

TECHNICAL ADDENDUM TO THE 2015
TRAFFIC IMPACT STUDY

LILAC HILLS RANCH

San Diego County, California
February 16th, 2018

LLG Ref. 3-17-2838

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1.0 INTRODUCTION

The proposed Lilac Hills Ranch project is located in the Valley Center and Bonsall Community Planning Areas of the unincorporated County of San Diego with State Route 76 to the north, Valley Center proper to the east, the City of Escondido to the south, and Interstate 15 and Old Highway 395 to the west. A traffic study was prepared for the Project in June 2015. There has been no change to the proposed Project description since the 2015 traffic study was conducted that would increase Project traffic.

1.1 Need for This Addendum

Section 2.0 Traffic Impact Study Guidance of the *County of San Diego Guidelines For Determining Significance And Report Format And Content Requirements*, Transportation and Traffic dated August 24, 2011 (Second Modification) states that:

“Documentation of the existing traffic volumes, levels of service, and geometrics for roads and intersections that may be potentially impacted by the proposed project must be provided. This assessment is typically based upon traffic counts that are less than two years old, unless it can be demonstrated that traffic volumes have not significantly changed since prior counts were taken. The scope of updated counts may vary depending on the extent of traffic changes. In some cases, only counts for certain segments may need to be updated or it may be adequate to manually update/factor up counts for key intersections or circulation element roads.”

The traffic counts in the June 2015 report were conducted in 2012 and are now about 5 years old. Therefore, new 2017 traffic counts were conducted at all intersections and segments.

In addition, several new development projects are now proposed within the project vicinity that would add cumulative traffic to the Project study area intersections and segments. Therefore, traffic generated from these new development projects was added to the analysis.

New intersection and street segment analyses were conducted using the new traffic counts collected in November 2017 (with a few counted in August and October 2017 when local schools were in session) and also included new development projects in the Project vicinity.

The analysis was completed using software based on the Highway Capacity Manual, consistent with the methodology utilized in the 2015 traffic study. This new analysis was completed consistent with County of San Diego guidelines, as was the 2015 traffic study.

1.2 Project Description

The Project consists of a mix of residential, commercial and institutional uses, along with parks and open space as follows:

- Local serving small scale specialty retail – 61,500 SF
- Office – 28,500 SF
- Country Inn – 50 Rooms
- Single-family detached homes 903 DU
- Multi-family homes (for-rent and for-sale at 20 or more dwelling units per acre) – 375 DU
- Age-restricted single-family homes (senior community) – 468 DU
- A K-8 School
- A Fire Station with 3 staff
- A private Recreational Center – 40,000 SF
- Public and Private Neighborhood Parks – 23.6 Acres
- Transportation Demand Management Program

In addition, necessary facilities and amenities to serve the senior population (including a senior community center, an assisted living and group residential facility). Also planned within the project site are an on-site Recycling and Green Waste Drop-off Facility (RF), a potential Water Reclamation Facility (WRF) and other supporting infrastructure. Open space is proposed to retain some of the existing citrus and avocado groves, along with 104.1 acres of sensitive biological/wetland habitat.

2.0 PROJECT STUDY AREA AND EXISTING TRAFFIC VOLUME COUNTS

2.1 Existing Traffic Volume Counts

Manual hand counts at the study area intersections, including bicycle and pedestrian counts, were conducted in the month of November, 2017.

Three-day street segment volume counts were conducted during the months of August, September, October and November, 2017. All counts were conducted when local schools were in session. The earliest counts were conducted on August 29th, also when local schools were in session. **Table 2-1** is a summary of the most recent average daily traffic volumes (ADTs). The three-day volume counts were averaged.

Figure 2-1 shows the Existing Traffic Volumes. **Appendix A** contains the manual count sheets.

2.2 Comparison of Existing Traffic Volumes to the Volumes in the June 2015 Report

Table 2-1 compares the latest counts with the segments counts in the June 2015 report. As seen in **Table 2-1**, several segment volumes are higher than those contained in the June 2015 report, while several are lower.

TABLE 2-1
COMPARISON OF EXISTING TRAFFIC VOLUMES

Segment	June 2015 Report ^a	2017 ^b
E. Dulin Road		
Old Hwy 395 to SR 76	1,830	920
W. Lilac Road		
Camino Del Rey to Camino Del Cielo	2,270	2,830
Camino Del Cielo to Old Hwy 395	2,140	2,260
Old Hwy 395 to Main St	1,150	890
Main St to Street "F"	1,150	890
Street "F" to Covey Ln	1,150	890
Covey Ln to Circle R Dr	480	1,000
Circle R Dr to Lilac Rd	1,170	740
Camino Del Cielo		
Camino Del Rey to W. Lilac Rd	630	830
Olive Hill Road		
Shamrock Rd to SR-76	3,380	4,020
Camino Del Rey		
SR-76 to Old River Rd	9,350	12,230
Old River Rd to W. Lilac Rd	8,640	11,290
W. Lilac Rd to Camino Del Cielo	6,730	9,040
Camino Del Cielo to Old Hwy 395	4,850	6,410
Gopher Canyon Road		
E. Vista Wy to I-15 SB Ramps	15,320	18,000
I-15 SB Ramps to I-15 NB Ramps	12,390	16,520
I-15 NB Ramps to Old Hwy 395	11,870	17,740
Circle R Drive		
Old Hwy 395 to Mountain Ridge Rd	4,030	2,220
Mountain Ridge Rd to W. Lilac Rd	1,770	2,220

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TABLE 2-1 (CONTINUED)
COMPARISON OF EXISTING TRAFFIC VOLUMES

Segment	June 2015 Report ^a	2017 ^b
Old Castle Road		
Old Hwy 395 to Lilac Rd	6,840	8,630
E. Vista Way		
SR-76 to Gopher Canyon Rd	15,220	20,360
Gopher Canyon Rd to Osborne St	21,020	23,280
Old River Road		
SR-76 to Camino Del Rey	4,070	2,310
Champagne Boulevard		
Old Castle Rd to Lawrence Welk Dr	4,170	6,750
Pankey Road		
Pala Mesa Dr to SR-76	70	140
Lilac Road		
Couser Canyon Rd to W. Lilac Rd	1,150	1,320
W. Lilac Rd to Old Castle Rd	2,640	2,830
Old Castle Rd to Anthony Rd	9,010	8,760
Anthony Rd to Betsworth Rd	8,740	9,930
Betsworth Rd to Valley Center Rd	9,620	10,980
Valley Center Road		
Woods Valley Rd to Lilac Rd	21,290	26,730
Lilac Rd to Miller Rd	24,280	26,280
Miller Rd to Cole Grade Rd	22,440	25,060
Cole Grade Rd to Vesper Rd	11,490	15,730
Miller Road		
Misty Oak Rd to Valley Center Rd	1,460	1,870

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TABLE 2-1 (CONTINUED)
COMPARISON OF EXISTING TRAFFIC VOLUMES

Segment	June 2015 Report ^a	2017 ^b
Cole Grade Road		
Fruitvale Rd to Valley Center Rd	10,660	14,710
Old Highway 395		
Pala Mesa Drive to SR-76	4,770	10,780
SR-76 to E. Dulin Road	4,720	7,030
E. Dulin Road to W. Lilac Road	4,340	6,550
W. Lilac Road to I-15 SB Ramps	4,450	5,960
I-15 SB Ramps to I-15 NB Ramps	3,600	5,320
I-15 NB Ramps to Camino Del Rey	2,430	4,850
Camino Del Rey to Circle R Drive	5,820	8,410
Circle R Drive to Gopher Canyon Road	10,710	14,530
Gopher Canyon Road to Old Castle Road	8,660	12,520

Footnotes:

- a. Counts conducted in 2012.
- b. Counts conducted on August 29th, and during September, October and November, 2017, all when local schools were in session.

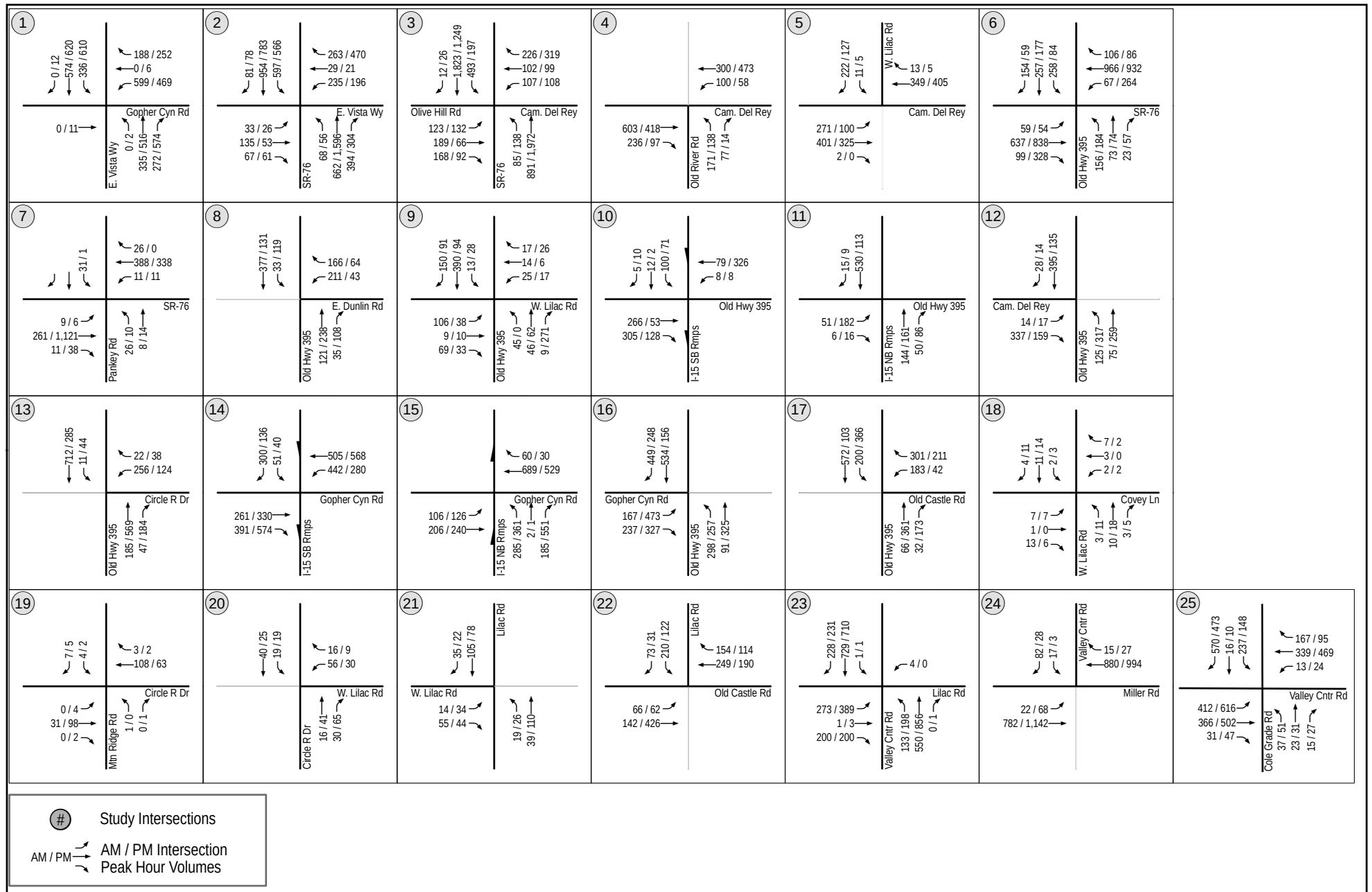


Figure 2-1

Existing Traffic Volumes

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3.0 NEAR-TERM TRAFFIC VOLUMES

3.1 Project Traffic Volumes

Table 3–1 shows the Project trip generation. The Project trip generation is the same as the June 2015 report (other than the application of the TDM reduction). **Table 3–1** summarizes the trip generation from the June 2015 report, Table 4.8, Lilac Hills Ranch Project Trip Generation.

Figure 3–1 depicting the Project traffic distribution from the June 2015 study. **Figure 3–2** depicts the Project traffic assignment from the Lilac Hills Ranch Traffic Impact Study (without TDM trip reductions). **Figure 3–3** depicts the Existing + Project traffic volumes.

3.2 Cumulative Projects Traffic Volumes

Based on discussions with the County, one cumulative project, the SR 76 widening project that was included in the June 2015 study is now complete and the traffic related to this project was removed. In addition, 14 new projects, were identified and are listed in **Table 3–2**. As seen in **Table 3–2**. The 13 new projects are estimated to add a total of 42,028 daily trips with 2,515 new trips during the AM peak hour (1,268 inbound and 1,247 outbound) and 3,747 new trips during the PM peak hour (2,077 inbound and 1,670 outbound). In the June 2015 study, a year 2020 model was run to estimate the near-term cumulative traffic. The new cumulative trips listed in **Table 3-1** were distributed and assigned manually and added to the total cumulative projects traffic assignment from the June 2015 study.

Figure 3–4 depicts the total Cumulative Projects traffic volumes and **Figure 3–5** depicts the Existing + Project + Cumulative Projects traffic volumes.

TABLE 3-1
LILAC HILLS RANCH PROJECT TRIP GENERATION – BUILDOUT
BY SANDAG LAND USE CATEGORY

SANDAG Equivalent Land Use	Units	Trip Rate	Daily Trips	AM Peak Hour		PM Peak Hour	
				%	Trips	%	Trips
Single Family	903	10 / DU	9,030	8%	722 (217-in / 506-out)	10%	903 (632-in / 271-out)
Multi-Family	375	6 / DU	2,250	8%	180 (36-in / 144-out)	9%	203 (142-in / 61-out)
Senior Community	468	4 / DU	1,872	5%	94 (37-in / 56-out)	7%	131 (79-in / 52-out)
Assisted Living	200	2.5 / Bed	500	4%	20 (12-in / 8-out)	8%	40 (20-in / 20-out)
Specialty Retail / Strip Commercial	61.5	40 / KSF	2,460	3%	74 (44-in / 30-out)	9%	221 (111-in / 111-out)
Office	28.5	14 / KSF	399	15%	60 (54-in / 6-out)	15%	60 (12-in / 48-out)
Country Inn / B&B	50	9 / Room	450	8%	36 (14-in / 22-out)	9%	41 (24-in / 16-out)
Church	10.0	30 / AC	300	5%	15 (9-in / 6-out)	8%	24 (12-in / 12-out)
Elementary School (K-5)	568	1.6 / Student	909	32%	291 (175-in / 116-out)	9%	82 (33-in / 49-out)
Middle School (6-8)	132	1.4 / Student	185	30%	56 (33-in / 22-out)	9%	17 (7-in / 10-out)
CPF (Recreation Center ² / Fire Station) ¹	40.0	22.88 / KSF	915	12%	108 (57-in / 51-out)	10%	95 (38-in / 57-out)
Neighborhood/County Park	23.6	5 / AC	118	4%	5 (2-in / 2-out)	8%	10 (5-in / 5-out)
Water Reclamation	2.4	6 / AC	14	11%	2 (1-in / 1-out)	10%	1 (1-in / 1-out)
Recycling Center	0.6	6 / AC	4	11%	0 (0-in / 0-out)	10%	0 (0-in / 0-out)
Total Trips			19,406		1,663 (692-in / 970-out)		1,828 (1,115-in / 713-out)
Internal Capture			22%		30%		22%
Total External Trips			15,151		1,171 (431-in / 739-out)		1,433 (908-in / 525-out)

Source: Chen Ryan Associates; June 2015 Traffic Study.

Notes:

¹ A 40,000 square-foot CPF area comprised of a 35,500 SF private recreational facility, and a potential 4,500 SF fire station.

² Trip generation rate is based on ITE Trip Generation Manual 8th Edition.

**TABLE 3-2
NEW CUMULATIVE PROJECTS TRIP GENERATION**

Project Name	Record ID	Location	ADT		AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
1. Park Circle	TM 5603	Located on the westside of Valley Center Road north of Mirar De Valle Road in Valley Center	6,700	Total	170	277	447	359	235	594
			6,188	New / Primary	155	264	419	336	214	550
2. Tractor Supply	STP-15-005	Located on the NW corner of Valley Center Drive and Rinehart Lane intersection in Valley Center	828	Total	21	12	33	38	41	79
3. Weston Town Center (Shopping Center only)	PDS2013-STP-13-029	Located on the northwest corner of Valley Center Road and Cole Grade Road	8,866	Total	214	142	356	443	443	886
			4,863	New / Primary	117	78	195	213	212	425
4. Miller Plaza Retail & Gas	STP 08-013	Located at the northeast corner of Valley Center Road and Miller Road	4,088	Total	158	158	316	186	186	372
			2,101	New / Primary	81	81	162	95	95	190
5. Hatfield Plaza	PDS2013-TPM-21202	Located on the westside of Valley Center Road at Woods Valley Road	2,595	Total	84	84	168	96	96	192
6. Ocean Breeze Ranch	PDS2016-TM-5615	Located in the unincorporated area of Bonsall in the County, bounded by SR-76 to the north, West Lilac Road to the south, Vessels Ranch Road to the west, and Via Ararat Drive to the east	4,060	New / Primary	97	227	325	284	122	406
7. Bonsall High School	PDS2017-IC-17-058	Located on the west side of Gird Road Approximately 1,500 feet north of SR-76	1,950		270	120	320	195	75	120
8. Deer Springs Mini Mart	PDS2017-STP-17-028	Located at I-15 and Deer Springs Road in the North County Metro Area	1,812	New / Primary	65	66	131	72	72	144

