxx xxxxxx

ApproachLOS: * B * *

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #17 SR76 & E. Pala Mission Rd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[16.7]

Street Name:	E. Pala Mission Rd						SR76					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	169	0	3	2	184	0	0	216	204
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	169	0	3	2	184	0	0	216	204
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	169	0	3	2	184	0	0	216	204
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	178	0	3	2	194	0	0	227	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	178	0	3	2	194	0	0	227	215

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	553	553	355	452	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	494	441	689	1108	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	485	433	678	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	488	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.7	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*	
ApproachDel:	xxxxxx			16.7			xxxxxx			xxxxxx			
ApproachLOS:	*			C			*			*			

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #18 SR76 & Lilac Rd

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.1]

Street Name:	Lilac Rd						SR76					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	7	0	8	0	0	0	0	358	4	9	413	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:	7	0	8	0	0	0	0	358	4	9	413	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:	7	0	8	0	0	0	0	358	4	9	413	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:	7	0	8	0	0	0	0	377	4	9	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	0	8	0	0	0	0	377	4	9	435	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	833	379	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	381	xxxx	xxxxx
Potent Cap.:	339	305	668	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx
Move Cap.:	337	302	668	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	458	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	13.1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*	
ApproachDel:	13.1			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	B			*			*			*			

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 SR76 & Adams Dr

Average Delay (sec/veh): 0.2 Worst Case Level of Service: B[13.4]

Street Name:	Adams Dr				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1!	0	0	0	1!	0	0
	0	0	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	0	0	0	5	0	3	5	262	0	0	436	9
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	5	0	3	5	262	0	0	436	9
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	5	0	3	5	262	0	0	436	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	0	0	5	0	3	5	276	0	0	459	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	3	5	276	0	0	459	9

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	752	755	276	750	750	464	468	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	327	338	763	379	340	598	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	324	336	763	378	338	598	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx			
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	8.3	xxxx	xxxx	xxxx	xxxx	xxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		0	xxxx	xxxx	438	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		
SharedQueue:	xxxx		xxxx	xxxx	xxxx	0.1	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx		
Shrd ConDel:	xxxx		xxxx	xxxx	xxxx	13.4	xxxx	8.3	xxxx	xxxx	xxxx	xxxx	xxxx		
Shared LOS:	*		*	*	*	B	*	A	*	*	*	*	*		
ApproachDel:	xxxxxx					13.4		xxxxxx			xxxxxx				
ApproachLOS:	*					B		*			*				

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 SR76 & Cole Grade Rd

Average Delay (sec/veh): 2.9 Worst Case Level of Service: C[17.9]

Street Name:				Cole Grade Rd				SR76			
Approach:		North Bound		South Bound		East Bound		West Bound			
Movement:		L - T - R		L - T - R		L - T - R		L - T - R			
Control:		Stop Sign		Stop Sign		Uncontrolled		Uncontrolled			
Rights:		Include		Include		Include		Include			
Lanes:		0 0 1! 0 0		0 0 0 1 0		0 0 0 1 0		0 0 1! 0 0			

Volume Module:												
Base Vol:	72	3	37	0	1	1	0	221	125	41	300	3
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:	72	3	37	0	1	1	0	221	125	41	300	3
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:	72	3	37	0	1	1	0	221	125	41	300	3
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:	76	3	39	0	1	1	0	233	132	43	316	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	3	39	0	1	1	0	233	132	43	316	3

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	723	724	318	xxxx	788	337	xxxx	xxxx	xxxxx	374	xxxx	xxxxxx
Potent Cap.:	341	352	722	xxxx	323	705	xxxx	xxxx	xxxxx	1184	xxxx	xxxxxx
Move Cap.:	325	333	710	xxxx	306	693	xxxx	xxxx	xxxxx	1174	xxxx	xxxxxx
Volume/Cap:	0.23	0.01	0.05	xxxx	0.00	0.00	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	396	xxxxxx	xxxx	xxxx	425	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	1.2	xxxxxx	xxxxxx	xxxx	0.0	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	17.9	xxxxxx	xxxxxx	xxxx	13.5	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	C	*	*	*	B	*	*	*	*	*	*			
ApproachDel:	17.9					13.5	xxxxxx			xxxxxx					
ApproachLOS:	C					B	*			*		*			

Note: Queue reported is the number of cars per lane.

Scenario Report
 Scenario: Ex AM + Proj

Command: Default Command
 Volume: Ex AM
 Geometry: EX
 Impact Fee: Default Impact Fee
 Trip Generation: AM
 Trip Distribution: Project
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 7 SR76 & I-15 SB Ramps	C 31.1	0.820	C 31.6	0.825	+ 0.469 D/V
# 8 SR76 & I-15 NB Ramps	C 23.6	0.488	C 23.8	0.494	+ 0.186 D/V
# 9 SR76 & Pankey Rd	B 12.3	0.048	B 12.4	0.049	+ 0.146 D/V
# 10 SR76 & Horse Ranch Creek Rd	A 0.0	0.000	A 0.0	0.000	+ 0.000 D/V
# 11 SR76 & Rice Cyn Rd	B 11.2	0.033	B 11.3	0.034	+ 0.153 D/V
# 12 SR76 & Couser Cyn Rd	B 12.3	0.057	B 12.5	0.059	+ 0.200 D/V
# 13 SR76 & C. Drwy	A 0.5	0.157	A 0.5	0.161	+ 0.004 D/V
# 14 SR76 & W. Pala Mission Rd	C 26.4	0.232	C 26.3	0.242	-0.014 D/V
# 15 Pala Mission Rd & Pala Temecul	A 9.7	0.436	A 9.7	0.439	+ 0.004 V/C
# 16 SR76 & Brittain Rd	A 9.1	0.004	A 9.2	0.005	+ 0.107 D/V
# 17 SR76 & E. Pala Mission Rd	B 12.5	0.230	B 12.9	0.242	+ 0.399 D/V
# 18 SR76 & Lilac Rd	B 11.8	0.029	B 12.0	0.030	+ 0.258 D/V
# 19 SR76 & Adams Dr	B 10.1	0.008	B 10.5	0.011	+ 0.483 D/V
#1031 SR76 & Project Driveway	A 0.0	0.000	B 10.3	0.025	+10.251 D/V
# 20 SR76 & Cole Grade Rd	C 17.0	0.305	C 17.2	0.310	+ 0.227 D/V

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

 Intersection #7 SR76 & I-15 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.825
 Loss Time (sec): 12 Average Delay (sec/veh): 31.6
 Optimal Cycle: 90 Level Of Service: C

Street Name:	I-15 SB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	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	0	1	1

Volume Module:PM Peak	I-15 SB Ramps				SR76							
Base Vol:	0	0	0	79	4	558	0	518	329	78	243	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	79	4	558	0	518	329	78	243	0
Added Vol:	0	0	0	1	0	0	0	1	0	7	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	4	558	0	519	329	85	246	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	84	4	587	0	546	346	89	259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	4	587	0	546	346	89	259	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	84	4	587	0	546	346	89	259	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	0.96	0.96	0.83	1.00	0.98	0.83	0.93	0.98	1.00
Lanes:	0.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1740	87	1583	0	1862	1583	1769	1862	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.37	0.00	0.29	0.22	0.05	0.14	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.36	0.36	0.06	0.30	0.00
Volume/Cap:	0.00	0.00	0.00	0.11	0.11	0.83	0.00	0.83	0.62	0.83	0.47	0.00
Uniform Del:	0.0	0.0	0.0	14.3	14.3	21.7	0.0	26.4	23.9	41.8	25.8	0.0
IncrementDel:	0.0	0.0	0.0	0.1	0.1	7.8	0.0	8.4	2.0	38.0	0.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.4	14.4	29.5	0.0	34.8	26.0	79.8	26.4	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	14.4	14.4	29.5	0.0	34.8	26.0	79.8	26.4	0.0
LOS by Move:	A	A	A	B	B	C	A	C	C	E	C	A
HCM2k95thQ:	0	0	0	3	3	29	0	25	15	6	11	0

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

 Intersection #8 SR76 & I-15 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.494
 Loss Time (sec): 12 Average Delay (sec/veh): 23.8
 Optimal Cycle: 90 Level Of Service: C

Street Name:	I-15 NB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1

Volume Module:PM Peak	I-15 NB Ramps				SR76							
Base Vol:	137	1	124	0	0	0	401	201	0	0	176	59
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:	137	1	124	0	0	0	401	201	0	0	176	59
Added Vol:	0	0	3	0	0	0	0	2	0	0	10	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1	127	0	0	0	401	203	0	0	186	62
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:	144	1	134	0	0	0	422	214	0	0	196	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1	134	0	0	0	422	214	0	0	196	65
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:	144	1	134	0	0	0	422	214	0	0	196	65

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.83	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.98	0.83
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1704	12	1583	0	0	0	1769	1862	0	0	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.00	0.00	0.00	0.24	0.11	0.00	0.00	0.11	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.17	0.17	0.17	0.00	0.00	0.00	0.48	0.47	0.00	0.00	0.21	0.21
Volume/Cap:	0.49	0.49	0.49	0.00	0.00	0.00	0.49	0.24	0.00	0.00	0.49	0.19
Uniform Del:	33.8	33.8	33.8	0.0	0.0	0.0	15.8	14.4	0.0	0.0	31.2	29.1
IncrementDel:	1.3	1.3	1.4	0.0	0.0	0.0	0.5	0.1	0.0	0.0	1.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	35.1	35.1	35.2	0.0	0.0	0.0	16.3	14.5	0.0	0.0	32.1	29.4
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:	35.1	35.1	35.2	0.0	0.0	0.0	16.3	14.5	0.0	0.0	32.1	29.4
LOS by Move:	D	D	D	A	A	A	B	B	A	A	C	C
HCM2k95thQ:	8	8	8	0	0	0	14	7	0	0	10	3

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR76 & Pankey Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.4]

Street Name:	Pankey Rd				SR76						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled				
Rights:	Include		Include		Include		Include				
Lanes:	0	0	1!	0	0	0	1	0	1	1	0

Volume Module:												
Base Vol:	21	0	8	1	0	2	3	309	6	5	205	1
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	0	8	1	0	2	3	309	6	5	205	1
Added Vol:	0	0	0	0	0	0	0	6	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	8	1	0	2	3	315	6	5	218	1
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	0	8	1	0	2	3	332	6	5	229	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	0	8	1	0	2	3	332	6	5	229	1

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	486	602	189	433	605	135	241	xxxx	xxxxx	348	xxxx	xxxxx
Potent Cap.:	464	412	821	507	411	889	1323	xxxx	xxxxx	1208	xxxx	xxxxx
Move Cap.:	453	402	807	491	401	874	1312	xxxx	xxxxx	1198	xxxx	xxxxx
Volume/Cap:	0.95	0.00	0.01	0.00	0.00	0.00	0.00	xxxx	xxxxx	0.00	xxxx	xxxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.0	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	515	xxxxx	xxxxx	693	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx		
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx		
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx		
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*	*		
ApproachDel:	12.4				10.2		xxxxxx			xxxxxx					
ApproachLOS:	B				B		*			*					

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 SR76 & Horse Ranch Creek Rd

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: B[11.5]

Street Name:	Horse Ranch Creek Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	0	0	0	0	0	0	0	318	0	0	211	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	0	0	0	0	318	0	0	211	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	324	0	0	224	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	0	0	0	0	341	0	0	236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	341	0	0	236	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	896	xxxxx	xxxx	896	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	896	xxxxx	xxxx	896	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxxx	xxxx	0.26	xxxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.8	xxxxx	xxxx	1.1	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx	xxxxxx	11.5	xxxxx	xxxxx	10.4	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	B	*	*	B	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx				xxxxxx			11.5			10.4				
ApproachLOS:	*				*			B			B				

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #11 SR76 & Rice Cyn Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.3]

Street Name:	Rice Cyn Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	15	0	24	11	281	0	0	209	9
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	15	0	24	11	281	0	0	209	9
Added Vol:	0	0	0	0	0	0	0	6	0	0	13	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	24	11	287	0	0	222	10
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	16	0	25	12	302	0	0	234	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	25	12	302	0	0	234	11

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	584	584	259	254	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	474	423	780	1311	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	463	413	767	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	612	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				11.3		xxxxxx				xxxxxx	
ApproachLOS:	*				B		*				*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #12 SR76 & Couser Cyn Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.5]

Street Name:	Couser Cyn Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	27	0	7	0	0	0	0	286	10	5	188	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:	27	0	7	0	0	0	0	286	10	5	188	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	7	0	0	0	0	292	10	5	202	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:	28	0	7	0	0	0	0	307	11	5	213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	0	7	0	0	0	0	307	11	5	213	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	556	556	333	559	561	233	xxxx	xxxx	xxxxx	328	xxxx	xxxxx
Potent Cap.:	492	439	709	439	436	806	xxxx	xxxx	xxxxx	1232	xxxx	xxxxx
Move Cap.:	482	430	697	426	427	793	xxxx	xxxx	xxxxx	1221	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	515	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	12.5				xxxxxx				xxxxxx		xxxxxx	
ApproachLOS:	B				*				*		*	

Note: Queue reported is the number of cars per lane.

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

Intersection #13 SR76 & C. Drwy

Cycle (sec): 180 Critical Vol./Cap.(X): 0.161
 Loss Time (sec): 12 Average Delay (sec/veh): 0.5
 Optimal Cycle: 27 Level Of Service: A

Street Name:	C. Drwy			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1

Volume Module:	C. Drwy			SR76		
Base Vol:	0	0	0	0	259	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	259	0
Added Vol:	0	0	0	0	6	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	0	265	0
User Adj:	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
PHF Volume:	0	0	0	0	279	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	279	0
PCE Adj:	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
FinalVolume:	0	0	0	0	279	0

Saturation Flow Module:	C. Drwy			SR76		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.98	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	0	1900	1862	0

Capacity Analysis Module:	C. Drwy			SR76		
Vol/Sat:	0.00	0.00	0.00	0.00	0.15	0.00
Crit Moves:	****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.16	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.5	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	3	0

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

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

Intersection #14 SR76 & W. Pala Mission Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.242
 Loss Time (sec): 12 Average Delay (sec/veh): 26.3
 Optimal Cycle: 90 Level Of Service: C

Street Name:	W. Pala Mission Rd			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1

Volume Module:	W. Pala Mission Rd			SR76		
Base Vol:	10	8	3	19	14	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	8	3	19	14	108
Added Vol:	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	10	8	4	19	14	108
User Adj:	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
PHF Volume:	11	8	4	20	15	114
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	11	8	4	20	15	114
PCE Adj:	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
FinalVolume:	11	8	4	20	15	114

Saturation Flow Module:	W. Pala Mission Rd			SR76		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.95	0.83
Lanes:	1.00	0.67	0.33	0.58	0.42	1.00
Final Sat.:	1769	1179	590	1042	768	1583

Capacity Analysis Module:	W. Pala Mission Rd			SR76		
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.07
Crit Moves:	****			****		
Green/Cycle:	0.06	0.06	0.06	0.29	0.29	0.29
Volume/Cap:	0.11	0.13	0.13	0.07	0.07	0.25
Uniform Del:	40.4	40.4	40.4	23.3	23.3	24.6
IncrementDel:	0.5	0.6	0.6	0.1	0.1	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.9	41.0	41.0	23.4	23.4	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	41.0	41.0	23.4	23.4	24.9
LOS by Move:	D	D	D	C	C	C
HCM2k95thQ:	1	1	1	1	1	5

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

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #15 Pala Mission Rd & Pala Temecula Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
 Loss Time (sec): 0 Average Delay (sec/veh): 9.7
 Optimal Cycle: 0 Level Of Service: A

Street Name:	Pala Temecula Rd				Pala Mission Rd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	5	5	5	5	5	5	5	5
Lanes:	0 0 0 1 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	0	6	9	167	40	124	70	44	4	1	14	87
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	6	9	167	40	124	70	44	4	1	14	87
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	6	9	169	40	124	70	44	4	1	14	91
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	6	9	178	42	131	74	46	4	1	15	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	9	178	42	131	74	46	4	1	15	96
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	6	9	178	42	131	74	46	4	1	15	96

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.40	0.60	0.51	0.12	0.37	0.60	0.37	0.03	0.01	0.13	0.86
Final Sat.:	0	297	446	405	96	297	403	253	23	7	100	653

Capacity Analysis Module:

Vol/Sat:	xxxx	0.02	0.02	0.44	0.44	0.44	0.18	0.18	0.18	0.15	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	0.0	7.6	7.6	10.6	10.6	10.6	9.0	9.0	9.0	8.1	8.1	8.1
Delay Adj:	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	7.6	7.6	10.6	10.6	10.6	9.0	9.0	9.0	8.1	8.1	8.1
LOS by Move:	*	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:	7.6			10.6			9.0			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			10.6			9.0			8.1		
LOS by Appr:	A			B			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #16 SR76 & Brittain Rd

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.2]

Street Name:	Brittain Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 0 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 1 0 0 0	0 1 0 0 0	0 0 0 1 0	0 0 0 1 0

Volume Module:

Base Vol:	0	0	0	1	0	4	4	173	0	0	103	1
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	1	0	4	4	173	0	0	103	1
Added Vol:	0	0	0	0	0	0	0	7	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	4	4	180	0	0	120	1
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	1	0	4	4	189	0	0	126	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	4	4	189	0	0	126	1

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	325	325	127	127	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	669	593	923	1459	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	668	591	923	1459	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	858	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				9.2		xxxxxx			xxxxxx		
ApproachLOS:	*				A		*			*		

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #17 SR76 & E. Pala Mission Rd

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[12.9]

Street Name:	E. Pala Mission Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	136	0	3	6	173	0	0	88	106
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	136	0	3	6	173	0	0	88	106
Added Vol:	0	0	0	2	0	0	0	7	0	0	17	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	138	0	3	6	180	0	0	105	110
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	145	0	3	6	189	0	0	111	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	145	0	3	6	189	0	0	111	116

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	391	391	188	236	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	613	545	854	1331	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	601	533	839	1320	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	605	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				12.9		xxxxxx			xxxxxx		
ApproachLOS:	*				B		*			*		*

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #18 SR76 & Lilac Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.0]

Street Name:	Lilac Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	14	0	4	0	0	0	0	306	7	2	181	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:	14	0	4	0	0	0	0	306	7	2	181	0
Added Vol:	0	0	0	0	0	0	0	9	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	4	0	0	0	0	315	7	2	201	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:	15	0	4	0	0	0	0	332	7	2	212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	4	0	0	0	0	332	7	2	212	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	551	551	335	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	339	xxxx	xxxxx
Potent Cap.:	495	442	707	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1220	xxxx	xxxxx
Move Cap.:	495	441	707	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1220	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	530	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.0	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	12.0				xxxxxx			xxxxxx		xxxxxx		
ApproachLOS:	B				*		*	*	*	*		*

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 SR76 & Adams Dr

Average Delay (sec/veh): 0.3 Worst Case Level of Service: B[10.5]

Street Name:	Adams Dr			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0	0	1 0 0	0	0	1 0 0

Volume Module:

Base Vol:	0	0	0	2	0	6	1	311	0	0	193	1
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	2	0	6	1	311	0	0	193	1
Added Vol:	0	0	0	3	0	2	1	6	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	8	2	317	0	0	195	2
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	5	0	8	2	334	0	0	205	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	8	2	334	0	0	205	2

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	548	545	334	544	544	206	207	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	447	446	708	500	446	834	1364	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	442	445	708	499	445	834	1364	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	663	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				10.5		xxxxxx			xxxxxx		
ApproachLOS:	*				B		*			*		

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1031 SR76 & Project Driveway

Average Delay (sec/veh): 0.6 Worst Case Level of Service: B[10.3]

Street Name:	Project Driveway			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0	0	0 0 0	0	0	1 0 0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	312	0	0	199	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	0	0	0	0	312	0	0	199	0
Added Vol:	0	0	0	6	0	20	8	1	0	0	2	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	20	8	313	0	0	201	2
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	6	0	21	8	329	0	0	212	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	21	8	329	0	0	212	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	559	559	213	214	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	490	438	827	1356	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	488	435	827	1356	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxxx	0.01	0.00	0.03	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	713	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				10.3		xxxxxx			xxxxxx		
ApproachLOS:	*				B		*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 SR76 & Cole Grade Rd

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: C[17.2]

Street Name:	Cole Grade Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	123	0	70	0	1	0	0	221	77	52	134	2
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:	123	0	70	0	1	0	0	221	77	52	134	2
Added Vol:	1	0	0	0	0	0	0	3	3	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	0	70	0	1	0	0	224	80	52	135	2
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:	131	0	74	0	1	0	0	236	84	55	142	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	131	0	74	0	1	0	0	236	84	55	142	2

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	551	552	298	xxxx	593	xxxxx	xxxx	xxxx	xxxxx	330	xxxx	xxxxx
Potent Cap.:	445	442	742	xxxx	419	xxxxx	xxxx	xxxx	xxxxx	1229	xxxx	xxxxx
Move Cap.:	421	414	729	xxxx	393	xxxxx	xxxx	xxxx	xxxxx	1219	xxxx	xxxxx
Volume/Cap:	0.31	0.00	0.10	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	B	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	497	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	2.0	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	17.2	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	17.2				14.2		xxxxxx			xxxxxx					
ApproachLOS:	C				B		*			*					

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario: Ex PM + Proj
 Command: Default Command
 Volume: Ex PM
 Geometry: EX
 Impact Fee: Default Impact Fee
 Trip Generation: PM
 Trip Distribution: Project
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 7 SR76 & I-15 SB Ramps	E 58.8	1.039	E 59.7	1.043	+ 0.910 D/V
# 8 SR76 & I-15 NB Ramps	D 51.1	0.957	D 51.4	0.960	+ 0.283 D/V
# 9 SR76 & Pankey Rd	B 13.1	0.031	B 13.4	0.032	+ 0.241 D/V
# 10 SR76 & Horse Ranch Creek Rd	A 0.0	0.000	A 0.0	0.000	+ 0.000 D/V
# 11 SR76 & Rice Cyn Rd	B 13.3	0.027	B 13.7	0.028	+ 0.388 D/V
# 12 SR76 & Couser Cyn Rd	B 14.8	0.052	C 15.1	0.053	+ 0.343 D/V
# 13 SR76 & C. Drwy	A 0.5	0.199	A 0.5	0.210	+ 0.008 D/V
# 14 SR76 & W. Pala Mission Rd	C 27.6	0.324	C 27.4	0.332	-0.148 D/V
# 15 Pala Mission Rd & Pala Temecul	B 11.2	0.477	B 11.3	0.485	+ 0.008 V/C
# 16 SR76 & Brittain Rd	B 10.1	0.003	B 10.2	0.003	+ 0.152 D/V
# 17 SR76 & E. Pala Mission Rd	C 16.7	0.366	C 17.7	0.392	+ 1.014 D/V
# 18 SR76 & Lilac Rd	B 13.1	0.022	B 13.5	0.023	+ 0.392 D/V
# 19 SR76 & Adams Dr	B 13.4	0.014	B 13.7	0.020	+ 0.291 D/V
#1031 SR76 & Project Driveway	A 0.0	0.000	B 12.2	0.023	+12.230 D/V
# 20 SR76 & Cole Grade Rd	C 17.9	0.233	C 18.4	0.248	+ 0.474 D/V

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

 Intersection #7 SR76 & I-15 SB Ramps

Cycle (sec): 110 Critical Vol./Cap.(X): 1.043
 Loss Time (sec): 12 Average Delay (sec/veh): 59.7
 Optimal Cycle: 180 Level Of Service: E

Street Name:	I-15 SB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	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	0	1	1

Volume Module: >> Count Date: 25 Oct 2006 << PM Peak	I-15 SB Ramps				SR76							
Base Vol:	0	0	0	93	8	500	0	892	290	149	524	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	93	8	500	0	892	290	149	524	0
Added Vol:	0	0	0	4	0	0	0	3	0	4	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	97	8	500	0	895	290	153	525	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	102	8	526	0	942	305	161	553	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	8	526	0	942	305	161	553	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	102	8	526	0	942	305	161	553	0

Saturation Flow Module:	I-15 SB Ramps				SR76							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.96	0.96	0.83	1.00	0.98	0.83	0.93	0.98	1.00
Lanes:	0.00	0.00	0.00	0.92	0.08	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1679	138	1583	0	1862	1583	1769	1862	0

Capacity Analysis Module:	I-15 SB Ramps				SR76							
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.33	0.00	0.51	0.19	0.09	0.30	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.48	0.48	0.09	0.50	0.00
Volume/Cap:	0.00	0.00	0.00	0.19	0.19	1.04	0.00	1.04	0.40	1.04	0.60	0.00
Uniform Del:	0.0	0.0	0.0	27.2	27.2	37.5	0.0	28.3	18.1	50.2	19.9	0.0
IncrementDel:	0.0	0.0	0.0	0.2	0.2	51.8	0.0	41.9	0.3	84.4	1.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	27.3	27.3	89.3	0.0	70.2	18.4	134.6	20.9	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	27.3	27.3	89.3	0.0	70.2	18.4	134.6	20.9	0.0
LOS by Move:	A	A	A	C	C	F	A	E	B	F	C	A
HCM2k95thQ:	0	0	0	5	5	42	0	61	12	12	22	0

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

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

 Intersection #8 SR76 & I-15 NB Ramps

Cycle (sec): 95 Critical Vol./Cap.(X): 0.960
 Loss Time (sec): 12 Average Delay (sec/veh): 51.4
 Optimal Cycle: 141 Level Of Service: D

Street Name:	I-15 NB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1

Volume Module: PM Peak	I-15 NB Ramps				SR76							
Base Vol:	352	6	162	0	0	0	719	210	0	0	324	92
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:	352	6	162	0	0	0	719	210	0	0	324	92
Added Vol:	0	0	9	0	0	0	0	7	0	0	5	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	6	171	0	0	0	719	217	0	0	329	94
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:	371	6	180	0	0	0	757	228	0	0	346	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	6	180	0	0	0	757	228	0	0	346	99
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:	371	6	180	0	0	0	757	228	0	0	346	99