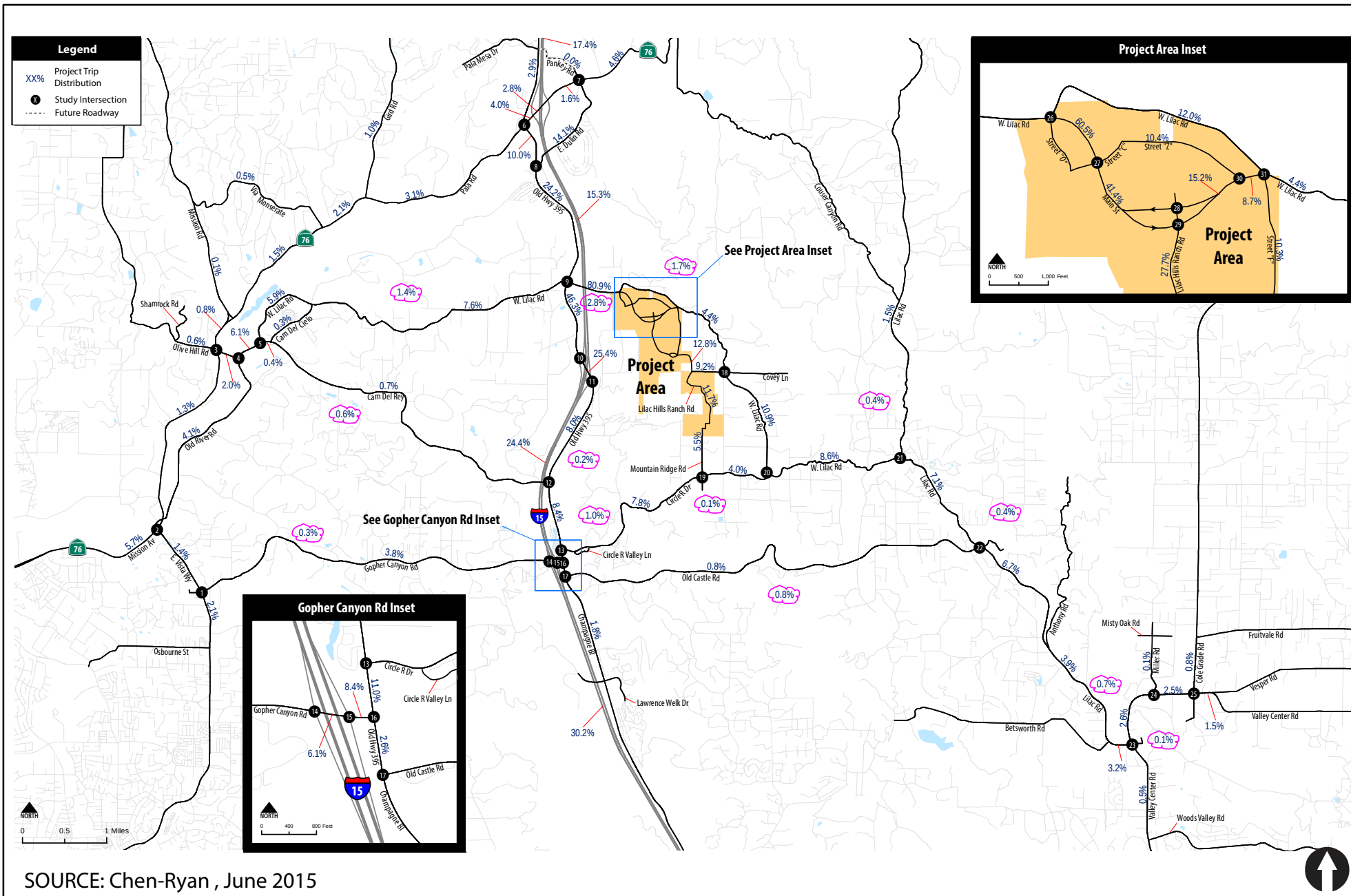
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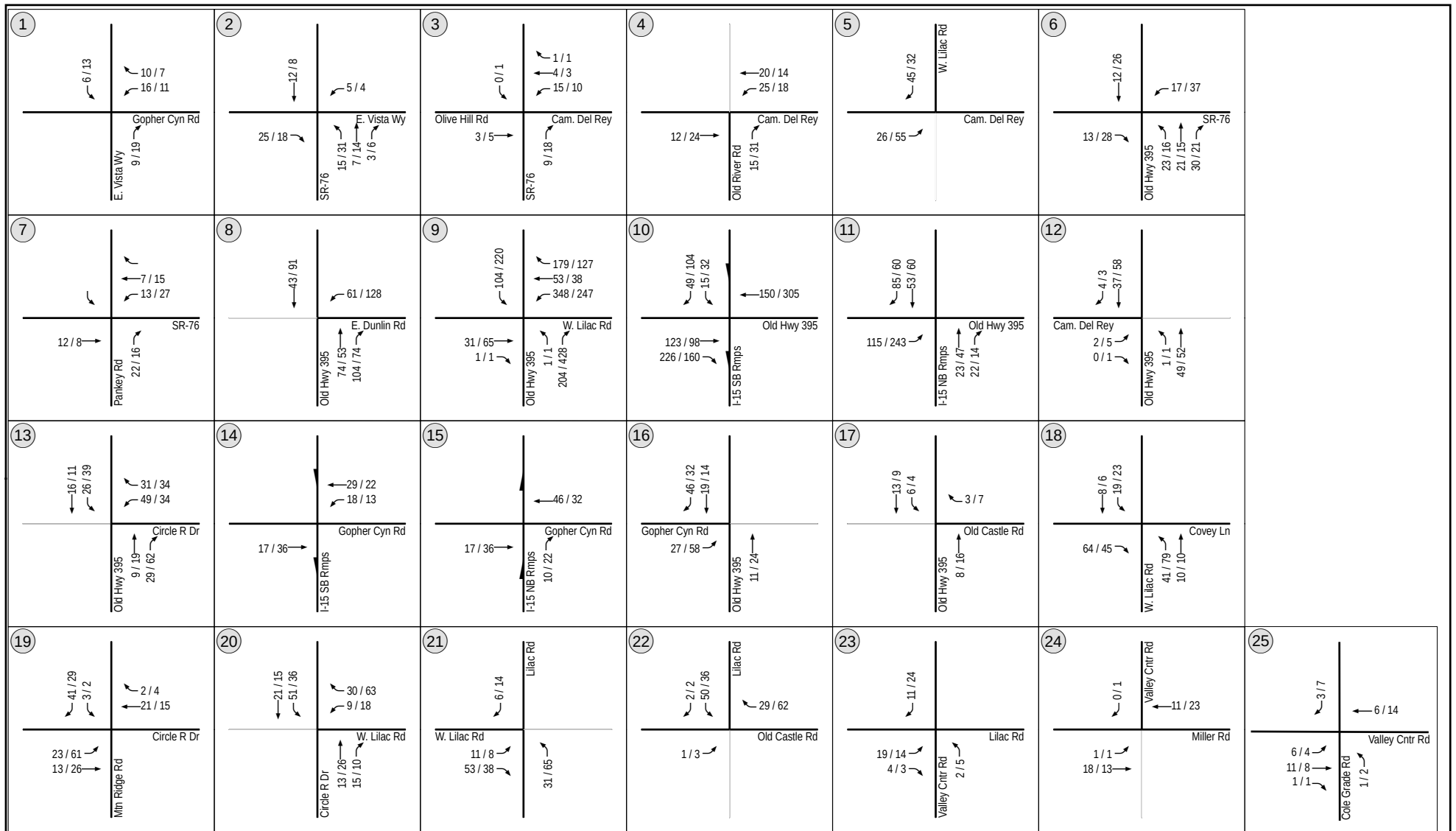
TABLE 3-1 (CONTINUED)
NEW CUMULATIVE PROJECTS TRIP GENERATION

Project Name	Record ID	Location	ADT	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
9. Valley Star Park	TM 5427	Located at 29902 Valley Center Road and 14970 Vesper Road in Valley Center	2,375 New Trips	48	47	95	95	95	190
10. Lilac Del Cielo		Located at the Camino Del Cielo and Camino Del Rey intersection in San Diego County	608 Total	10	39	49	43	18	61
11. San Pasqual Retail Center		Located at the SW corner of the Valley Center Road/ Lake Wohlford Road North intersection	9,060 Total	248	189	437	444	443	887
12. Rite Aid	PDS2015-STP-15-022	Located on the southeast corner of the Cole Grade Road and Valley Center Road intersection within the Valley Center Community	6,739 New / Primary	184	139	323	258	257	515
			1,071 Total	26	17	43	54	53	107
	PDS2015-STP-15-025	Located southwest of the Valley Center Road and Indian Creek road intersection in the Valley Center Community Planning area	447 New / Primary	11	7	18	23	22	45
13. Zervas – North VC Village			6,120 Total	147	98	245	306	306	612
			5,202 New / Primary	125	83	208	260	260	520
14. Valley View Casino Expansion		Additional 22,545 SF of Gaming area at the Valley View Casino located on Lake Wohlford Road in Valley Center/	2,260 New / Primary	a	a	a	69	91	160
Total			42,028 New Trips	1,268	1,247	2,515	2,077	1,670	3,747

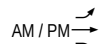
Note:

a. AM peak hour trips are negligible.





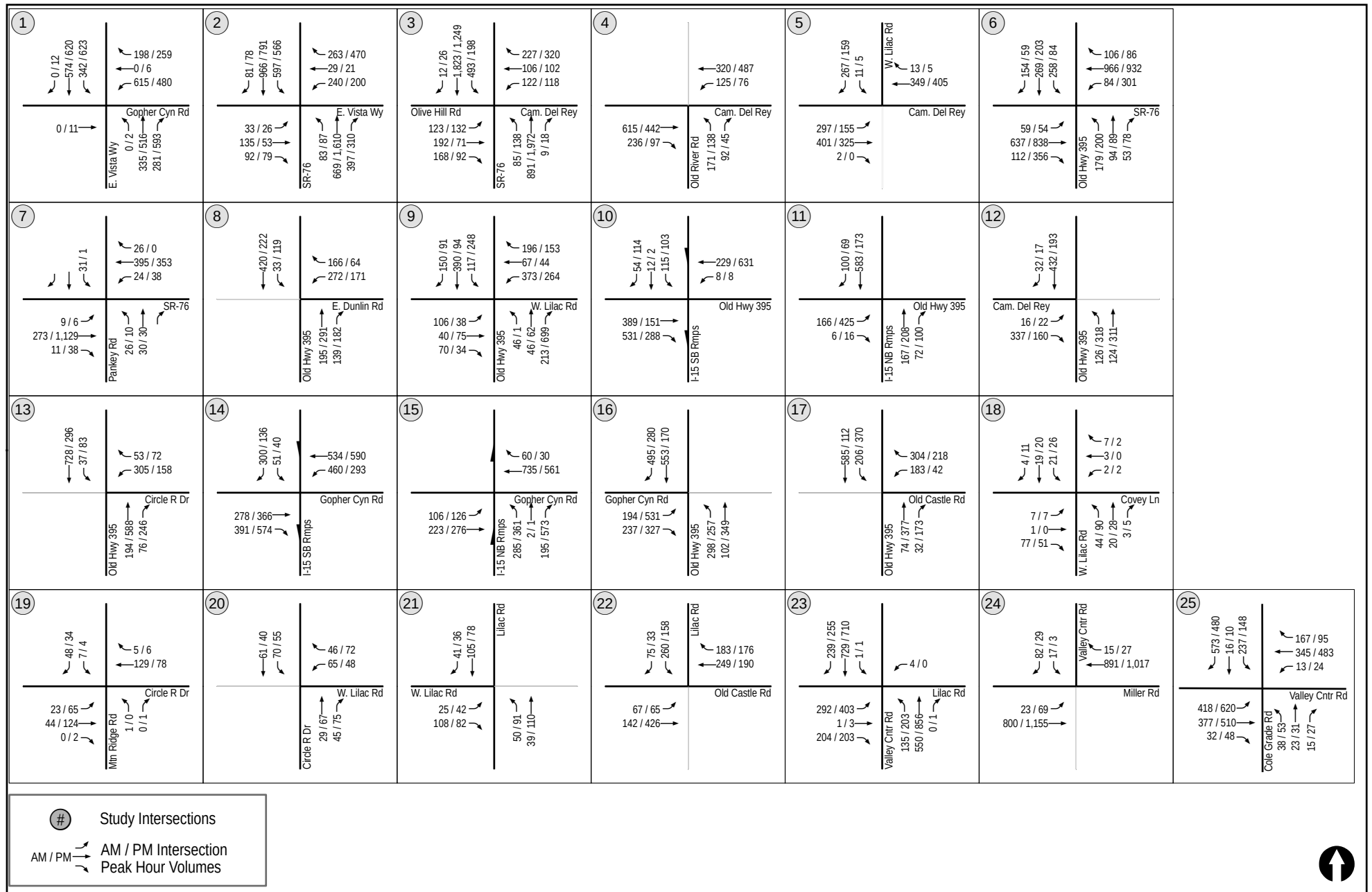
Study Intersections

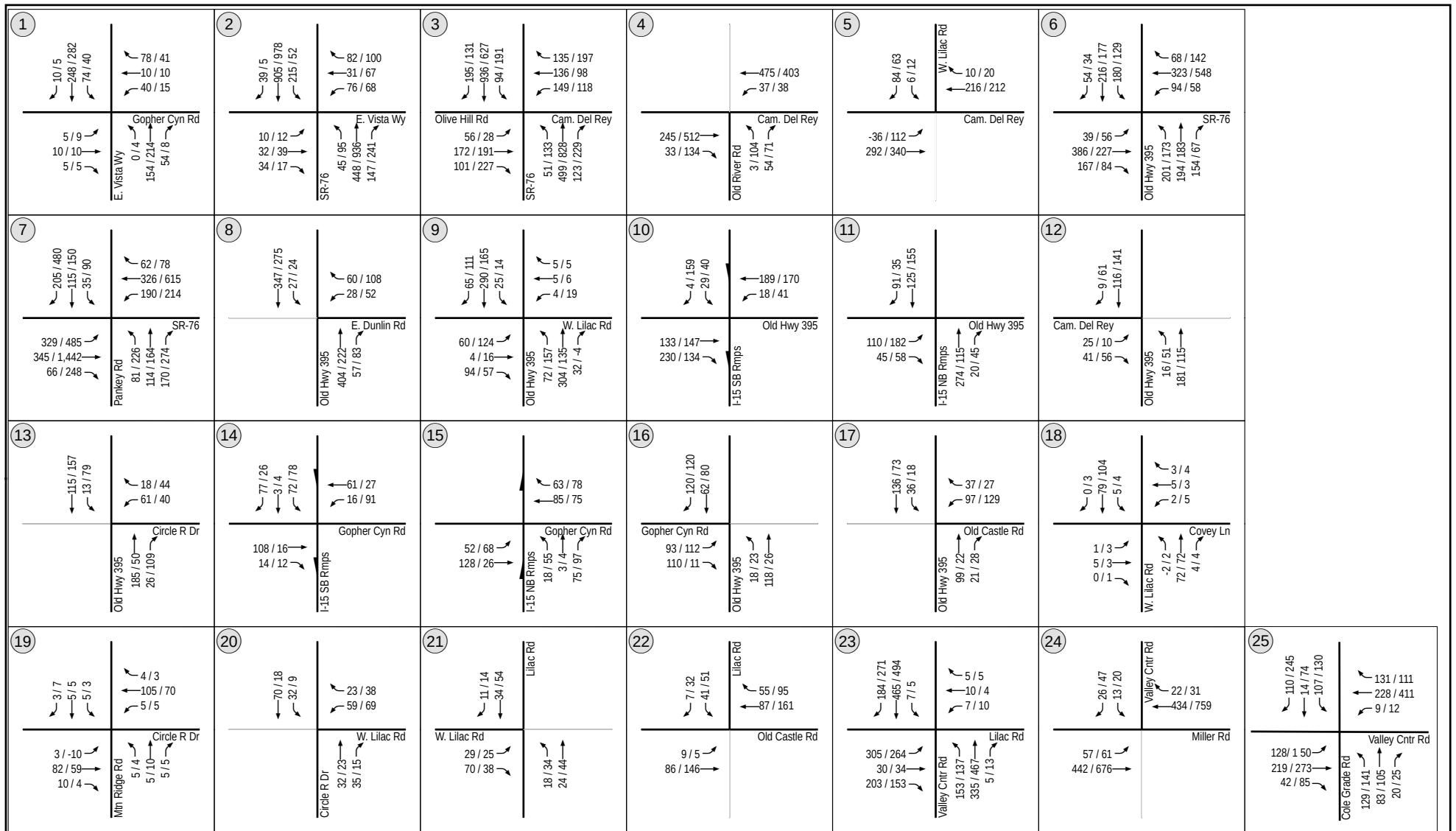


AM / PM Intersection
Peak Hour Volumes

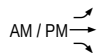
SOURCE: Chen Ryan, June 2015





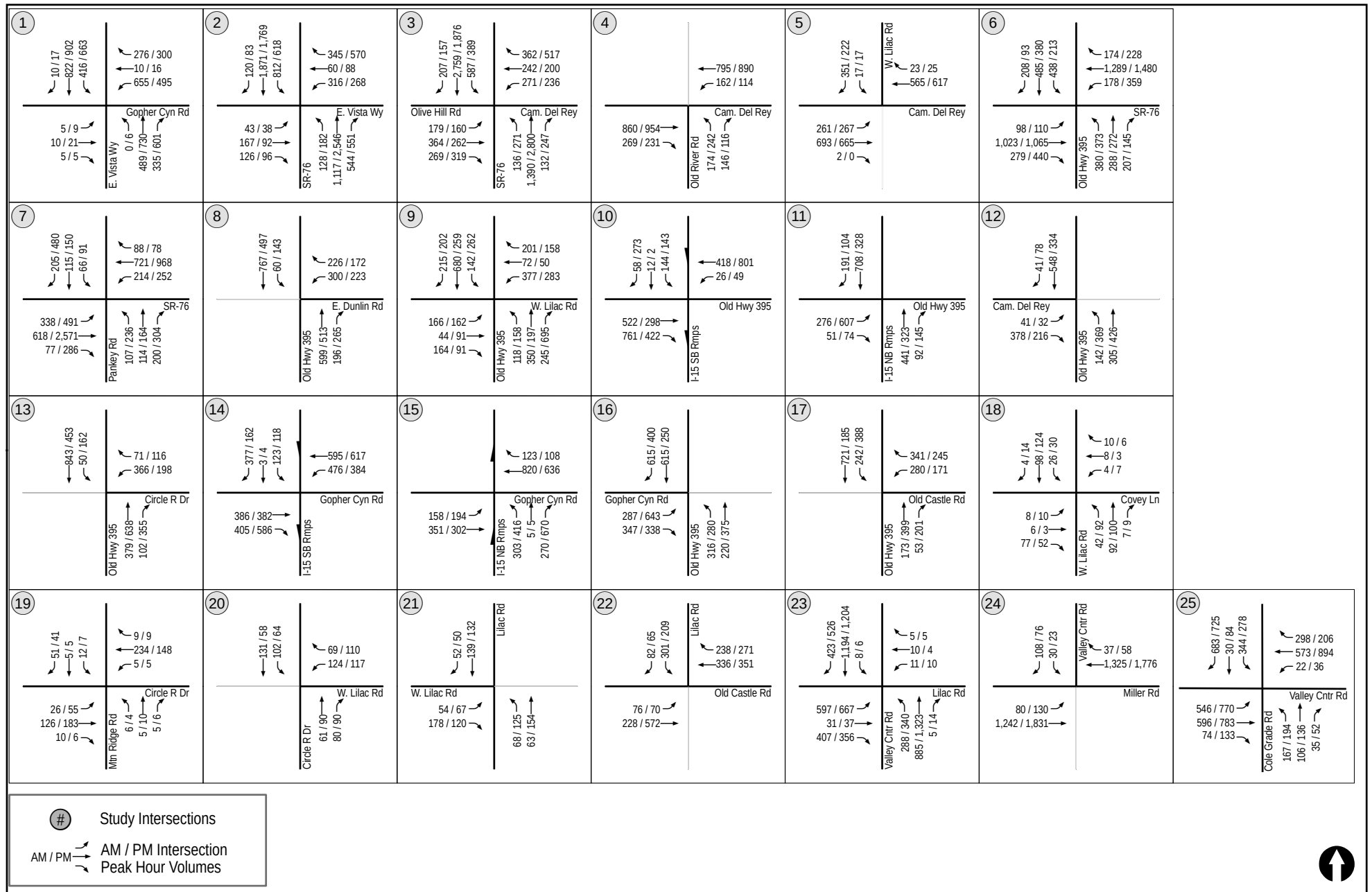


Study Intersections



AM / PM Intersection
Peak Hour Volumes





4.0 ANALYSIS OF NEAR-TERM CONDITIONS

4.1 Existing

4.1.1 *Peak Hour Intersection Levels of Service*

The Year 2017 Existing AM and PM peak hour intersection operations are summarized in **Table 4-1**. As seen in *Table 4-1*, the following intersections are calculated to currently operate at LOS E or worse:

1. E. Vista Way / Gopher Canyon Road
4. Old River Road / Camino Del Rey
13. Old Hwy 395 / Circle R Drive
14. I-15 SB Ramps / Gopher Canyon Road
15. I-15 NB Ramps / Gopher Canyon Road

Appendix B contains the Existing peak hour intersection analysis worksheets.