Saturation Flow Module:	I-15 NB Ramps				SR76							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.83	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.98	0.83
Lanes:	0.98	0.02	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1648	28	1583	0	0	0	1769	1862	0	0	1862	1583

Capacity Analysis Module:	I-15 NB Ramps				SR76							
Vol/Sat:	0.22	0.22	0.11	0.00	0.00	0.00	0.43	0.12	0.00	0.00	0.19	0.06
Crit Moves:	****				****				****			
Green/Cycle:	0.23	0.23	0.23	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.19	0.19
Volume/Cap:	0.96	0.96	0.49	0.00	0.00	0.00	0.96	0.27	0.00	0.00	0.96	0.32
Uniform Del:	35.9	35.9	31.4	0.0	0.0	0.0	25.5	16.5	0.0	0.0	37.9	32.9
IncrementDel:	35.0	35.0	1.0	0.0	0.0	0.0	22.7	0.2	0.0	0.0	36.8	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	70.9	70.9	32.4	0.0	0.0	0.0	48.2	16.7	0.0	0.0	74.7	33.6
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:	70.9	70.9	32.4	0.0	0.0	0.0	48.2	16.7	0.0	0.0	74.7	33.6
LOS by Move:	E	E	C	A	A	A	D	B	A	A	E	C
HCM2k95thQ:	28	28	10	0	0	0	35	8	0	0	26	5

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 SR76 & Pankey Rd

Average Delay (sec/veh): 0.5 Worst Case Level of Service: B[13.4]

Street Name:	Pankey Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	1	0

Volume Module: >> Count Date: 25 Oct 2006 <<
 Base Vol: 10 0 9 2 0 5 0 360 32 9 414 1
 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: 10 0 9 2 0 5 0 360 32 9 414 1
 Added Vol: 0 0 0 0 0 0 0 0 16 0 0 7
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 0 9 2 0 5 0 376 32 9 421 1
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 11 0 9 2 0 5 0 396 34 9 443 1
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 11 0 9 2 0 5 0 396 34 9 443 1

Critical Gap Module:
 Critical Gp: 7.5 6.5 6.9 7.5 6.5 6.9 xxxxx xxxx xxxxx 4.1 xxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:
 Cnflct Vol: 673 896 235 681 912 242 xxxx xxxx xxxxx 439 xxxx xxxxx
 Potent Cap.: 341 278 767 337 272 759 xxxx xxxx xxxxx 1117 xxxx xxxxx
 Move Cap.: 331 271 754 325 265 746 xxxx xxxx xxxxx 1108 xxxx xxxxx
 Volume/Cap: 0.03 0.00 0.01 0.01 0.00 0.01 xxxx xxxx xxxxx 0.01 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.3 xxxx xxxxx
 LOS by Move: * * * * * * * * * * A * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 451 xxxxx xxxx 544 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx 13.4 xxxxx xxxxx 11.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * B * * * B * * * * *
 ApproachDel: 13.4 11.7 xxxxxx xxxxxx
 ApproachLOS: B B * * * * *

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #10 SR76 & Horse Ranch Creek Rd

Average Delay (sec/veh): 0.0 Worst Case Level of Service: A[0.0]

Street Name:	Horse Ranch Creek Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	1	0

Volume Module:
 Base Vol: 0 0 0 0 0 0 0 0 371 0 0 424 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 0 0 0 0 0 371 0 0 424 0
 Added Vol: 0 0 0 0 0 0 0 0 16 0 0 7
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 0 0 0 0 387 0 0 431 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 0 0 0 0 0 0 0 0 407 0 0 454 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 0 0 0 0 0 0 0 407 0 0 454 0

Critical Gap Module:
 Critical Gp: 6.4 6.5 6.2 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
 Cnflct Vol: 861 861 407 861 861 454 xxxx xxxx xxxxx xxxx xxxx xxxxx
 Potent Cap.: 326 293 644 326 293 606 xxxx xxxx xxxxx xxxx xxxx xxxxx
 Move Cap.: 326 293 644 326 293 606 xxxx xxxx xxxxx xxxx xxxx xxxxx
 Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 xxxx xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * * * * * * * A * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 0 xxxxx xxxx 0 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * * * * * * * * * *
 ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx
 ApproachLOS: * * * * *

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #11 SR76 & Rice Cyn Rd

Average Delay (sec/veh): 0.6 Worst Case Level of Service: B[13.7]

Street Name:	Rice Cyn Rd			SR76		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled		
Rights:	Include	Include	Include	Include		
Lanes:	0 0 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0		

Volume Module: >> Count Date: 19 Oct 2006 <<
 Base Vol: 0 0 7 0 15 22 329 0 0 420 17
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 7 0 15 22 329 0 0 420 17
 Added Vol: 0 0 0 1 0 0 0 16 0 0 7 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 8 0 15 22 345 0 0 427 17
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 0 0 0 8 0 16 23 363 0 0 449 18
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 0 0 8 0 16 23 363 0 0 449 18

Critical Gap Module:
 Critical Gap:xxxxx xxxx xxxx 6.4 6.5 6.2 4.1 xxxx xxxx xxxx xxxx xxxx
 FollowUpTim:xxxxx xxxx xxxx 3.5 4.0 3.3 2.2 xxxx xxxx xxxx xxxx xxxx

Capacity Module:
 Cnflct Vol: xxxx xxxx xxxx 888 888 478 477 xxxx xxxx xxxx xxxx xxxx
 Potent Cap.: xxxx xxxx xxxx 314 283 587 1085 xxxx xxxx xxxx xxxx xxxx
 Move Cap.: xxxx xxxx xxxx 304 272 577 1076 xxxx xxxx xxxx xxxx xxxx
 Volume/Cap: xxxx xxxx xxxx 0.03 0.00 0.03 0.02 xxxx xxxx xxxx xxxx xxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx 0.1 xxxx xxxx xxxx xxxx xxxx
 Control Del:xxxxx xxxx xxxx xxxx xxxx xxxx 8.4 xxxx xxxx xxxx xxxx xxxx
 LOS by Move: * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxx xxxx 440 xxxx xxxx xxxx xxxx xxxx
 SharedQueue:xxxxx xxxx xxxx xxxx 0.2 xxxx 0.1 xxxx xxxx xxxx xxxx
 Shrd ConDel:xxxxx xxxx xxxx xxxx 13.7 xxxx 8.4 xxxx xxxx xxxx xxxx
 Shared LOS: * * * * * B A * * * * *
 ApproachDel: xxxxxx 13.7 xxxxxx xxxxxx
 ApproachLOS: * B * * *

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #12 SR76 & Couser Cyn Rd

Average Delay (sec/veh): 0.5 Worst Case Level of Service: C[15.1]

Street Name:	Couser Cyn Rd			SR76		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled		
Rights:	Include	Include	Include	Include		
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 0 1 0	0 1 0 0 0		

Volume Module:
 Base Vol: 16 0 8 0 0 0 0 0 325 13 10 429 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: 16 0 8 0 0 0 0 0 325 13 10 429 0
 Added Vol: 0 0 0 0 0 0 0 0 17 0 0 7 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 16 0 8 0 0 0 0 0 342 13 10 436 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: 17 0 8 0 0 0 0 0 360 14 11 459 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 17 0 8 0 0 0 0 0 360 14 11 459 0

Critical Gap Module:
 Critical Gap: 6.4 6.5 6.2 7.1 6.5 6.2 xxxxx xxxx xxxxx 4.1 xxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:
 Cnflct Vol: 867 867 387 871 874 479 xxxx xxxx xxxxx 384 xxxx xxxxx
 Potent Cap.: 323 291 661 271 288 587 xxxx xxxx xxxxx 1175 xxxx xxxxx
 Move Cap.: 316 283 650 262 281 577 xxxx xxxx xxxxx 1165 xxxx xxxxx
 Volume/Cap: 0.05 0.00 0.01 0.00 0.00 0.00 xxxx xxxx xxxxx 0.01 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.1 xxxx xxxxx
 LOS by Move: * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 381 xxxxx xxxx 0 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx 0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 0.0 xxxx xxxxx
 Shrd ConDel:xxxxx 15.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 8.1 xxxx xxxxx
 Shared LOS: * C * * * * * A * * * * *
 ApproachDel: 15.1 xxxxxx xxxxxx xxxxxx
 ApproachLOS: C * * * *

Note: Queue reported is the number of cars per lane.

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

 Intersection #13 SR76 & C. Drwy

Cycle (sec): 180 Critical Vol./Cap.(X): 0.210
 Loss Time (sec): 12 Average Delay (sec/veh): 0.5
 Optimal Cycle: 28 Level Of Service: A

Street Name:	C. Drwy				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	329	0	0	264	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	329	0	0	264	0
Added Vol:	0	0	0	0	0	0	18	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	347	0	0	272	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	365	0	0	286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	365	0	0	286	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	365	0	0	286	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.15	0.00
Crit Moves:	****										
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.16	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
IncrementDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	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
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	4	0	0	3	0

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

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

 Intersection #14 SR76 & W. Pala Mission Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.332
 Loss Time (sec): 12 Average Delay (sec/veh): 27.4
 Optimal Cycle: 90 Level Of Service: C

Street Name:	W. Pala Mission Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	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	0

Volume Module:

Base Vol:	15	26	26	22	18	100	148	158	23	26	149	16
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	26	26	22	18	100	148	158	23	26	149	16
Added Vol:	0	0	3	0	0	0	0	18	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	26	29	22	18	100	148	176	23	27	157	16
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	27	31	23	19	105	156	185	24	28	165	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	27	31	23	19	105	156	185	24	28	165	17
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	27	31	23	19	105	156	185	24	28	165	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.95	0.95	0.83	0.93	0.92	0.92	0.93	0.97	0.97
Lanes:	1.00	0.47	0.53	0.55	0.45	1.00	1.00	1.77	0.23	1.00	0.91	0.09
Final Sat.:	1769	811	904	996	815	1583	1769	3076	402	1769	1666	170

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.02	0.02	0.07	0.09	0.06	0.06	0.02	0.10	0.10
Crit Moves:	****											
Green/Cycle:	0.10	0.10	0.10	0.20	0.20	0.20	0.27	0.29	0.29	0.27	0.30	0.30
Volume/Cap:	0.09	0.33	0.33	0.12	0.12	0.33	0.33	0.21	0.21	0.06	0.33	0.33
Uniform Del:	36.6	37.6	37.6	29.5	29.5	30.8	26.6	23.9	23.9	24.3	24.5	24.5
IncrementDel:	0.2	1.1	1.1	0.1	0.1	0.6	0.4	0.1	0.1	0.1	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.8	38.7	38.7	29.6	29.6	31.4	27.0	24.0	24.0	24.4	24.9	24.9
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:	36.8	38.7	38.7	29.6	29.6	31.4	27.0	24.0	24.0	24.4	24.9	24.9
LOS by Move:	D	D	D	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	1	4	4	2	2	6	7	5	5	1	8	8

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

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #15 Pala Mission Rd & Pala Temecula Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
 Loss Time (sec): 0 Average Delay (sec/veh): 11.3
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Pala Temecula Rd				Pala Mission Rd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	5	5	5	5	5	5	5	5
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	1	24	3	161	24	119	181	31	3	1	34	247
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:	1	24	3	161	24	119	181	31	3	1	34	247
Added Vol:	0	0	0	4	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	24	3	165	24	119	181	31	3	1	34	249
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:	1	25	3	174	25	125	191	33	3	1	36	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	25	3	174	25	125	191	33	3	1	36	262
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:	1	25	3	174	25	125	191	33	3	1	36	262

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.86	0.11	0.53	0.08	0.39	0.85	0.14	0.01	0.01	0.12	0.87
Final Sat.:	20	479	60	358	52	258	533	91	9	3	88	642

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.48	0.48	0.48	0.36	0.36	0.36	0.41	0.41	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	8.9	8.9	8.9	12.4	12.4	12.4	11.1	11.1	11.1	10.6	10.6	10.6
Delay Adj:	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:	8.9	8.9	8.9	12.4	12.4	12.4	11.1	11.1	11.1	10.6	10.6	10.6
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	8.9			12.4			11.1			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			12.4			11.1			10.6		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.5	0.5	0.5	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #16 SR76 & Brittain Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.2]

Street Name:	Brittain Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 0 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 1 0 0 0	0 1 0 0 0	0 0 0 1 0	0 0 0 1 0

Volume Module:

Base Vol:	0	0	0	1	0	1	4	173	0	0	185	4
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	1	0	1	4	173	0	0	185	4
Added Vol:	0	0	0	0	0	0	0	21	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	1	4	194	0	0	194	4
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	1	0	1	4	204	0	0	204	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	1	4	204	0	0	204	4

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	419	419	206	208	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	591	525	834	1362	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	589	524	834	1362	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	691	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 SR76 & E. Pala Mission Rd

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[17.7]

Street Name: E. Pala Mission Rd SR76
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 0 0 0 169 0 3 2 184 0 0 216 204
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 0 169 0 3 2 184 0 0 216 204
Added Vol: 0 0 0 4 0 0 0 21 0 0 9 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 173 0 3 2 205 0 0 225 206
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 0 182 0 3 2 216 0 0 237 217
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 182 0 3 2 216 0 0 237 217
-----|-----|-----|-----|

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxx 6.4 6.5 6.2 4.1 xxxx xxxx xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 3.5 4.0 3.3 2.2 xxxx xxxx xxxx xxxx xxxx
-----|-----|-----|-----|

Capacity Module:
Cnflct Vol: xxxx xxxx xxxx 585 585 365 464 xxxx xxxx xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 473 423 680 1098 xxxx xxxx xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 465 415 669 1088 xxxx xxxx xxxx xxxx xxxx
Volume/Cap: xxxx xxxx xxxx 0.39 0.00 0.00 0.00 xxxx xxxx xxxx xxxx xxxx
-----|-----|-----|-----|

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx
Control Del:xxxxx xxxx xxxx xxxx xxxx xxxx 8.3 xxxx xxxx xxxx xxxx xxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx 467 xxxx xxxx xxxx xxxx xxxx
SharedQueue:xxxxx xxxx xxxx xxxx 1.9 xxxx 0.0 xxxx xxxx xxxx xxxx
Shrd ConDel:xxxxx xxxx xxxx xxxx 17.7 xxxx 8.3 xxxx xxxx xxxx xxxx
Shared LOS: * * * * * C A * * * * *
ApproachDel: xxxxxx 17.7 xxxxxx xxxxxx
ApproachLOS: * C * * *

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 SR76 & Lilac Rd

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.5]

Street Name: Lilac Rd SR76
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 7 0 8 0 0 0 0 0 358 4 9 413 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: 7 0 8 0 0 0 0 0 358 4 9 413 0
Added Vol: 0 0 0 0 0 0 0 0 25 0 0 11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 0 8 0 0 0 0 0 383 4 9 424 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: 7 0 8 0 0 0 0 0 403 4 9 446 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 7 0 8 0 0 0 0 0 403 4 9 446 0
-----|-----|-----|-----|

Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
-----|-----|-----|-----|

Capacity Module:
Cnflct Vol: 871 871 405 xxxx xxxx xxxxx xxxx xxxx xxxxx 407 xxxx xxxxx
Potent Cap.: 322 289 646 xxxx xxxx xxxxx xxxx xxxx xxxxx 1151 xxxx xxxxx
Move Cap.: 320 287 646 xxxx xxxx xxxxx xxxx xxxx xxxxx 1151 xxxx xxxxx
Volume/Cap: 0.02 0.00 0.01 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.01 xxxx xxxxx
-----|-----|-----|-----|

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 437 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx
Shrd ConDel:xxxxx 13.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx
Shared LOS: * B * * * * * A * * * * *
ApproachDel: 13.5 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * * * *

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 SR76 & Adams Dr

Average Delay (sec/veh): 0.3 Worst Case Level of Service: B[13.7]

Street Name:	Adams Dr			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0	0	1 0 0	0	0	1 0 0

Volume Module:

Base Vol:	0	0	0	5	0	3	5	262	0	0	436	9
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	5	0	3	5	262	0	0	436	9
Added Vol:	0	0	0	2	0	1	2	3	0	0	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	4	7	265	0	0	443	13
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	7	0	4	7	279	0	0	466	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	4	7	279	0	0	466	14

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	769	774	279	767	767	473	480	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	318	329	760	370	333	591	1082	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	314	327	760	368	330	591	1082	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	427	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				13.7		xxxxxx			xxxxxx		
ApproachLOS:	*				B		*			*		

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1031 SR76 & Project Driveway

Average Delay (sec/veh): 0.5 Worst Case Level of Service: B[12.2]

Street Name:	Project Driveway			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0	0	0 0 0	0	0	1 0 0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	267	0	0	439	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	0	0	0	0	267	0	0	439	0
Added Vol:	0	0	0	3	0	10	24	2	0	0	1	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	10	24	269	0	0	440	7
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	3	0	11	25	283	0	0	463	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	11	25	283	0	0	463	7

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	801	801	467	471	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxxx	354	318	596	1091	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxxx	348	310	596	1091	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	512	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				12.2		xxxxxx			xxxxxx		
ApproachLOS:	*				B		*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 SR76 & Cole Grade Rd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[18.4]

Street Name:	Cole Grade Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	72	3	37	0	1	1	0	221	125	41	300	3
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:	72	3	37	0	1	1	0	221	125	41	300	3
Added Vol:	4	0	0	0	0	0	0	1	2	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	3	37	0	1	1	0	222	127	41	303	3
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	3	39	0	1	1	0	234	134	43	319	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	3	39	0	1	1	0	234	134	43	319	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	728	729	321	xxxx	794	341	xxxx	xxxx	xxxxx	377	xxxx	xxxxx
Potent Cap.:	339	350	720	xxxx	321	702	xxxx	xxxx	xxxxx	1181	xxxx	xxxxx
Move Cap.:	322	331	708	xxxx	303	690	xxxx	xxxx	xxxxx	1171	xxxx	xxxxx
Volume/Cap:	0.25	0.01	0.05	xxxx	0.00	0.00	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	390	xxxxx	xxxx	xxxx	421	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	18.4	xxxxx	xxxxx	xxxx	13.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	C	*	*	*	B	*	*	*	*	*	*	
ApproachDel:	18.4				13.6		xxxxxx			xxxxxx			
ApproachLOS:	C				B		*			*			

Note: Queue reported is the number of cars per lane.

APPENDIX E

CUMULATIVE PROJECTS

Cumulative Project List

Appendix E

FARM LABOR CAMP HARRY SINGH & SONS (MUP 00-005)	MEADOWOOD, GPA, SP, REZ, TM, STP'S, (TM 5354)
MUP 01-061	FALLBROOK SPORTS ASSOC. MUP63-120W7 (MUP 63-120-07)
MUP 01-111	TM 5079
#20103A SOSA / AT&T (MUP 03-038)	DYAL RESIDENCE SITE PLAN (STP 04-010)
CINGULAR WIRELESS ZAP (MUP 03-024)	BA 04-0030
AT&T WIRELESS ZAP (MUP 03-057)	AP 04-011
GPA XX-XX	MUSTAFA TPM (TPM 20811)
32052 A OLIVEHILL / AT&T WIRELESS ZAP (MUP 03-035)	WEST MINOR SUBDIVISION (TPM 20814)
PAA 03-013	SLAVEN, TPM, 2 LOTS (TPM 20819)
NOEL STEHLY (TPM 20690)	DAI DANG MEDITATION CENTER (MUP 04-016)
AP 04-034	SPRINT/PARKER (MUP 04-017)
HIDDEN GROVE ESTATES (TPM 20823)	LOS WILLOWS (MUP 03-127)
BROOKFALL TPM (TPM 20824)	CALAVO SUBDIVISION (TM 5350)
HUKARI TPM (TPM 20830)	MISSION RIDGE ROAD TPM (TPM 20793)
FERRARO, TPM, 4 LOTS + (TPM 20833)	STEHLY CAMINITO QUIETO, TPM (TPM 20799)
STEHLY TPM (TPM 20689)	CROSSROADS INVESTORS, TPM, STP (TPM 20800)
MINGO TPM (TPM 20829)	TM 5352
HEMME ESTATES (TPM 20831)	HUNTER SUBDIVISION (TPM 20804)
SPRINT PCS (MUP 01-021)	CORDUAN TPM (TPM 20789)
PALA MESA HIGHGROUNDS (MUP 04-024)	DABBS TENTATIVE MAP (TM 5346)
PALA MESA RESORT (MUP 74-120)	AP 03-083
PALOMAR AGGREGATE / ROSEMARY'S MTN MUP (MUP 87-021)	AP 03-082
AT&T WIRELESS (MUP 99-038)	NEVILLS (AP 03-085)
PALA MESA (TM 5231)	AP 03-076
KELWOOD DEVELOPMENT (REZ 04-005)	AP 99-015
AZZARA OPEN SPACE ENCROACHMENT AD (AP 06-064)	BA 98-0049
HIDDEN HILLS TM (TM 4730)	OLIVE HILL TM (TM 4976)
REZ 99-020	AP 02-058
CROOK TPM (TPM 20851)	BUNJE TPM (TPM 20235)
HILL RANCH TENTATIVE MAP (TM 5095)	BA 98-0038
STP 03-066	MUP 94-025
4S RANCH AREA 34(30) (STP 04-012)	STP 96-005
OLIVE HILL VARIABLE SITE PLAN (STP 04-062)	MALEK TPM (TPM 20365)
FENTON PALA BORROW PIT MUP (MUP 74-088)	ROSA TPM (TPM 20321)
TWIN OAK RP 78-002 QM0104 (RCP 78-002)	MUP 88-045
RP 79-005 (RCP 79-005)	REEVE TPM (TPM 20411)
SITE PLAN FOR SFD WITHIN I-15 CORRIDOR (STP 04-026)	MUP 83-063
PALA MESA (TM 5187)	AP 02-061
ESTATES AT MCDONALD PARK TM (TM 5378)	MUP 74-121
TRAN TENTATIVE PARCEL MAP (TPM 20835)	AP 02-062
BIERNACKI TPM 2 LOT SUBDIVISION (TPM 20836)	MUP 98-034
JLP PROPERTIES TPM (TPM 20838)	AP 99-016
BOWERBOCK AD (AP 04-040)	STP 97-047
SANDERS, TPM, BC, 4 LOTS + (TPM 20845)	STP 98-023
BONSALL VILLAGE - CINGULAR WIRELESS ZAP (MUP 04-011)	TPM - TAUFER PROPERTY (TPM 19522)
BRIDGE PAC WEST (TPM 20841)	STP 98-025
BANUELOS SECOND DWELLING UNIT (MUP 04-012)	ROICK TPM (TPM 20339)
NEXTEL HELLERS BEND MUP (MUP 04-030)	TARTER TPM (TPM 20397)
MERRIAM MOUNTAINS, GPA, SP, REZ, TM, STP (TM 5381)	CHAMPAGNE GARDENS REZONE (REZ 94-007)
GHODSI BOUNDARY ADJUSTMENT (BA 04-0157)	AP 99-038
LAS CASITAS (TM 5387)	BA 98-0206
PAUMA HEIGHTS RANCH (TPM 20848)	MUP 98-004
KENDALL FAMILY TRUST (TPM 20849)	AP 98-003
NEXTEL CA5162-U (MUP 04-035)	STP 98-006
RARICK TPM (TPM 20853)	AP 03-091
FRENCH ZAP (MUP 04-019)	AP 03-092
ADAMS OPEN SPACE VACATION (BA 05-0019)	MUP 98-011
NORTHCUTT, TPM, 2 LOTS (TPM 20860)	TPM 20359
CONSTANT CREEK LLC (TM 5391)	AP 98-011
LOTZ RESIDENCE (AP 04-055)	BA 98-0047
PALA MESA (MUP 96-006-01)	STP 98-008
WILLOW CREEK (MUP 04-041)	TPM 20356
FRAME TPM (TPM 20872)	MTNVLLYS COMMUNITY CLINIC W2 (MUP 63-162)
PEPPER TREE LOT 220 P67-069 M2 (MUP 87-069-03)	AP 98-022
MURRAY DAVIDSON (TM 5398)	STP 98-040
BEREZOUSKY TPM (TPM 20874)	TM 5028
S04-058 CIELO LINDO (STP 04-058)	STP 99-007
TPM20878 - SOLORZANO (TPM 20878)	STP 99-005
STANNARD OVERSIZED STRUCTURE (AP 04-063)	STP 99-014
HOKANSON & SHIELDS TPM (TPM 20881)	BONSALL LAND INC - BRESA DEL MAR TM (TM 4793)
SUNDANCE RANCH (TM 5403)	TPM 19875
ROBILLARD (AP 04-065)	STEPHENS TPM (TPM 20382)
RIVER RUN WEST TPM (TPM 20866)	TPM 19640
ARVAY CHILD CARE CENTER ZAP (MUP 04-028)	STP 97-052
TM 5410 MARQUART RANCH TENTATIVE MAP (TM 5410)	TPM - 5 LOT SUB-DIVISION (TPM 19827)
SPRINT-FOOTHILLS, SD34XC863-B (MUP 04-057)	AP 04-006
COUNTRY GARDENS II, MUP, (MUP 04-058)	BARTLETT (TPM 20806)
RANCHO ALEGRE (TM 5413)	ROBERT PETITTO (TPM 20205)
DIANA ACRES (TPM 20896)	TPM 20244
MC COWAN ANDDUNCKEL TPM (TPM 20897)	ATTEBERRY TPM (TPM 20322)
YUCCA (MUP 00-057-01)	MC CARTHY TRUST TPM (TPM 20390)
PAUMA VALLEY ESTATES, REZ, TM, MUP (TM 5416)	PAUMA VALLEY C.C. P65-034 (MUP 65-034)
FALLBROOK OAKS (PAA 04-008)	PAA 99-01
PAA 04-003	MUP 97-017
BA 98-0048	JACOBS OVERSIZED DETACHED GARAGE (AP 04-016)
AP 99-031	AP 98-018
TPM 20182	TM 4971
BA 98-0069	MUP 98-022
LABROT 2ND DWELLING UNIT ZAP (MUP 03-099)	TPM 20258
MUP 99-014	TPM 20219
TPM 20763	MUP 98-005
SEEMAN AD (AP 03-054)	TPM 20096
GORDON TPM (TPM 20776)	MALLERY TPM (TPM 20308)
TPM 19829	PENNINSULA PROPERTIES (TPM 19139)
OVERSIZED AG BLDG ZAP (MUP 03-106)	TM 4871

STP 99-029	TPM 20620
ANDREW STANNARD, AT&T (MUP 04-009)	SPRINT PCS ZAP (AP 02-042)
MUP 03-097	HORMUTH TPM (TPM 20432)
COSTELLO APARTMENTS (STP 03-056)	MUP 67-092
KAVEER RANCH AD (AP 03-049)	BA 02-0095
PALA MESA RESORT/TM (TM 5534)	MUP 81-037
SPRINT PCS ZAP (MUP 03-080)	MUP 91-038
BUTLER, ROBERT (MUP 03-087)	BA 02-0154
FRUMMET RESIDENCE - CINGULAR ZAP (MUP 03-091)	VERIZON WIRELESS ZAP (MUP 02-022)
MUP 03-084	THUEN TPM (TPM 20585)
AT&T WIRELESS ZAP (MUP 03-093)	BA 02-0048
AP 03-044	STEPHANY TPM (TPM 20625)
#20034 SULLIVAN / AT&T (MUP 03-079)	TM 5272
TPM 20753	TM 5275
WALDMAN TM (TM 5320)	TPM 20643
PASSERELLE, CAMPUS PARK, GPA, SPA, REZ, (TM 5338)	LAUS TPM 2 LOTS (TPM 20642)
THE PROMINENCE AT PALA (TM 5321)	TPM 20619
#20037 HWY 76 / AT&T (MUP 03-070)	TPM 20646
PAA 03-005	PALISADES ESTATES TM (TM 5158)
BA 03-0104	SPRINT PCS (MUP 00-113)
AP 03-031	AP 02-039
MUP 03-071	LATTER-DAY SAINTS / VIA MONSERATE (MUP 02-011)
AT&T WIRELESS ZAP (MUP 03-044)	REZ 01-003
#26016-YELLOW BRICK RD / AT&T ZAP (MUP 03-045)	TPM 20632
STP 03-030	MUP 98-011
AP 03-025	MUP 01-033
AP 03-022	MUP 01-016
CHRISTMAN TPM (TPM 20738)	SPECTRASITE COMMUNICATIONS (MUP 01-091)
STP 03-024	COOL VALLEY RANCH TM (TM 5251)
REZ 03-003	MUP 84-103
REZ 03-008	STP 02-015
PALA MESA MAINTENANCE BLDG (MUP 74-121-09)	MUP 00-040
#20104 A DEL RIO / AT&T (MUP 03-034)	TM 5184
CINGULAR WIRELESS ZAP (MUP 03-037)	CHOI TM (TM 5264)
AT&T WIRELESS ZAP (MUP 03-028)	TPM 20623
MUP 03-065	TPM 20629
RUFFIN/JOHNSON TPM (TPM 20725)	VANDEVEGTE, STEVEN, TM, (TM 5243)
AP 03-018	MUP 02-012
SCHAICH (TPM 20731)	TPM 20671
MUP 03-019	AP 02-045
MUP 03-023	TPM 20664
MUP 03-017	AP 91-149
DREESSEN (TPM 20727)	STP 92-022
MUP 87-026	DIVINE TPM (TPM 20526)
COVO SITE PLAN FOR AUTO REPAIR (STP 03-004)	SHADOW RUN RANCH, LLC (TM 5223)
TPM 20714	BA 02-0114
BROOK HILLS - TM (TM 4908)	BA 02-0111
AP 02-072	CHOI TPM (TPM 20668)
#951-01 STANNARD RES / CINGULAR (MUP 02-077)	AP 01-008
MUP 87-061	COLLINS TPM (TPM 20505)
ARCHER 2ND DWELLING UNIT ZAP (MUP 03-001)	STP 00-016
MUP 86-022	AT&T WIRELESS (MUP 00-068)
BA 03-0168	VERIZON WIRELESS (MUP 00-081)
TABATA BONSALL (TPM 20729)	AMERICAN TOWER WIRELESS (MUP 01-049)
VALENTINE TRUST TPM (TPM 20710)	MUP 00-087
BROWN TPM (TPM 20717)	OAK CREEK MANOR LLC (MUP 00-104)
AVOLO LLC (TPM 20718)	TPM 20635
#944-04 BERNARD / CINGULAR (MUP 03-113)	MUP 00-094
BA 03-0034	MUP 00-139
CINGULAR WIRELESS ZAP (MUP 03-006)	REDDING TPM (TPM 20590)
CINGULAR WIRELESS ZAP (MUP 03-007)	STP 97-051
STP 03-042	STP 02-072
MUP 03-098	MUP 99-001
NEXTEL MUP (MUP 03-090)	MUP 01-011
AP 03-064	MUP 97-004
#26029 RANGER / VELOCITEL (MUP 03-098)	MUP 77-085
BARR RANCH TM (TM 5293)	REZKO TPM (TPM 20368)
NEXTEL COMMUNICATIONS ZAP (MUP 01-113)	TPM 20622
SPRINT PCS ZAP (MUP 02-052)	MUP 88-034
ROCKEFELLER TPM (TPM 20596)	SCHNOEBELN (TPM 20451)
TPM 20685	TM 5037
WEBER TPM (TPM 20528)	MUP 69-087
TM 5220	GRAY TPM (TPM 20503)
PALA SHOPPING CENTER SITE PLAN (STP 02-061)	SPRINT PCS (MUP 01-003)
WEST LILAC FARMS I & II (TM 5276)	SCHAEFER TPM (TPM 20489)
TPM 20683	DISANDRO TPM (TPM 20485)
MUP 02-007	TM 5211
SPRINT PCS ZAP (MUP 02-053)	GRAY TPM (TPM 20473)
TREISTER TPM (TPM 20581)	TPM 20663
TPM 20494	CHIPMAN TPM (TPM 20440)
TPM 20640	RCP 79-05
MUP 82-072	AP 02-015
MUP 02-015	AP 02-016
MUP 02-065	AP 02-005
SP AND 51 LOT SUB (TM 5263)	TM 5190
NICHOLS/WITMAN GPA \$ REZ (REZ 03-019)	WOODHEAD TPM (TPM 20541)
NEXTEL COMMUNICATIONS (MUP 01-105)	ZEBU CONSTRUCTION & DESIGN TPM (TPM 20584)
MUP 02-040	OSTERKAMP TM (TM 5222)
NEXTEL COMMUNICATIONS (MUP 01-114)	SHIELDS TPM (TPM 20546)
MMR ASSOCIATES REZONE (MUP 02-026)	PENDER TPM (TPM 20545)
MUP 01-044	JILES RANCH TPM (TPM 20611)
MUP 02-067	MUP 01-006
MUP 72-061	SPRINT PCS (MUP 01-043)
PALOMAR AGGREGATES / ROSEMARY'S MTN RP (RCP 87-001)	BLOSSOM VALLEY RANCH (TM 5197)
PATAPOFF LP A LIMITED PARTNERSHIP TPM (TPM 20542)	TM 5242

BABCOCK TPM (TPM 20567)	MUP 82-069
CAMERON TPM (TPM 20587)	AP 00-019
KENNEDY CLARK TPM (TPM 20601)	REILL HOMES TPM (TPM 20457)
MUP 00-049	MUP 72-618
MUP 00-073	PATAPOFF TPM (TPM 20317)
MUP 00-099	BERGENER & STEHLY TPM (TPM 20516)
VERIZON WIRELESS (MUP 00-112)	SPRINT PCS (MUP 00-165)
SPRINT PCS (MUP 01-034)	AP 01-013
NEXTEL COMMUNICATIONS (MUP 01-048)	TM 4607-1
STP 01-016	STP 00-074
WIKTORIN RESIDENCE (STP 01-048)	BIERNACKE 2ND DWELLING UNIT (MUP 00-070)
MUP 00-054	DICKSON 2ND DWELLING UNIT (MUP 00-102)
MUP 81-023	MUP 00-012
ZEBU INC TPM (TPM 20486)	SPRINT PCS (MUP 00-084)
TM 5266	TULUIE TM (TM 5097)
SPRINT PCS (MUP 01-020)	BERK TPM (TPM 20534)
HAUGH, GRANGER (TPM 20610)	BA 01-0001
AP 02-012	REICH - ZABU TPM (TPM 20353)
TM 5004	STAGGE TPM (TPM 20547)
BA 01-0051	AP 01-009
ASPEL TPM (TPM 20592)	TM 4956
CHAFFIN TM (TM 5217)	AP 00-056
TOSCANA SITE PLAN (STP 01-078)	FINLAYSON (TPM 20052)
TPM 20484	AP 00-047
U.S. WEST CELLULAR - BONSALL EAST (MUP 95-003)	CAMERON TPM (TPM 20443)
MUP 99-024	HARTOG TPM (TPM 20410)
TM 5175	KITTENHOFEN TPM (TPM 20525)
AP 00-006	STP 00-062
TM 5273	STP 00-046
TM 5214	ROSA TPM (TPM 20373)
MUP 02-075	BOCHINSKI TPM (TPM 20034)
SPANISH TRAILS (FORMALLY LORANDA) (TM 5173)	TM 4766
CRAIG & BECKY SCHMAD TPM (TPM 20559)	LEE FAMILY TPM (TPM 20376)
STEERE SITE PLAN (STP 01-044)	BENDER TPM (TPM 20392)
MUP 60-120	REICH & MOE TPM (TPM 20385)
STP 00-043	PALA MESA FAIRWAYS MUP (MUP 77-070)
BROWN, LEE & KAREN, TPM, (TPM 20614)	ATTEBERRY TPM (TPM 20434)
TM 5168	LEISING TPM (TPM 20427)
U.S. WEST CELLULAR (MUP 95-004)	PAA 00-01
AP 02-001	AP 00-039
STP 01-024	STP 02-067
AP 01-052	MUP 99-022
MUP 87-062	BA 99-0105
KEMPF TPM (TPM 20001)	TM 4736-1
PACIFICA TPM (TPM 20524)	STP 99-043
OSWALD (TPM 20533)	TM 5166
SPRINT PCS (MUP 00-149)	EVANS TPM (TPM 20491)
WHITE TPM (TPM 20562)	TM 4944
DANIELS TPM (TPM 20476)	AP 00-025
THE GROVES/ LOS MONTANAS (TM 4694)	NICOLAY TPM (TPM 20419)
PALISADES ESTATES AD (AP 99-007)	BA 00-0091
SPRINT PCS (MUP 00-166)	STP 00-024
CINGULAR WIRELESS, DULIN ROAD (MUP 70-139)	AP 00-005
STP 99-051	AP 00-020
MUP 79-140	AP 00-028
MUNOZ / STEHLY TPM (TPM 20449)	MUP 69-101
TM 5215	CHIPMAN TPM (TPM 20381)
VARVEL 2ND DWELLING UNIT (MUP 00-119)	MUP 99-010
STP 96-039	TM 4729
VAN DE ROO FARMS TPM (TPM 20395)	TM 5150
BURGE TPM (TPM 20538)	LUNDSTAT TPM (TPM 20504)
AP 01-031	TPM 19937
MUP 01-060	ST PETER'S CATHOLIC CHURCH MUP (MUP 65-041)
TM 5229	TOUMI TPM (TPM 20435)
PRUITT TPM (TPM 20429)	BA 99-0176
BA 01-0056	TM 5012
AMERICAN TOWER CORP. (MUP 01-096)	MUP 99-021
GIESLER TPM (TPM 20316)	TPM 19742
VAN CLEAVE TPM (TPM 20033)	SILVERADO TRUST TPM (TPM 20352)
TPM 20480	WARNER SITE PLAN (STP 99-060)
SCHNEIDER TPM (TPM 20444)	AP 99-051
MUP 96-029	SCHILLING TPM (TPM 20467)
REZ 00-015	TM 4972
STP 00-020	LUNG TPM (TPM 20431)
PEPPERTREE PARK STP (STP 00-012)	AP 00-002
PEPPERTREE PARK TM (TM 4713)	MUP 96-002
MUP 88-039	PATTERSON TPM (TPM 20355)
BA 01-0032	GEORGE TPM (TPM 20360)
BLUE RIBBON FARMS TPM (TPM 20343)	BANE TPM (TPM 20394)
SKYRIDGE PHASE 2 SITE PLAN (STP 01-006)	MUP 99-017
SPRINT PCS (MUP 00-164)	STP 99-057
TPM 20173	BA 99-0103
TM 4736	MUP 03-056
HERNANDEZ TPM (TPM 20433)	CINGULAR WIRELESS ZAP (MUP 03-055)
MUP 00-057	#826 - CONNER RES / CINGULAR (MUP 03-074)
TM 4731	AP 03-077
TM5270-1 (MUP 84-110-03)	DANIELS TM (TM 5364)
AP 01-003	BONSALL ROAD STATION (MUP 03-108)
AP 01-002	RAINBOW VALLEY NURSERY ZAP (MUP 03-104)
TOWEY 2ND DWELLING UNIT (MUP 01-027)	ROSEMERE LN PM (TPM 20901)
MUP 75-093	CASTLE CREEK SENIORS (PAA 05-004)
GOEPPINGER TPM (TPM 20310)	PALOMAR DRIVE LOT SPLIT (TPM 20908)
TPM 20033SC	POLO CLUB MUP M2 (MUP 92-019-02)
COUNTRY ESTATES TM (TM 4700)	ALFRED'S RANCHO (TPM 20912)
SPRINT PCS (MUP 00-110)	WEXLER TPM (TPM 20913)

SCHIPONO TPM (TPM 20915)	AGAPITO, TPM, 2 LOTS (TPM 20992)
FALLBROOK OAKS, GPA, REZ, TM, STP (TM 5449)	NS303-01 PACIFIC BELL STAGECOACH (MUP 75-093-03)
BOYD-KROHN BOUNDARY ADJUSTMENT (BA 05-0050)	BONSALL TOWN CENTER (PAA 06-001)
KIRK AND KRIPPNER, TPM, 4 LOTS (TPM 20924)	CUFFEL CLARENCE DR (TPM 20993)
FALLBROOK LAND CONSERVANCY B/A (BA 05-0066)	MADRIGAL, TPM, 3 LOTS (TPM 20994)
GAITAUD PROPERTY (AP 05-018)	MODULAR SUNDAY CLASS ROOM (MUP 06-025-01)
CAMPUS PARK WEST, GPA, SPA, TM, REZ, STP (TM 5424)	HOLLINGSWORTH 3.48 ACRES (AP 06-012)
UNDERWOOD OVERSIZED BARN (AP 05-019)	RABBIT RUN, TM, 10 LOTS (TM 5478)
PALA INDIAN RESERVATION (MUP 00-099-01)	STARKEY FENCE (AP 06-013)
CANEY, TOM, 2 LOTS (TPM 20929)	LILAC RIDGE TENTATIVE PARCEL MAP (TPM 20996)
PALA MESA PATIO/H.C. "RAMP ACCESS" (MUP 74-120-05)	HANCEY, TPM, 4 LOTS (TPM 20999)
MURRAY DAVIDSON TPM (TPM 20932)	SYCAMORE DOWNS OFFICE PARK (STP 06-006)
BONSALL SUBDIVISION, REZ, TM, STP'S (TM 5427)	LAKE RANCHO VIEJO (MUP 81-023-08)
NS308-01 FRUMMET RESIDENCE (MUP 05-009)	SEVENTH DAY ADVENTIST CHURCH (MUP 87-062-05)
GUEST HOUSE , MORISON (AP 05-023)	HILL RANCH (AP 06-017)
NS 301-02 AQUA HILL WATER TANK (MUP 05-011)	TAM, TPM, 2 LOTS (TPM 21002)
CINGULAR WIRELESS ZAP - W1 (MUP 03-037-01)	MCNALLY RD PARCEL MAP (TPM 21004)
VIA MARIPOSA NORTE BOUNDARY ADJUSTMENT (BA 05-0087)	WINTERWARM (TPM 21006)
FERNANDEZ, TPM, 4 LOTS (TPM 20936)	MONSERATE, TPM, (FORMALLY TM 5489) (TPM 21156)
NEXTEL OLD HWY 395/CA6999D (MUP 02-040-01)	BONSALL TOWN CENTER, GPA, REZ, TM, STP (TM 5490)
MATTHEWS (AP 05-027)	HEALD, TPM, 4 LOTS + (TPM 21010)
EL SENDERO MUP CELL (MUP 05-014)	COUSER CANYON AG CLEARING (AP 06-024)
MONTE VISTA (MUP 05-013)	BRISA DEL MAR (TM 5492)
LAKE RANCHO VIEJO (STP 05-036)	RABUCHIN CALLE CAONERO (STP 06-018)
JOB NO. 108-04 (TPM 20943)	PALA 114 (TM 5497)
FALLBROOK HISTORICAL BARN MUSEUM (MUP 83-061-02)	PFaff, TPM, 3 LOTS (TPM 21016)
RABUCHIN, TPM, 4 LOTS (TPM 20944)	GOLF GREEN ESTATES, TM, 116 LOTS (TM 5498)
NEXTEL CA 7498 GREEN CANYON (MUP 05-023)	CLUB ESTATES (TM 5499)
KOHNE RESIDENCE, REZ (REZ 05-012)	RANCHO VALLECITO/LILAC RANCH OPEN SPACE (AP 06-031)
NS317-01 MONTGOMERY RESIDENCE (MUP 05-025)	SD34XC863C - GUFFANTI RESIDENCE (MUP 06-057)
NICHOLS WHITMAN, TPM, 4 LOTS (TPM 20950)	GOLF CLUB DRIVE DUPLEX, STP, "B" DES. (STP 06-021)
LAKE RANCHO VIEJO (STP 05-045)	VALENCIA ESTATES (AP 06-034)
PUBHTA HORSE BARN AD PERMIT (AP 05-038)	IRVINE SECONDARY DWELLING ADDITION (MUP 06-014)
WARNER RANCH (PAA 05-008)	RANCHO LILAC (TM 5385)
OAK GLEN (TM 5446)	DONALD JENKINS TENTATIVE PARCEL MAP (TPM 21023)
ATKINS PROPERTY SD60XC065-B (MUP 05-028)	MATHENY TPM (TPM 21024)
LAKE RANCHO VIEJO (MUP 81-023-07)	SD06586B KRIPPNER RESIDENCE (MUP 06-062)
MITCHELL (MUP 05-030)	ROSEMARY'S MOUNTAIN QUARRY (MUP 87-021-01)
MONSERATE (MUP 05-031)	ZION LUTHERAN CHURCH & SCHOOL 60-120W2M5 (MUP 60-120-07)
TILLEARD (MUP 05-033)	PAUMA RANCHES (TM 5506)
PALA MESA, REZ (REZ 03-001)	WARNER RANCH, GPA, SP, REZ, TM, MUP, AD (TM 5508)
RIVER VILLAGE (MUP 90-008-01)	FERRUCCI GARAGE (AP 06-041)
SEVENTH DAY ADVENTIST CHURCH (MUP 87-062-04)	KUEHN, GARRETT (TPM 20633)
AG BRUSHING AND CLEARING (AP 05-047)	CAL-A-VIE (MUP 82-072-05)
CAL-A-VIE (MUP 82-072-04)	DERRIGO-KING BA (BA 06-0124)
TWIN OAKS 4, TPM, 4 LOTS (TPM 20954)	LOUCENO CR (STP 06-034)
GAGGERO SUBDIVISION (TM 5453)	PACIFICA ESTATES (TM 5510)
CITRACADO TPM (TPM 20956)	SPRINT/NEXTEL YUJIMA CREEK CA-8449C (MUP 06-076)
WHITE FOX RUN, TPM, 4 LOTS + (TPM 20957)	PALA CANYON (PAA 06-015)
ADAMS DRIVE TPM (TPM 20959)	ST PETERS CATHOLIC CHURCH W5 M1 (MUP 65-041-09)
BROWN 2ND DWELLING UNIT (MUP 05-020)	CASTLE CREEK CONDOMINIUMS, GPA, SPA, REZ (TM 5514)
LAGUS TENTATIVE PARCEL MAP (TPM 20966)	LAKE RANCHO VIEJO (MUP 81-023-09)
WILLOW CREEK AT PEPPERTREE PARK (MUP 87-069-04)	LAKE RANCHO VIEJO - S05-045W1 (STP 05-045-01)
RINCON ACRES (TPM 20970)	HAMBLEN (AP 06-056)
OLD OAK, TPM, 3 LOTS (TPM 20971)	FRAME TENTATIVE PARCEL MAP (TPM 21034)
AMKRAUT, TPM, 4 LOTS (TPM 20972)	LAB TEST (REZ 2006-02)
COMPTON TPM (TPM 20722)	SD 06735 A TIERRA VERDE (MUP 06-084)
FALLBROOK AIRPARK HELICOPTER BASE STATIO (MUP 63-120-08)	WEDDING FACILITY (MUP 82-089-03)
BONSALL-PANTIC PROPERTY (MUP 90-031-03)	NWC CLEMMENS AND MISSION STP (STP 06-044)
DIEN N DO, TPM, 4 LOTS + (TPM 20976)	CA8448 PLAISTED CREEK (MUP 06-089)
ALL SEASONS CAMPGROUND (MUP 84-103-08)	CA7903 VIA ARARAT (MUP 06-090)
MEHTA TPM (TPM 20979)	ST PETER'S CATHOLIC COMMUNITY MUP W3 (MUP 65-041-06)
JOHNSON, TPM, 2 LOTS (TPM 20980)	KEAKOR, TPM, 4 LOTS (TPM 21037)
DISANDRO CINGULAR CELLULAR COMMUNICATION (MUP 05-039)	OAK TREE RANCH/MUP/MINOR DEVIATION (MUP 73-083-07)
AVOCADO TERRACE (TPM 20982)	OAK TREE RANCH - MUP MINOR DEVIATION - M (MUP 73-083-08)
HOBBS, TPM, 2 LOTS (TPM 20985)	LOS ALISOS, BARKER, TPM, 2 LOT (TPM 21040)
ARCO AM PM SITE PLAN MODIFICATION (STP 96-039-02)	ARMSTRONG DETACHED GARAGE/AD (AP 06-068)
KIRKOROWICZ, TPM, (TPM 20986)	PROMINENCE AT PALA AD (AP 06-071)
PALA INDIAN RESERVATION (MUP 00-099-02)	OAK TREE RANCH TM, MUP, CONDO (TM 5540)
T-Y NURSERY YARD 5 (AP 05-064)	AMERICAN LOTUS BHUDDIST ASSC TPM 4 LOTS (TPM 21047)
T-Y NURSERY YARD 6 (AP 05-065)	TURNBULL, TM, 17 LOTS (TM 5545)
CA8466 VIA MARIPOSA (MUP 05-047)	HOLLER ACCESSORY APARTMENT/AD/GRANNY FLA (AP 07-003)
PAUMA VALLEY C C REMODEL/ADD P65-034W1M5 (MUP 65-034-06)	PERRY ENCROACHMENT/AD/OPEN SPACE ENCROAC (AP 07-006)
JOE WALL TRACTOR SERVICE CELL SITE (MUP 05-051)	LAKE RANCHO VIEJO AD OVERSIZED FENCE (AP 07-007)
CA7499 GIRD (MUP 05-053)	GAGGERO SUBDIVISION TPM (TPM 21052)
CA7905 GOPHER CANYON (MUP 05-054)	LAKE RANCHO VIEJO UNIT 3 SPA REMOVE RV P (MUP 81-023-10)
CA5162 BONSALL (MUP 05-055)	SOTELLO ADMIN PERMIT AGRICULTURAL CLEAR (AP 07-009)
RIDGE CREEK TM (TM 5469)	TOPETE, TPM, 2 LOT (TPM 21053)
SD 960WILLIAMS / CINGULAR, MUP CELL SITE (MUP 03-134)	MAHR RESIDENCE, ZAP, 2ND DU (MUP 07-002)
SD586-01 HENNING PROPERTY (MUP 04-027)	MIRPOUR, STP-MOD FOR COMMERICAL CENTER (STP 96-005-02)
PARA MI CO. (TPM 20748)	HORSE BARN/AD/OVERSIZED BARN (AP 07-010)
STEHLI TPM (TPM 20905)	PANARAMIC/BA/2 LOT BOUNDARY ADJUSTMENT (BA 07-0014)
KELWOOD DEVELOPMENT FOR REZ 04-024 (STP 04-074)	EMERALD HILL TPM 4 LOT + REM SUBDIVISION (TPM 21057)
STP 03-075	GOLF GREEN ESTATES/S/SITE PLAN (STP 07-011)
KELWOOD DEVELOPMENT FOR REZ 04-024 (REZ 04-024)	FALLBROOK RANCH TM 11 LOT SUBDIVISION (TM 5532)
TM 5212	TEST FOR DPLU SDE (STP 2007-07)
CUNNINGHAM , TPM, 2 LOTS (TPM 20788)	ERARD PARENTS' HOME MINOR USE PERMIT FOR (MUP 07-005)
MUP 03-015	PRICE ANIMAL COMPANY MINOR USE PERMIT (MUP 07-006)
TM 5014	SPA HAVENS RESIDENTIAL (STP 07-018)
GREEN CANYON NORTH TM (TM 5553)	CAL-A-VIE/MUP MINOR DEV (MUP 82-072-06)
GUILD CELL SITE, MAJOR USE PERMIT, P08-0 (MUP 08-007)	MITCHELL AD OVERSIZED GARAGE (AP 07-020)
GOLF CLUB OF AMERICA MUP MIN DEV, OSV, L (MUP 97-004-02)	BEYE GARAGE AD PERMIT FOR OVERSIZED STRU (AP 07-022)
NS310-01 HOEPTNER RANCH (MUP 06-002)	JAY LONG, TPM, 2 LOTS (TPM 21066)
CHAMPAGNE LAKES, MUP, MOD (MUP 70-212-02)	AMERICAN TOWER MINOR DEVIATION CELL SITE (MUP 69-101-08)
GOPHER CANYON CREEK (MUP 00-012-01)	VIA LIMA/TPM/2 LOT SUBDIVISION (TPM 21068)