4.1.2 *Segment Operations*

The Year 2017 Existing segment operations are summarized in **Table 4-2**. As seen in *Table 4-2*, the following study area segments are calculated to operate at LOS E or worse:

- **Gopher Canyon Road:** E. Vista Way to I-15 SB Ramps
- **E. Vista Way:** SR-76 to Gopher Canyon Road
- **E. Vista Way:** Gopher Canyon Road to Osborne Street
- **Valley Center Road:** Cole Grade Road to Vesper Road
- **Cole Grade Road:** Fruitvale Road to Valley Center Road

4.2 Existing + Project

4.2.1 *Peak Hour Intersection Levels of Service*

Table 4-1 summarizes the Existing + Project intersection operations. The Year 2017 analysis does not show any new significant direct intersection impacts.

Appendix C contains the Existing + Project peak hour intersection analysis worksheets.

4.2.2 *Segment Operations*

Table 4-2 summarizes the Existing + Project segment operations.

The Year 2017 analysis indicates the following new significant direct segment impacts:

- **Camino del Rey:** Old River Road to W. Lilac Road
- **Valley Center Road:** Cole Grade Road to Vesper Road

4.3 Existing + Project + Cumulative Projects

4.3.1 Peak Hour Intersection Levels of Service

Table 4-1 summarizes the Existing + Project + Cumulative Projects intersection operations. Potential new significant cumulative impacts are calculated at the following intersections:

- SR-76 / Old River Road/E. Vista Way
- SR-76 / Olive Hill Road /Camino Del Rey
- Old River Road / Camino Del Rey
- W. Lilac Road / Camino Del Rey
- Old Highway 395 / Camino Del Rey
- Lilac Road / Old Castle Road
- Valley Center Road / Lilac Road
- Cole Grade Road / Valley Center Road

Appendix D contains the Existing + Project + Cumulative projects peak hour intersection analysis worksheets.

4.3.2 Segment Operations

Table 4-3 summarizes the Existing + Project + Cumulative Projects segment operations. Potential new significant cumulative impacts are calculated at the following segments.

- **Camino Del Rey:** SR-76 to Old River Road
- **Old Castle Road:** Old Hwy 395 to Lilac Road
- **Lilac Road:** Anthony Road to Betsworth Road
- **Lilac Road:** Betsworth Road to Valley Center Road
- **Valley Center Road:** Woods Valley Road to Lilac Road
- **Valley Center Road:** Lilac Road to Miller Road
- **Valley Center Road:** Miller Road to Cole Grade Road
- **Valley Center Road:** Cole Grade Road to Vesper Road
- **Old Highway 395:** Circle R Drive to Gopher Canyon Road

A direct and cumulative impact was calculated on the segment of W. Lilac Road between Highway 395 and Main Street in the June 2015 report. This impact no longer occurs in the updated analysis.

4.4 Signal Warrant Analysis

Peak hour signal warrant analyses were conducted at the two new impacted intersections requiring signalization, Camino del Rey / Old River Road and W. Lilac Road / Old Castle Road. Peak hour signal warrants were met at both intersections during both the AM and PM peak hours with Existing + Project volumes.

Appendix E contains the Existing + Project peak hour intersection signal warrant analysis worksheets.

TABLE 4-1
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing (2017 Counts)		Existing + Project		Δ^c Delay / Project Traffic	Sig?	Existing + Project + Cumulative Projects		Δ^d Delay / Project + Cumulative Traffic	Cumulative Impact?
			Delay ^a	LOS ^b	Delay	LOS			Delay	LOS		
1. E. Vista Wy / Gopher Cnyn Rd	Signal	AM	94.1	F	102.3	F	8.2	Yes *	205.5	F	111.4	Yes *
		PM	273.0	F	287.4	F	14.4		361.0	F	88	
2. SR-76 / Old River Rd/E. Vista Wy	Signal	AM	37.3	D	37.8	D	0.5	No	64.8	E	27.5	Yes
		PM	43.0	D	43.5	D	0.5		90.9	F	47.9	
3. SR-76 / Olive Hill Rd /Camino Del Rey	Signal	AM	29.2	C	30.2	C	1.0	No	105.6	F	76.4	Yes
		PM	40.3	D	40.3	D	0.0		139.7	F	99.4	
4. Old River Rd / Camino Del Rey	OWSC ^e	AM	44.3	E	48.7	E	0	No	516.4	F	3	Yes
		PM	27.9	D	27.2	D	0		906.5	F	104	
5. W. Lilac Rd / Camino Del Rey	OWSC	AM	15.9	C	17.2	C	-	No	56.0	F	6	Yes
		PM	12.7	B	13.3	B	-		32.9	D	12	
6. Old Hwy 395 / SR-76	Signal	AM	44.8	D	48.2	D	3.4	No	135.4	F	90.6	Yes *
		PM	46.8	D	54.6	D	7.8		185.2	F	138.4	
7. Pankey Rd / SR-76	TWSC ^f	AM	16.6	C	18.2	C	1.6	No	>950.0	F	>2.0	Yes *
		PM	34.5	D	34.5	D	0.0		210.1	F	175.6	

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General Notes:

- * Indicates impact calculated in the June 2015 Report as well, not a new impact.
- Volumes used in the intersection analysis do not reflect TDM reduction.

TABLE 4-1 (CONTINUED)
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing (2017 Counts)		Existing + Project		Δ Delay / Project Traffic	Sig?	Existing + Project + Cumulative Projects		Δ^d Delay / Project + Cumulative Traffic	Cumulative Impact?
			Delay	LOS	Delay	LOS			Delay	LOS		
8. Old Hwy 395 / E. Dulin Rd	OWSC	AM	15.9	C	28.3	D	-	No	582.1	F	89	Yes *
		PM	12.2	B	25.6	D	-		280.1	F	180	
9. Old Hwy 395 / W. Lilac Rd	TWSC ^g	AM	18.1	C	414.4	F	348	Yes *	>950.0	F	352	Yes *
		PM	12.2	B	674.1	F	247		>950.0	F	266	
10. I-15 SB Ramps / Old Hwy 395	OWSC	AM	5.2	A	6.5	A	-	No	7.7	A	-	Yes *
		PM	5.6	A	10.8	B	-		156.9	F	72	
11. I-15 NB Ramps / Old Hwy 395	OWSC	AM	15.7	C	27.6	D	-	No	229.7	F	225	Yes *
		PM	11.0	B	19.0	C	-		144.0	F	425	
12. Old Hwy 395 / Camino Del Rey	OWSC	AM	24.8	C	30.1	D	-	No	164.3	F	27	Yes
		PM	12.6	B	15.1	C	-		39.2	E	15	
13. Old Hwy 395 / Circle R Dr	OWSC ^h	AM	197.4	F	419.2	F	49	Yes *	1,330.6	F	110	Yes *
		PM	33.3	D	83.1	F	34		584.8	F	74	
14. I-15 SB Ramps / Gopher Cyn Rd	OWSC	AM	31.3	D	48.6	E	17.3	Yes *	1,456.1	F	1,424.8	Yes *
		PM	10.0	A	10.1	B	0.1		425.6	F	415.6	

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TABLE 4-1 (CONTINUED)
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing (2017 Counts)		Existing + Project		Δ Delay / Project Traffic	Sig?	Existing + Project + Cumulative Projects		Δ^d Delay / Project + Cumulative Traffic	Cumulative Impact?
			Delay	LOS	Delay	LOS			Delay	LOS		
15. I-15 NB Ramps / Gopher Cnyn Rd	OWSC	AM	31.9	D	53.8	F	21.9	Yes *	622.1	F	590.2	Yes *
		PM	341.6	F	424.5	F	82.9		1018.9	F	677.3	
16. Old Hwy 395 / Gopher Cnyn Rd	Signal	AM	20.4	C	23.0	C	2.6	No	32.5	C	12.1	No
		PM	15.8	B	19.1	B	3.3		37.5	D	21.7	
17. Old Hwy 395 / Old Castle Rd	Signal	AM	15.1	B	15.1	B	0.0	No	17.3	B	2.2	No
		PM	23.5	C	24.8	C	1.3		32.5	C	9.0	
18. W. Lilac Rd / Covey Ln	TWSC	AM	8.7	A	9.4	A	-	No	11.0	B	-	No
		PM	8.8	A	10.3	B	-		13.0	B	-	
19. Mountain Ridge Rd / Circle R Dr	TWSC	AM	9.6	A	10.8	B	-	No	12.2	B	-	No
		PM	9.0	A	9.2	A	-		12.7	B	-	
20. W. Lilac Rd / Circle R Dr	OWSC	AM	9.4	A	10.5	B	-	No	14.6	B	-	No
		PM	9.4	A	10.3	B	-		12.8	B	-	
21. Lilac Rd / W. Lilac Rd	OWSC	AM	9.4	A	10.0	A	-	No	11.7	B	-	No
		PM	9.8	A	10.6	B	-		13.3	B	-	

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TABLE 4-1 (CONTINUED)
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing (2017 Counts)		Existing + Project		Δ^c Delay	Sig?	Existing + Project + Cumulative Projects		Δ^d Delay / Project + Cumulative Traffic	Cumulative Impact?
			Delay ^a	LOS ^b	Delay	LOS			Delay	LOS		
22. Lilac Rd / Old Castle Rd	OWSC	AM	20.3	C	26.5	D	-	No	99.7	F	91	Yes
		PM	18.9	C	22.3	C	-		90.2	F	87	
23. Valley Center Rd / Lilac Rd	Signal	AM	12.7	B	13.0	B	0.3	No	42.6	D	29.9	Yes
		PM	14.7	B	15.1	B	0.4		61.1	E	46.4	
24. Miller Rd / Valley Center Rd	OWSC	AM	15.5	C	15.7	C	-	No	36.9	E	13	Yes *
		PM	14.4	B	14.6	B	-		92.4	F	20	
25. Cole Grade Rd / Valley Center Rd	Signal	AM	18.8	B	19.0	B	0.2	No	61.3	E	42.5	Yes
		PM	26.0	C	26.8	C	0.8		134.5	F	108.5	

Footnotes:

- a. Delay in seconds per vehicle.
- b. Level of Service
- c. Increase in delay due to Project traffic.
- d. Increase in delay due to Project and Cumulative Projects traffic.
- e. OWSC – One-Way STOP Controlled intersection. Minor Street left-turn delay and LOS is reported.
- f. TWSC – Two-Way STOP Controlled intersection. Minor Street left-turn delay and LOS is reported.
- g. Traffic signal was assumed at intersection #9 as a mitigation measure in Phase C of the project and was assumed to be carried forwarded into Phases D & E in the June 2015 Report.
- h. Traffic signal was assumed at intersection #13 as a mitigation measure in Phase D of the project and was assumed to be carried forwarded into Phase E in the June 2015 Report.

General Notes:

- * Indicates impact calculated in the June 2015 Report as well.
- **Highlight** indicates new significant impact not identified in the June 2015 report.

TABLE 4-2
EXISTING + PROJECT CUMULATIVE SEGMENT OPERATIONS

Segment	Functional Classification ^a	LOS D ^b Capacity	Existing (2017 Counts)		Existing + Project		Δ ^e Volume	Significant Cumulative Impact?
			Vol ^c	LOS ^d	Vol	LOS		
E. Dulin Road								
Old Hwy 395 to SR 76	2-Lane	9,800	920	A	3,050	B	2,130	No
W. Lilac Road								
Camino Del Rey to Camino Del Cielo	2-Lane	7,800	2,830	A	3,720	A	890	No
Camino Del Cielo to Old Hwy 395	2-Lane	7,800	2,260	A	3,410	A	1,150	No
Old Hwy 395 to Main St	2-Lane	13,500	890	A	13,140	D	12,250	No
Main St to Street "F"	2-Lane	7,800	890	A	2,700	A	1,810	No
Street "F" to Covey Ln	2-Lane	7,800	890	A	1,550	A	660	No
Covey Ln to Circle R Dr	2-Lane	7,800	1,000	A	2,650	A	1,650	No
Circle R Dr to Lilac Rd	2-Lane	7,800	740	A	2,040	A	1,300	No
Camino Del Cielo								
Camino Del Rey to W. Lilac Rd	2-Lane	10,900	830	A	880	A	50	No
Olive Hill Road								
Shamrock Rd to SR-76	2-Lane	8,700	4,020	A	4,110	A	90	No
Camino Del Rey								
SR-76 to Old River Rd	2-Lane	13,500	12,230	D	12,540	D	310	No
Old River Rd to W. Lilac Rd	2-Lane	9,800	11,290	E	12,210	E	920	Yes
W. Lilac Rd to Camino Del Cielo	2-Lane w/SM	13,500	9,040	C	9,100	C	60	No
Camino Del Cielo to Old Hwy 395	2-Lane	7,800	6,410	C	6,510	C	100	No

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TABLE 4-2 (CONTINUED)
EXISTING + PROJECT CUMULATIVE SEGMENT OPERATIONS

Segment	Functional Classification ^a	LOS D ^b Capacity	Existing (2017 Counts)		Existing + Project		Δ ^e Volume	Significant Cumulative Impact?
			Vol ^c	LOS ^d	Vol	LOS		
Gopher Canyon Road								
E. Vista Wy to I-15 SB Ramps	2-Lane	9,800	18,000	F	18,580	F	580	Yes *
I-15 SB Ramps to I-15 NB Ramps	4-Lane	30,800	16,520	B	17,450	B	930	No
I-15 NB Ramps to Old Hwy 395	4-Lane	30,800	17,740	B	19,010	B	1,270	No
Circle R Drive								
Old Hwy 395 to Mountain Ridge Rd	2-Lane	9,800	2,220	B	3,400	B	1,180	No
Mountain Ridge Rd to W. Lilac Rd	2-Lane	9,800	2,220	B	2,830	B	610	No
Old Castle Road								
Old Hwy 395 to Lilac Rd	2-Lane	9,800	8,630	D	8,760	D	130	No
E. Vista Way								
SR-76 to Gopher Canyon Rd	2-Ln w/TWLTL	13,500	20,360	F	20,570	F	210	Yes *
Gopher Canyon Rd to Osborne St	2-Ln w/TWLTL	13,500	23,280	F	23,600	F	320	Yes *
Old River Road								
SR-76 to Camino Del Rey	2-Lane	9,800	2,310	B	2,930	B	620	No
Champagne Boulevard								
Old Castle Rd to Lawrence Welk Dr	2-Lane	10,900	6,750	C	7,020	C	270	No
Pankey Road								
Pala Mesa Dr to SR-76	2-Lane	4,500	140	A	140	A	0	No

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TABLE 4-3 (CONTINUED)
EXISTING + PROJECT SEGMENT OPERATIONS

Segment	Functional Classification ^a	LOS D ^b Capacity	Existing (2017 Counts)		Existing + Project		Δ ^e Volume	Significant Cumulative Impact?
			Vol ^c	LOS ^d	Vol	LOS		
Lilac Road								
Couser Canyon Rd to W. Lilac Rd	2-Lane	7,800	1,320	A	1,550	A	230	No
W. Lilac Rd to Old Castle Rd	2-Lane	7,800	2,830	A	3,910	A	1,080	No
Old Castle Rd to Anthony Rd	2-Lane	10,900	8,760	D	9,770	D	1,010	No
Anthony Rd to Betsworth Rd	2-Lane	10,900	9,930	D	10,520	D	590	No
Betsworth Rd to Valley Center Rd	2-Lane	13,500	10,980	D	11,460	D	480	No
Valley Center Road								
Woods Valley Rd to Lilac Rd	4-Ln w/TWLTL/RM	27,000	26,730	D	26,810	D	80	No
Lilac Rd to Miller Rd	4-Lane w/RM	33,400	26,280	D	26,670	D	390	No
Miller Rd to Cole Grade Rd	4-Lane w/RM	27,000	25,060	D	25,440	D	380	No
Cole Grade Rd to Vesper Rd	2-Lane	13,500	15,620	E	15,840	E	220	Yes
Miller Road								
Misty Oak Rd to Valley Center Rd	2-Lane	7,000	1,870	A	1,890	A	20	No
Cole Grade Road								
Fruitvale Rd to Valley Center Rd	2-Ln w/TWLTL	13,500	14,710	E	14,830	E	120	No

Footnotes:

- The San Diego County roadway classification at which the roadway currently functions.
- The capacity of the roadway at Level of Service D.
- Year 2017 segment volumes.
- Level of Service.
- Increase in V/C ratio due to the addition of project traffic.

General Note:

- * Indicates impact calculated in the June 2015 Report as well.
- Highlight** indicates new significant impact, not a new impact.