SINGH, MUP, POWER PLANT (MUP 07-009)	FOULAD AD FOR AG CLEARING AD 10-002 (AP 10-002)
DEVELLE AD OPEN SPACE ENCROACHMENT (AP 07-032)	ALCORN AD 10-006 (AP 10-006)
BLUE TPM (TPM 21073)	HUTCHINSON ADMINISTRATIVE PERMIT AD 10-00 (AP 10-005)
BEEBE TPM (TPM 21074)	CA-SDG5095 SAN MARCOS MOUNTAIN MODIFICAT (MUP 69-101-09)
SUTTNER/AD/ACCESSORY APT (AP 07-033)	CLEARWIRE CA-SDG5743, ZAP MIN DEV 00-113 (MUP 00-113-03)
DIMITRI, DIFFENDALE, AND KIRK/TPM4 LOTS (TPM 21075)	T-MOBILE SDO6236 STAGE COACH ZAP MOD 96- (MUP 96-040-01)
SUMAC TPM (TPM 21076)	FALLBROOK AIRPORT MUP MIN DEV 63-120-12 (MUP 63-120-12)
MMR ASSOCIATES MUP MINOR DEVIATION (MUP 02-026-01)	GHODSI, TPM 21174, 3 LOTS (TPM 21174)
RECHE ROAD, TM, 11 LOTS (TM 5547)	SPA HAVENS, MUP MIN DEV, 3301-82-072-07 (MUP 82-072-07)
BONSALL/MUP MODIFICATION/EXIST. CELL SIT (MUP 90-031-04)	BROKEN ROCK RANCH, MUP MIN DEVIATION; P (MUP 70-108-03)
PAUMA VALLEY ESTATES, TM, (TM 5548)	FALLBROOK ASSEMBLY OF GOD, MIN DEV P75- (MUP 75-013-03)
OLSEN WORKSHOP AND ADDITION/ZAP/MINOR DE (MUP 00-073-01)	ORMSBY WAY, MUP CELL SITE; P10-007 (MUP 10-007)
STOUFFER/TPM2 LOTS (TPM 21084)	LILAC VISTA DR, ZAP MOD; ZAP 03-007-W1 (MUP 03-007-01)
BRANNON TRUST TPM4 LOTS PLUS REMAINDER (TPM 21085)	WILSON, ADMINISTRATIVE MINOR DEVIATION A (AP 07-066-01)
YUAN, MINOR SUBDIVISION + REMAINDER, TPM (TPM 21150)	VERIZON WIRELESS LILAC RIDGE, MUP CELL S (MUP 10-010)
FRUMMET RESIDENCE SDO6955/MINOR DEV. (MUP 03-091-01)	HERMANSADER OVERSIZED GARAGE, AD10-026 (AP 10-026)
B & R PROPERTIES TPM2 LOTS (TPM 21088)	ROSEMARY'S QUARRY, MINOR DEVIATION P (MUP 87-021-02)
BELA, MAJOR PRE-APP MEETING, 08-146 (TPM 21168)	KOPP, AD PERMIT SIGN PERMIT ON-PREMISE (AP 10-033)
LAKE RANCHO VIEJO - S05-045M1 (STP 05-045-02)	MATZ COMMERCIAL BLDG SITE PLAN B DESIGNA (STP 10-013)
PALOMAR BAPTIST CAMP, MUP, MINOR DEV (MUP 69-087-05)	WILSON OVERSIZED GARAGE ADMOD/VAR (AP 07-066-02)
PANKEY/AD/TEMP OFFICE TRAILER (AP 07-050)	TOP OF THE HILL PROPERTIES LLC, TPM 2118 (TPM 21180)
NEXTEL - COLE GRADE RD - ZAP M1 (MUP 01-114-01)	MC MILLIN, AD 10-036 (AP 10-036)
ARCO AM/PM, AD, ON PREMISE SIGNS (AP 07-054)	FAULSTICK 2ND DWELLING UNIT ADMINISTRATI (AP 10-037)
SINGH/ZAP-MINOR DEV/ADD KITCHEN & LAUNDR (MUP 00-005-02)	STANNARD, MUP CELL SITE P 10-025 (MUP 10-025)
GANGAVALLI, TPM, 2 LOTS (TPM 21101)	YUIMA MUNICIAPL WATER DIST, ZAP MIN DEV (MUP 94-010-03)
PAUMA VALLEY COMMUNITY CHURCH, MINOR DEV (MUP 81-037-02)	MT. UNION TELECOM ZAP (MUP 04-018)
AM PM MINI MART STP MINOR DEVIATION (STP 96-039-03)	AFFINIS
GAINER, AD OVERSIZED BARN (AP 07-059)	
ROBINSON, TPM, 4 LOTS (TPM 21105)	
WILSON, AD, OVERSIZED STRUCTURE (AP 07-066)	
VISTA TOWERS, MUP CELL SITE (MUP 07-017)	
SPRINT/NEXTEL, ZAP, MODIFICATION (MUP 01-114-02)	
KIRK, KRIPPNER, AD, FENCE HEIGHT (AP 08-002)	
NICKERSON, TENTATIVE PARCEL MAP, TPM2111 (TPM 21119)	
HODGSON PATIO ENCLOSURE, MUP MINOR DEVIA (MUP 81-023-11)	
ESPIÑO OVERSIZED GARAGE; AD 08-006 (AP 08-006)	
PALOMAR BAPTIST CAMP MAJOR USE PERMIT MO (MUP 69-087-06)	
BARFKNECHT, AG CLEARING PERMIT, AD08-011 (AP 08-011)	
NORTHGATE GONZALVEZ MARKET, STP MINOR DE (STP 99-051-01)	
CARSON, 4 LOT PLUS REMAINDER TPM, TPM 21 (TPM 21124)	
FALLBROOK PUBLIC UTILITY, MUP CELL SITE, (MUP 08-024)	
GAINER, MAJOR USE PERMIT, P08-052 (MUP 08-052)	
FALLBROOK AIRPARK, MUP MINOR DEVIATION, (MUP 63-120-09)	
AT&T SIGNAGE, MINOR DEVIATION, 75-093-04 (MUP 75-093-04)	
SAPIEN 10 LOT TM TM 5562 (TM 5562)	
ST JOHN'S ANGLICAN CHURCH, MINOR DEV (MUP 00-040-01)	
MARINO, ADMIN PERMIT 3D STORY, AD08-039 (AP 08-039)	
FALLBROOK ASSEMBLY OF GOD, REPLACE SIGN, (MUP 75-013-02)	
TPM 20648	
HILL TOP RANCH, 4 LOT + REMAINDER TPM, T (TPM 21129)	
AT&T MOBILITY MAJOR USE PERMIT CELL SITE (MUP 08-031)	
STILES, TENTATIVE PARCEL MAP, TPM 21131 (TPM 21131)	
WILBUR, ADMINISTRATIVE PERMIT FOR OVERSI (AP 08-036)	
WALL, MAJOR USE PERMIT- CELL SITE, P08-0 (MUP 08-035)	
VISTA VALLEY COUNTRY CLUB, SPA AND MUP M (MUP 77-128-05)	
SCHULTZ OVERSIZED GARAGE; AD 08-042 (AP 08-042)	
GTBO LLC, TENTATIVE PARCEL MAP, TPM 21135 (TPM 21135)	
OLSON, COTTAGE INDUSTRY, ZAP00-073W1 (MUP 00-073-02)	
T-MOBILE, WIRELESS TELECOMMUNICATIONS FA (MUP 06-084-1)	
SURREY HEIGHTS, MINOR SUBDIVISION 3 LOTS (TPM 21138)	
AT&T MOBILITY, MUP CELL SITE; P08-038 (MUP 08-038)	
HALL-MCNARY, OVERSIZED STRUCTURE, AD08-0 (AP 08-049)	
VISTA TOWERS- PALA TEMECULA II, MUP CELL (MUP 08-040)	
AT&T MOBILITY, WIRELESS FACILITY, P08-04 (MUP 08-041)	
T-MOBILE, WIRELESS TELECOM FACILITY, P08 (MUP 08-042)	
HAGERTY/GRAJEK, MINOR SUBDIVISION, TPM21 (TPM 21144)	
LAKE RANCHO VIEJO, STP MINOR DEVIATION; (STP 05-045-03)	
AT&T CELL SITE, MINOR USE PERMIT MOD; ZA (MUP 03-056-01)	
NS0308 PETERMAN, MUP CELL SITE, P 08-045 (MUP 08-045)	
SJC, MINOR SUBDIVISION 2 LOTS, TPM211 (TPM 21152)	
PALOMAR COMMUNITY COLLEGE GENERAL PLAN A (GPA 09-006)	
TAVAREZ, PLAN AMENDMENT AUTHORIZATION, P (PAA 08-009)	
MARTIN 2 LOT TPM; TPM 21154 (TPM 21154)	
MOODY CREEK FARMS LLC, MUP MOD; P79-134W (MUP 79-134-07)	
ANDERSON, 2 LOT TPM; TPM 21155 (TPM 21155)	
FERRUCCI, FARM EMPLOYEE HOUSING; AD09-00 (AP 09-009)	
VALENCIA, 3 LOT TPM; TPM 21157 (TPM 21157)	
HEFNER/BROWN 4 LOT AND REMAINDER TPM: TP (TPM 21159)	
SANTACROCE, ZAP 2ND DU; ZAP 09-003 (MUP 09-003)	
PEPPER LANE MAJOR USE MINOR DEVIATION P (MUP 81-107-03)	
RANCHO CORRIDO RV PARK, MUP MOD; P 67-09 (MUP 67-092-04)	
ANTHONY AD DEVIATION FROM APPROVED PRD P (MUP 84-104-07)	
PAUMA VALLEY COMMUNITY CENTER MUP MIN DE (MUP 63-162-05)	
ACCRETIVE PAA (PAA 09-007)	
AT&T SD 0476 PAUMA VALLEY ZAP MOD 94-010 (MUP 94-010-02)	
PRATSON AD 2ND DWELLING UNIT AD 09-035 (AP 09-035)	
GARNER TPM 21167, STP 09-017 (TPM 21167)	
VERIZON LILAC RIDGE MUP P 09-015 (MUP 09-015)	
MCDUGAL AD 2ND DU/BOUNDARY ADJUST CERT (AP 09-057)	
WILDE, MAJOR USE PERMIT ADMIN DEVIATION; (MUP 85-016-08)	
VERIZON WIRELESS CIRCLE RANCH P 09-017 (MUP 09-017)	
WILD, TENTATIVE PARCEL MAP; TPM 21170 (TPM 21170)	
AT&T MOBILITY N5310 RICE PROPERTY P 09-0 (MUP 09-020)	
NELSON, SITE PLAN B DESIGNATOR; S 09-021 (STP 09-021)	
GREGORY CANYON LANDFILL AD BRUSH AND CLE (AP 09-059)	

APPENDIX F

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS CUMULATIVE CONDITIONS

Scenario Report

Scenario: Ex AM + Cum
 Command: Default Command
 Volume: Ex AM + Cum
 Geometry: Cumulative
 Impact Fee: Default Impact Fee
 Trip Generation: AM
 Trip Distribution: Project
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 7 SR76 & I-15 SB Ramps	F 196.4	1.506	F 215.3	1.566	+18.934 D/V
# 8 SR76 & I-15 NB Ramps	F 93.6	1.148	F 119.1	1.242	+25.511 D/V
# 9 SR76 & Pankey Rd	C 25.6	0.515	C 25.2	0.559	-0.409 D/V
# 10 SR76 & Horse Ranch Creek Rd	C 22.6	0.474	C 21.9	0.526	-0.700 D/V
# 11 SR76 & Rice Cyn Rd	F 114.7	0.764	F 341.0	1.231	+226.234 D/V
# 12 SR76 & Couser Cyn Rd	F 69.3	0.611	F 167.8	0.918	+98.479 D/V
# 13 SR76 & C. Drwy	A 0.9	0.503	C 23.7	0.654	+22.837 D/V
# 14 SR76 & W. Pala Mission Rd	C 23.9	0.480	C 24.9	0.546	+ 1.015 D/V
# 15 Pala Mission Rd & Pala Temecul	B 13.3	0.631	B 14.7	0.669	+ 0.039 V/C
# 16 SR76 & Brittain Rd	B 10.8	0.007	B 10.8	0.007	-0.008 D/V
# 17 SR76 & E. Pala Mission Rd	D 34.0	0.629	D 34.9	0.636	+ 0.915 D/V
# 18 SR76 & Lilac Rd	D 25.8	0.339	D 26.5	0.356	+ 0.708 D/V
# 19 SR76 & Adams Dr	B 13.9	0.046	B 13.0	0.010	-0.978 D/V
# 20 SR76 & Cole Grade Rd	F 287.0	1.266	F 286.6	1.265	-0.440 D/V

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

 Intersection #7 SR76 & I-15 SB Ramps

Cycle (sec): 155 Critical Vol./Cap.(X): 1.566
 Loss Time (sec): 12 Average Delay (sec/veh): 215.3
 Optimal Cycle: 180 Level Of Service: F

Street Name:	I-15 SB Ramps				SR76					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	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	
Y+R:	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	0	1	0	0

Volume Module:

Base Vol:	0	0	0	193	4	955	0	1045	405	274	744	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	193	4	955	0	1045	405	274	744	0
Added Vol:	0	0	0	3	0	0	0	16	0	81	40	0
PasserByVol:	0	0	0	-10	0	0	0	-1	0	-2	-3	0
Initial Fut:	0	0	0	186	4	955	0	1060	405	353	781	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	196	4	1005	0	1116	426	372	822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	196	4	1005	0	1116	426	372	822	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	196	4	1005	0	1116	426	372	822	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	0.96	0.96	0.83	1.00	0.98	0.83	0.93	0.98	1.00
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1779	38	1583	0	1862	1583	1769	1862	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.64	0.00	0.60	0.27	0.21	0.44	0.00
Crit Moves:				****	****			****				
Green/Cycle:	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.38	0.38	0.13	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	1.57	0.00	1.57	0.70	1.57	0.92	0.00
Uniform Del:	0.0	0.0	0.0	30.8	30.8	46.1	0.0	47.8	40.4	67.1	37.3	0.0
IncrementDel:	0.0	0.0	0.0	0.2	0.2	262.1	0.0	261	3.7	274.1	13.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	31.0	31.0	308.2	0.0	309	44.2	341.2	51.2	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	31.0	31.0	308.2	0.0	309	44.2	341.2	51.2	0.0
LOS by Move:	A	A	A	C	C	F	A	F	D	F	D	A
HCM2kAvgQ:	0	0	0	6	6	91	0	99	16	33	34	0

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

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

 Intersection #8 SR76 & I-15 NB Ramps

Cycle (sec): 125 Critical Vol./Cap.(X): 1.242
 Loss Time (sec): 12 Average Delay (sec/veh): 119.1
 Optimal Cycle: 180 Level Of Service: F

Street Name:	I-15 NB Ramps				SR76							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	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			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	1	0	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	280	1	320	0	0	0	686	557	0	0	737	181
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:	280	1	320	0	0	0	686	557	0	0	737	181
Added Vol:	0	0	32	0	0	0	0	19	0	0	122	8
PasserByVol:	0	0	5	0	0	0	0	-13	0	0	-3	-5
Initial Fut:	280	1	347	0	0	0	686	563	0	0	856	184
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:	295	1	365	0	0	0	722	593	0	0	901	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1	365	0	0	0	722	593	0	0	901	194
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:	295	1	365	0	0	0	722	593	0	0	901	194

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.83	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.98	0.83
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1731	6	1583	0	0	0	1769	1862	0	0	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.23	0.00	0.00	0.00	0.41	0.32	0.00	0.00	0.48	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.19	0.19	0.00	0.00	0.00	0.33	0.64	0.00	0.00	0.39	0.39
Volume/Cap:	0.92	0.92	1.24	0.00	0.00	0.00	1.24	0.50	0.00	0.00	1.24	0.31
Uniform Del:	49.9	49.9	50.9	0.0	0.0	0.0	42.0	12.0	0.0	0.0	38.2	26.5
IncrementDel:	29.6	29.6	134.4	0.0	0.0	0.0	123.0	0.3	0.0	0.0	120	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	79.6	79.6	185.3	0.0	0.0	0.0	165.0	12.3	0.0	0.0	159	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:	79.6	79.6	185.3	0.0	0.0	0.0	165.0	12.3	0.0	0.0	159	26.8
LOS by Move:	E	E	F	A	A	A	F	B	A	A	F	C
HCM2kAvgQ:	15	15	25	0	0	0	43	11	0	0	58	5

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

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

Intersection #9 SR76 & Pankey Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.559
 Loss Time (sec): 16 Average Delay (sec/veh): 25.2
 Optimal Cycle: 53 Level Of Service: C

Street Name:	Pankey Rd								SR76							
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	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Lanes:	1		0		2		0		1		1		1		0	

Volume Module:												
Base Vol:	117	248	58	24	165	55	140	701	151	74	604	67
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:	117	248	58	24	165	55	140	701	151	74	604	67
Added Vol:	0	0	8	3	0	0	0	51	0	19	130	8
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18	0
Initial Fut:	117	248	66	27	165	55	140	744	151	93	716	75
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:	123	261	69	28	174	58	147	783	159	98	754	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	261	69	28	174	58	147	783	159	98	754	79
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:	123	261	69	28	174	58	147	783	159	98	754	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.93	0.83	0.93	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1769	3538	1583	1769	2555	852	1769	3538	1583	1769	3158	331

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.04	0.02	0.07	0.07	0.08	0.22	0.10	0.06	0.24	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.14	0.14	0.11	0.12	0.12	0.15	0.46	0.46	0.12	0.43	0.43
Volume/Cap:	0.56	0.53	0.31	0.15	0.56	0.56	0.56	0.48	0.22	0.48	0.56	0.56
Uniform Del:	37.1	35.9	34.8	36.6	37.3	37.3	35.5	16.8	14.6	37.3	19.4	19.4
IncrementDel:	3.2	1.0	0.8	0.4	1.7	1.7	2.7	0.2	0.2	1.8	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.3	36.9	35.6	37.0	39.0	39.0	38.2	17.0	14.7	39.0	19.9	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:	40.3	36.9	35.6	37.0	39.0	39.0	38.2	17.0	14.7	39.0	19.9	19.9
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	4	4	2	1	4	4	5	8	3	3	9	9

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

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

Intersection #10 SR76 & Horse Ranch Creek Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.526
 Loss Time (sec): 16 Average Delay (sec/veh): 21.9
 Optimal Cycle: 50 Level Of Service: C

Street Name:		Horse Ranch Creek Rd				SR76				
Approach:		North Bound		South Bound		East Bound		West Bound		
Movement:		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
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:		0	0	1! 0	0	1! 0	1	0	1	0
-----		-----		-----		-----		-----		

Volume Module:												
Base Vol:	0	0	0	85	0	219	232	552	0	0	572	72
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	85	0	219	232	552	0	0	572	72
Added Vol:	0	0	0	15	0	0	0	62	0	0	157	37
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18	0
Initial Fut:	0	0	0	100	0	219	232	606	0	0	711	109
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	105	0	231	244	638	0	0	748	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	231	244	638	0	0	748	115
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	105	0	231	244	638	0	0	748	115

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	0.95	1.00	0.93	0.83
Lanes:	0.00	1.00	0.00	1.31	0.00	1.69	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	2161	0	2775	1769	3538	0	1900	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.14	0.18	0.00	0.00	0.21	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.16	0.26	0.51	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.53	0.53	0.36	0.00	0.00	0.53	0.18
Uniform Del:	0.0	0.0	0.0	37.7	0.0	34.8	28.4	13.3	0.0	0.0	20.4	17.4
IncrementDel:	0.0	0.0	0.0	0.5	0.0	0.8	1.1	0.1	0.0	0.0	0.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	35.6	29.5	13.4	0.0	0.0	20.8	17.5
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:	0.0	0.0	0.0	38.2	0.0	35.6	29.5	13.4	0.0	0.0	20.8	17.5
LOS by Move:	A	A	A	D	A	D	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	3	0	4	6	6	0	0	9	2

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #11 SR76 & Rice Cyn Rd

Average Delay (sec/veh): 38.6 Worst Case Level Of Service: F[341.0]

Street Name:	Rice Cyn Rd			SR76			West Bound		
Approach:	North Bound			South Bound			East Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled		
Rights:	Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	0	0	77	0	138	55	943	0	0	450	40
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	77	0	138	55	943	0	0	450	40
Added Vol:	0	0	0	7	0	0	0	77	0	0	194	17
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18	0
Initial Fut:	0	0	0	84	0	138	55	1012	0	0	626	57
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	88	0	145	58	1065	0	0	659	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	88	0	145	58	1065	0	0	659	60

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1890	1890	709	729	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	77	70	434	875	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	72	64	427	868	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.23	0.00	0.34	0.07	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	149	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	16.1	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	341	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	F	*	A	*	*	*	*	*	
ApproachDel:	xxxxxx			341.0			xxxxxx			xxxxxx			
ApproachLOS:	*			F			*			*			

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #12 SR76 & Couser Cyn Rd

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: F[167.8]

Street Name:	Couser Cyn Rd			SR76			West Bound		
Approach:	North Bound			South Bound			East Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled		
Rights:	Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	81	0	32	0	0	0	0	883	32	16	426	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:	81	0	32	0	0	0	0	883	32	16	426	0
Added Vol:	0	0	0	0	0	0	0	84	0	1	211	0
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18	0
Initial Fut:	81	0	32	0	0	0	0	959	32	17	619	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:	85	0	34	0	0	0	0	1009	34	18	652	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	85	0	34	0	0	0	0	1009	34	18	652	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1734	1734	1046	1751	1751	672	xxxx	xxxx	xxxxx	1053	xxxx	xxxxx
Potent Cap.:	96	88	277	67	86	456	xxxx	xxxx	xxxxx	661	xxxx	xxxxx
Move Cap.:	93	84	273	57	82	448	xxxx	xxxx	xxxxx	655	xxxx	xxxxx
Volume/Cap:	0.92	0.00	0.12	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	114	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	7.0	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	
Shrd ConDel:	xxxxx	168	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	
Shared LOS:	*	F	*	*	*	*	*	*	*	B	*	*	
ApproachDel:	167.8			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	F			*			*			*			

Note: Queue reported is the number of cars per lane.

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

Intersection #13 SR76 & C. Drwy

Cycle (sec): 180 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 59 Level Of Service: C

Street Name:	C. Drwy				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	830	0	0	488	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	830	0	0	488	0
Added Vol:	0	0	0	134	0	219	87	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18
Initial Fut:	0	0	0	134	0	219	87	822	0	0	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	141	0	231	92	865	0	0	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	231	92	865	0	0	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	141	0	231	92	865	0	0	495

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.42	0.98	1.00	1.00	0.98
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	1769	0	1583	795	1862	0	0	1862

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.15	0.12	0.46	0.00	0.00	0.27
Crit Moves:	****				****						
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.22	0.71	0.71	0.00	0.00	0.71
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.65	0.16	0.65	0.00	0.00	0.37
Uniform Del:	0.0	0.0	0.0	64.8	0.0	63.6	8.5	14.1	0.0	0.0	10.3
IncrementDel:	0.0	0.0	0.0	0.9	0.0	4.4	0.1	1.2	0.0	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Delay/Veh:	0.0	0.0	0.0	65.7	0.0	68.0	8.7	15.3	0.0	0.0	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	65.7	0.0	68.0	8.7	15.3	0.0	0.0	10.4
LOS by Move:	A	A	A	E	A	E	A	B	A	B	A
HCM2kAvgQ:	0	0	0	7	0	12	2	25	0	0	10

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

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

Intersection #14 SR76 & W. Pala Mission Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 12 Average Delay (sec/veh): 24.9
Optimal Cycle: 90 Level Of Service: C

Street Name:	W. Pala Mission Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	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	0

Volume Module:

Base Vol:	32	12	5	27	20	140	206	405	50	16	281	34
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	12	5	27	20	140	206	405	50	16	281	34
Added Vol:	20	0	0	0	0	23	57	28	50	0	11	0
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18	0
Initial Fut:	52	12	5	27	20	163	263	425	100	16	274	34
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:	55	13	5	28	21	172	277	447	105	17	288	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	13	5	28	21	172	277	447	105	17	288	36
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:	55	13	5	28	21	172	277	447	105	17	288	36

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	0.95	0.95	0.83	0.93	0.90	0.90	0.93	0.96	0.96
Lanes:	1.00	0.71	0.29	0.57	0.43	1.00	1.00	1.62	0.38	1.00	0.89	0.11
Final Sat.:	1769	1257	524	1040	770	1583	1769	2784	655	1769	1630	202

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.01	0.03	0.03	0.11	0.16	0.16	0.16	0.01	0.18	0.18
Crit Moves:	****				****				****			
Green/Cycle:	0.06	0.06	0.06	0.20	0.20	0.20	0.29	0.45	0.45	0.16	0.32	0.32
Volume/Cap:	0.55	0.18	0.18	0.14	0.14	0.55	0.55	0.35	0.35	0.06	0.55	0.55
Uniform Del:	41.3	40.4	40.4	29.7	29.7	32.4	27.1	16.0	16.0	32.3	25.0	25.0
IncrementDel:	6.1	0.8	0.8	0.2	0.2	2.0	1.2	0.1	0.1	0.1	1.1	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.4	41.3	41.3	29.9	29.9	34.4	28.4	16.1	16.1	32.4	26.0	26.0
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:	47.4	41.3	41.3	29.9	29.9	34.4	28.4	16.1	16.1	32.4	26.0	26.0
LOS by Move:	D	D	D	C	C	C	C	B	B	C	C	C
HCM2kAvgQ:	2	1	1	1	1	5	7	5	5	0	8	8

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

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #15 Pala Mission Rd & Pala Temecula Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
 Loss Time (sec): 0 Average Delay (sec/veh): 14.7
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Pala Temecula Rd				Pala Mission Rd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Min. Green:	5	5	5	5	5	5	5	5	
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	0	8	11	214	50	159	205	61	5	1	19	114
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	8	11	214	50	159	205	61	5	1	19	114
Added Vol:	0	0	0	0	0	18	44	0	0	0	0	0
PasserByVol:	0	0	0	-2	0	0	0	0	0	0	0	-2
Initial Fut:	0	8	11	212	50	177	249	61	5	1	19	112
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	8	12	223	53	186	262	64	5	1	20	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	12	223	53	186	262	64	5	1	20	118
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	8	12	223	53	186	262	64	5	1	20	118

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.42	0.58	0.49	0.11	0.40	0.79	0.19	0.02	0.01	0.14	0.85
Final Sat.:	0	238	328	333	79	278	492	121	10	5	91	538

Capacity Analysis Module:

Vol/Sat:	xxxx	0.04	0.04	0.67	0.67	0.67	0.53	0.53	0.53	0.22	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	0.0	8.7	8.7	16.9	16.9	16.9	14.1	14.1	14.1	9.5	9.5	9.5
Delay Adj:	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	8.7	8.7	16.9	16.9	16.9	14.1	14.1	14.1	9.5	9.5	9.5
LOS by Move:	A	A	A	C	C	C	B	B	B	A	A	A
ApproachDel:	8.7			16.9			14.1			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			16.9			14.1			9.5		
LOS by Appr:	A			C			B			A		
AllWayAvgQ:	0.0	0.0	0.0	1.7	1.7	1.7	1.0	1.0	1.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #16 SR76 & Brittain Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.8]

Street Name:	Brittain Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	1	0	5	5	436	0	0	293	1
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	1	0	5	5	436	0	0	293	1
Added Vol:	0	0	0	0	0	0	0	28	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18	0
Initial Fut:	0	0	0	1	0	5	5	456	0	0	286	1
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	1	0	5	5	480	0	0	301	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	5	5	480	0	0	301	1

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	792	792	302	302	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	358	321	738	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	357	320	738	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxxx 626 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue:xxxxx xxxx xxxxx xxxxx 0.0 xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:xxxxx xxxx xxxxx xxxxx 10.8 xxxxx 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * B * * * * *

ApproachDel: xxxxxx 10.8 xxxxxx xxxxxx

ApproachLOS: * B * *

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #17 SR76 & E. Pala Mission Rd

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: D[34.9]

Street Name:	E. Pala Mission Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	189	0	4	8	436	0	0	278	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:	0	0	0	189	0	4	8	436	0	0	278	149
Added Vol:	0	0	0	0	0	0	0	28	0	0	11	0
PasserByVol:	0	0	0	-1	0	0	0	-8	0	0	-18	-3
Initial Fut:	0	0	0	188	0	4	8	456	0	0	271	146
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	198	0	4	8	480	0	0	285	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	198	0	4	8	480	0	0	285	154

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	879	879	382	449	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	318	286	665	1111	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	311	279	654	1102	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.64	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	314	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	34.9	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				34.9		xxxxxx				xxxxxx	
ApproachLOS:	*				D		*				*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #18 SR76 & Lilac Rd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[26.5]

Street Name:	Lilac Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	81	0	20	0	0	0	0	578	39	10	374	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:	81	0	20	0	0	0	0	578	39	10	374	0
Added Vol:	4	0	0	0	0	0	0	18	10	0	7	0
PasserByVol:	0	0	0	0	0	0	0	-9	0	0	-21	0
Initial Fut:	85	0	20	0	0	0	0	587	49	10	360	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:	89	0	21	0	0	0	0	618	52	11	379	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	89	0	21	0	0	0	0	618	52	11	379	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	4.1
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	2.2

Capacity Module:

Cnflct Vol:	1044	1044	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	669
Potent Cap.:	254	229	473	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	921
Move Cap.:	252	226	473	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	921
Volume/Cap:	0.36	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	A
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	276	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.8	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Shrd ConDel:	xxxxx	26.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.0
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	A
ApproachDel:	26.5				xxxxxx				xxxxxx		xxxxxx	
ApproachLOS:	D				*				*		*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #19 SR76 & Adams Dr

Average Delay (sec/veh): 0.1 Worst Case Level of Service: B[13.0]

Street Name:	Adams Dr				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	11	0	27	10	584	0	0	387	5
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	11	0	27	10	584	0	0	387	5
Added Vol:	0	0	0	0	0	0	0	17	0	0	7	0
PasserByVol:	0	0	0	-9	0	-21	-9	0	0	0	0	-4
Initial Fut:	0	0	0	2	0	6	1	601	0	0	394	1
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	2	0	6	1	633	0	0	415	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	6	1	633	0	0	415	1

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1053	1051	633	1050	1050	415	416	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	204	227	480	252	227	637	1143	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	202	227	480	251	227	637	1143	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	461	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #20 SR76 & Cole Grade Rd

Average Delay (sec/veh): 62.9 Worst Case Level of Service: F[286.6]

Street Name:	Cole Grade Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	193	0	102	0	2	3	2	507	131	75	333	3
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:	193	0	102	0	2	3	2	507	131	75	333	3
Added Vol:	1	0	0	0	0	1	2	4	1	0	2	0
PasserByVol:	-3	0	0	0	0	0	0	-3	-6	0	-1	0
Initial Fut:	191	0	102	0	2	4	4	508	126	75	334	3
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:	201	0	107	0	2	4	4	535	133	79	352	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	201	0	107	0	2	4	4	535	133	79	352	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1144	1142	621	xxxx	1207	373	365	xxxx	xxxxx	677	xxxx	xxxxx
Potent Cap.:	177	200	487	xxxx	183	673	1194	xxxx	xxxxx	914	xxxx	xxxxx
Move Cap.:	159	178	479	xxxx	163	662	1184	xxxx	xxxxx	907	xxxx	xxxxx
Volume/Cap:	1.27	0.00	0.22	xxxx	0.01	0.01	0.00	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	207	xxxxx	xxxx	xxxx	328	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	18.8	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	287	xxxxx	xxxxx	xxxx	16.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*
ApproachDel:	286.6			16.2			xxxxxx			xxxxxx		
ApproachLOS:	F			C			*			*		

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario: Ex PM + Cum
 Command: Default Command
 Volume: Ex PM + Cum
 Geometry: Cumulative
 Impact Fee: Default Impact Fee
 Trip Generation: PM
 Trip Distribution: Project
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 7 SR76 & I-15 SB Ramps	F 335.5	1.973	F 352.5	2.025	+16.957 D/V
# 8 SR76 & I-15 NB Ramps	F 240.0	1.608	F 263.4	1.704	+23.423 D/V
# 9 SR76 & Pankey Rd	D 46.1	0.950	D 51.1	0.974	+ 4.971 D/V
# 10 SR76 & Horse Ranch Creek Rd	C 24.4	0.666	C 24.3	0.698	-0.137 D/V
# 11 SR76 & Rice Cyn Rd	F 531.2	1.463	F 0VRFL	3.618	+1073.600 D/
# 12 SR76 & Couser Cyn Rd	F 297.6	1.149	F 711.3	1.933	+413.711 D/V
# 13 SR76 & C. Drwy	A 1.2	0.561	B 13.5	0.687	+12.248 D/V
# 14 SR76 & W. Pala Mission Rd	C 25.0	0.689	C 32.5	0.817	+ 7.476 D/V
# 15 Pala Mission Rd & Pala Temecul	C 17.3	0.719	C 21.0	0.810	+ 0.091 V/C
# 16 SR76 & Brittain Rd	C 19.3	0.006	C 19.6	0.006	+ 0.379 D/V
# 17 SR76 & E. Pala Mission Rd	F 512.9	1.945	F 519.5	1.957	+ 6.620 D/V
# 18 SR76 & Lilac Rd	F 93.0	0.635	F 131.5	0.797	+38.592 D/V
# 19 SR76 & Adams Dr	D 32.3	0.112	D 33.6	0.052	+ 1.329 D/V
# 20 SR76 & Cole Grade Rd	F 967.0	2.661	F 948.2	2.617	-18.858 D/V

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

Intersection #7 SR76 & I-15 SB Ramps												

Cycle (sec):	180		Critical Vol./Cap.(X):						2.025			
Loss Time (sec):	12		Average Delay (sec/veh):						352.5			
Optimal Cycle:	180		Level Of Service:						F			

Street Name:	I-15 SB Ramps					SR76						
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	0	0	1	0	1	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date:	25 Oct 2006 << PM Peak											
Base Vol:	0	0	0	322	13	855	0	1808	357	421	1074	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	322	13	855	0	1808	357	421	1074	0
Added Vol:	0	0	0	8	0	0	0	48	0	45	22	0
PasserByVol:	0	0	0	-6	0	0	0	-4	0	-5	-2	0
Initial Fut:	0	0	0	324	13	855	0	1852	357	461	1094	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	341	14	900	0	1949	376	485	1152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	341	14	900	0	1949	376	485	1152	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	341	14	900	0	1949	376	485	1152	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	0.94	0.94	0.83	1.00	0.98	0.83	0.93	0.98	1.00
Lanes:	0.00	0.00	0.00	0.96	0.04	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1717	69	1583	0	1862	1583	1769	1862	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.57	0.00	1.05	0.24	0.27	0.62	0.00
Crit Moves:	*****			*****			*****			*****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.52	0.52	0.14	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	2.02	0.00	2.02	0.46	2.02	0.99	0.00
Uniform Del:	0.0	0.0	0.0	58.1	58.1	64.7	0.0	43.5	27.5	77.8	33.3	0.0
IncrementDel:	0.0	0.0	0.0	4.6	4.6	469.1	0.0	465	0.4	475.6	24.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	62.7	62.7	533.8	0.0	508	27.9	553.4	57.3	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	62.7	62.7	533.8	0.0	508	27.9	553.4	57.3	0.0
LOS by Move:	A	A	A	E	E	F	A	F	C	F	E	A
HCM2kAvgQ:	0	0	0	18	18	104	0	221	12	55	60	0

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

Intersection #8 SR76 & I-15 NB Ramps																	

Cycle (sec):	155		Critical Vol./Cap.(X):						1.704								
Loss Time (sec):	12		Average Delay (sec/veh):						263.4								
Optimal Cycle:	180		Level Of Service:						F								

Street Name:			I-15 NB Ramps				SR76										
Approach:			North Bound		South Bound		East Bound			West Bound							
Movement:			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				
Y+R:			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:			0	1	0	0	1	0	0	0	0	1	0	1			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Volume Module:PM Peak																	
Base Vol:			433	12	517	0	0	0	1230	711	0	0	722	295			
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:			433	12	517	0	0	0	1230	711	0	0	722	295			
Added Vol:			0	0	94	0	0	0	0	56	0	0	67	5			
PasserByVol:			0	0	-12	0	0	0	0	-10	0	0	-7	-3			
Initial Fut:			433	12	599	0	0	0	1230	757	0	0	782	297			
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:			456	13	631	0	0	0	1295	797	0	0	823	313			
Reduct Vol:			0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:			456	13	631	0	0	0	1295	797	0	0	823	313			
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:			456	13	631	0	0	0	1295	797	0	0	823	313			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:			0.92	0.92	0.83	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.98	0.83			
Lanes:			0.97	0.03	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00			
Final Sat.:			1699	47	1583	0	0	0	1769	1862	0	0	1862	1583			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:			0.27	0.27	0.40	0.00	0.00	0.00	0.73	0.43	0.00	0.00	0.44	0.20			
Crit Moves:			****			****			****			****					
Green/Cycle:			0.23	0.23	0.23	0.00	0.00	0.00	0.43	0.64	0.00	0.00	0.26	0.26			
Volume/Cap:			1.15	1.15	1.70	0.00	0.00	0.00	1.70	0.67	0.00	0.00	1.70	0.76			
Uniform Del:			59.4	59.4	59.4	0.0	0.0	0.0	44.2	17.5	0.0	0.0	57.4	53.0			
IncrmntDel:			91.3	91.3	328.3	0.0	0.0	0.0	322.6	1.5	0.0	0.0	326	8.1			
InitQueueDel:			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:			1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00			
Delay/Veh:			150.7	151	387.7	0.0	0.0	0.0	366.8	19.0	0.0	0.0	383	61.1			
User DeAdj:			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:			150.7	151	387.7	0.0	0.0	0.0	366.8	19.0	0.0	0.0	383	61.1			
LOS by Move:			F	F	F	A	A	A	F	B	A	A	F	E			
HCM2kAvgQ:			32	32	62	0	0	0	123	22	0	0	80	15			

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

 Intersection #9 SR76 & Pankey Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.974
 Loss Time (sec): 16 Average Delay (sec/veh): 51.1
 Optimal Cycle: 150 Level Of Service: D

Street Name:	Pankey Rd				SR76					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	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	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module: >> Count Date: 25 Oct 2006 <<
 Base Vol: 311 382 117 98 447 202 145 1074 333 78 979 73
 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: 311 382 117 98 447 202 145 1074 333 78 979 73
 Added Vol: 0 0 22 10 0 0 0 150 0 10 72 5
 PasserByVol: 0 0 0 0 0 0 0 -22 0 0 -10 0
 Initial Fut: 311 382 139 108 447 202 145 1202 333 88 1041 78
 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: 327 402 146 114 471 213 153 1265 351 93 1096 82
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 327 402 146 114 471 213 153 1265 351 93 1096 82
 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: 327 402 146 114 471 213 153 1265 351 93 1096 82

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.93 0.83 0.93 0.89 0.89 0.93 0.93 0.83 0.93 0.92 0.92
 Lanes: 1.00 2.00 1.00 1.00 1.38 0.62 1.00 2.00 1.00 1.00 1.86 0.14
 Final Sat.: 1769 3538 1583 1769 2322 1049 1769 3538 1583 1769 3258 244

Capacity Analysis Module:
 Vol/Sat: 0.19 0.11 0.09 0.06 0.20 0.20 0.09 0.36 0.22 0.05 0.34 0.34
 Crit Moves: ****
 Green/Cycle: 0.19 0.25 0.25 0.14 0.21 0.21 0.09 0.38 0.38 0.06 0.35 0.35
 Volume/Cap: 0.97 0.45 0.36 0.45 0.97 0.97 0.97 0.95 0.59 0.94 0.97 0.97
 Uniform Del: 38.2 29.8 29.1 37.2 37.4 37.4 43.2 28.6 23.6 44.7 30.7 30.7
 IncremntDel: 42.1 0.4 0.6 1.3 27.6 27.6 64.0 13.8 1.5 71.6 19.9 19.9
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 80.3 30.2 29.7 38.5 65.0 65.0 107.2 42.4 25.1 116.3 50.6 50.6
 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: 80.3 30.2 29.7 38.5 65.0 65.0 107.2 42.4 25.1 116.3 50.6 50.6
 LOS by Move: F C C D E E F D C F D D
 HCM2kAvgQ: 14 5 4 4 16 16 8 24 9 5 24 24

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

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

 Intersection #10 SR76 & Horse Ranch Creek Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.698
 Loss Time (sec): 16 Average Delay (sec/veh): 24.3
 Optimal Cycle: 67 Level Of Service: C

Street Name:	Horse Ranch Creek Rd				SR76					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	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	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1	0	0	1	0	1	0	1

Volume Module:
 Base Vol: 0 0 0 132 0 307 346 825 0 0 759 117
 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 0 132 0 307 346 825 0 0 759 117
 Added Vol: 0 0 0 44 0 0 0 182 0 0 86 20
 PasserByVol: 0 0 0 0 0 0 0 -22 0 0 -10 0
 Initial Fut: 0 0 0 176 0 307 346 985 0 0 835 137
 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 0 185 0 323 364 1037 0 0 879 144
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 185 0 323 364 1037 0 0 879 144
 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 0 185 0 323 364 1037 0 0 879 144

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.87 1.00 0.87 0.93 0.93 0.95 1.00 0.93 0.83
 Lanes: 0.00 1.00 0.00 1.36 0.00 1.64 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1900 0 2258 0 2707 1769 3538 0 1900 3538 1583

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.12 0.21 0.29 0.00 0.00 0.25 0.09
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.14 0.00 0.17 0.30 0.55 0.00 0.00 0.36 0.36
 Volume/Cap: 0.00 0.00 0.00 0.61 0.00 0.70 0.70 0.54 0.00 0.00 0.70 0.26
 Uniform Del: 0.0 0.0 0.0 36.7 0.0 35.1 28.2 13.0 0.0 0.0 24.8 20.5
 IncremntDel: 0.0 0.0 0.0 1.3 0.0 3.0 4.1 0.3 0.0 0.0 1.7 0.2
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
 Delay/Veh: 0.0 0.0 0.0 38.0 0.0 38.1 32.3 13.3 0.0 0.0 26.6 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: 0.0 0.0 0.0 38.0 0.0 38.1 32.3 13.3 0.0 0.0 26.6 20.8
 LOS by Move: A A A D A D C B A A C C
 HCM2kAvgQ: 0 0 0 5 0 7 10 10 0 0 12 3

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR76 & Rice Cyn Rd

Average Delay (sec/veh): 82.0 Worst Case Level Of Service: F[1604.8]

Street Name:	Rice Cyn Rd			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0 0 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0		

Volume Module: >> Count Date: 19 Oct 2006 <<	Base Vol:		Growth Adj:		Initial Bse:		Added Vol:		PasserByVol:		Initial Fut:		User Adj:		PHF Adj:		PHF Volume:		Reduct Vol:		FinalVolume:	
	0	0	1.00	1.00	0	0	0	0	0	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	40	0	1.00	1.00	40	0	20	0	0	0	60	0	1.00	1.00	0.95	0.95	63	0	0	0	63	0
	75	110 909	1.00	1.00	75	110 909	0	227	0	0	75	110 1114	1.00	1.00	0.95	0.95	79	116 1173	0	0	79	116 1173
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0	0	0	0	0
	0	0	1.00	1.00	0	0	0	107	9	0	0	0	1.00	1.00	0.95	0.95	0	0				

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

Intersection #13 SR76 & C. Drwy

Cycle (sec): 180 Critical Vol./Cap.(X): 0.687
 Loss Time (sec): 12 Average Delay (sec/veh): 13.5
 Optimal Cycle: 63 Level Of Service: B

Street Name:	C. Drwy				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1

Volume Module:									
Base Vol:	0	0	0	0	0	927	0	0	893
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	927	0	0	893
Added Vol:	0	0	0	74	0	120	255	0	0
PasserByVol:	0	0	0	0	0	0	-22	0	-10
Initial Fut:	0	0	0	74	0	120	255	905	0
User Adj:	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
PHF Volume:	0	0	0	78	0	126	268	953	0
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	126	268	953	0
PCE Adj:	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
FinalVolume:	0	0	0	78	0	126	268	953	0

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.25	0.98	0.83
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	0	1900	0	1769	0	1583	479	1862	0

Capacity Analysis Module:									
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.08	0.56	0.51	0.00
Crit Moves:	****				****				
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.12	0.82	0.82	0.82
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.69	0.63	0.00	0.00
Uniform Del:	0.0	0.0	0.0	78.3	0.0	76.4	6.9	6.2	0.0
IncrementDel:	0.0	0.0	0.0	2.5	0.0	10.3	5.0	0.8	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	80.7	0.0	86.7	11.9	7.0	0.0
User DelAdj:	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	80.7	0.0	86.7	11.9	7.0	0.0
LOS by Move:	A	A	A	F	A	F	B	A	A
HCM2kAvgQ:	0	0	0	5	0	8	8	19	0

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

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

Intersection #14 SR76 & W. Pala Mission Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.817
 Loss Time (sec): 12 Average Delay (sec/veh): 32.5
 Optimal Cycle: 90 Level Of Service: C

Street Name:	W. Pala Mission Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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	
Y+R:	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	0

Volume Module:									
Base Vol:	78	36	31	36	32	134	196	586	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	36	31	36	32	134	196	586	88
Added Vol:	59	0	0	0	0	67	31	15	27
PasserByVol:	0	0	0	0	0	0	0	-22	0
Initial Fut:	137	36	31	36	32	201	227	579	115
User Adj:	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
PHF Volume:	144	38	33	38	34	212	239	609	121
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	38	33	38	34	212	239	609	121
PCE Adj:	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
FinalVolume:	144	38	33	38	34	212	239	609	121

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.95	0.95	0.83	0.93	0.91	0.91
Lanes:	1.00	0.54	0.46	0.53	0.47	1.00	1.00	1.67	0.33
Final Sat.:	1769	931	802	960	853	1583	1769	2878	572

Capacity Analysis Module:									
Vol/Sat:	0.08	0.04	0.04	0.04	0.04	0.13	0.14	0.21	0.21
Crit Moves:	****				****				
Green/Cycle:	0.10	0.10	0.10	0.16	0.16	0.16	0.17	0.48	0.48
Volume/Cap:	0.82	0.41	0.41	0.24	0.24	0.82	0.82	0.44	0.44
Uniform Del:	39.7	38.0	38.0	32.8	32.8	36.3	36.2	15.6	15.6
IncrementDel:	24.7	1.6	1.6	0.4	0.4	18.0	16.2	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.4	39.6	39.6	33.2	33.2	54.3	52.5	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	39.6	39.6	33.2	33.2	54.3	52.5	15.8	15.8
LOS by Move:	E	D	D	C	C	D	D	B	C
HCM2kAvgQ:	6	2	2	2	2	8	9	7	7

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

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #15 Pala Mission Rd & Pala Temecula Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
 Loss Time (sec): 0 Average Delay (sec/veh): 21.0
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Pala Temecula Rd				Pala Mission Rd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Min. Green:	5	5	5	5	5	5	5	5	
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:

	Pala Temecula Rd		Pala Mission Rd	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	1	30	4	216
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	1	30	4	216
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	1	30	4	216
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95
PHF Volume:	1	32	4	225
Reduct Vol:	0	0	0	0
Reduced Vol:	1	32	4	225
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	1	32	4	225

Saturation Flow Module:

	Pala Temecula Rd		Pala Mission Rd	
	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	0.03	0.86	0.11	0.46
Final Sat.:	12	362	48	278

Capacity Analysis Module:

	Pala Temecula Rd		Pala Mission Rd	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.09	0.09	0.09	0.81
Crit Moves:	****	****	****	****
Delay/Veh:	10.5	10.5	10.5	26.9
Delay Adj:	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	26.9
LOS by Move:	B	B	D	D
ApproachDel:	10.5	10.5	10.5	26.9
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	10.5	10.5	10.5	26.9
LOS by Appr:	B	B	D	D
AllWayAvgQ:	0.1	0.1	0.1	3.0

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #16 SR76 & Brittain Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[19.6]

Street Name:	Brittain Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	0	0	0	0	1	0	0

Volume Module:

	Brittain Rd		SR76	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1
Reduct Vol:	0	0	0	0
FinalVolume:	0	0	0	1

Critical Gap Module:

	Brittain Rd		SR76	
	North Bound	South Bound	East Bound	West Bound
Critical Gap:	6.4	6.5	6.2	4.1
FollowUpTim:	3.5	4.0	3.3	2.2

Capacity Module:

	Brittain Rd		SR76	
	North Bound	South Bound	East Bound	West Bound
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	175	159	428	879
Move Cap.:	175	158	428	879
Volume/Cap:	0.01	0.00	0.00	0.01

Level Of Service Module:

2Way95thQ: 0.0
 Control Del: 9.1
 LOS by Move: A
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 248
 SharedQueue: 0.0
 Shrd ConDel: 19.6
 Shared LOS: C
 ApproachDel: 19.6
 ApproachLOS: C

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 SR76 & E. Pala Mission Rd

Average Delay (sec/veh): 70.0 Worst Case Level of Service: F[519.5]

Street Name:	E. Pala Mission Rd										SR76		
Approach:	North Bound				South Bound				East Bound			West Bound	
Movement:	L - T - R				L - T - R				L - T - R			L - T - R	
Control:	Stop Sign				Stop Sign				Uncontrolled			Uncontrolled	
Rights:	Include				Include				Include			Include	
Lanes:	0 0 0 0 0				0 0 1! 0 0				0 1 0 0 0			0 0 0 1 0	

Volume Module:												
Base Vol:	0	0	0	243	0	4	3	568	0	0	690	286
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	243	0	4	3	568	0	0	690	286
Added Vol:	0	0	0	0	0	0	0	15	0	0	33	0
PasserByVol:	0	0	0	-4	0	0	0	-22	0	0	-10	-2
Initial Fut:	0	0	0	239	0	4	3	561	0	0	713	284
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	252	0	4	3	591	0	0	751	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	252	0	4	3	591	0	0	751	299

Critical Gap Module:												
Critical Gp:	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1517	1517	920	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	131	119	328	657	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	129	117	323	652	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.96	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	130	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	20.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	520	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shared LOS:	*	*	*	*	F	*	B	*	*	*	*	*	*		
ApproachDel:	xxxxxx				519.5		xxxxxx				xxxxxx				
ApproachLOS:	*				F		*				*				

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 SR76 & Lilac Rd

Average Delay (sec/veh): 7.2 Worst Case Level of Service: F[131.5]

Street Name:	Lilac Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1!	0	0	0	0	0	0

Volume Module:												
Base Vol:	46	0	40	0	0	0	0	759	46	45	899	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:	46	0	40	0	0	0	0	759	46	45	899	0
Added Vol:	12	0	0	0	0	0	0	10	5	0	22	0
PasserByVol:	0	0	0	0	0	0	0	-26	0	0	-11	0
Initial Fut:	58	0	40	0	0	0	0	743	51	45	910	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:	61	0	42	0	0	0	0	782	54	47	958	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	0	42	0	0	0	0	782	54	47	958	0

Critical Gap Module:														
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx		

Capacity Module:												
Cnflct Vol:	1862	1862	809	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	836	xxxx	xxxxx
Potent Cap.:	80	73	380	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	xxxx	xxxxx
Move Cap.:	77	69	380	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	xxxx	xxxxx
Volume/Cap:	0.80	0.00	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	114	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	5.6	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Shrd ConDel:	xxxxx	132	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	131.5				xxxxxx			xxxxxx		xxxxxx					
ApproachLOS:	F				*			*		*		*			

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 SR76 & Adams Dr

Average Delay (sec/veh): 0.2 Worst Case Level of Service: D[33.6]

Street Name:	Adams Dr				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1!	0	0	0	1!	0	0
	0	1	0	0	0	0	0	0	1

Volume Module:												
Base Vol:	0	0	0	10	0	14	31	645	0	0	923	20
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	10	0	14	31	645	0	0	923	20
Added Vol:	0	0	0	0	0	0	0	9	0	0	20	0
PasserByVol:	0	0	0	-5	0	-11	-26	0	0	0	0	-11
Initial Fut:	0	0	0	5	0	3	5	654	0	0	943	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	0	0	5	0	3	5	688	0	0	993	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	3	5	688	0	0	993	9

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1698	1701	688	1696	1696	997	1002	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	73	92	446	102	92	296	691	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	72	91	446	101	92	296	691	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	134	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	33.6	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	D	*	B	*	*	*	*	*			
ApproachDel:	xxxxxx				33.6		xxxxxx				xxxxxx				
ApproachLOS:	*				D	*	*				*				

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 SR76 & Cole Grade Rd

Average Delay (sec/veh): 113.8 Worst Case Level of Service: F[948.2]

Street Name:				Cole Grade Rd				SR76			
Approach:		North Bound		South Bound		East Bound		West Bound			
Movement:		L - T - R		L - T - R		L - T - R		L - T - R			
Control:		Stop Sign		Stop Sign		Uncontrolled		Uncontrolled			
Rights:		Include		Include		Include		Include			
Lanes:		0 0 1! 0 0		0 0 0 1 0		0 0 1! 0 0		0 0 1! 0 0			

Volume Module:												
Base Vol:	154	5	71	0	2	5	2	557	210	73	802	4
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:	154	5	71	0	2	5	2	557	210	73	802	4
Added Vol:	2	0	0	0	0	3	1	2	1	0	5	0
PasserByVol:	-7	0	0	0	0	0	0	-2	-3	0	-4	0
Initial Fut:	149	5	71	0	2	8	3	557	208	73	803	4
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:	157	5	75	0	2	8	3	586	219	77	845	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	157	5	75	0	2	8	3	586	219	77	845	4

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1728	1725	716	xxxx	1833	867	859	xxxx	xxxxx	815	xxxx	xxxxx
Potent Cap.:	69	89	430	xxxx	76	352	782	xxxx	xxxxx	812	xxxx	xxxxx
Move Cap.:	60	78	423	xxxx	67	346	775	xxxx	xxxxx	805	xxxx	xxxxx
Volume/Cap:	2.62	0.07	0.18	xxxx	0.03	0.02	0.00	xxxx	xxxx	0.10	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	9.9	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	83	xxxxx	xxxx	xxxx	189	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	23.1	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	948	xxxxx	xxxxx	xxxx	25.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	D	*	*	*	*	*	*			
ApproachDel:	948.2					25.2	xxxxxx				xxxxxx				
ApproachLOS:	F					D	*				*				

Note: Queue reported is the number of cars per lane.