TABLE 4-3
NEAR-TERM CUMULATIVE SEGMENT OPERATIONS

Segment	Functional Classification ^a	LOS D ^b Capacity	Existing (2017 Counts)		Existing + Project + Cumulative Projects		Δ ^e Volume	Significant Cumulative Impact?
			Vol ^c	LOS ^d	Vol	LOS		
E. Dulin Road								
Old Hwy 395 to SR 76	2-Lane	9,800	920	A	6,710	D	5,790	No
W. Lilac Road								
Camino Del Rey to Camino Del Cielo	2-Lane	7,800	2,830	A	5,000	A	2,170	No
Camino Del Cielo to Old Hwy 395	2-Lane	7,800	2,260	A	6,080	B	3,820	No
Old Hwy 395 to Main St	2-Lane	13,500	890	A	13,240	D	12,350	No
Main St to Street "F"	2-Lane	7,800	890	A	2,890	A	2,000	No
Street "F" to Covey Ln	2-Lane	7,800	890	A	1,650	A	760	No
Covey Ln to Circle R Dr	2-Lane	7,800	1,000	A	3,160	A	2,160	No
Circle R Dr to Lilac Rd	2-Lane	7,800	740	A	3,760	A	3,020	No
Camino Del Cielo								
Camino Del Rey to W. Lilac Rd	2-Lane	10,900	830	A	1,890	A	1,060	No
Olive Hill Road								
Shamrock Rd to SR-76	2-Lane	8,700	4,020	A	5,180	A	1,160	No
Camino Del Rey								
SR-76 to Old River Rd	2-Lane	13,500	12,230	D	15,310	E	3,080	Yes
Old River Rd to W. Lilac Rd	2-Lane	9,800	11,290	E	16,980	F	5,690	Yes *
W. Lilac Rd to Camino Del Cielo	2-Lane w/SM	13,500	9,040	C	13,110	D	4,070	No
Camino Del Cielo to Old Hwy 395	2-Lane	7,800	6,410	C	7,420	D	1,010	No

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TABLE 4-3 (CONTINUED)
NEAR-TERM CUMULATIVE SEGMENT OPERATIONS

Segment	Functional Classification ^a	LOS D ^b Capacity	Existing (2017 Counts)		Existing + Project + Cumulative Projects		Δ ^e Volume	Significant Cumulative Impact?
			Vol ^c	LOS ^d	Vol	LOS		
Gopher Canyon Road								
E. Vista Wy to I-15 SB Ramps	2-Lane	9,800	18,000	F	20,080	F	2,080	Yes *
I-15 SB Ramps to I-15 NB Ramps	4-Lane	30,800	16,520	B	22,590	B	6,070	No
I-15 NB Ramps to Old Hwy 395	4-Lane	30,800	17,740	B	24,150	C	6,410	No
Circle R Drive								
Old Hwy 395 to Mountain Ridge Rd	2-Lane	9,800	2,220	B	4,920	C	2,700	No
Mountain Ridge Rd to W. Lilac Rd	2-Lane	9,800	2,220	B	3,010	B	790	No
Old Castle Road								
Old Hwy 395 to Lilac Rd	2-Lane	9,800	8,630	D	13,080	E	4,450	Yes
E. Vista Way								
SR-76 to Gopher Canyon Rd	2-Ln w/TWLTL	13,500	20,360	F	26,170	F	5,810	Yes *
Gopher Canyon Rd to Osborne St	2-Ln w/TWLTL	13,500	23,280	F	29,450	F	6,170	Yes *
Old River Road								
SR-76 to Camino Del Rey	2-Lane	9,800	2,310	B	3,230	B	920	No
Champagne Boulevard								
Old Castle Rd to Lawrence Welk Dr	2-Lane	10,900	6,750	C	10,350	D	3,600	No
Pankey Road								
Pala Mesa Dr to SR-76	2-Lane	4,500	140	A	16,590	F	16,450	Yes *

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TABLE 4-3 (CONTINUED)
NEAR-TERM CUMULATIVE SEGMENT OPERATIONS

Segment	Functional Classification ^a	LOS D ^b Capacity	Existing (2017 Counts)		Existing + Project + Cumulative Projects		Δ ^e Volume	Significant Cumulative Impact?
			Vol ^c	LOS ^d	Vol	LOS		
Lilac Road								
Couser Canyon Rd to W. Lilac Rd	2-Lane	7,800	1,320	A	2,930	A	1,610	No
W. Lilac Rd to Old Castle Rd	2-Lane	7,800	2,830	A	5,570	B	2,740	No
Old Castle Rd to Anthony Rd	2-Lane	10,900	8,760	D	13,870	E	5,110	Yes *
Anthony Rd to Betsworth Rd	2-Lane	10,900	9,930	D	15,990	E	6,060	Yes
Betsworth Rd to Valley Center Rd	2-Lane	13,500	10,980	D	18,610	E	7,630	Yes
Valley Center Road								
Woods Valley Rd to Lilac Rd	4-Ln w/TWLTL/RM	27,000	26,730	D	41,430	F	14,700	Yes
Lilac Rd to Miller Rd	4-Lane w/RM	33,400	26,280	D	40,740	F	14,460	Yes
Miller Rd to Cole Grade Rd	4-Lane w/RM	27,000	25,060	D	39,120	F	14,060	Yes
Cole Grade Rd to Vesper Rd	2-Lane	13,500	15,620	E	24,580	F	8,850	Yes
Miller Road								
Misty Oak Rd to Valley Center Rd	2-Lane	7,000	1,870	A	3,690	B	1,820	No
Cole Grade Road								
Fruitvale Rd to Valley Center Rd	2-Ln w/TWLTL	13,500	14,710	E	24,950	F	10,240	Yes *

Footnotes:

- The San Diego County roadway classification at which the roadway currently functions.
- The capacity of the roadway at Level of Service D.
- Year 2017 segment volumes.
- Level of Service.
- Increase in V/C ratio due to the addition of project traffic.
- Volumes with a decrease of 8.1% in the Project volumes due to TDM measures. Proposed by the project.

General Note:

* Indicates impact calculated in the June 2015 report as well.

Highlight indicates new significant impact not identified in the June 2015 report.

TABLE 4-4
TWO-LANE OPERATIONS – OLD HIGHWAY 395

Segment	Roadway Capacity	Existing (2017 Counts)		Existing + Project		Existing + Project + Cumulative Projects	
		Volume	LOS	Volume	LOS	Volume	LOS
Pala Mesa Dr to SR-76	16,200	10,780	D or better	11,220	D or better	17,240	D or better
SR-76 to E. Dulin Rd	16,200	7,030	D or better	8,550	D or better	12,810	D or better
E. Dulin Rd to W. Lilac Rd	16,200	6,550	D or better	10,220	D or better	15,600	D or better
W. Lilac Rd to I-15 SB Ramps	16,200	5,960	D or better	12,850	D or better	17,190	D or better
I-15 SB Ramps to I-15 NB Ramps	16,200	5,460	D or better	9,310	D or better	13,980	D or better
I-15 NB Ramps to Camino Del Rey	16,200	4,850	D or better	6,060	D or better	9,440	D or better
Camino Del Rey to Circle R Dr	16,200	8,410	D or better	9,690	D or better	12,310	D or better
Circle R Dr to Gopher Canyon Rd	16,200	14,530	D or better	16,190	D or better	19,330	LOS E
Gopher Canyon Rd to Old Castle Rd	16,200	12,520	D or better	12,910	D or better	13,900	D or better

General Note:

- **Highlight** indicates new significant impact not identified in June 2015 report.

5.0 SIGNIFICANCE OF IMPACTS AND MITIGATION MEASURES

This Section describes the new significant direct and cumulative impacts based on the new traffic counts and updating the list of cumulative projects.

5.1 New Significant Direct and Cumulative Impacts

The analysis of the study area intersections and segments indicate that significant Project impacts are calculated on each of the intersections and segments to which the project traffic is calculated to have significant impacts in the June 2015 report, with one exception. The significant and direct impact on the segment of W. Lilac Road between Highway 395 and Main Street no longer occurs with the updated analysis. The following new significant impacts were calculated using the new 2017 existing counts and updating the list of cumulative projects.

5.1.1 *New Significant Direct Impacts*

Segments

1. **Camino del Rey:** Old River Road to W. Lilac Road
2. **Valley Center Road:** Cole Grade Road to Vesper Road

5.1.2 *New Significant Cumulative Impacts*

Intersections

1. SR 76 / Old River Road / E. Vista Way
2. SR 76 / Olive Hill Road / Camino Del Rey
3. Old River Road / Camino Del Rey
4. W. Lilac Road / Camino Del Rey
5. Old Highway 395 / Camino Del Rey
6. Lilac Road / Old Castle Road
7. Valley Center Road / Lilac Road
8. Cole Grade Road / Valley Center Road

Segments

1. Camino del Rey: SR 76 to Old River Road
2. Old Castle Road: Old Highway 395 to Old Lilac Road
3. Lilac Road: Anthony Road to Betsworth Road
4. Lilac Road: Betsworth Road to Valley Center Road
5. Valley Center Road: Woods Valley Road to Lilac Road
6. Valley Center Road: Lilac Road to Miller Road
7. Valley Center Road: Miller Road to Cole Grade Road
8. Valley Center Road: Cole Grade Road to Vesper Road
9. Old Highway 395: Circle R Road to Gopher Canyon Road

5.2 Mitigation Measures for New Significant Direct and Cumulative Impacts

The following mitigation measures are recommended for the new significant impacts. These mitigation measures would reduce traffic impacts to below a level of significance.

5.2.1 *Direct Impacts*

Segment

1. Camino del Rey: Old River Road to W. Lilac Road

Install signal at the Old River Road / Camino del Rey intersection with a westbound left-turn lane, or a roundabout (if feasible). This intersection improvement will improve the flow of traffic on this roadway segment and thus improve operations along this segment.

2. Valley Center Road: Cole Grade Road to Vesper Road

Restripe Valley Center Road between Cole Grade Road and Lizard Rock to add left-turn lanes on Valley Center Road / Lizard Rock intersection. It should be noted that this mitigation is also proposed for the Park Circle Project which has the same mitigation requirements. The mitigation will be implemented by the first project to go forward.

5.2.2 *Cumulative Impacts*

Intersections

1. SR 76 / Old River Road / E. Vista Way

Payment of the County Transportation Impact Fee (TIF) will mitigate this impact.

2. SR 76 / Olive Hill Road / Camino Del Rey

There is no feasible mitigation. The intersection is built to its ultimate geometry and no additional ROW is available. This impact is considered significant and unavoidable.

3. Old River Road / Camino del Rey

Payment of the County TIF will mitigate this impact.

4. W. Lilac Road / Camino del Rey

Payment of the County TIF will mitigate this impact.

5. Old Highway 395 / Camino del Rey

Payment of the County TIF will mitigate this impact.

6. Lilac Road / Old Castle Road

Install a traffic signal or a roundabout (if feasible) at the Lilac Road / Old Castle Road intersection.

7. Valley Center Road / Lilac Road

Provide signal interconnect at Lilac Road / Valley Center Road with fire station. It should be noted that this mitigation is also proposed for the Lilac Plaza Project.

Other projects have the same mitigation requirements and the mitigation will be implemented by the first project to go forward.

8. Valley Center Road / Cole Grade Road

Payment of the County TIF will mitigate this impact.

Segment

1. Camino del Rey: SR 76 to Old River Road

Install signal at the Old River Road / Camino del Rey intersection with a westbound left-turn lane, or a roundabout (if feasible). This intersection improvement will improve the flow of traffic on this roadway segment and thus improve operations along this segment.

2. Old Castle Road: Old Highway 395 to Old Lilac Road

Install a traffic signal at the Lilac Road / Old Castle Road intersection or a roundabout (if feasible). This intersection improvement will improve the flow of traffic on this roadway segment and thus improve operations on this segment. See mitigation #7 above.

3. Lilac Road: Anthony Road to Betsworth Road

Payment of the County TIF will mitigate this impact.

4. Lilac Road: Betsworth Road to Valley Center Road

Payment of the County TIF will mitigate this impact.

5. Valley Center Road: Woods Valley Road to Lilac Road

Provide new traffic signals or roundabout at the Mirar de Valle / Valley Center Road and Street "A" / Valley Center Road intersection. Provide dedicated left-turn lanes at these intersections along the segment where they do not exist. This improvement is also a mitigation for the Park Circle project. In addition, provide signal interconnect at Lilac Road / Valley Center Road with fire station. It should be noted that this mitigation is also proposed for the Lilac Plaza Project.

Other projects have the same mitigation requirements and the mitigation will be implemented by the first project.

6. Valley Center Road: Lilac Road to Miller Road

Provide a new traffic signal or roundabout at the Miller Road / Valley Center Road intersection. In addition, provide signal interconnect at Lilac Road / Valley Center Road with fire station. This mitigation is also proposed for the Lilac Plaza Project.

Other projects have the same mitigation requirements and the mitigation will be implemented by the first project.

7. Valley Center Road: Miller Road to Cole Grade Road

Provide new signal at Miller Road / Valley Center Road geometric with accompanying intersection improvements.

Other projects have the same mitigation requirements and the mitigation will be implemented by the first project.

8. Valley Center Road: Cole Grade Road to Vesper Road

Mitigation for the Direct impact #1 above will also mitigate this cumulative impact.

Other projects have the same mitigation requirements and the mitigation will be implemented by the first project.

9. Old Highway 395: Circle R Road to Gopher Canyon Road

Installation of a traffic signal for the direct impact at the Old Highway 395 / Circle R Road intersection will also mitigate this cumulative impact.

5.3 Post Mitigation Analysis

5.3.1 Intersections

Table 5-1 summarizes the post-mitigation analysis for all intersections where the Project has significant Direct and Cumulative impacts. As seen in *Table 5-1* with the proposed mitigation measures, all direct impacts are mitigated.

Table 5-2 summarizes the post-mitigation operations of all intersections where the project has significant Cumulative impacts. It may be noted that only intersections that are not mitigated by the payment of TIF are included in *Table 5-2*.

5.4 EDUs

Table 5-1 lists the EDUs based on the updated analysis that can be built prior to requiring intersection improvements, to mitigate the significant direct impacts.

TABLE 5-1
EXISTING + PROJECT POST-MITIGATION ANALYSIS

Intersection	Juris.	Control Type	Peak Hour	Existing		Existing + Project				Mitigation	Allowable # of Vehicles/ Delay in Seconds	% of Project Traffic	EDU ^c
						Prior to Mitigation		Post Mitigation					
				Delay ^a	LOS ^b	Delay	LOS	Delay	LOS				
1. E. Vista Wy / Gopher Canyon Rd	County	Signal	AM	94.1	F	102.3	F	73.6	E	Add a WB right-turn lane	2.0	20%	194
			PM	273.0	F	287.4	F	223.2	F		2.0	10%	136
9. Old Hwy 395 / W. Lilac Rd	County	TWSC	AM	18.1	C	414.4	F	21.3	C	Signal, add a WB left-turn lane	16.9	40%	776
			PM	12.2	B	674.1	F	33.6	C		22.8	40%	776
13. Old Hwy 395 / Circle R Drive	County	OWSC	AM	197.4	F	419.2	F	17.6	B	Signal	5 trips (WBL)	10%	194
			PM	33.3	D	83.1	F	12.3	B		1.7	5%	136
14. I-15 SB Ramps / Gopher Canyon Rd	Caltrans	OWSC	AM	31.3	D	48.6	E	11.0	B	Signal	3.7	55%	1,068
15. I-15 NB Ramps / Gopher Canyon Rd	Caltrans	OWSC	AM	31.9	D	53.8	F	13.5	B	Signal	3.1	25%	485
			PM	341.6	F	424.5	F	13.2	B		2.0	1%	19

Footnotes:

- a. Delay in seconds per vehicle.
- b. Level of Service
- c. Total Project EDUs

TABLE 5-2
CUMULATIVE POST-MITIGATION ANALYSIS

Intersection	Juris.	Control Type	Peak Hour	Existing		Existing + Project + Cumulative Projects				Mitigation
						Without Mitigation		Post Mitigation		
				Delay	LOS	Delay	LOS	Delay	LOS	
3. SR-76 / Olive Hill Rd/Camino Del Rey	Caltrans	Signal	AM	29.2	C	105.6	F	-	-	Caltrans facility - Significant and unavoidable
			PM	40.3	D	139.7	F	-	-	
4. Old River Rd / Camino Del Rey	County	OWSC	AM	44.3	E	516.4	F	24.5	C	Signal
			PM	27.9	D	906.5	F	25.9	C	
6. Old Hwy 395 / SR-76	Caltrans	Signal	AM	44.8	D	135.4	F	-	-	Caltrans facility - Significant and unavoidable
			PM	46.8	D	185.2	F	-	-	
7. Pankey Rd / SR-76	Caltrans	TWSC	AM	16.6	C	>950.0	F	-	-	Caltrans facility - Significant and unavoidable
			PM	34.5	D	210.1	F	-	-	
8. Old Hwy 395 / E. Dulin Rd	County	OWSC	AM	15.9	C	582.1	F	11.1	B	Signal
			PM	12.2	B	280.1	F	9.2	A	
9. Old Hwy 395 / W. Lilac Rd	County	TWSC	AM	18.1	C	>950.0	F	40.4	D	Signal
			PM	12.2	B	>950.0	F	50.0	D	
13. Old Hwy 395 / Circle R Drive	County	OWSC	AM	197.4	F	1,330.6	F	31.0	C	Signal
			PM	33.3	D	584.8	F	20.3	C	

CONTINUED ON THE NEXT PAGE

TABLE 5-2 (CONTINUED)
NEAR-TERM INTERSECTION POST-MITIGATION ANALYSIS

Intersection	Juris.	Control Type	Peak Hour	Existing		Existing + Project + Cumulative Projects				Mitigation
						Without Mitigation		Post Mitigation		
				Delay	LOS	Delay	LOS	Delay	LOS	
23. Valley Center Rd / Lilac Rd	County	Signal	PM	14.7	B	61.1	E	a	a	Signal Interconnect
24. Miller Rd / Valley Center Rd	County	OWSC	AM	15.5	C	36.9	E	9.7	A	Signal
			PM	14.4	B	92.4	F	12.9	B	
22. Lilac Rd / Old Castle Rd	County	OWSC	AM	20.3	C	99.7	F	12.5	B	Signal
			PM	18.9	C	90.2	F	9.6	A	

Footnotes:

- a. Intersection is expected to operate with acceptable LOS with the implementation of the signal interconnect.