Scenario Report
 Scenario: Ex AM + Proj + Cum

Command: Default Command
 Volume: Ex AM + Cum
 Geometry: Cumulative
 Impact Fee: Default Impact Fee
 Trip Generation: AM
 Trip Distribution: Project
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 7 SR76 & I-15 SB Ramps	F 196.4	1.506	F 217.1	1.571	+20.662 D/V
# 8 SR76 & I-15 NB Ramps	F 93.6	1.148	F 121.2	1.250	+27.545 D/V
# 9 SR76 & Pankey Rd	C 25.6	0.515	C 25.1	0.564	-0.468 D/V
# 10 SR76 & Horse Ranch Creek Rd	C 22.6	0.474	C 21.8	0.531	-0.774 D/V
# 11 SR76 & Rice Cyn Rd	F 114.7	0.764	F 361.8	1.269	+247.057 D/V
# 12 SR76 & Couser Cyn Rd	F 69.3	0.611	F 179.3	0.946	+109.977 D/V
# 13 SR76 & C. Drwy	A 0.9	0.503	C 23.6	0.658	+22.765 D/V
# 14 SR76 & W. Pala Mission Rd	C 23.9	0.480	C 24.9	0.555	+ 1.033 D/V
# 15 Pala Mission Rd & Pala Temecul	B 13.3	0.631	B 14.8	0.674	+ 0.043 V/C
# 16 SR76 & Brittain Rd	B 10.8	0.007	B 11.0	0.007	+ 0.149 D/V
# 17 SR76 & E. Pala Mission Rd	D 34.0	0.629	E 38.4	0.668	+ 4.338 D/V
# 18 SR76 & Lilac Rd	D 25.8	0.339	D 27.9	0.371	+ 2.164 D/V
# 19 SR76 & Adams Dr	B 13.9	0.046	B 14.4	0.021	+ 0.468 D/V
#1031 SR76 & Project Driveway	A 0.0	0.000	B 13.5	0.034	+13.520 D/V
# 20 SR76 & Cole Grade Rd	F 287.0	1.266	F 295.6	1.284	+ 8.513 D/V

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

 Intersection #7 SR76 & I-15 SB Ramps

Cycle (sec): 155 Critical Vol./Cap.(X): 1.571
 Loss Time (sec): 12 Average Delay (sec/veh): 217.1
 Optimal Cycle: 180 Level Of Service: F

Street Name:	I-15 SB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	1	0	1	

Volume Module:	I-15 SB Ramps				SR76							
Base Vol:	0	0	0	193	4	955	0	1045	405	274	744	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	193	4	955	0	1045	405	274	744	0
Added Vol:	0	0	0	4	0	0	0	18	0	88	43	0
PasserByVol:	0	0	0	-10	0	0	0	-1	0	-2	-3	0
Initial Fut:	0	0	0	187	4	955	0	1062	405	360	784	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	197	4	1005	0	1118	426	379	825	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	4	1005	0	1118	426	379	825	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	197	4	1005	0	1118	426	379	825	0

Saturation Flow Module:	I-15 SB Ramps				SR76							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.96	0.96	0.83	1.00	0.98	0.83	0.93	0.98	1.00
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1779	38	1583	0	1862	1583	1769	1862	0

Capacity Analysis Module:	I-15 SB Ramps				SR76							
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.64	0.00	0.60	0.27	0.21	0.44	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.38	0.38	0.14	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	1.57	0.00	1.57	0.71	1.57	0.92	0.00
Uniform Del:	0.0	0.0	0.0	30.9	30.9	46.2	0.0	47.9	40.5	66.9	37.2	0.0
IncrementDel:	0.0	0.0	0.0	0.2	0.2	264.7	0.0	264	3.8	276.2	14.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	31.1	31.1	310.8	0.0	312	44.3	343.2	51.2	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	31.1	31.1	310.8	0.0	312	44.3	343.2	51.2	0.0
LOS by Move:	A	A	A	C	C	F	A	F	D	F	D	A
HCM2kAvgQ:	0	0	0	6	6	92	0	99	16	34	34	0

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

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

 Intersection #8 SR76 & I-15 NB Ramps

Cycle (sec): 125 Critical Vol./Cap.(X): 1.250
 Loss Time (sec): 12 Average Delay (sec/veh): 121.2
 Optimal Cycle: 180 Level Of Service: F

Street Name:	I-15 NB Ramps				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	1	0	0	1	0	0	0	

Volume Module:	I-15 NB Ramps				SR76							
Base Vol:	280	1	320	0	0	0	686	557	0	0	737	181
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:	280	1	320	0	0	0	686	557	0	0	737	181
Added Vol:	0	0	35	0	0	0	0	22	0	0	131	11
PasserByVol:	0	0	5	0	0	0	0	-13	0	0	-3	-5
Initial Fut:	280	1	350	0	0	0	686	566	0	0	865	187
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:	295	1	368	0	0	0	722	596	0	0	911	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1	368	0	0	0	722	596	0	0	911	197
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:	295	1	368	0	0	0	722	596	0	0	911	197

Saturation Flow Module:	I-15 NB Ramps				SR76							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.83	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.98	0.83
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1731	6	1583	0	0	0	1769	1862	0	0	1862	1583

Capacity Analysis Module:	I-15 NB Ramps				SR76							
Vol/Sat:	0.17	0.17	0.23	0.00	0.00	0.00	0.41	0.32	0.00	0.00	0.49	0.12
Crit Moves:	****				****				****			
Green/Cycle:	0.19	0.19	0.19	0.00	0.00	0.00	0.33	0.64	0.00	0.00	0.39	0.39
Volume/Cap:	0.91	0.91	1.25	0.00	0.00	0.00	1.25	0.50	0.00	0.00	1.25	0.32
Uniform Del:	49.9	49.9	50.9	0.0	0.0	0.0	42.1	12.0	0.0	0.0	38.0	26.5
IncrementDel:	29.2	29.2	137.5	0.0	0.0	0.0	126.4	0.3	0.0	0.0	124	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	79.0	79.0	188.4	0.0	0.0	0.0	168.5	12.4	0.0	0.0	162	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:	79.0	79.0	188.4	0.0	0.0	0.0	168.5	12.4	0.0	0.0	162	26.8
LOS by Move:	E	E	F	A	A	A	F	B	A	A	F	C
HCM2kAvgQ:	15	15	26	0	0	0	43	11	0	0	59	5

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

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

Intersection #9 SR76 & Pankey Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.564
 Loss Time (sec): 16 Average Delay (sec/veh): 25.1
 Optimal Cycle: 53 Level Of Service: C

Street Name:	Pankey Rd								SR76							
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	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Lanes:	1		0		2		0		1		1		0		1	

Volume Module:									
Base Vol:	117	248	58	24	165	55	140	701	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	248	58	24	165	55	140	701	151
Added Vol:	0	0	8	3	0	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	-8	0
Initial Fut:	117	248	66	27	165	55	140	750	151
User Adj:	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
PHF Volume:	123	261	69	28	174	58	147	789	159
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	261	69	28	174	58	147	789	159
PCE Adj:	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
FinalVolume:	123	261	69	28	174	58	147	789	159

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.93	0.92
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	1769	3538	1583	1769	2555	852	1769	3538	1583

Capacity Analysis Module:									
Vol/Sat:	0.07	0.07	0.04	0.02	0.07	0.07	0.08	0.22	0.10
Crit Moves:	****			****			****		
Green/Cycle:	0.12	0.14	0.14	0.10	0.12	0.12	0.15	0.46	0.46
Volume/Cap:	0.56	0.53	0.32	0.15	0.56	0.56	0.48	0.22	0.48
Uniform Del:	37.2	36.0	34.9	36.6	37.3	37.3	35.7	16.7	14.4
IncrementDel:	3.4	1.1	0.8	0.4	1.8	1.8	2.8	0.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.5	37.1	35.7	37.0	39.1	39.1	38.5	16.9	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	37.1	35.7	37.0	39.1	39.1	38.5	16.9	14.6
LOS by Move:	D	D	D	D	D	D	B	D	B
HCM2kAvgQ:	4	4	2	1	4	4	5	8	3

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

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

Intersection #10 SR76 & Horse Ranch Creek Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.531
 Loss Time (sec): 16 Average Delay (sec/veh): 21.8
 Optimal Cycle: 50 Level Of Service: C

Street Name:	Horse Ranch Creek Rd						SR76					
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:	0	0	1! 0	0	1	0 1!	0	1	0	1	0	2 0 1

Volume Module:									
Base Vol:	0	0	0	85	0	219	232	552	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	219	232	552	0
Added Vol:	0	0	0	15	0	0	0	68	0
PasserByVol:	0	0	0	0	0	0	0	-8	0
Initial Fut:	0	0	0	100	0	219	232	612	0
User Adj:	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
PHF Volume:	0	0	0	105	0	231	244	644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	231	244	644	0
PCE Adj:	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
FinalVolume:	0	0	0	105	0	231	244	644	0

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	0.95
Lanes:	0.00	1.00	0.00	1.31	0.00	1.69	1.00	2.00	0.00
Final Sat.:	0	1900	0	2161	0	2775	1769	3538	0

Capacity Analysis Module:									
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.14	0.18	0.00
Crit Moves:	****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.16	0.26	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.53	0.53	0.36	0.00
Uniform Del:	0.0	0.0	0.0	37.8	0.0	34.9	28.6	13.2	0.0
IncrementDel:	0.0	0.0	0.0	0.5	0.0	0.9	1.2	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	38.3	0.0	35.8	29.8	13.3	0.0
User DelAdj:	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	38.3	0.0	35.8	29.8	13.3	0.0
LOS by Move:	A	A	A	D	A	D	C	B	A
HCM2kAvgQ:	0	0	0	3	0	4	6	6	0

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #11 SR76 & Rice Cyn Rd

Average Delay (sec/veh): 40.6 Worst Case Level Of Service: F[361.8]

Street Name:	Rice Cyn Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	77	0	138	55	943	0	0	450	40
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	77	0	138	55	943	0	0	450	40
Added Vol:	0	0	0	7	0	0	0	83	0	0	208	17
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18	0
Initial Fut:	0	0	0	84	0	138	55	1018	0	0	640	57
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	88	0	145	58	1072	0	0	674	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	88	0	145	58	1072	0	0	674	60

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1911	1911	724	744	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	75	68	426	864	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	70	62	419	857	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.27	0.00	0.35	0.07	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	145	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	362	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				361.8		xxxxxx				xxxxxx	
ApproachLOS:	*				F		*				*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #12 SR76 & Couser Cyn Rd

Average Delay (sec/veh): 11.6 Worst Case Level Of Service: F[179.3]

Street Name:	Couser Cyn Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	81	0	32	0	0	0	0	883	32	16	426	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:	81	0	32	0	0	0	0	883	32	16	426	0
Added Vol:	0	0	0	0	0	0	0	90	0	1	225	0
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18	0
Initial Fut:	81	0	32	0	0	0	0	965	32	17	633	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:	85	0	34	0	0	0	0	1016	34	18	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	85	0	34	0	0	0	0	1016	34	18	666	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1755	1755	1053	1772	1772	686	xxxx	xxxx	xxxxx	1059	xxxx	xxxxx
Potent Cap.:	94	85	275	65	83	447	xxxx	xxxx	xxxxx	657	xxxx	xxxxx
Move Cap.:	90	81	270	55	79	440	xxxx	xxxx	xxxxx	652	xxxx	xxxxx
Volume/Cap:	0.95	0.00	0.12	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	111	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	7.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	179	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	B	*	*
ApproachDel:	179.3				xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	F				*		*		*		*	

Note: Queue reported is the number of cars per lane.

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

Intersection #13 SR76 & C. Drwy

Cycle (sec): 180 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 12 Average Delay (sec/veh): 23.6
 Optimal Cycle: 59 Level Of Service: C

Street Name:	C. Drwy			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1

Volume Module:						
Base Vol:	0	0	0	0	830	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	830	0
Added Vol:	0	0	0	134	0	14
PasserByVol:	0	0	0	0	0	-18
Initial Fut:	0	0	0	134	0	14
User Adj:	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
PHF Volume:	0	0	0	141	0	58
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	58
PCE Adj:	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
FinalVolume:	0	0	0	141	0	58

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	0.98	0.83
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	0	1769	0	1583

Capacity Analysis Module:						
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.04
Crit Moves:	****			****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.71
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.38
Uniform Del:	0.0	0.0	0.0	65.0	0.0	7.8
IncrementDel:	0.0	0.0	0.0	0.9	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.0	0.0	65.9	0.0	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	65.9	0.0	7.8
LOS by Move:	A	A	A	E	A	A
HCM2kAvgQ:	0	0	0	7	0	1

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

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

Intersection #14 SR76 & W. Pala Mission Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.555
 Loss Time (sec): 12 Average Delay (sec/veh): 24.9
 Optimal Cycle: 90 Level Of Service: C

Street Name:	W. Pala Mission Rd			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0

Volume Module:						
Base Vol:	32	12	5	27	20	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	12	5	27	20	140
Added Vol:	20	0	1	0	0	23
PasserByVol:	0	0	0	0	0	-8
Initial Fut:	52	12	6	27	20	163
User Adj:	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
PHF Volume:	55	13	6	28	21	172
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	55	13	6	28	21	172
PCE Adj:	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
FinalVolume:	55	13	6	28	21	172

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.95	0.83
Lanes:	1.00	0.67	0.33	0.57	0.43	1.00
Final Sat.:	1769	1179	590	1040	770	1583

Capacity Analysis Module:						
Vol/Sat:	0.03	0.01	0.01	0.03	0.03	0.11
Crit Moves:	****			****		
Green/Cycle:	0.06	0.06	0.06	0.20	0.20	0.20
Volume/Cap:	0.56	0.19	0.19	0.14	0.14	0.56
Uniform Del:	41.4	40.6	40.6	30.0	30.0	32.7
IncrementDel:	6.8	1.0	1.0	0.2	0.2	2.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	41.5	41.5	30.2	30.2	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	41.5	41.5	30.2	30.2	34.9
LOS by Move:	D	D	D	C	C	C
HCM2kAvgQ:	2	1	1	1	1	5

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

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #15 Pala Mission Rd & Pala Temecula Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
 Loss Time (sec): 0 Average Delay (sec/veh): 14.8
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Pala Temecula Rd				Pala Mission Rd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	5	5	5	5	5	5	5	5
Lanes:	0 0 0 1 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	0	8	11	214	50	159	205	61	5	1	19	114
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	8	11	214	50	159	205	61	5	1	19	114
Added Vol:	0	0	0	2	0	18	44	0	0	0	0	4
PasserByVol:	0	0	0	-2	0	0	0	0	0	0	0	-2
Initial Fut:	0	8	11	214	50	177	249	61	5	1	19	116
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	8	12	225	53	186	262	64	5	1	20	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	12	225	53	186	262	64	5	1	20	122
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	8	12	225	53	186	262	64	5	1	20	122

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.42	0.58	0.49	0.11	0.40	0.79	0.19	0.02	0.01	0.14	0.85
Final Sat.:	0	237	326	334	78	276	491	120	10	5	89	541

Capacity Analysis Module:

Vol/Sat:	xxxx	0.04	0.04	0.67	0.67	0.67	0.53	0.53	0.53	0.23	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	0.0	8.7	8.7	17.1	17.1	17.1	14.2	14.2	14.2	9.5	9.5	9.5
Delay Adj:	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	8.7	8.7	17.1	17.1	17.1	14.2	14.2	14.2	9.5	9.5	9.5
LOS by Move:	A	A	A	C	C	C	B	B	B	A	A	A
ApproachDel:	8.7			17.1			14.2			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			17.1			14.2			9.5		
LOS by Appr:	A			C			B			A		
AllWayAvgQ:	0.0	0.0	0.0	1.7	1.7	1.7	1.0	1.0	1.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #16 SR76 & Brittain Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.0]

Street Name:	Brittain Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 0 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 1 0 0 0	0 1 0 0 0	0 0 0 1 0	0 0 0 1 0

Volume Module:

Base Vol:	0	0	0	1	0	5	5	436	0	0	293	1
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	1	0	5	5	436	0	0	293	1
Added Vol:	0	0	0	0	0	0	0	35	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	-8	0	0	-18	0
Initial Fut:	0	0	0	1	0	5	5	463	0	0	303	1
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	1	0	5	5	487	0	0	319	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	5	5	487	0	0	319	1

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	817	817	319	320	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	346	311	721	1240	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	345	310	721	1240	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx

Control Del:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxxx 610 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

SharedQueue:xxxxxx xxxxx xxxxx xxxxx 0.0 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx 11.0 xxxxx 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * B * * * * *

ApproachDel: xxxxxx 11.0 xxxxxx xxxxxx

ApproachLOS: * B * *

Note: Queue reported is the number of cars per lane.

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

 Intersection #17 SR76 & E. Pala Mission Rd

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: E[38.4]

Street Name:	E. Pala Mission Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	189	0	4	8	436	0	0	278	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:	0	0	0	189	0	4	8	436	0	0	278	149
Added Vol:	0	0	0	2	0	0	0	35	0	0	28	4
PasserByVol:	0	0	0	-1	0	0	0	-8	0	0	-18	-3
Initial Fut:	0	0	0	190	0	4	8	463	0	0	288	150
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	200	0	4	8	487	0	0	303	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	200	0	4	8	487	0	0	303	158

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	906	906	402	471	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	306	276	648	1091	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	300	269	637	1082	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.67	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	303	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.5	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	38.4	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				38.4		xxxxxx				xxxxxx	
ApproachLOS:	*				E		*				*	

Note: Queue reported is the number of cars per lane.

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

 Intersection #18 SR76 & Lilac Rd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[27.9]

Street Name:	Lilac Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	81	0	20	0	0	0	0	578	39	10	374	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:	81	0	20	0	0	0	0	578	39	10	374	0
Added Vol:	4	0	0	0	0	0	0	27	10	0	28	0
PasserByVol:	0	0	0	0	0	0	0	-9	0	0	-21	0
Initial Fut:	85	0	20	0	0	0	0	596	49	10	381	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:	89	0	21	0	0	0	0	627	52	11	401	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	89	0	21	0	0	0	0	627	52	11	401	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.1	xxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxx

Capacity Module:

Cnflct Vol:	1075	1075	653	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	679	xxxx	xxxxx
Potent Cap.:	243	219	467	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	913	xxxx	xxxxx
Move Cap.:	241	217	467	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	913	xxxx	xxxxx
Volume/Cap:	0.37	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	265	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	27.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	A	*	*
ApproachDel:	27.9				xxxxxx				xxxxxx		xxxxxx	
ApproachLOS:	D				*				*		*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 SR76 & Adams Dr

Average Delay (sec/veh): 0.2 Worst Case Level of Service: B[14.4]

Street Name:	Adams Dr			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0 0 1 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0	0 0 0 1 0	0 0 0 1 0

Volume Module:

Base Vol:	0	0	0	11	0	27	10	584	0	0	387	5
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	11	0	27	10	584	0	0	387	5
Added Vol:	0	0	0	3	0	2	1	23	0	0	9	1
PasserByVol:	0	0	0	-9	0	-21	-9	0	0	0	0	-4
Initial Fut:	0	0	0	5	0	8	2	607	0	0	396	2
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	5	0	8	2	639	0	0	417	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	8	2	639	0	0	417	2

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1065	1062	639	1061	1061	418	419	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	200	223	476	248	224	635	1140	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	197	223	476	247	223	635	1140	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.01	0.00	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	396	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				14.4		xxxxxx				xxxxxx	
ApproachLOS:	*				B		*				*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1031 SR76 & Project Driveway

Average Delay (sec/veh): 0.4 Worst Case Level of Service: B[13.5]

Street Name:	Project Driveway			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign		Stop Sign	Uncontrolled		Uncontrolled
Rights:	Include		Include	Include		Include
Lanes:	0 0 0 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0	0 0 0 1 0	0 0 0 1 0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	602	0	0	400	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	0	0	0	0	602	0	0	400	0
Added Vol:	0	0	0	6	0	20	8	18	0	0	9	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	20	8	620	0	0	409	2
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	6	0	21	8	653	0	0	431	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	21	8	653	0	0	431	2

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1101	1101	432	433	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	235	212	624	1127	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	233	210	624	1127	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxxx	0.03	0.00	0.03	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	450	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.5	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				13.5		xxxxxx				xxxxxx	
ApproachLOS:	*				B		*				*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 SR76 & Cole Grade Rd

Average Delay (sec/veh): 64.6 Worst Case Level Of Service: F[295.6]

Street Name:	Cole Grade Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	193	0	102	0	2	3	2	507	131	75	333	3
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:	193	0	102	0	2	3	2	507	131	75	333	3
Added Vol:	2	0	0	0	0	1	2	7	4	0	3	0
PasserByVol:	-3	0	0	0	0	0	0	-3	-6	0	-1	0
Initial Fut:	192	0	102	0	2	4	4	511	129	75	335	3
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:	202	0	107	0	2	4	4	538	136	79	353	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	202	0	107	0	2	4	4	538	136	79	353	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1149	1148	626	xxxx	1214	374	366	xxxx	xxxxx	684	xxxx	xxxxx
Potent Cap.:	175	199	484	xxxx	181	672	1193	xxxx	xxxxx	909	xxxx	xxxxx
Move Cap.:	157	177	476	xxxx	162	661	1183	xxxx	xxxxx	902	xxxx	xxxxx
Volume/Cap:	1.28	0.00	0.23	xxxx	0.01	0.01	0.00	xxxx	xxxx	0.09	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	9.4	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	205	xxxxx	xxxx	xxxx	325	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	19.1	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	296	xxxxx	xxxxx	xxxx	16.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*	
ApproachDel:	295.6				16.3		xxxxxx			xxxxxx			
ApproachLOS:	F				C		*			*			

Note: Queue reported is the number of cars per lane.

Scenario Report
 Scenario: Ex PM + Proj + Cum

Command: Default Command
 Volume: Ex PM + Cum
 Geometry: Cumulative
 Impact Fee: Default Impact Fee
 Trip Generation: PM
 Trip Distribution: Project
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 7 SR76 & I-15 SB Ramps	F 335.5	1.973	F 353.5	2.029	+17.979 D/V
# 8 SR76 & I-15 NB Ramps	F 240.0	1.608	F 265.5	1.713	+25.524 D/V
# 9 SR76 & Pankey Rd	D 46.1	0.950	D 51.8	0.977	+ 5.667 D/V
# 10 SR76 & Horse Ranch Creek Rd	C 24.4	0.666	C 24.3	0.701	-0.171 D/V
# 11 SR76 & Rice Cyn Rd	F 531.2	1.463	F 0VRFL	3.824	+1176.531 D/
# 12 SR76 & Couser Cyn Rd	F 297.6	1.149	F 758.7	2.021	+461.177 D/V
# 13 SR76 & C. Drwy	A 1.2	0.561	B 13.5	0.694	+12.309 D/V
# 14 SR76 & W. Pala Mission Rd	C 25.0	0.689	C 32.6	0.822	+ 7.596 D/V
# 15 Pala Mission Rd & Pala Temecul	C 17.3	0.719	C 21.4	0.818	+ 0.099 V/C
# 16 SR76 & Brittain Rd	C 19.3	0.006	C 20.2	0.006	+ 0.906 D/V
# 17 SR76 & E. Pala Mission Rd	F 512.9	1.945	F 577.8	2.083	+64.897 D/V
# 18 SR76 & Lilac Rd	F 93.0	0.635	F 149.1	0.843	+56.154 D/V
# 19 SR76 & Adams Dr	D 32.3	0.112	E 35.5	0.075	+ 3.220 D/V
#1031 SR76 & Project Driveway	A 0.0	0.000	D 25.6	0.037	+25.587 D/V
# 20 SR76 & Cole Grade Rd	F 967.0	2.661	F 985.3	2.697	+18.202 D/V

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

 Intersection #7 SR76 & I-15 SB Ramps

Cycle (sec): 180 Critical Vol./Cap.(X): 2.029
 Loss Time (sec): 12 Average Delay (sec/veh): 353.5
 Optimal Cycle: 180 Level Of Service: F

Street Name:	I-15 SB Ramps				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Split Phase		Split Phase		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	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
Lanes:	0	0	0	0	1	0	0	0

Volume Module: >> Count Date: 25 Oct 2006 << PM Peak
 Base Vol: 0 0 0 322 13 855 0 1808 357 421 1074 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 322 13 855 0 1808 357 421 1074 0
 Added Vol: 0 0 0 12 0 0 0 51 0 48 24 0
 PasserByVol: 0 0 0 -6 0 0 0 -4 0 -5 -2 0
 Initial Fut: 0 0 0 328 13 855 0 1855 357 464 1096 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 0 0 0 345 14 900 0 1953 376 488 1154 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 345 14 900 0 1953 376 488 1154 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 345 14 900 0 1953 376 488 1154 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.94 0.94 0.83 1.00 0.98 0.83 0.93 0.98 1.00
 Lanes: 0.00 0.00 0.00 0.96 0.04 1.00 0.00 1.00 1.00 1.00 1.00 0.00
 Final Sat.: 0 0 0 1718 68 1583 0 1862 1583 1769 1862 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.20 0.20 0.57 0.00 1.05 0.24 0.28 0.62 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.28 0.28 0.28 0.00 0.52 0.52 0.14 0.63 0.00
 Volume/Cap: 0.00 0.00 0.00 0.72 0.72 2.03 0.00 2.03 0.46 2.03 0.99 0.00
 Uniform Del: 0.0 0.0 0.0 58.3 58.3 64.8 0.0 43.5 27.5 77.8 33.3 0.0
 IncremntDel: 0.0 0.0 0.0 4.9 4.9 470.8 0.0 467 0.4 477.2 24.2 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 0.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
 Delay/Veh: 0.0 0.0 0.0 63.3 63.3 535.5 0.0 510 28.0 555.0 57.5 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 63.3 63.3 535.5 0.0 510 28.0 555.0 57.5 0.0
 LOS by Move: A A A E E F A F C F E A
 HCM2kAvgQ: 0 0 0 18 18 104 0 222 12 55 60 0

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

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

 Intersection #8 SR76 & I-15 NB Ramps

Cycle (sec): 155 Critical Vol./Cap.(X): 1.713
 Loss Time (sec): 12 Average Delay (sec/veh): 265.5
 Optimal Cycle: 180 Level Of Service: F

Street Name:	I-15 NB Ramps				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Split Phase		Split Phase		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	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
Lanes:	0	1	0	0	1	0	0	0

Volume Module: PM Peak
 Base Vol: 433 12 517 0 0 0 1230 711 0 0 722 295
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 433 12 517 0 0 0 1230 711 0 0 722 295
 Added Vol: 0 0 102 0 0 0 0 63 0 0 72 6
 PasserByVol: 0 0 -12 0 0 0 0 -10 0 0 -7 -3
 Initial Fut: 433 12 607 0 0 0 1230 764 0 0 787 298
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 456 13 639 0 0 0 1295 804 0 0 828 314
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 456 13 639 0 0 0 1295 804 0 0 828 314
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 456 13 639 0 0 0 1295 804 0 0 828 314

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.92 0.92 0.83 1.00 1.00 1.00 0.93 0.98 1.00 1.00 0.98 0.83
 Lanes: 0.97 0.03 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
 Final Sat.: 1699 47 1583 0 0 0 1769 1862 0 0 1862 1583

Capacity Analysis Module:
 Vol/Sat: 0.27 0.27 0.40 0.00 0.00 0.00 0.73 0.43 0.00 0.00 0.44 0.20
 Crit Moves: ****
 Green/Cycle: 0.24 0.24 0.24 0.00 0.00 0.00 0.43 0.64 0.00 0.00 0.26 0.26
 Volume/Cap: 1.14 1.14 1.71 0.00 0.00 0.00 1.71 0.68 0.00 0.00 1.71 0.76
 Uniform Del: 59.2 59.2 59.2 0.0 0.0 0.0 44.4 17.8 0.0 0.0 57.4 53.0
 IncremntDel: 87.7 87.7 332.1 0.0 0.0 0.0 326.6 1.6 0.0 0.0 330 8.2
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
 Delay/Veh: 146.9 147 391.4 0.0 0.0 0.0 370.9 19.3 0.0 0.0 387 61.2
 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: 146.9 147 391.4 0.0 0.0 0.0 370.9 19.3 0.0 0.0 387 61.2
 LOS by Move: F F F A A A F B A A F E
 HCM2kAvgQ: 32 32 63 0 0 0 123 22 0 0 81 15

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

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

Intersection #9 SR76 & Pankey Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.977
 Loss Time (sec): 16 Average Delay (sec/veh): 51.8
 Optimal Cycle: 151 Level Of Service: D

Street Name: Pankey Rd SR76
 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
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 1 1 0 1 0

Volume Module: >> Count Date: 25 Oct 2006 <<
 Base Vol: 311 382 117 98 447 202 145 1074 333 78 979 73
 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: 311 382 117 98 447 202 145 1074 333 78 979 73
 Added Vol: 0 0 22 10 0 0 0 166 0 10 79 5
 PasserByVol: 0 0 0 0 0 0 0 -22 0 0 -10 0
 Initial Fut: 311 382 139 108 447 202 145 1218 333 88 1048 78
 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: 327 402 146 114 471 213 153 1282 351 93 1103 82
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 327 402 146 114 471 213 153 1282 351 93 1103 82
 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: 327 402 146 114 471 213 153 1282 351 93 1103 82

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.93 0.83 0.93 0.89 0.89 0.93 0.93 0.83 0.93 0.92 0.92
 Lanes: 1.00 2.00 1.00 1.00 1.38 0.62 1.00 2.00 1.00 1.00 1.86 0.14
 Final Sat.: 1769 3538 1583 1769 2322 1049 1769 3538 1583 1769 3260 243

Capacity Analysis Module:
 Vol/Sat: 0.19 0.11 0.09 0.06 0.20 0.20 0.09 0.36 0.22 0.05 0.34 0.34
 Crit Moves: ****
 Green/Cycle: 0.19 0.25 0.25 0.14 0.21 0.21 0.09 0.38 0.38 0.06 0.35 0.35
 Volume/Cap: 0.98 0.45 0.36 0.45 0.98 0.98 0.98 0.95 0.58 0.95 0.98 0.98
 Uniform Del: 38.3 29.9 29.2 37.3 37.4 37.4 43.2 28.7 23.5 44.8 30.7 30.7
 IncremntDel: 42.8 0.4 0.6 1.3 28.2 28.2 64.8 15.1 1.5 74.7 20.4 20.4
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 81.1 30.2 29.7 38.5 65.6 65.6 108.1 43.7 25.0 119.4 51.1 51.1
 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: 81.1 30.2 29.7 38.5 65.6 65.6 108.1 43.7 25.0 119.4 51.1 51.1
 LOS by Move: F C C D E E F D C F D D
 HCM2kAvgQ: 15 5 4 4 16 16 8 25 9 6 24 24

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

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

Intersection #10 SR76 & Horse Ranch Creek Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.701
 Loss Time (sec): 16 Average Delay (sec/veh): 24.3
 Optimal Cycle: 67 Level Of Service: C

Street Name: Horse Ranch Creek Rd SR76
 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
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 0 0 1 0 0 1 0 1 1 0 1 0 1 0

Volume Module:
 Base Vol: 0 0 0 132 0 307 346 825 0 0 759 117
 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 0 132 0 307 346 825 0 0 759 117
 Added Vol: 0 0 0 44 0 0 0 198 0 0 94 20
 PasserByVol: 0 0 0 0 0 0 0 -22 0 0 -10 0
 Initial Fut: 0 0 0 176 0 307 346 1001 0 0 843 137
 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 0 185 0 323 364 1054 0 0 887 144
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 185 0 323 364 1054 0 0 887 144
 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 0 185 0 323 364 1054 0 0 887 144

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.87 1.00 0.87 0.93 0.93 0.95 1.00 0.93 0.83
 Lanes: 0.00 1.00 0.00 1.36 0.00 1.64 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1900 0 2258 0 2707 1769 3538 0 1900 3538 1583

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.12 0.21 0.30 0.00 0.00 0.25 0.09
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.13 0.00 0.17 0.29 0.55 0.00 0.00 0.36 0.36
 Volume/Cap: 0.00 0.00 0.00 0.61 0.00 0.70 0.79 0.54 0.00 0.00 0.70 0.25
 Uniform Del: 0.0 0.0 0.0 36.7 0.0 35.2 28.3 13.0 0.0 0.0 24.8 20.4
 IncremntDel: 0.0 0.0 0.0 1.3 0.0 3.1 4.3 0.3 0.0 0.0 1.8 0.2
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
 Delay/Veh: 0.0 0.0 0.0 38.0 0.0 38.2 32.5 13.3 0.0 0.0 26.5 20.6
 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: 0.0 0.0 0.0 38.0 0.0 38.2 32.5 13.3 0.0 0.0 26.5 20.6
 LOS by Move: A A A D A D C B A A C C
 HCM2kAvgQ: 0 0 0 5 0 7 10 10 0 0 12 3

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR76 & Rice Cyn Rd

Average Delay (sec/veh): 87.1 Worst Case Level Of Service: F[1707.7]

Street Name:	Rice Cyn Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0	0	1	0	0	1	0	0

Volume Module:	>> Count	Date:	19 Oct 2006	<<
Base Vol:	0	0	40	0
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	0	0	40	0
Added Vol:	0	0	21	0
PasserByVol:	0	0	0	0
Initial Fut:	0	0	61	0
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95
PHF Volume:	0	0	64	0
Reduct Vol:	0	0	0	0
FinalVolume:	0	0	64	0

Critical Gap Module:	Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Cnflct Vol:	xxxx	xxxx	xxxxx	2771	2771	1349	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	21	19	184	493	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	17	14	181	489	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	3.82	0.00	0.44	0.24	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	34	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	16.9	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	1708	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx				1707.7			xxxxxx				xxxxxx	
ApproachLOS:	*				F			*				*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR76 & Couser Cyn Rd

Average Delay (sec/veh): 24.6 Worst Case Level Of Service: F[758.7]

Street Name:	Couser Cyn Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0	0	1	0	0	1	0	0

Volume Module:	Base Vol:	52	0	27	0	0	0	0	918	43	32	1052	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	1.00
Initial Bse:	52	0	27	0	0	0	0	0	918	43	32	1052	0
Added Vol:	0	0	1	0	0	0	0	0	264	0	1	124	0
PasserByVol:	0	0	0	0	0	0	0	0	-22	0	0	-10	0
Initial Fut:	52	0	28	0	0	0	0	0	1160	43	33	1166	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	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	0.95
PHF Volume:	55	0	29	0	0	0	0	0	1221	45	35	1227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	0	29	0	0	0	0	0	1221	45	35	1227	0

Critical Gap Module:	Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Cnflct Vol:	2561	2561	1264	2575	2583	1247	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx
Potent Cap.:	29	26	207	17	25	212	xxxx	xxxx	xxxxx	xxxx	544	xxxx	xxxxx
Move Cap.:	27	24	204	14	23	208	xxxx	xxxx	xxxxx	xxxx	539	xxxx	xxxxx
Volume/Cap:	2.02	0.00	0.14	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx

Level Of Service Module:	2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	12.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	39	xxxxx	xxxx	0	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	9.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	759	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	12.1	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	B	*	*
ApproachDel:	758.7				xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F				*			*			*		

Note: Queue reported is the number of cars per lane.

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

Intersection #13 SR76 & C. Drwy

Cycle (sec): 180 Critical Vol./Cap.(X): 0.694
 Loss Time (sec): 12 Average Delay (sec/veh): 13.5
 Optimal Cycle: 65 Level Of Service: B

Street Name:	C. Drwy				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1

Volume Module:									
Base Vol:	0	0	0	0	0	927	0	0	893
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	927	0	0	893
Added Vol:	0	0	0	74	0	120	255	18	0
PasserByVol:	0	0	0	0	0	0	0	-22	0
Initial Fut:	0	0	0	74	0	120	255	923	0
User Adj:	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
PHF Volume:	0	0	0	78	0	126	268	972	0
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	126	268	972	0
PCE Adj:	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
FinalVolume:	0	0	0	78	0	126	268	972	0

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.25	0.98	0.83
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	0	1900	0	1769	0	1583	473	1862	0

Capacity Analysis Module:									
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.08	0.57	0.52	0.00
Crit Moves:				****		****			
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.12	0.82	0.82	0.82
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.69	0.69	0.64	0.00
Uniform Del:	0.0	0.0	0.0	78.4	0.0	76.6	6.9	6.2	0.0
IncrementDel:	0.0	0.0	0.0	2.6	0.0	11.0	5.4	0.9	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	81.0	0.0	87.6	12.2	7.1	0.0
User DelAdj:	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	81.0	0.0	87.6	12.2	7.1	0.0
LOS by Move:	A	A	A	F	A	F	B	A	A
HCM2kAvgQ:	0	0	0	5	0	8	8	20	0

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

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

Intersection #14 SR76 & W. Pala Mission Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822
 Loss Time (sec): 12 Average Delay (sec/veh): 32.6
 Optimal Cycle: 90 Level Of Service: C

Street Name:		W. Pala Mission Rd						SR76					
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:		1	0	0	1	0	0	1	1	0	1	0	0

Volume Module:									
Base Vol:	78	36	31	36	32	134	196	586	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	36	31	36	32	134	196	586	88
Added Vol:	59	0	3	0	0	67	31	33	27
PasserByVol:	0	0	0	0	0	0	0	-22	0
Initial Fut:	137	36	34	36	32	201	227	597	115
User Adj:	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
PHF Volume:	144	38	36	38	34	212	239	628	121
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	38	36	38	34	212	239	628	121
PCE Adj:	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
FinalVolume:	144	38	36	38	34	212	239	628	121

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.95	0.95	0.83	0.93	0.91	0.91
Lanes:	1.00	0.51	0.49	0.53	0.47	1.00	1.00	1.68	0.32
Final Sat.:	1769	888	838	960	853	1583	1769	2895	558

Capacity Analysis Module:									
Vol/Sat:	0.08	0.04	0.04	0.04	0.04	0.13	0.14	0.22	0.22
Crit Moves:				****		****			
Green/Cycle:	0.10	0.10	0.10	0.16	0.16	0.16	0.16	0.48	0.48
Volume/Cap:	0.82	0.43	0.43	0.24	0.24	0.82	0.82	0.45	0.45
Uniform Del:	39.8	38.1	38.1	32.9	32.9	36.4	36.3	15.4	15.4
IncrementDel:	25.7	1.7	1.7	0.4	0.4	18.7	16.9	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.5	39.9	39.9	33.3	33.3	55.2	53.2	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	39.9	39.9	33.3	33.3	55.2	53.2	15.6	15.6
LOS by Move:	E	D	D	C	C	E	D	B	D
HCM2kAvgQ:	6	2	2	2	2	8	9	7	7

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

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

 Intersection #15 Pala Mission Rd & Pala Temecula Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
 Loss Time (sec): 0 Average Delay (sec/veh): 21.4
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Pala Temecula Rd				Pala Mission Rd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign		Stop Sign		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Min. Green:	5	5	5	5	5	5	5	5
Lanes:	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	1	30	4	216	30	169	258	43	4	1	47	315
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:	1	30	4	216	30	169	258	43	4	1	47	315
Added Vol:	0	0	0	4	0	52	24	0	0	0	0	2
PasserByVol:	0	0	0	-2	0	0	0	0	0	0	0	-1
Initial Fut:	1	30	4	218	30	221	282	43	4	1	47	316
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:	1	32	4	229	32	233	297	45	4	1	49	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	32	4	229	32	233	297	45	4	1	49	333
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:	1	32	4	229	32	233	297	45	4	1	49	333

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.86	0.11	0.46	0.06	0.48	0.86	0.13	0.01	0.01	0.13	0.86
Final Sat.:	12	361	48	281	39	284	467	71	7	2	78	526

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.82	0.82	0.82	0.64	0.64	0.64	0.63	0.63	0.63
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	10.6	10.6	10.6	27.7	27.7	27.7	18.7	18.7	18.7	16.8	16.8	16.8
Delay Adj:	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:	10.6	10.6	10.6	27.7	27.7	27.7	18.7	18.7	18.7	16.8	16.8	16.8
LOS by Move:	B	B	B	D	D	D	C	C	C	C	C	C
ApproachDel:	10.6			27.7			18.7			16.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			27.7			18.7			16.8		
LOS by Appr:	B			D			C			C		
AllWayAvgQ:	0.1	0.1	0.1	3.2	3.2	3.2	1.4	1.4	1.4	1.4	1.4	1.4

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #16 SR76 & Brittain Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[20.2]

Street Name:	Brittain Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	1	0	1	5	557	0	0	659	5
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	1	0	1	5	557	0	0	659	5
Added Vol:	0	0	0	0	0	0	0	36	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	-22	0	0	-10	0
Initial Fut:	0	0	0	1	0	1	5	571	0	0	691	5
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	1	0	1	5	601	0	0	727	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	1	5	601	0	0	727	5

Critical Gap Module:

Critical Gap:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1342	1342	730	733	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	168	152	422	872	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	167	151	422	872	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx

Control Del:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.2 xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxx xxxxx 239 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

SharedQueue:xxxxxx xxxxx xxxxx xxxxx 0.0 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx 20.2 xxxxx 9.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * C * * * * *

ApproachDel: xxxxxx 20.2 xxxxxx xxxxxx

ApproachLOS: * C * *

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #17 SR76 & E. Pala Mission Rd

Average Delay (sec/veh): 77.6 Worst Case Level Of Service: F[577.8]

Street Name:	E. Pala Mission Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	243	0	4	3	568	0	0	690	286
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	243	0	4	3	568	0	0	690	286
Added Vol:	0	0	0	4	0	0	0	36	0	0	42	2
PasserByVol:	0	0	0	-4	0	0	0	-22	0	0	-10	-2
Initial Fut:	0	0	0	243	0	4	3	582	0	0	722	286
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	256	0	4	3	613	0	0	760	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	256	0	4	3	613	0	0	760	301

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1549	1549	931	1071	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	125	114	324	651	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	123	111	318	645	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.08	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	124	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	21.5	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	578	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	B	*	*	*	*	*
ApproachDel:	xxxxxx				577.8		xxxxxx				xxxxxx	
ApproachLOS:	*				F		*				*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #18 SR76 & Lilac Rd

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: F[149.1]

Street Name:	Lilac Rd				SR76			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	46	0	40	0	0	0	0	759	46	45	899	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:	46	0	40	0	0	0	0	759	46	45	899	0
Added Vol:	12	0	0	0	0	0	0	35	5	0	33	0
PasserByVol:	0	0	0	0	0	0	0	-26	0	0	-11	0
Initial Fut:	58	0	40	0	0	0	0	768	51	45	921	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:	61	0	42	0	0	0	0	808	54	47	969	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	0	42	0	0	0	0	808	54	47	969	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1899	1899	835	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	862	xxxx	xxxxx
Potent Cap.:	76	69	367	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	780	xxxx	xxxxx
Move Cap.:	72	65	367	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	780	xxxx	xxxxx
Volume/Cap:	0.84	0.00	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	108	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	5.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	149	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	A	*	*
ApproachDel:	149.1				xxxxxx			xxxxxx		xxxxxx		
ApproachLOS:	F				*			*		*		

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 SR76 & Adams Dr

Average Delay (sec/veh): 0.3 Worst Case Level of Service: E[35.5]

Street Name:	Adams Dr			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled		
Rights:	Include	Include	Include	Include		
Lanes:	0 0 1 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0		

Volume Module:

Base Vol:	0	0	0	10	0	14	31	645	0	0	923	20
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	10	0	14	31	645	0	0	923	20
Added Vol:	0	0	0	2	0	1	2	12	0	0	28	4
PasserByVol:	0	0	0	-5	0	-11	-26	0	0	0	0	-11
Initial Fut:	0	0	0	7	0	4	7	657	0	0	951	13
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	7	0	4	7	692	0	0	1001	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	4	7	692	0	0	1001	14

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1716	1721	692	1714	1714	1008	1015	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	71	89	444	99	90	292	683	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	69	88	444	98	89	292	683	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT						
Shared Cap.:	xxxx	0	xxxx	xxxx	130	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	35.5	xxxx	10.3	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	E	*	B	*	*	*	*	*
ApproachDel:	xxxxxx				35.5		xxxxxx				xxxxxx	
ApproachLOS:	*				E		*				*	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1031 SR76 & Project Driveway

Average Delay (sec/veh): 0.3 Worst Case Level of Service: D[25.6]

Street Name:	Project Driveway			SR76		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled		
Rights:	Include	Include	Include	Include		
Lanes:	0 0 0 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0		

Volume Module:

Base Vol:	0	0	0	0	0	0	0	659	0	0	946	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	0	0	0	0	659	0	0	946	0
Added Vol:	0	0	0	3	0	10	24	11	0	0	21	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	10	24	670	0	0	967	7
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	3	0	11	25	705	0	0	1018	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	11	25	705	0	0	1018	7

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.4	6.5	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	1777	1777	1022	1025	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	91	82	287	677	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	88	79	287	677	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.04	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.5	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	189	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	0.2	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	25.6	xxxx	10.5	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	D	*	B	*	*	*	*	*
ApproachDel:	xxxxxx				25.6		xxxxxx				xxxxxx	
ApproachLOS:	*				D		*				*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 SR76 & Cole Grade Rd

Average Delay (sec/veh): 119.3 Worst Case Level Of Service: F[985.3]

Street Name:	Cole Grade Rd				SR76				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	154	5	71	0	2	5	2	557	210	73	802	4
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:	154	5	71	0	2	5	2	557	210	73	802	4
Added Vol:	5	0	0	0	0	3	1	4	2	0	8	0
PasserByVol:	-7	0	0	0	0	0	0	-2	-3	0	-4	0
Initial Fut:	152	5	71	0	2	8	3	559	209	73	806	4
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:	160	5	75	0	2	8	3	588	220	77	848	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	160	5	75	0	2	8	3	588	220	77	848	4

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1734	1731	718	xxxx	1839	871	863	xxxx	xxxxx	818	xxxx	xxxxx
Potent Cap.:	69	88	429	xxxx	75	351	780	xxxx	xxxxx	810	xxxx	xxxxx
Move Cap.:	59	78	422	xxxx	67	345	773	xxxx	xxxxx	803	xxxx	xxxxx
Volume/Cap:	2.70	0.07	0.18	xxxx	0.03	0.02	0.00	xxxx	xxxx	0.10	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	10.0	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	82	xxxxx	xxxx	xxxx	188	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	23.6	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	985	xxxxx	xxxxx	xxxx	25.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	F	*	*	*	D	*	*	*	*	*	*	
ApproachDel:	985.3				25.3		xxxxxx			xxxxxx			
ApproachLOS:	F				D		*			*			

Note: Queue reported is the number of cars per lane.