APPENDICES TO THE TECHNICAL ADDENDUM

LILAC HILLS RANCH

San Diego County, California

February 16th, 2018

LLG Ref. 3-16-2838

**Linscott, Law &
Greenspan, Engineers**

4542 Ruffner Street
Suite 100
San Diego, CA 92111

858.300.8800 T

858.300.8810 F

www.llgengineers.com

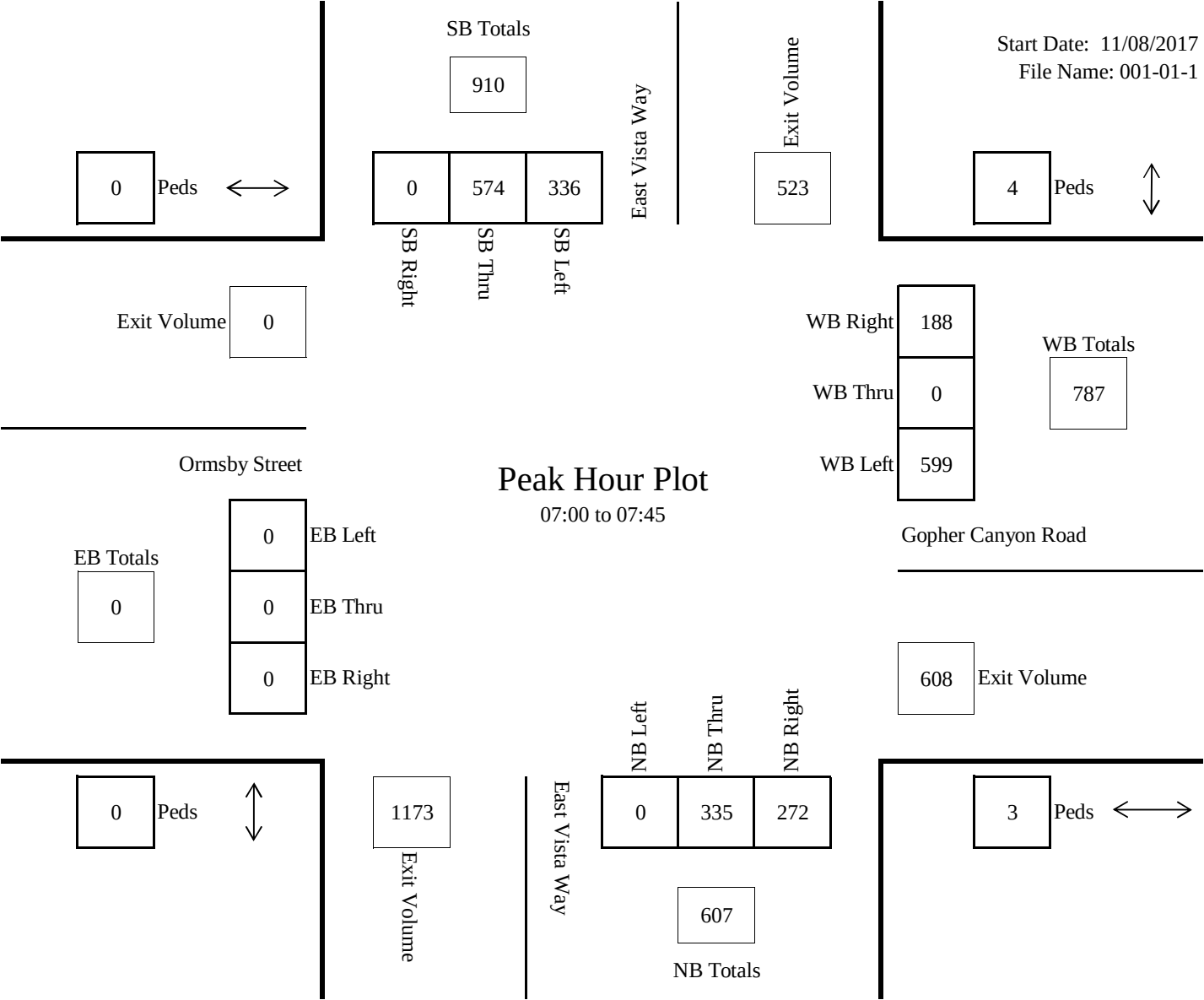
APPENDIX A

INTERSECTION & SEGMENT MANUAL COUNT SHEETS

INTERSECTION MANUAL COUNT SHEETS

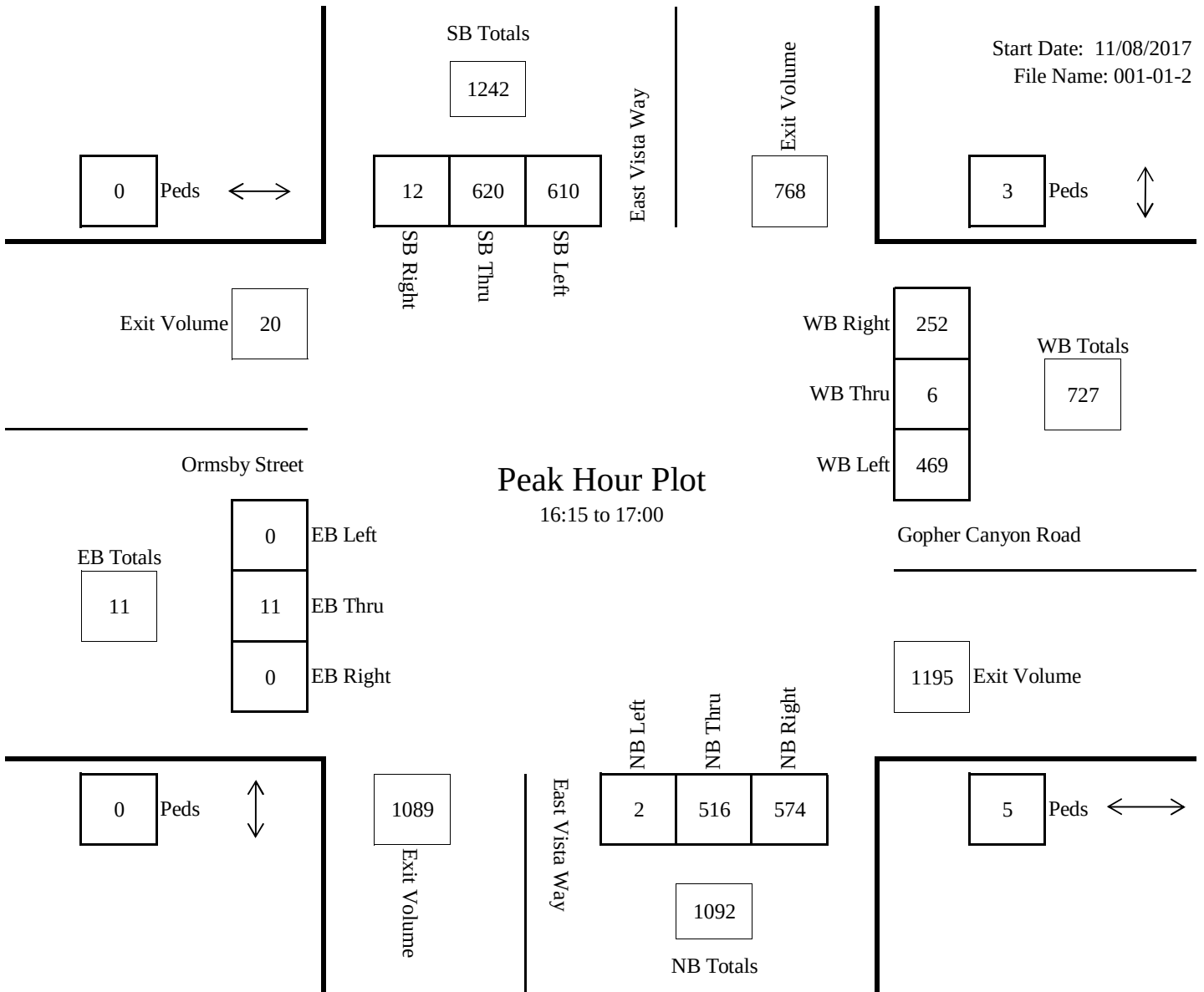
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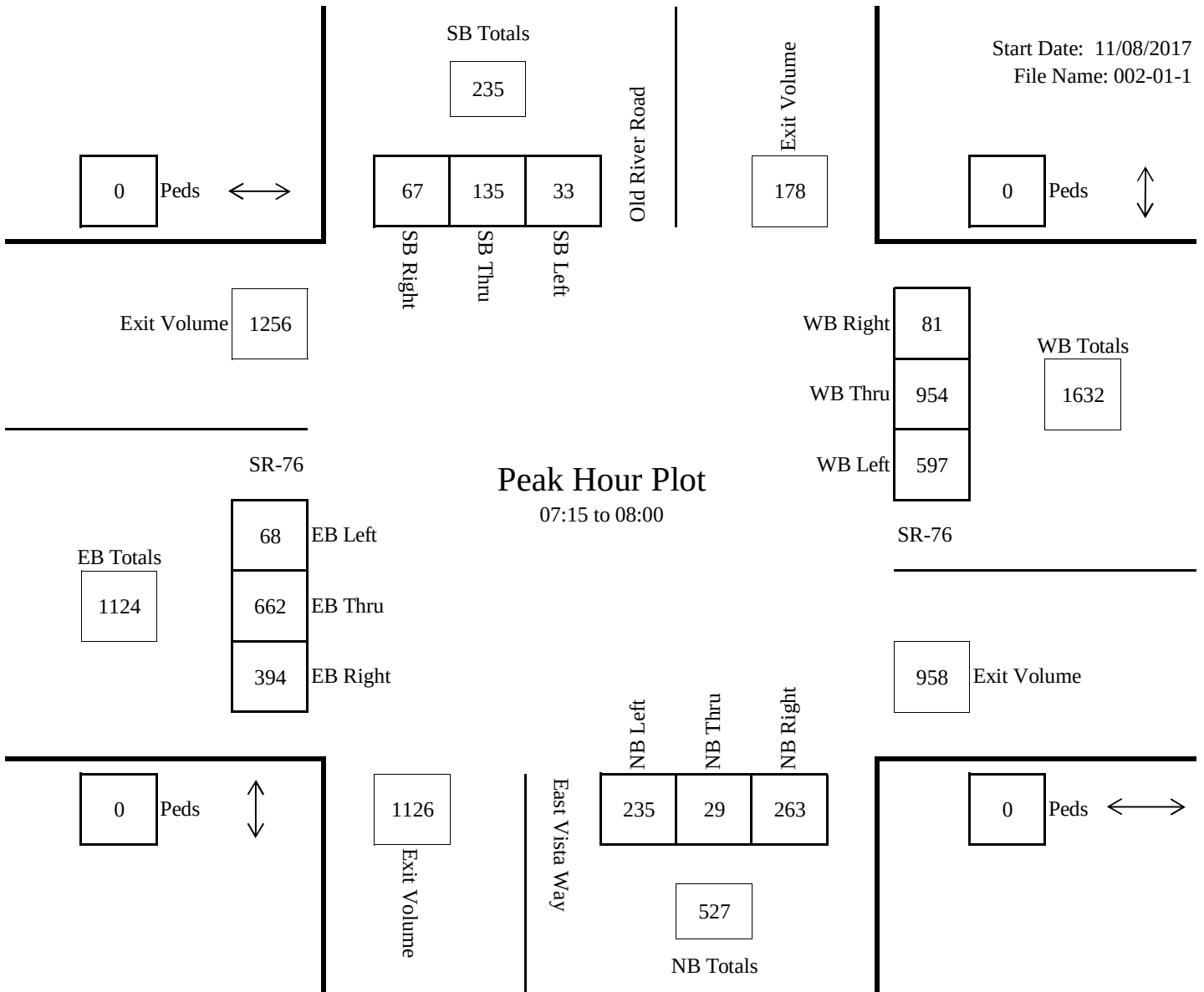


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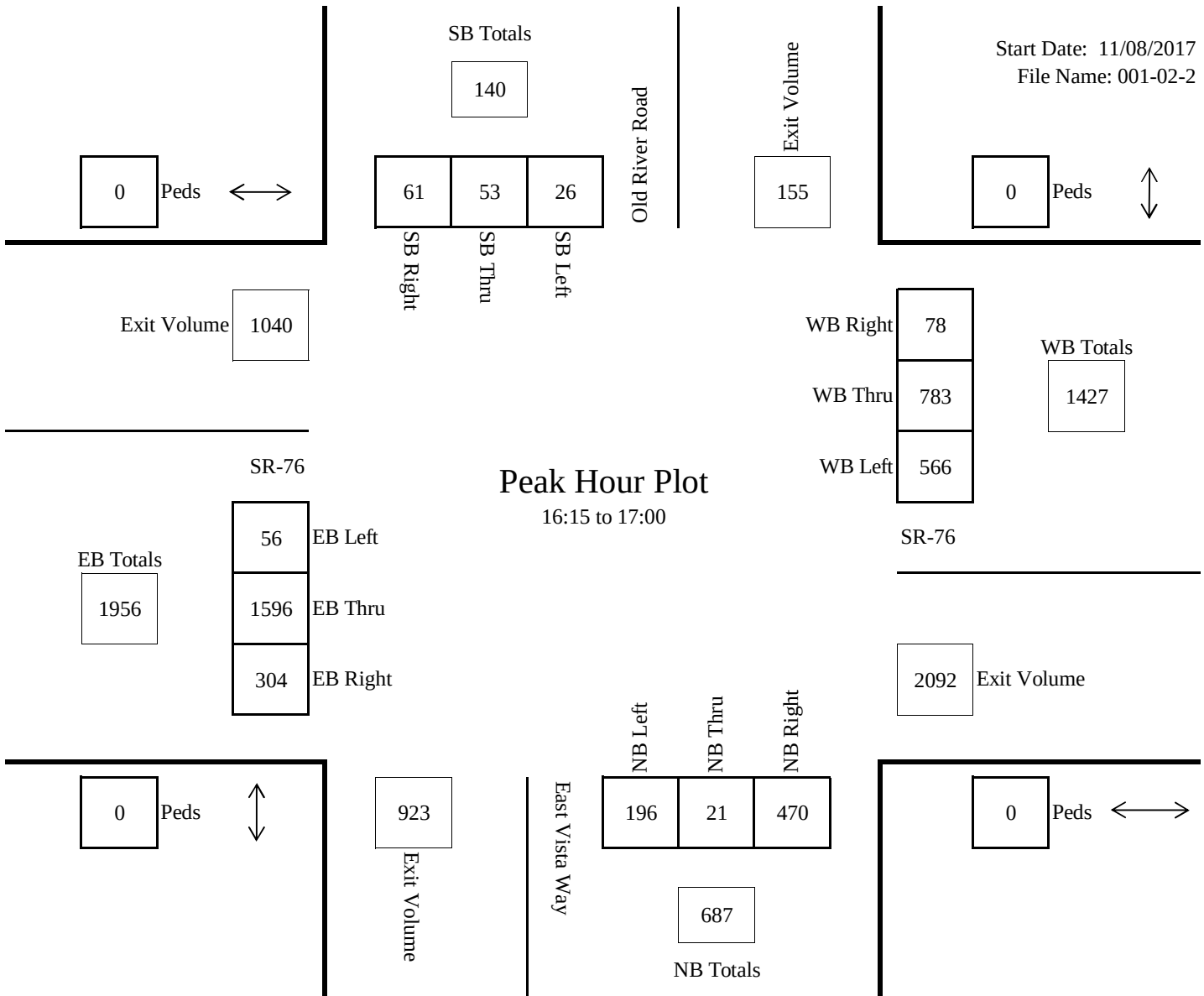
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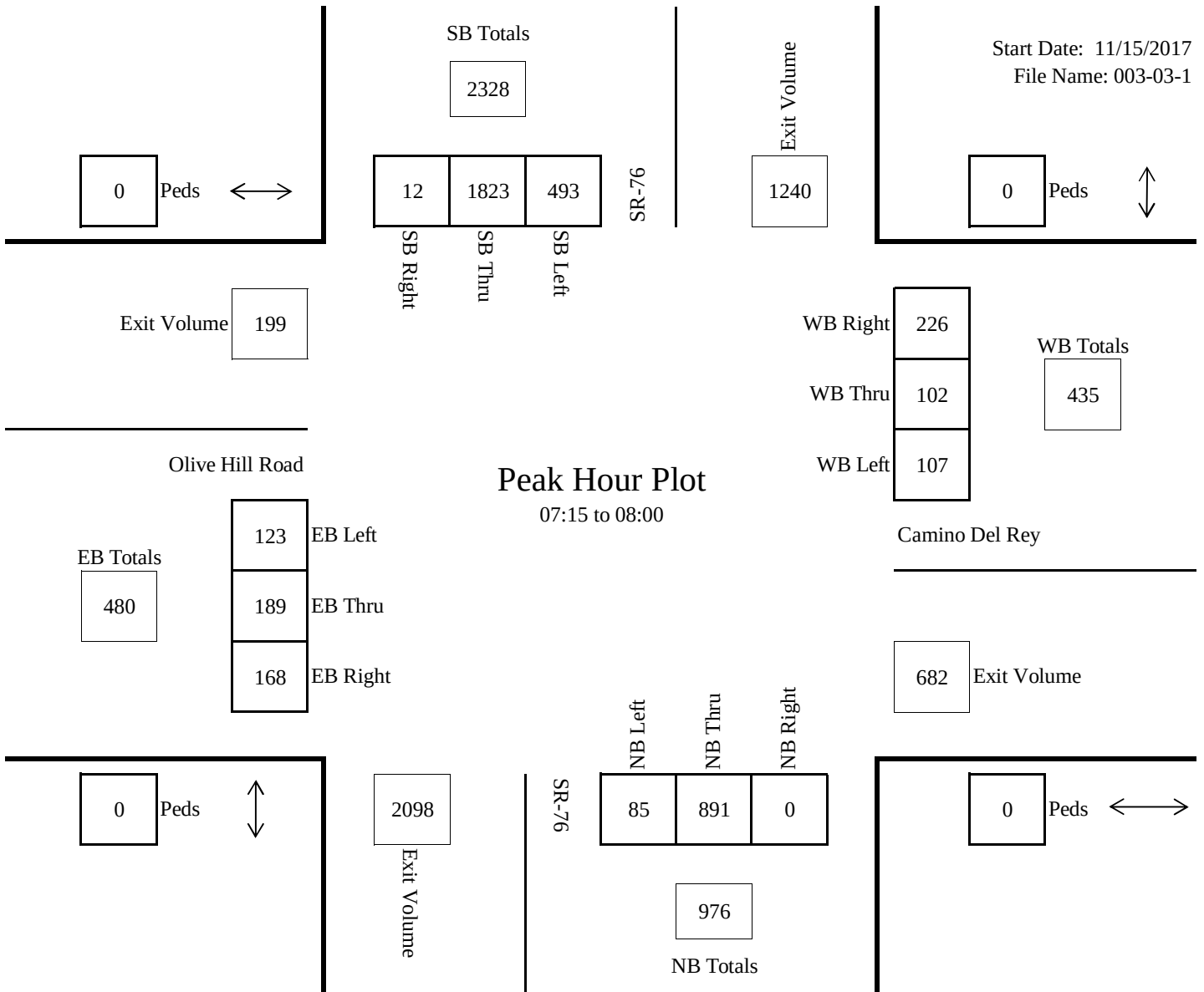


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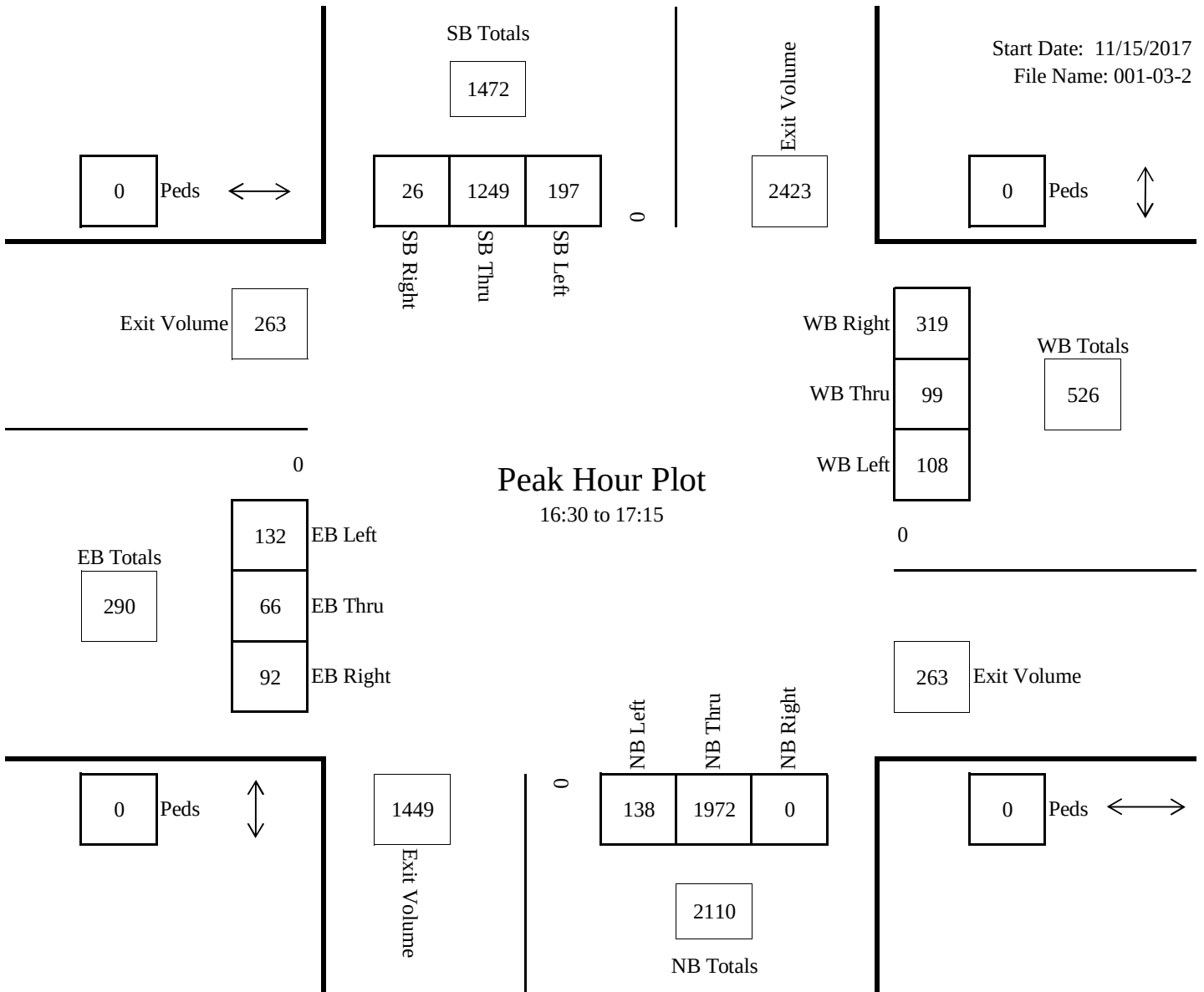
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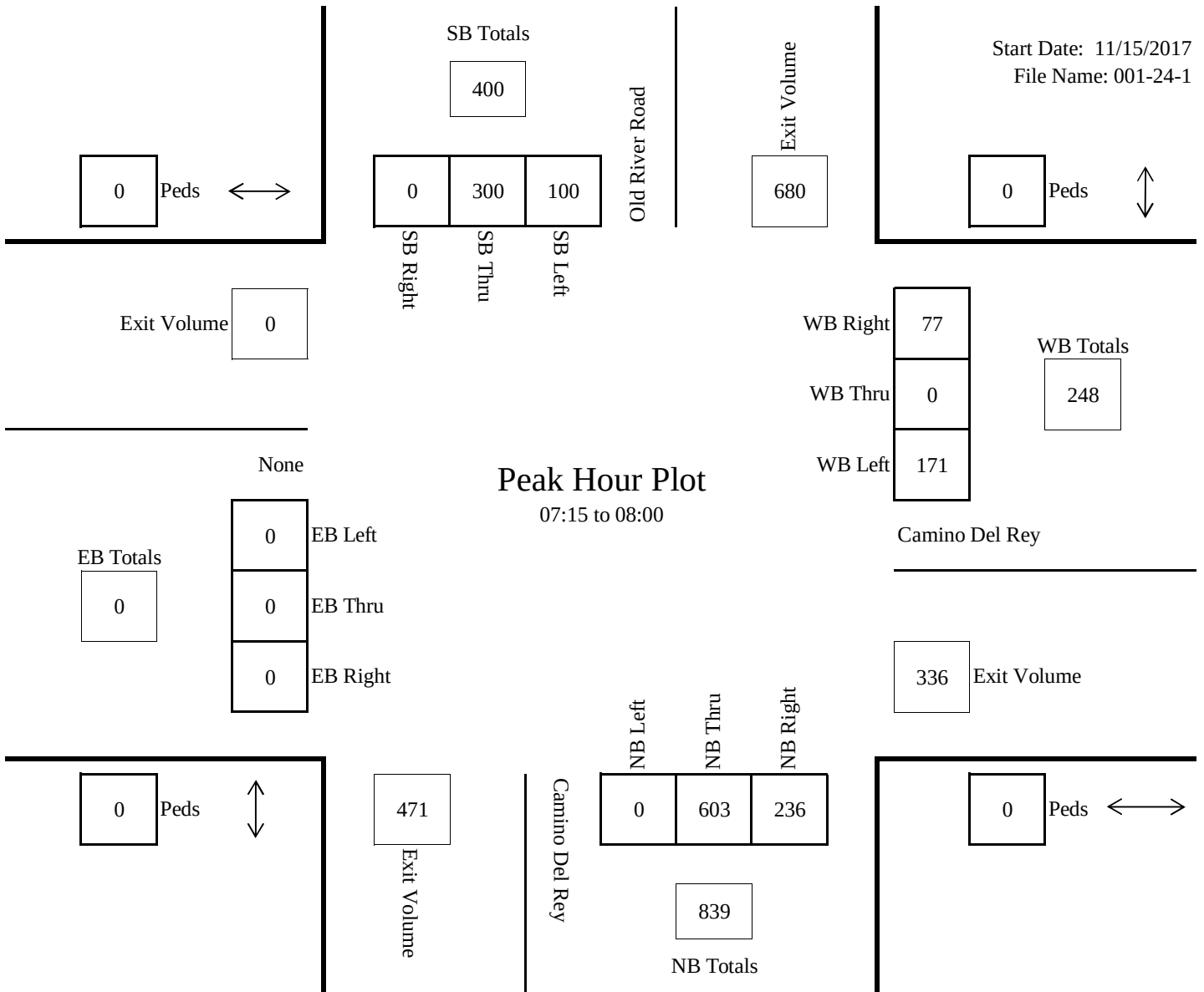