APPENDIX G

SIGHT DISTANCE

Sight Distance Photographs

Eastbound traffic on SR-76 (Major Road) approaching left-turn out from north side of West Access (Minor Road)

Photo 1: "A" looking to "B"

Minor Road vehicle looking to Major Road Vehicle



Photo 1 (zoom): "A" looking to "B"

Minor Road vehicle looking to Major Road vehicle



Photo 2: "B" looking to "A"

Major Road vehicle looking to Minor Road vehicle



Photo 2 (zoom): "B" looking to "A"

Major Road vehicle looking to Minor Road vehicle



Conceptual Layout of Clear Sight Triangle

Existing = 1050 feet



Sight Distance Photographs

Westbound traffic on SR-76 (Major Road) approaching left-turn out from north side of Access Point #2 (Minor Road)

Photo 1: "A" looking to "B"

Minor Road vehicle looking to Major Road Vehicle



Photo 1 (zoom): "A" looking to "B"

Minor Road vehicle looking to Major Road vehicle



Photo 2: "B" looking to "A"

Major Road vehicle looking to Minor Road vehicle



Photo 2 (zoom): "B" looking to "A"

Major Road vehicle looking to Minor Road vehicle



Conceptual Layout of Clear Sight Triangle

Existing = 605 feet



Radar Speed Survey Data Collection Form

Jurisdiction: County of San Diego / Caltrans
 Street: SR-76 / Pala Road
 Location: at Adams Drive
 Posted Speed: 55 mph (regulatory or warning speed)
 Direction: Eastbound (Northbound or Eastbound)
 Observer: Rogelio Pelayo
 Road Conditions: Sunny and Clear (weather, visibility, accidents, other)
 Date: 1/20/11

Note Time:	Veh.	Speed (mph)	Note Time:	Veh.	Speed (mph)	Note Time:	Veh.	Speed (mph)
9:52	1	58	10:04	36	57	10:32	71	50
9:52	2	53	10:05	37	58	10:33	72	54
9:52	3	47	10:05	38	58	10:34	73	53
9:53	4	47	10:06	39	55	10:34	74	56
9:53	5	45	10:06	40	57	10:34	75	51
9:54	6	50	10:07	41	61	10:35	76	57
9:54	7	56	10:08	42	47	10:35	77	60
9:54	8	57	10:08	43	41	10:35	78	56
9:56	9	53	10:09	44	51	10:36	79	54
9:57	10	61	10:10	45	50	10:39	80	51
9:57	11	59	10:10	46	51	10:39	81	46
9:57	12	55	10:10	47	48	10:40	82	59
9:58	13	57	10:10	48	46	10:40	83	55
9:59	14	47	10:11	49	50	10:40	84	55
9:59	15	51	10:11	50	50	10:42	85	53
10:00	16	51	10:12	51	59	10:42	86	49
10:00	17	47	10:14	52	50	10:43	87	59
10:00	18	53	10:14	53	50	10:43	88	52
10:00	19	60	10:15	54	53	10:43	89	52
10:01	20	56	10:16	55	50	10:44	90	57
10:01	21	51	10:16	56	51	10:44	91	53
10:01	22	51	10:18	57	53	10:45	92	54
10:01	23	46	10:18	58	49	10:46	93	52
10:02	24	58	10:18	59	51	10:46	94	51
10:02	25	61	10:19	60	55	10:47	95	66
10:02	26	63	10:19	61	49	10:48	96	56
10:02	27	56	10:21	62	60	10:49	97	49
10:02	28	52	10:23	63	57	10:49	98	53
10:02	29	60	10:23	64	52	10:50	99	54
10:03	30	59	10:28	65	54	10:50	100	53
10:03	31	51	10:29	66	55			
10:03	32	57	10:30	67	48			
10:04	33	56	10:31	68	53			
10:04	34	52	10:32	69	53			
10:04	35	51	10:32	70	50			


KOA CORPORATION
 PLANNING & ENGINEERING
 5095 Murphy Canyon Road, Suite 330
 San Diego, CA 92123

Average = 53.4 mph
 Standard Deviation = 4.4 mph
 85th Percentile = 58.0 mph
 10 mph Pace = 50 - 60 mph
 Current Posting = 55 mph

Radar Speed Survey Data Collection Form

Jurisdiction: County of San Diego / Caltrans
 Street: SR-76 / Pala Road
 Location: at Adams Drive
 Posted Speed: 55 mph (regulatory or warning speed)
 Direction: Westbound (Southbound or Westbound)
 Observer: Rogelio Pelayo
 Road Conditions: Sunny and Clear (weather, visibility, accidents, other)
 Date: 1/20/11

Note Time:	Veh.	Speed (mph)	Note Time:	Veh.	Speed (mph)	Note Time:	Veh.	Speed (mph)
9:00	1	55	9:17	36	50	9:30	71	52
9:00	2	52	9:17	37	56	9:30	72	50
9:00	3	55	9:18	38	61	9:30	73	50
9:00	4	53	9:18	39	54	9:31	74	57
9:01	5	55	9:18	40	53	9:31	75	55
9:01	6	62	9:18	41	43	9:31	76	51
9:02	7	48	9:18	42	50	9:32	77	48
9:02	8	49	9:19	43	51	9:33	78	63
9:02	9	47	9:19	44	49	9:33	79	57
9:03	10	49	9:19	45	57	9:35	80	52
9:03	11	50	9:19	46	50	9:35	81	55
9:03	12	50	9:20	47	64	9:36	82	61
9:04	13	54	9:20	48	53	9:37	83	53
9:05	14	48	9:21	49	49	9:38	84	51
9:06	15	59	9:21	50	51	9:39	85	55
9:06	16	54	9:21	51	47	9:39	86	61
9:06	17	60	9:22	52	50	9:40	87	49
9:06	18	53	9:22	53	54	9:40	88	58
9:07	19	47	9:23	54	45	9:41	89	52
9:08	20	61	9:23	55	58	9:42	90	52
9:08	21	57	9:23	56	46	9:42	91	50
9:08	22	62	9:24	57	54	9:44	92	46
9:11	23	55	9:25	58	59	9:44	93	51
9:11	24	49	9:25	59	56	9:44	94	58
9:11	25	55	9:25	60	61	9:45	95	56
9:11	26	53	9:26	61	33	9:45	96	51
9:12	27	47	9:27	62	49	9:46	97	57
9:12	28	49	9:27	63	37	9:46	98	50
9:12	29	47	9:28	64	45	9:47	99	50
9:13	30	41	9:28	65	48	9:48	100	54
9:13	31	48	9:28	66	47			
9:14	32	47	9:28	67	50			
9:16	33	45	9:29	68	50			
9:16	34	55	9:29	69	59			
9:17	35	58	9:29	70	58			


KOA CORPORATION
 PLANNING & ENGINEERING
 5095 Murphy Canyon Road, Suite 330
 San Diego, CA 92123

Average = 52.3 mph
 Standard Deviation = 5.4 mph
 85th Percentile = 58.0 mph
 10 mph Pace = 47 - 57 mph
 Current Posting = 55 mph

**County of San Diego / Caltrans
SR-76 / Pala Road at Adams Drive
Eastbound**

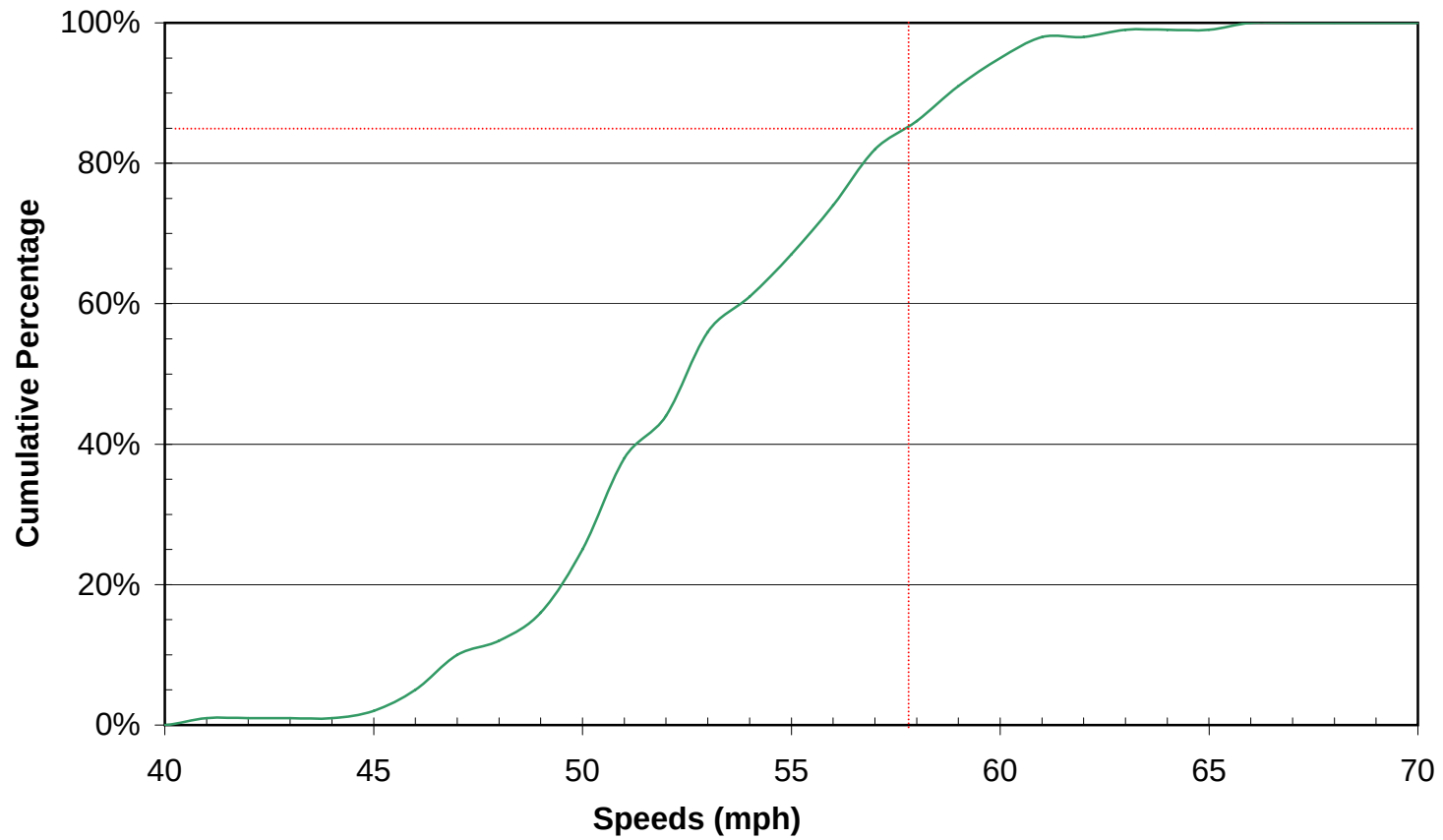
MPH	NUMBER OF VEHICLES																				PERCENT OF TOTAL	CUMULATIVE PERCENTAGE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	5				10				15				20				25						30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
80																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</

**County of San Diego / Caltrans
SR-76 / Pala Road at Adams Drive
Westbound**

[illegible]

Cumulative Frequency Distribution Curve

SR-76 / Pala Rd at Adams Dr
(Eastbound)



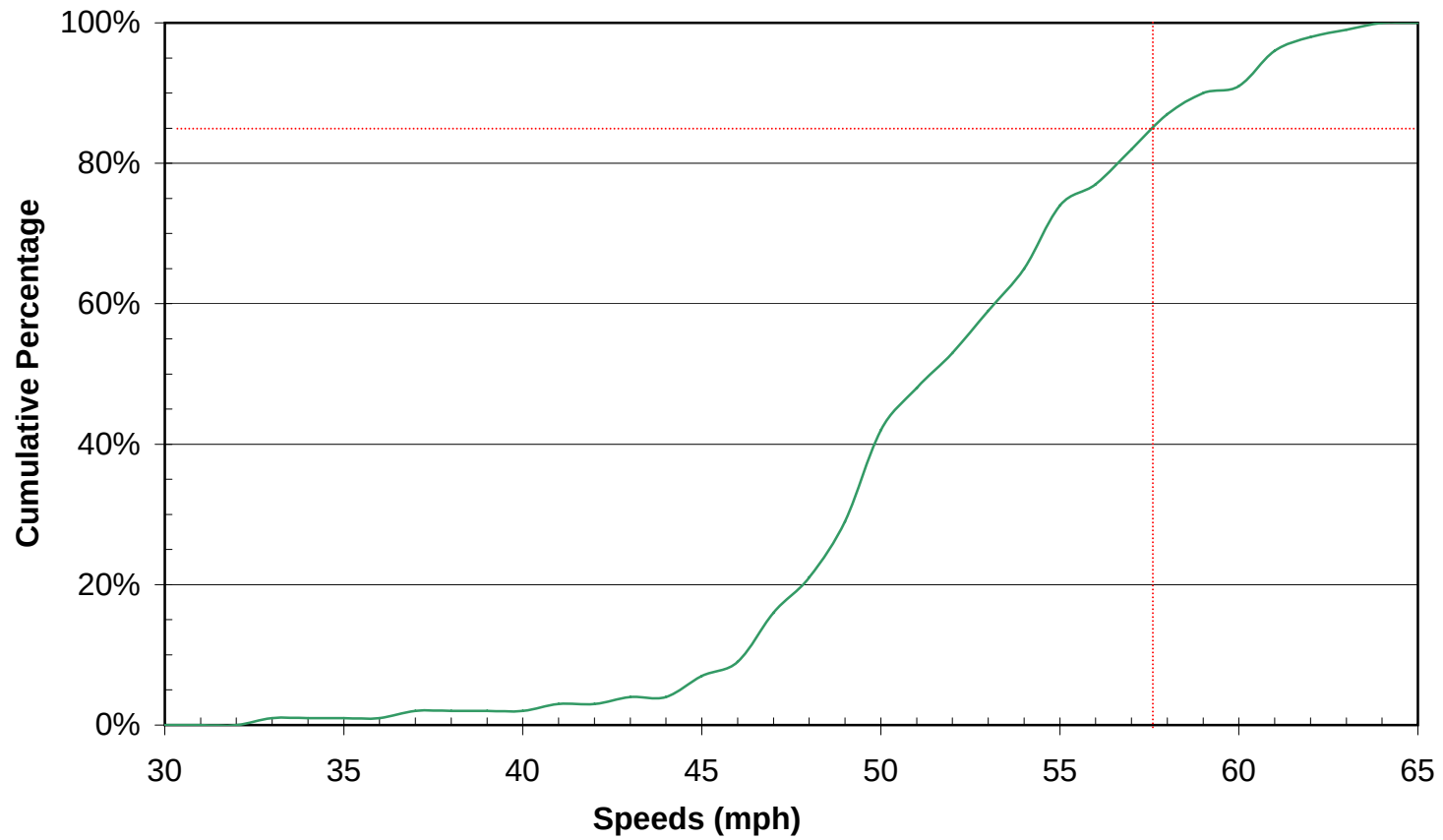
Below 10mph Pace: 16
Percentage: 16%

In 10mph Pace: 79
Percentage: 79%

Above 10mph Pace: 5
Percentage: 5%

Cumulative Frequency Distribution Curve

SR-76 / Pala Rd at Adams Dr
(Westbound)



Below 10mph Pace: 9
Percentage: 9%

In 10mph Pace: 73
Percentage: 73%

Above 10mph Pace: 18
Percentage: 18%

APPENDIX H

CONCEPTUAL LAYOUT

Proposed Use

A 248.26-acre Planned Residential Development consisting of 44 single-family residential lots with a minimum parcel size of two-acres. A 7.96-acre (net/gross) recreational open space lot. A 91.31-acre (gross) biological open space lot. A 39.12-acre (gross) agricultural open space lot.. Private streets and hiking trails.

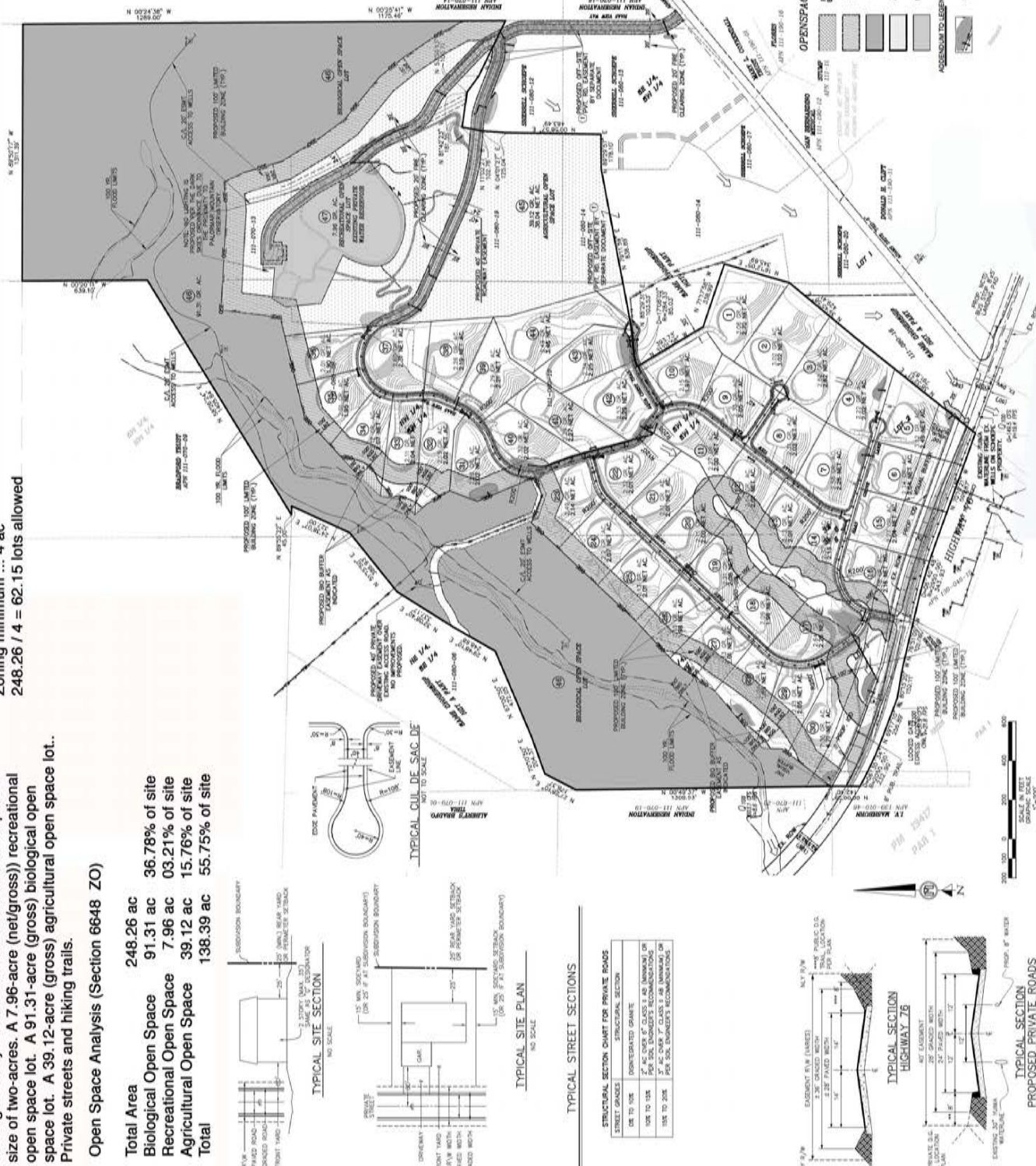
Open Space Analysis (Section 6648 ZO)

Total Area	248.26 ac	
Biological Open Space	91.31 ac	36.78% of site
Recreational Open Space	7.96 ac	03.21% of site
Agricultural Open Space	39.12 ac	15.76% of site
Total	138.39 ac	55.75% of site

Residential Acreage (Section 6618 (a) ZO) = 248.26 ac

Permitted Number of Lots (Section 6621(a) ZO)

Zoning minimum ... 4 ac

 $248.26 / 4 = 62.15$ lots allowed

OWNER/SUBDIVIDER
 GERRILL ANN SCHOPE, GENERAL PARTNER
 SHADOW RUN RANCH, LLC
 PO BOX 1149
 JUBA MOUNTAIN, CA 95961

PLANNERS
 TRS CONSULTANTS
 438 CAMINO DEL SOL
 SAN DIEGO, CA 92108
 (619) 559-2225

ENGINEER

MASSON & ASSOCIATES, INC.
200 E. WASHINGTON AVE., SUITE 200
ESCONDIDO, CA. 92025
(760) 741-3570

Douglas W. Masson

DOUGLAS W. MASSON, P.E. 17706
06/13/2001

ZONING	USE REGULATIONS	MINIMUM LOT SIZE		MINIMUM LOT FRONT SETBACK		MINIMUM LOT DEPTH SETBACK	
		APZ	APZ	APZ	APZ	APZ	APZ
	MINIMUM 30'000 SQ. FEET	25	18	25	18	25	18
	DENSITY	25	25	25	25	25	25
	MINIMUM 4' SIDE SETBACK	4' SIDE	4' SIDE	4' SIDE	4' SIDE	4' SIDE	4' SIDE
	BUILDING TYPE	C	C	C	C	C	C
	MAX. F.L. AREA	-	-	-	-	-	-
	MAX. AREA 80'X50'	-	-	-	-	-	-
	MAX. AREA 80'X100'	-	-	-	-	-	-
	COVERAGE	-	-	-	-	-	-
	SETBACK	C	C	C	C	C	C
	MINIMUM 10' SIDE SETBACK	10' SIDE	10' SIDE	10' SIDE	10' SIDE	10' SIDE	10' SIDE
	SPECIAL AREA 80'X200'	2	2	2	2	2	2

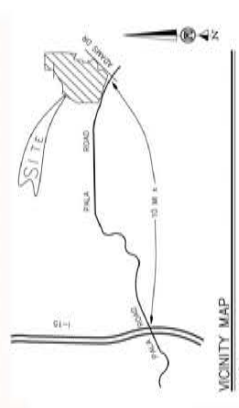
LEGAT	DESCRIPTION
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

WELL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS: PORTIONS OF SECTIONS 546, 7725, 8704, S.E.B.M. & PORTIONS OF SECTIONS 21432, 775, 8704, S.E.B.M.

NOTES

[illegible]

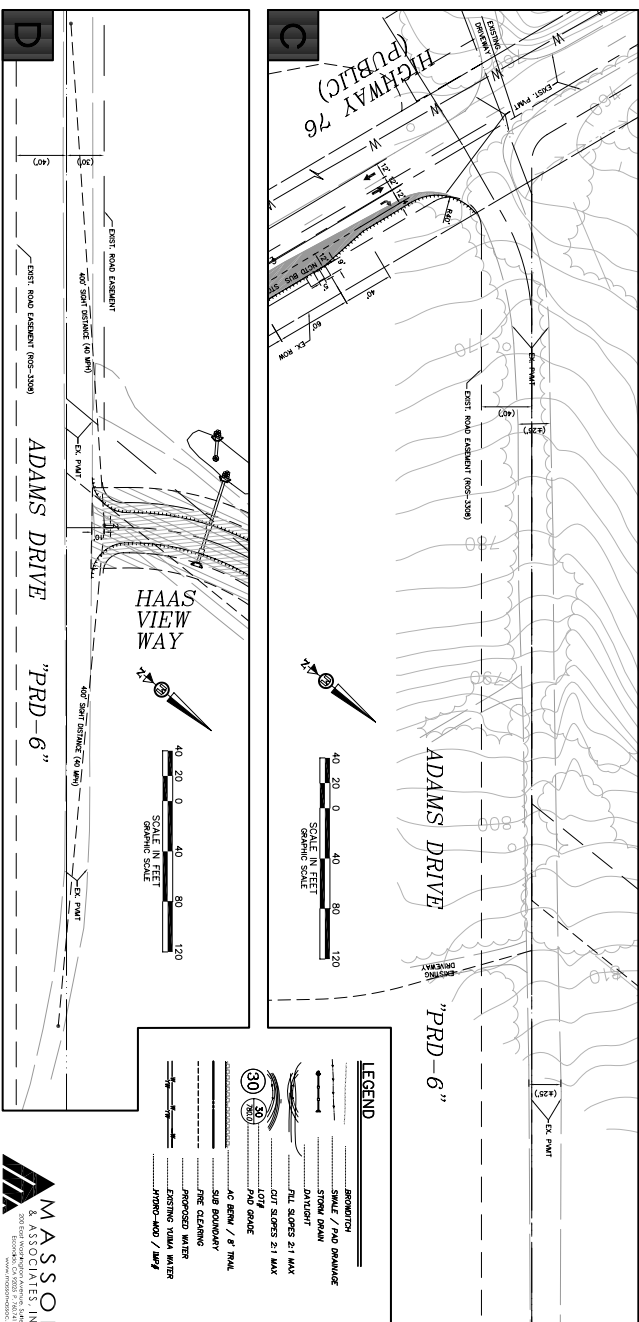
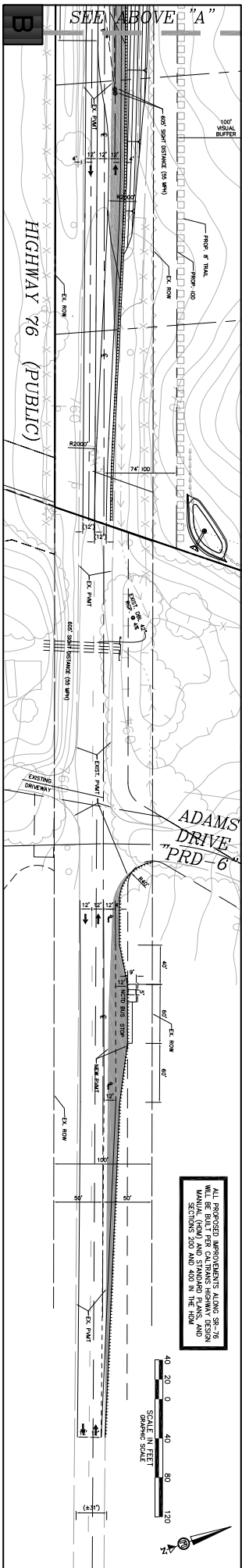
21. BOUNDARY ADJUSTMENT WILL BE SUBMITTED PRIOR TO RECOGNITION OF THIS TENTATIVE MAP
22. NOTE: PRIVATE LAND NEEDS WAIVER FOR REDUCED SPEED ON HORIZONTAL AND VERTICAL
23. CURVATURE. AS ALIGNMENT AND GRADES COULD NOT BE SET IN THE CURRENT LOCATION.
24. MULTIPLE FINAL MAPS MAY BE FILED & RECORDED IN ACCORDANCE WITH THE PROVISIONS
25. OF ARTICLE 4 OF SECTION 66A541 OF THE REVISIONS MAP ACT.



MASSON & ASSOCIATES, INC.
300 East Washington Avenue, Suite 100
Rochester, NY 14609
Tel: 716/462-1000
Fax: 716/462-1001
www.masson-usa.com

Planning • Engineering • Surveying • Telecommunications
216 709087 3096 237-7176

SHEET 4 OF 4



Future Queue Length Report (feet)

Node Intersection	Northbound			Southbound			Eastbound			Westbound										
	L	--	T	--	R	L	--	T	--	R	L	--	T	--	R					
#1031 [2Way95thQ]:	xxxx		xxxx		xxxx	3.0		3.0		3.0	0.5	xxxx		xxxx		xxxx		xxxx		xxxx

Future Queue Length Report (feet)

Node Intersection	Northbound			Southbound			Eastbound			Westbound										
	L	--	T	--	R	L	--	T	--	R	L	--	T	--	R					
#1031 [2Way95thQ]:	xxxx		xxxx		xxxx	2.1		2.1		2.1	1.8	xxxx		xxxx		xxxx		xxxx		xxxx

Future Queue Length Report (feet)

Node Intersection	Northbound			Southbound			Eastbound			Westbound										
	L	--	T	--	R	L	--	T	--	R	L	--	T	--	R					
#1031 [2Way95thQ]:	xxxx		xxxx		xxxx	4.8		4.8		4.8	0.6	xxxx		xxxx		xxxx		xxxx		xxxx

Future Queue Length Report (feet)

Node Intersection	Northbound			Southbound			Eastbound			Westbound					
	L	--	T	--	R	L	--	T	--	R	L	--	T	--	R
#1031 [2Way95thQ]:	xxxx	xxxx	xxxx			5.8	5.8	5.8	2.9	xxxx	xxxx	xxxx	xxxx	xxxx	