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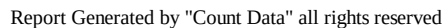


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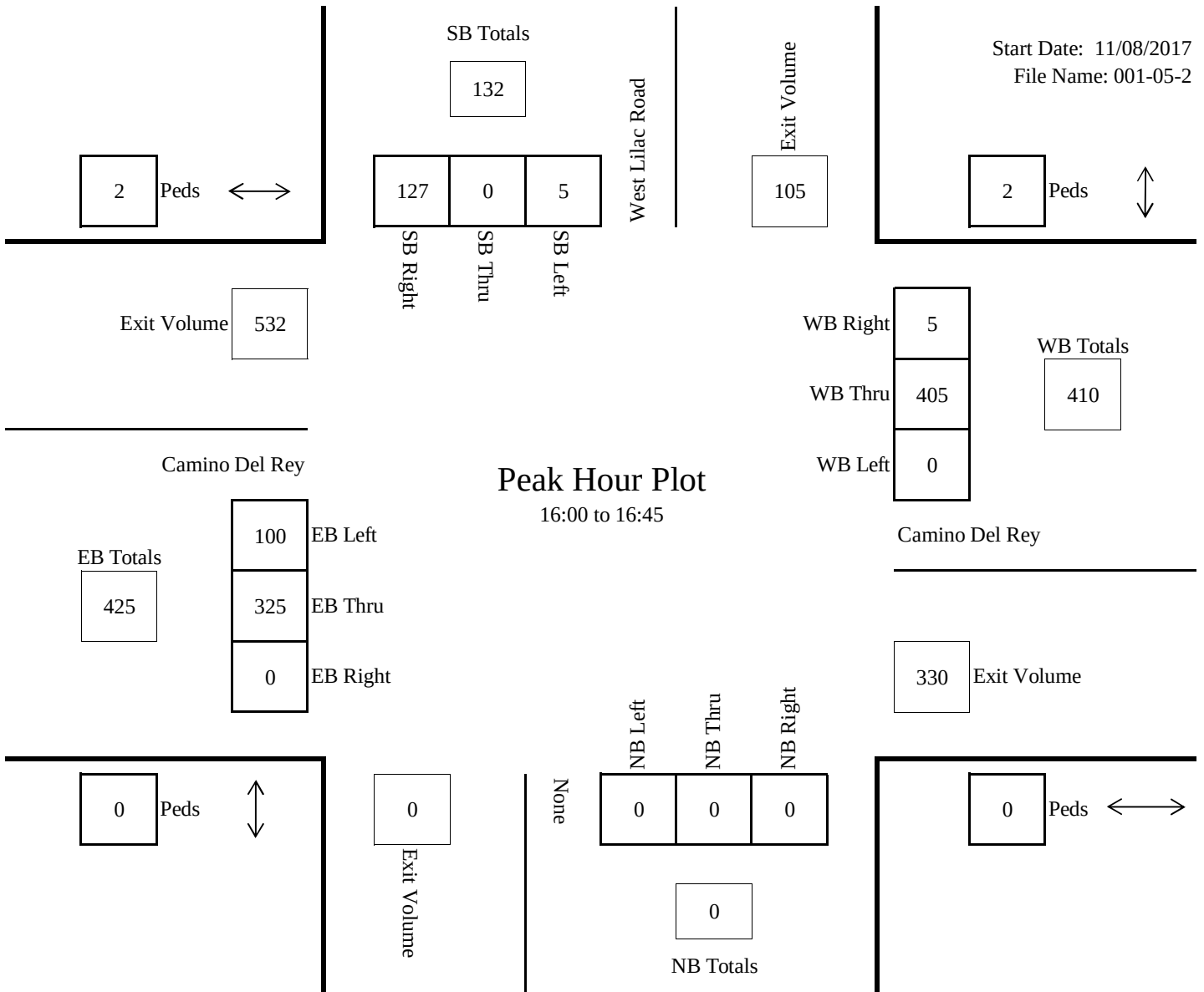


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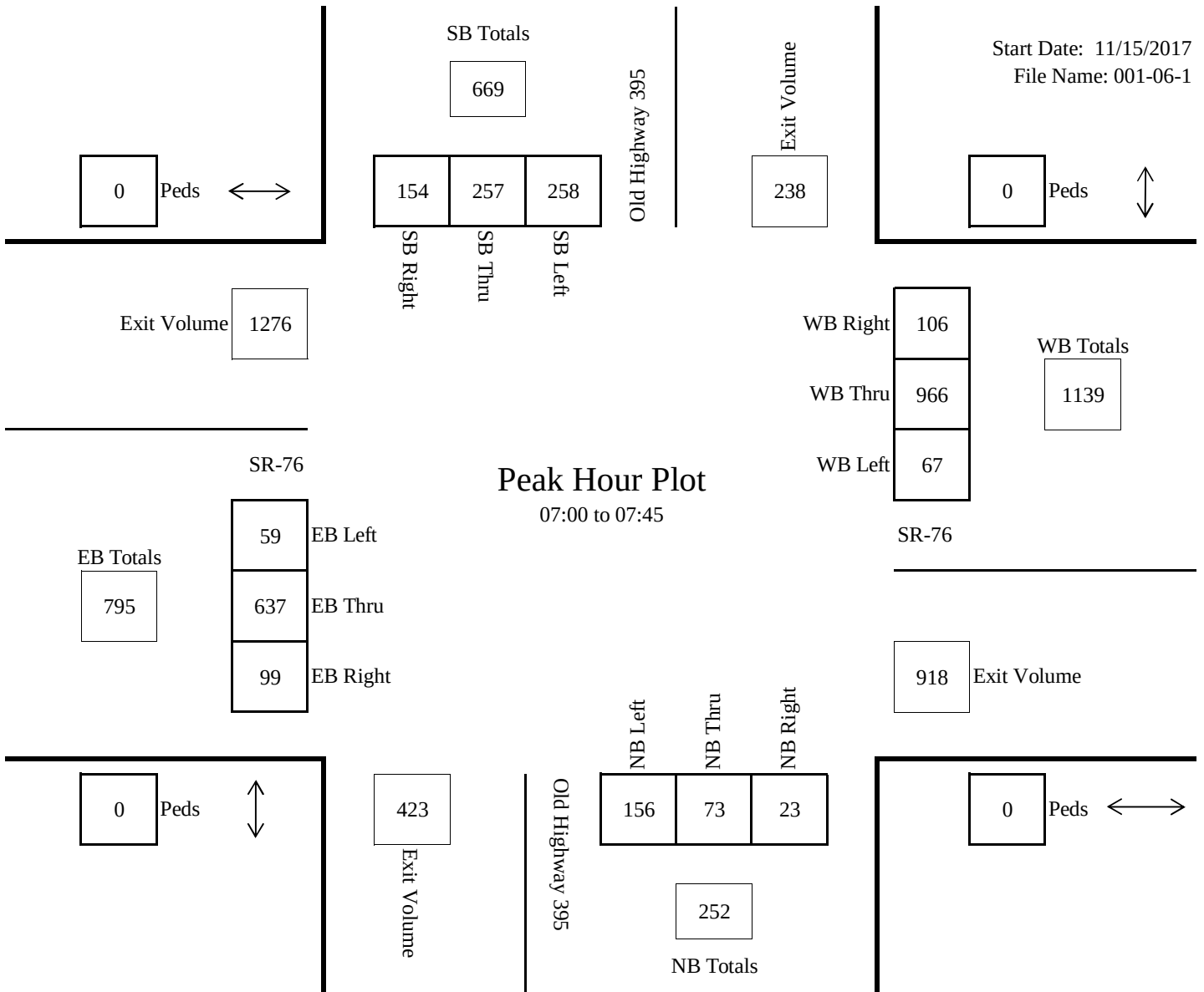
Start Date: 11/08/2017

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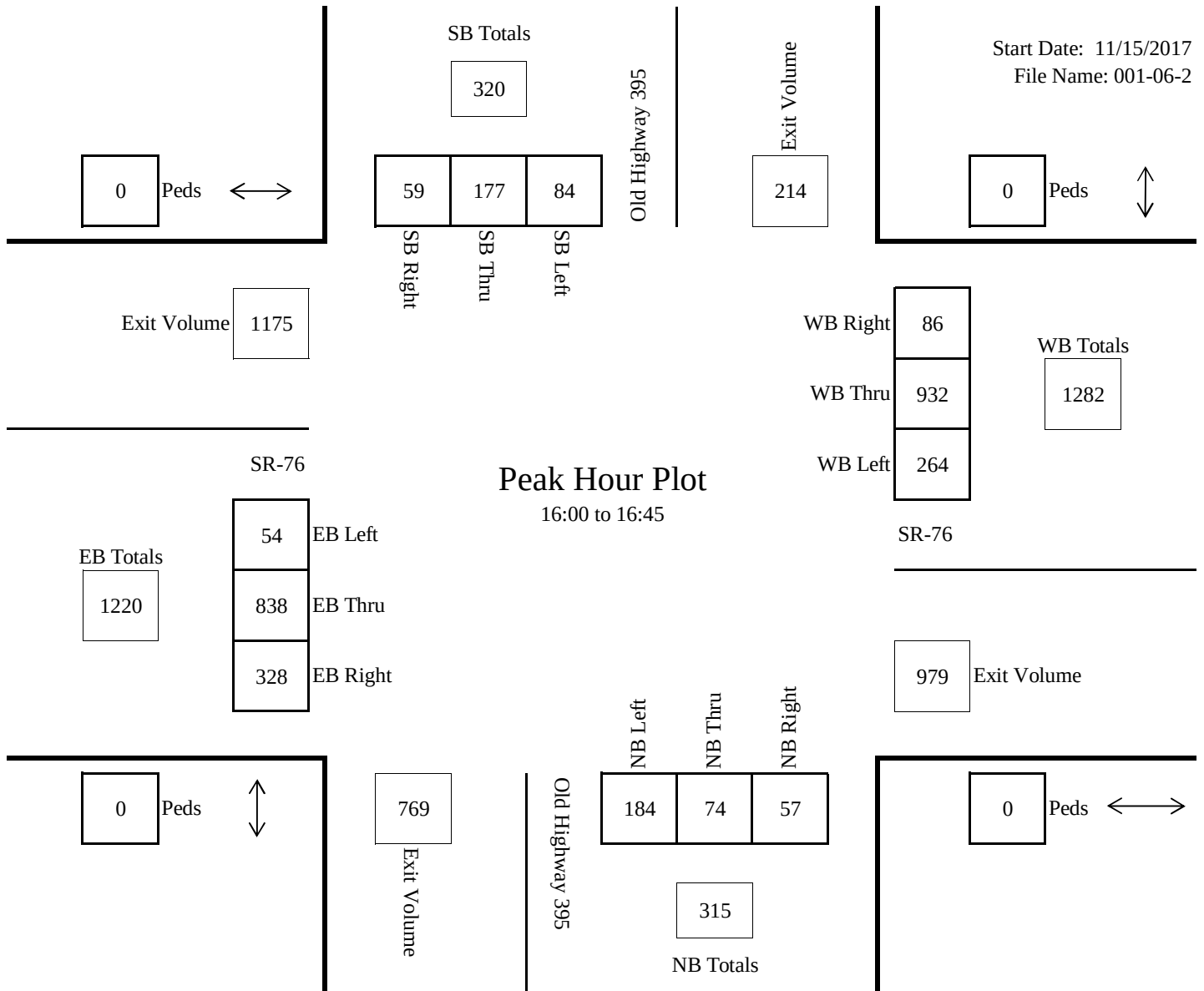


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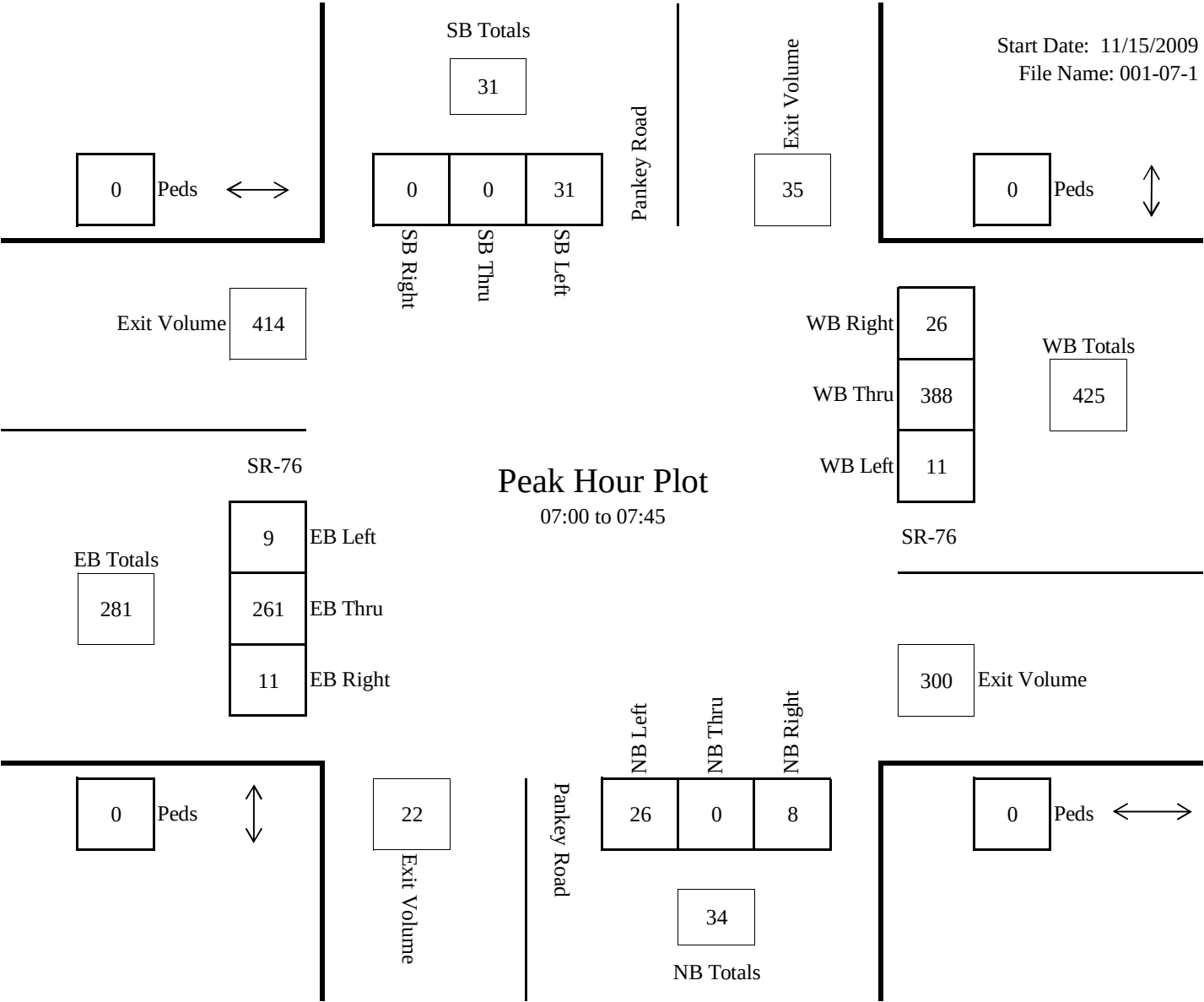
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Peak Hour Plot
16:30 to 17:15

SB Totals

1

SB Right: 0, SB Thru: 0, SB Left: 1

WB Totals

349

WB Right: 0, WB Thru: 338, WB Left: 11

EB Totals

1165

EB Left: 6, EB Thru: 1121, EB Right: 38

NB Totals

24

NB Left: 10, NB Thru: 0, NB Right: 14

Exit Volumes

- Exit Volume (SR-76): 348
- Exit Volume (SR-76): 1136
- Exit Volume (SR-76): 49

Pedestrian Counts

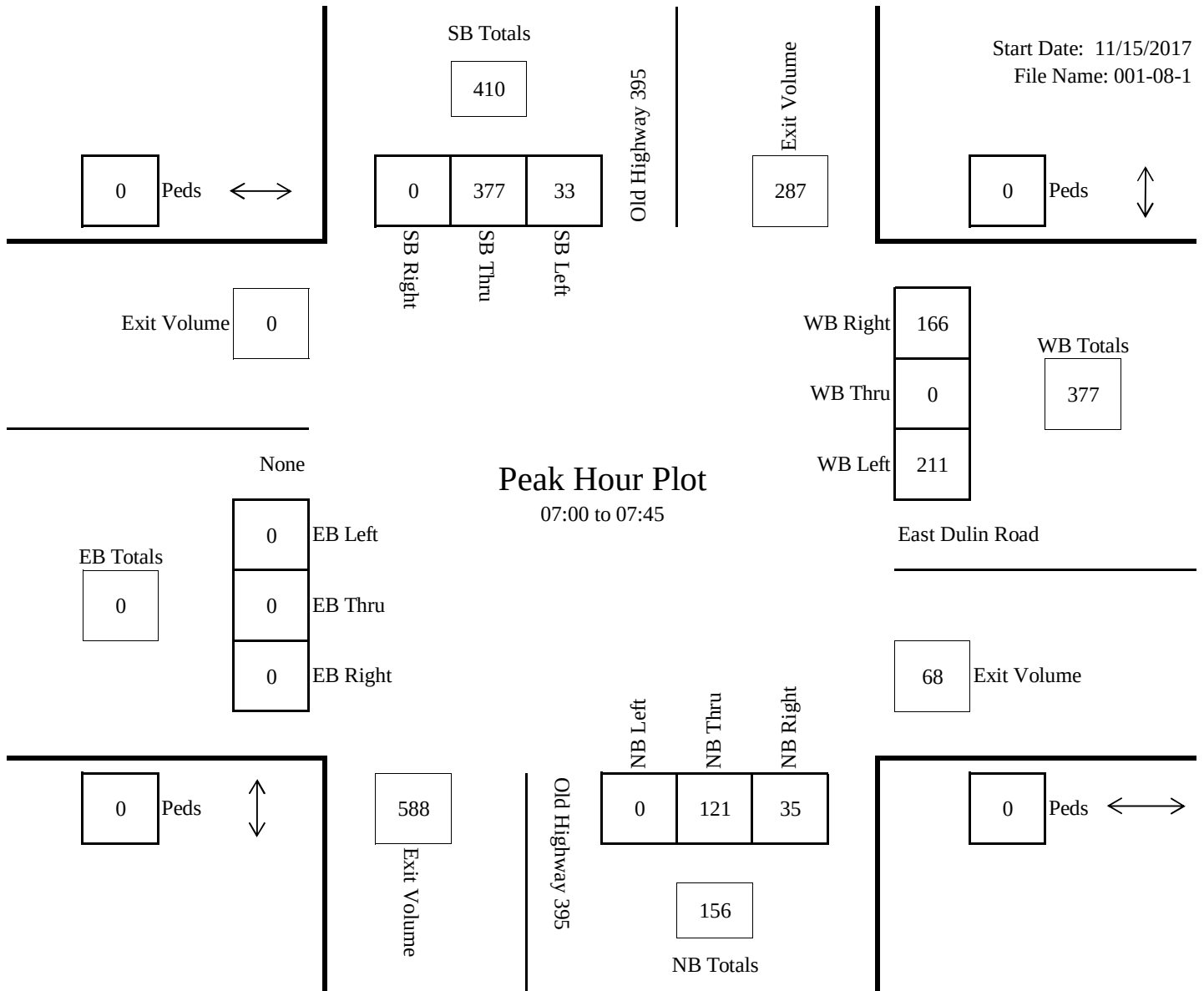
- Peds (SR-76): 0
- Peds (SR-76): 0
- Peds (SR-76): 0

Other Data

- Start Date: 11/15/2017
- File Name: 001-07-2

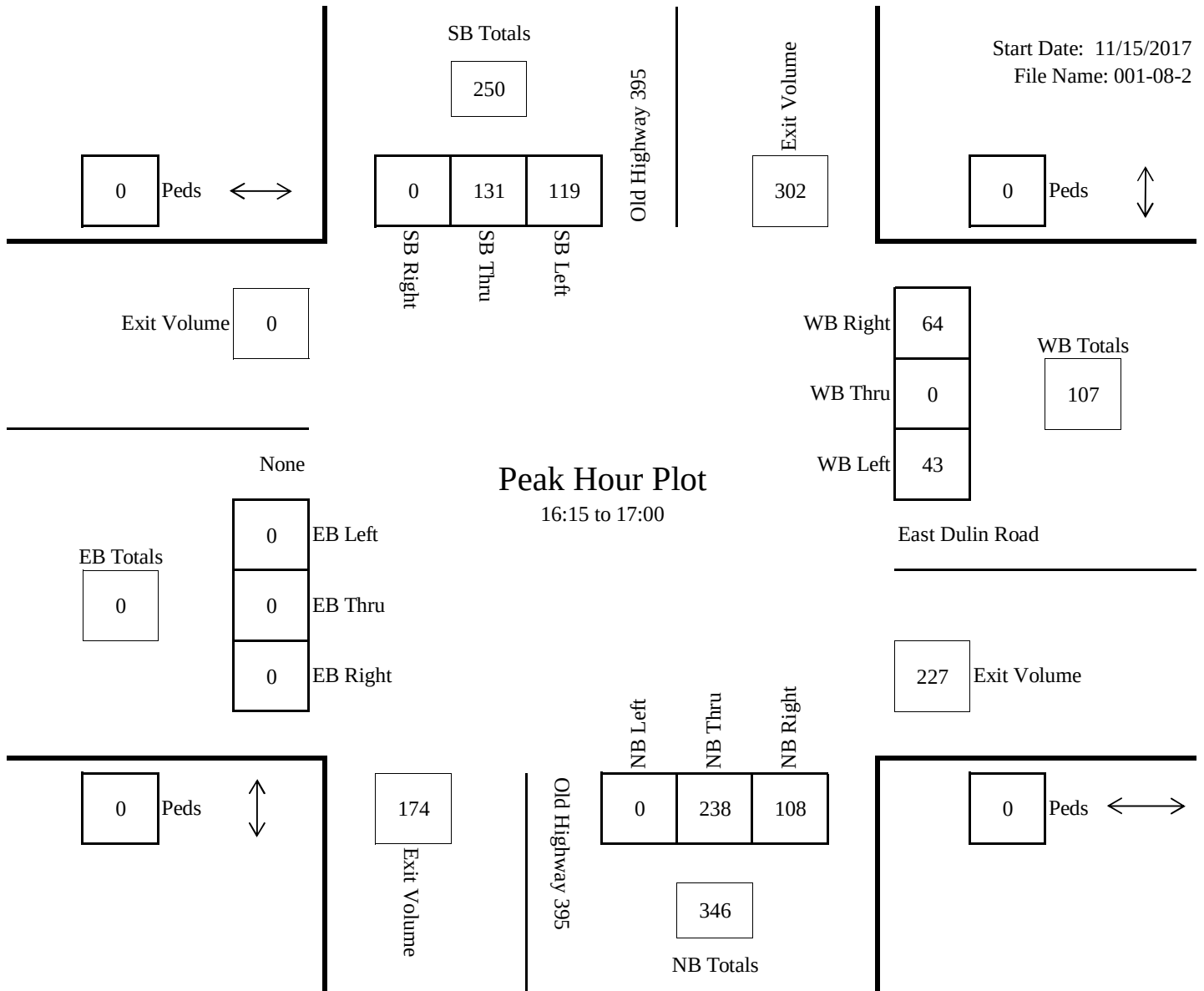
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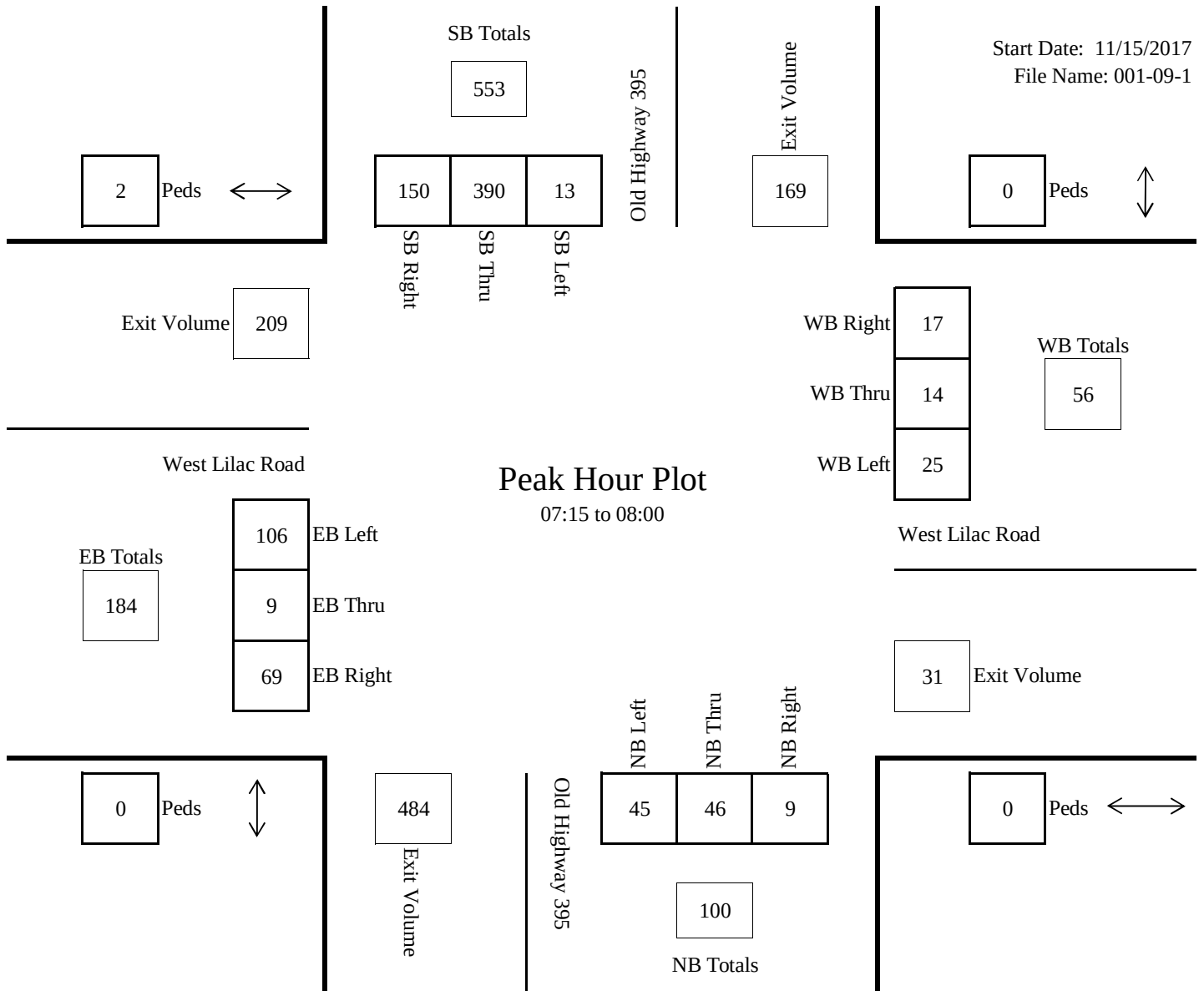
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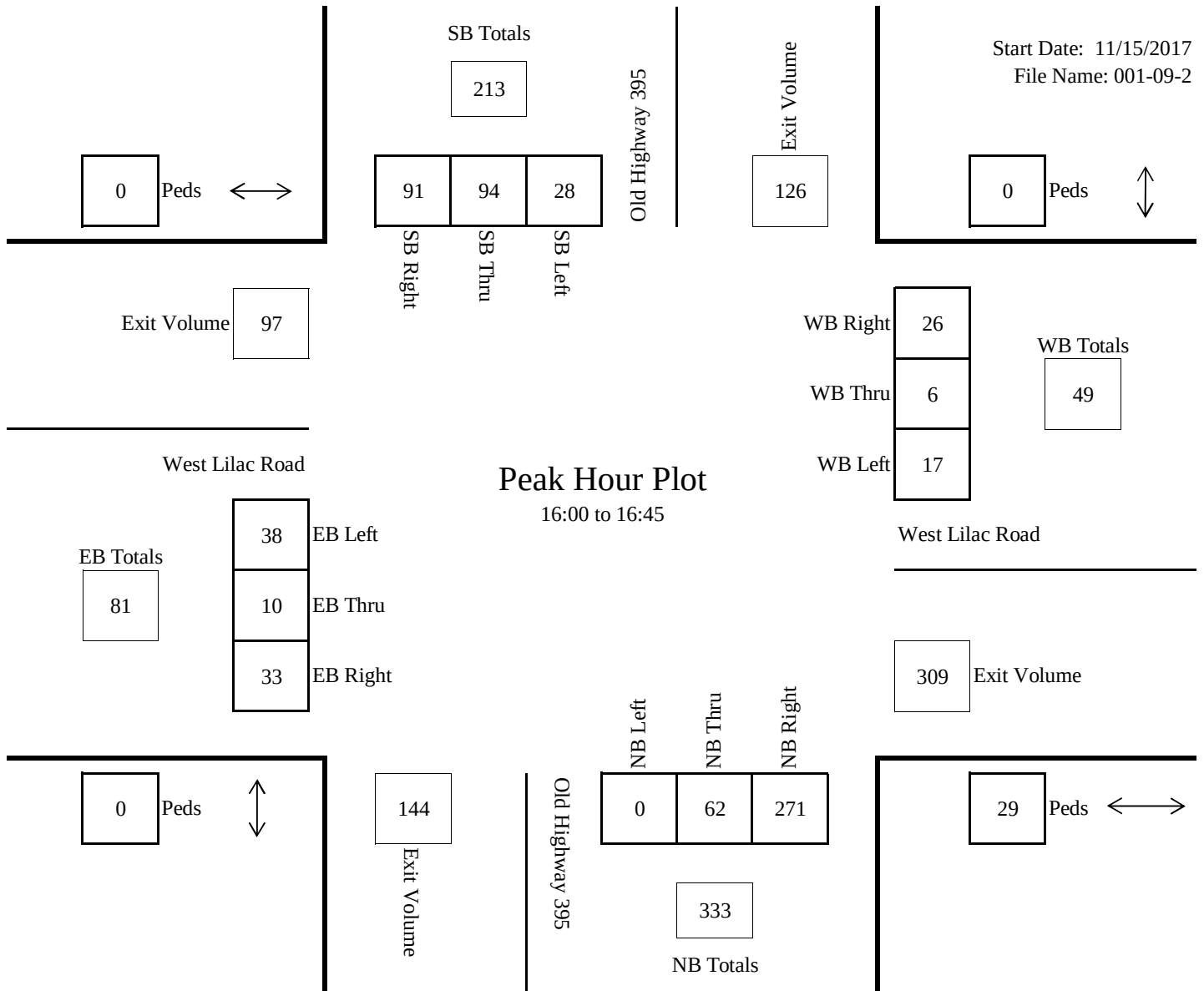
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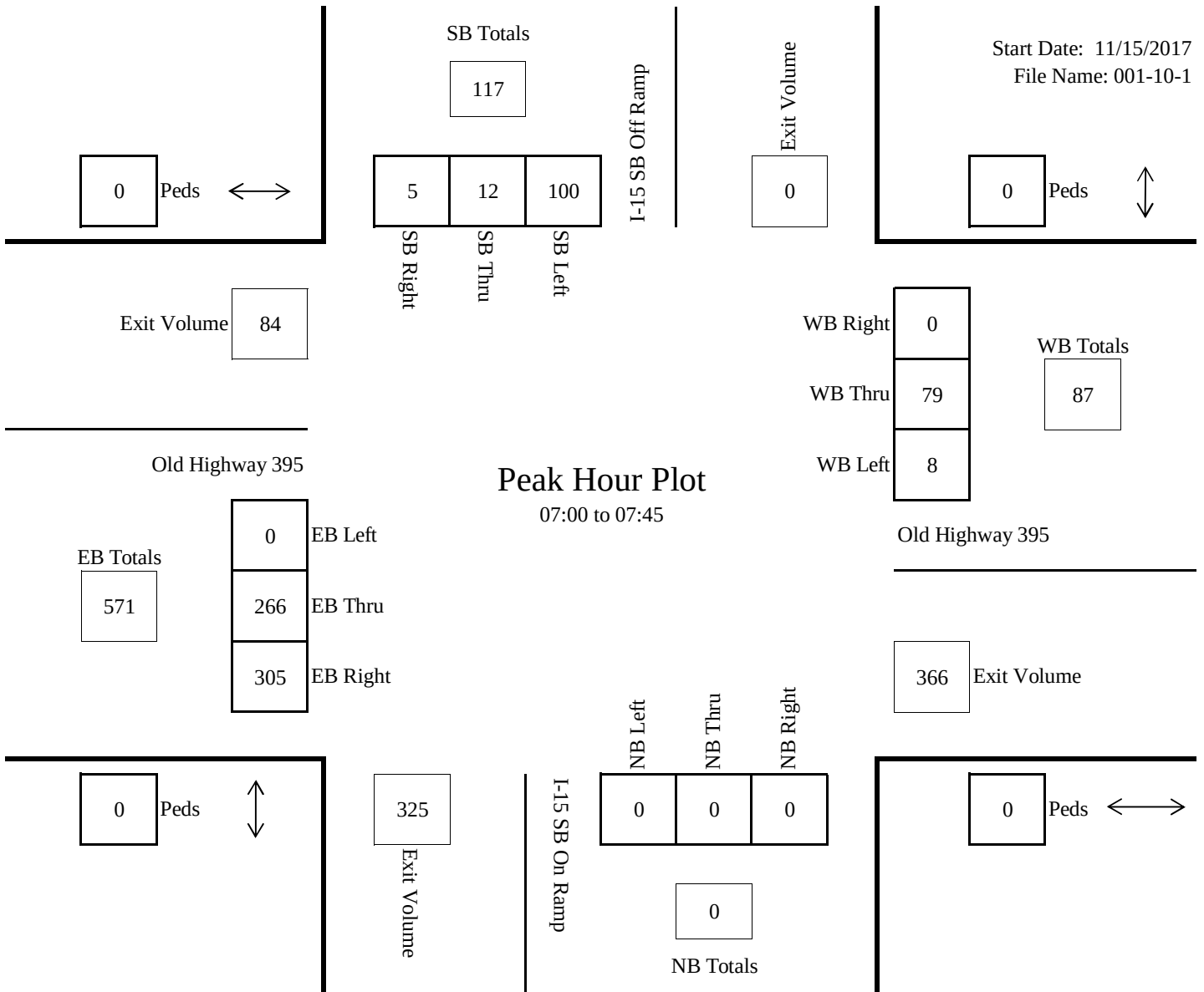
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SB Totals

I-15 SB Off Ramp

Exit Volume

File Name: 001-10-2

Exit Volume	336
-------------	-----

SB Left

WB Totals

8

16:00 to 16:45

EB Totals

128 | EB Right

181

124	Exit Volume
-----	-------------

124

Exit Volume

I-15 SB On Ramp

NB Right

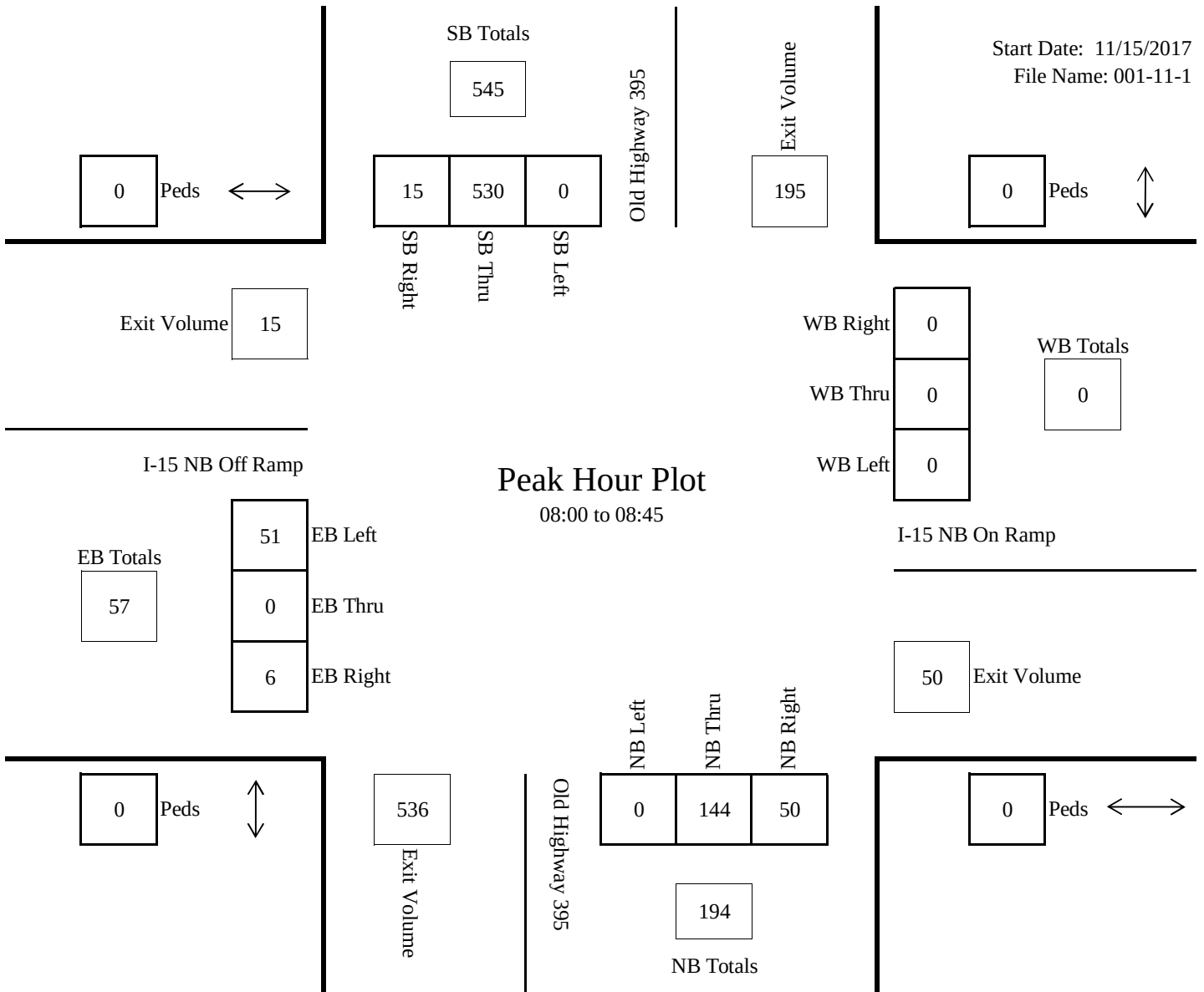
0

0
NB Totals

0 | Peds $\longleftrightarrow$

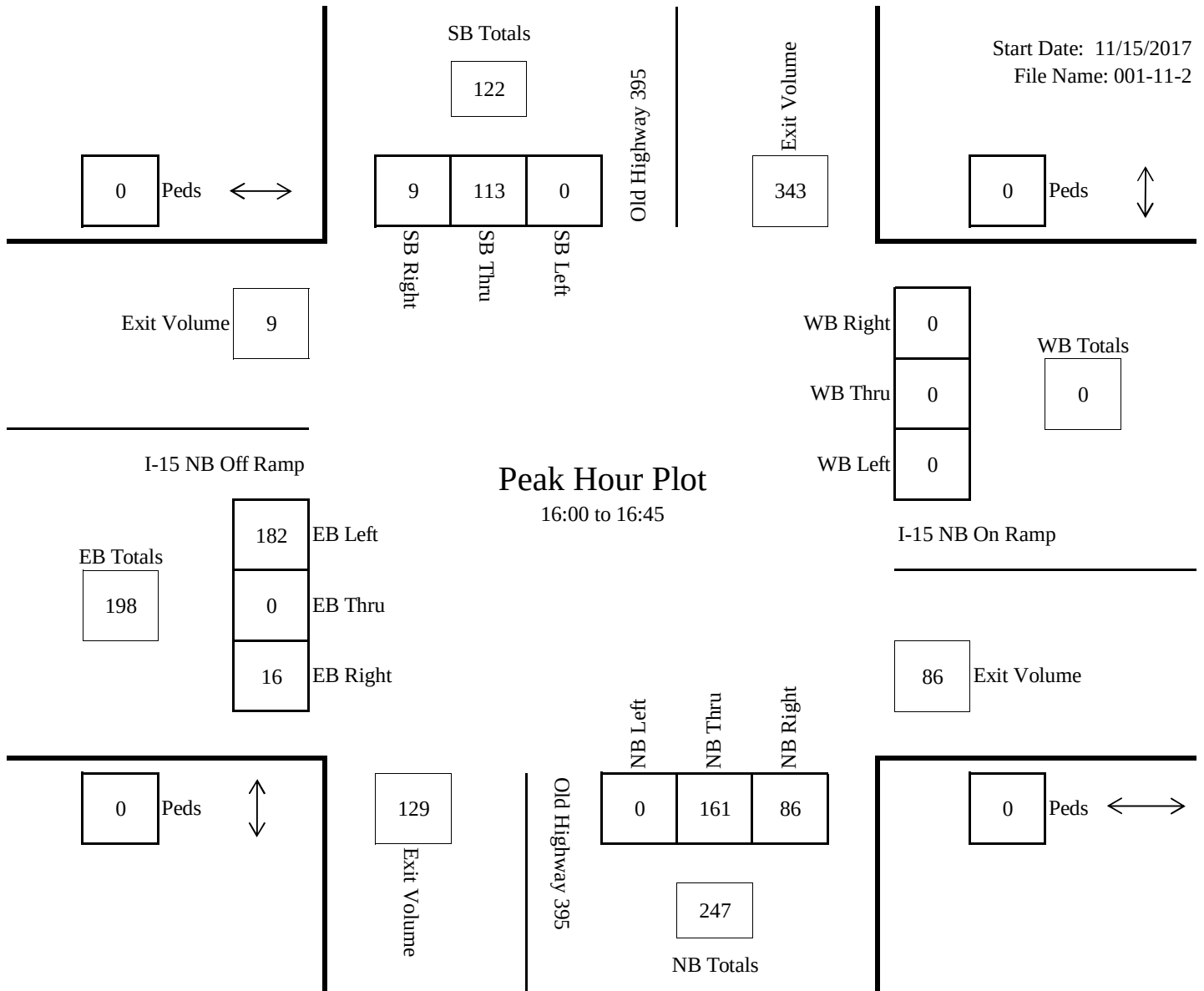
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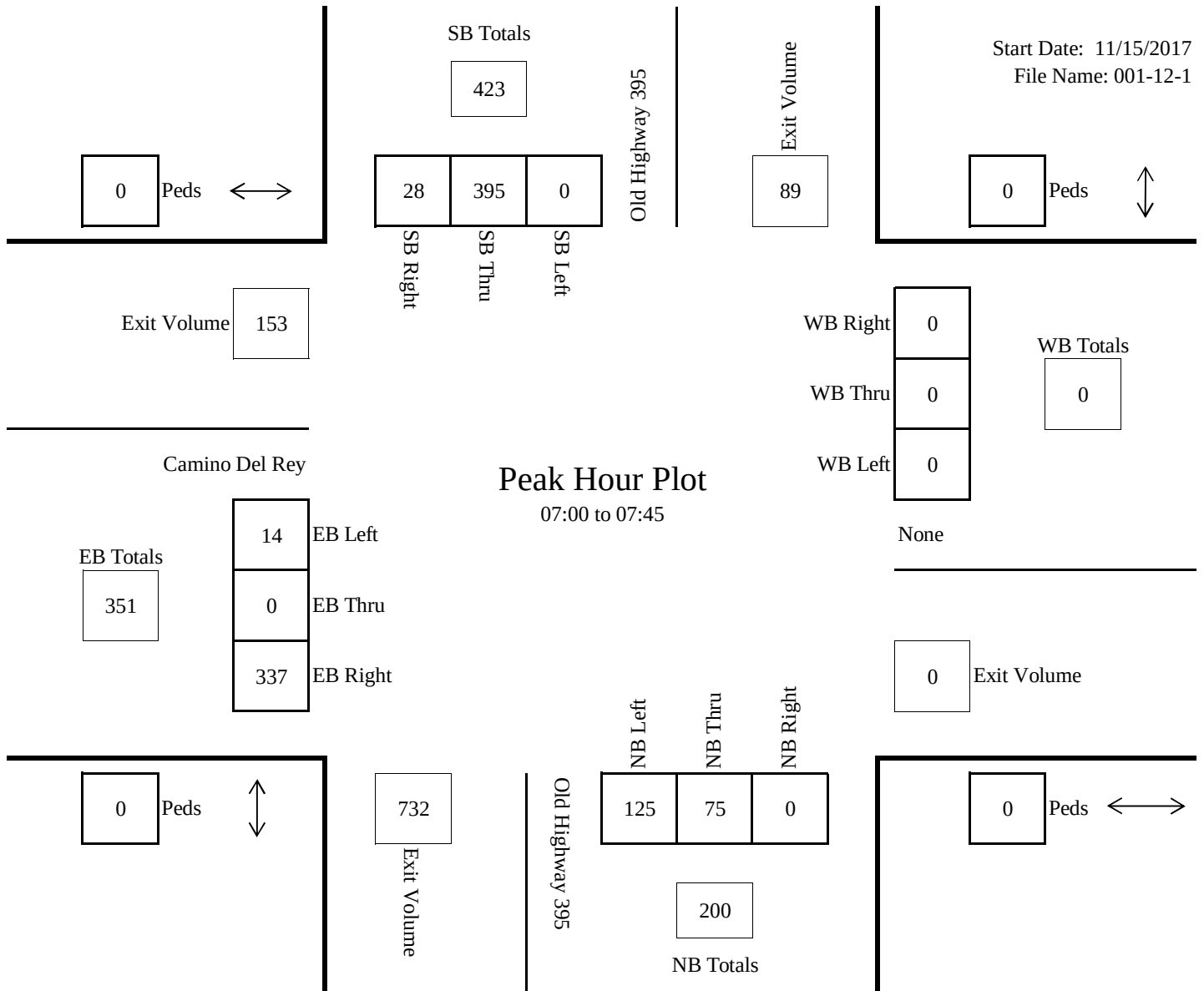
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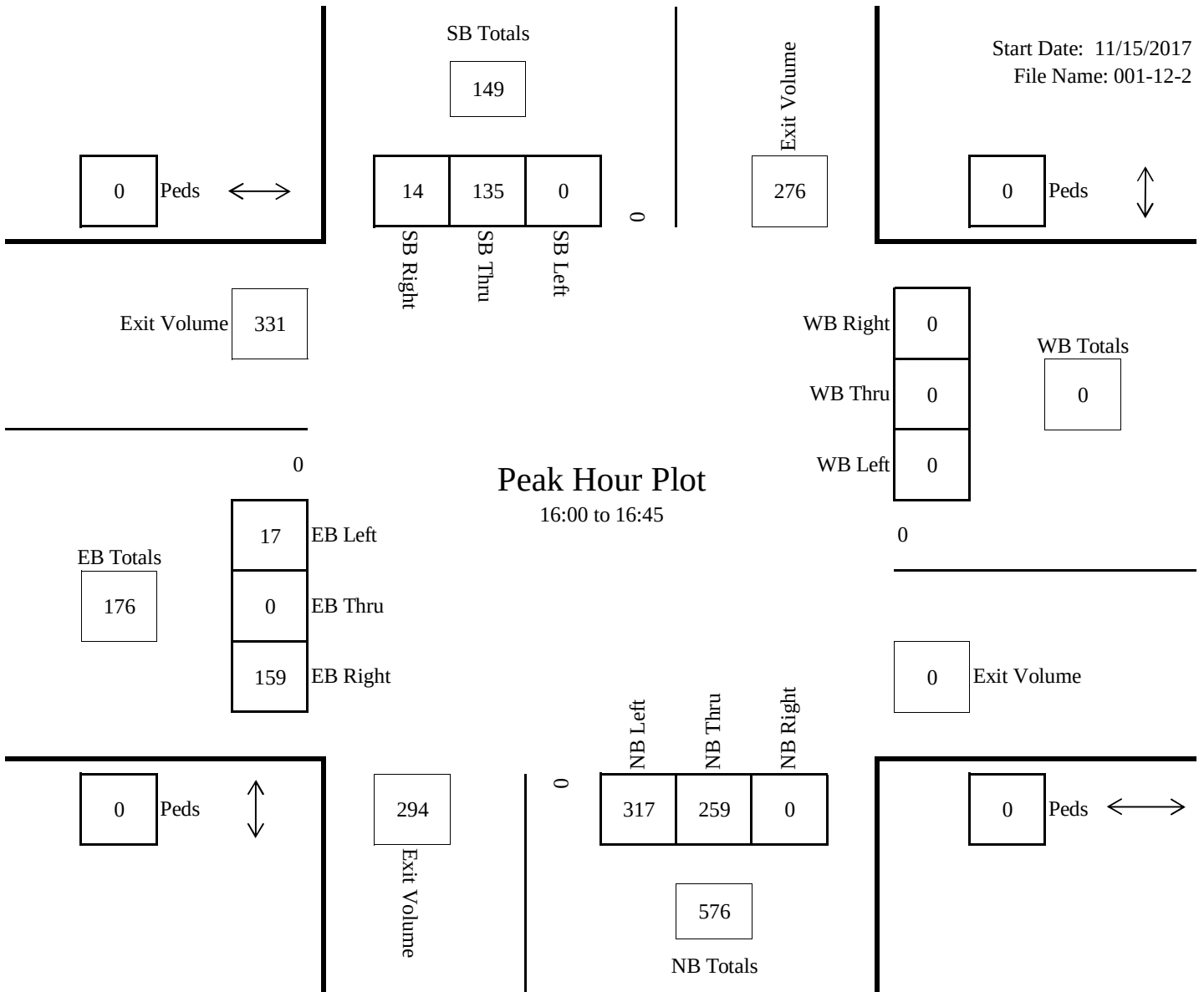
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Peak Hour Plot
07:00 to 07:45

SB Totals
723

SB
0 (Peds) ↔

SB Right: 0
SB Thru: 712
SB Left: 11

Exit Volume: 207

Start Date: 11/15/2017
File Name: 001-13-1

WB Totals
278

WB
0 (Peds) ↔

WB Right: 22
WB Thru: 0
WB Left: 256

Exit Volume: 58

EB Totals
0

EB
0 (Peds) ↔

EB Left: 0
EB Thru: 0
EB Right: 0

Exit Volume: 968

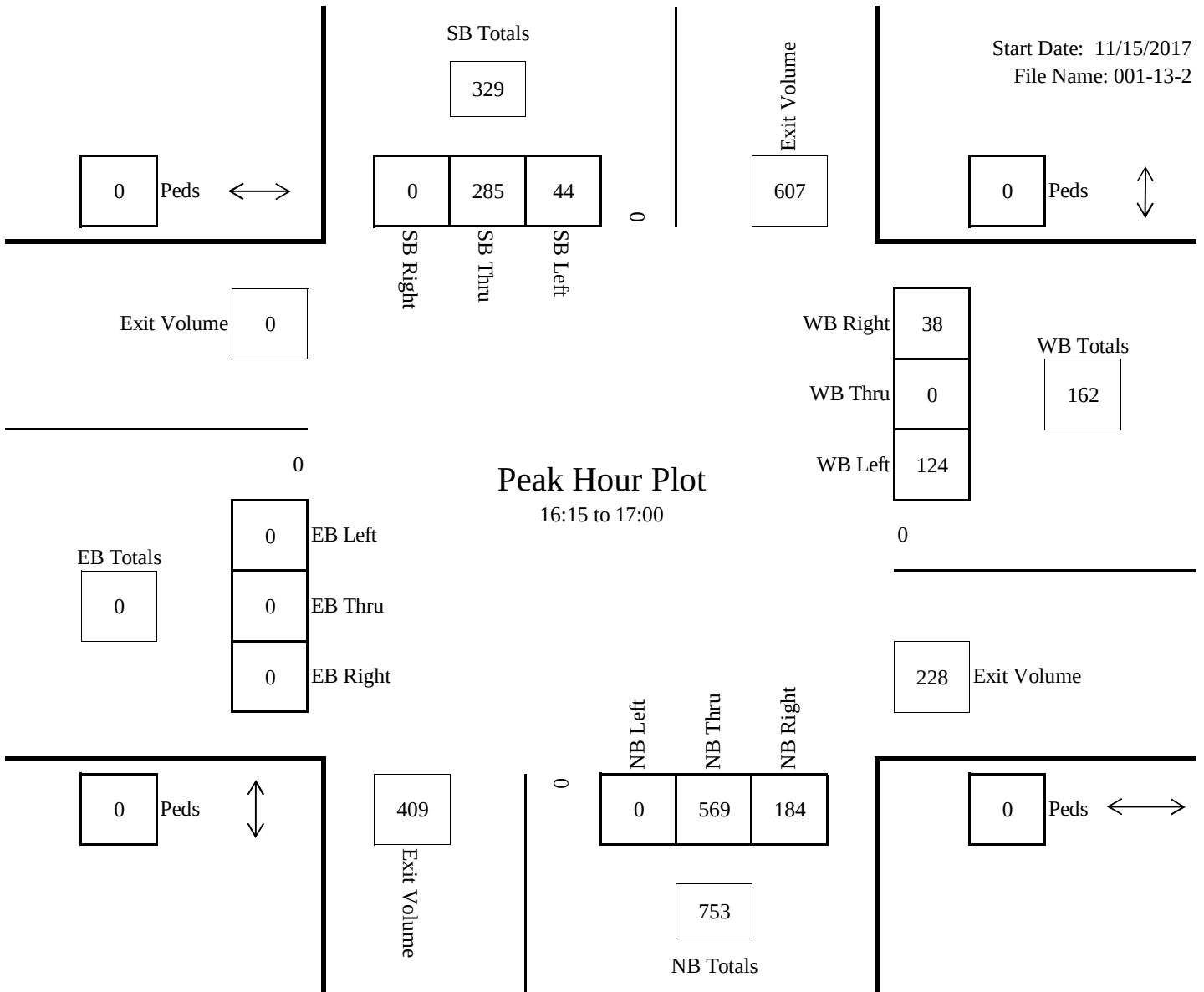
NB Totals
232

NB
0 (Peds) ↔

NB Left: 0
NB Thru: 185
NB Right: 47

Exit Volume: 0

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File Name: 001-14-1

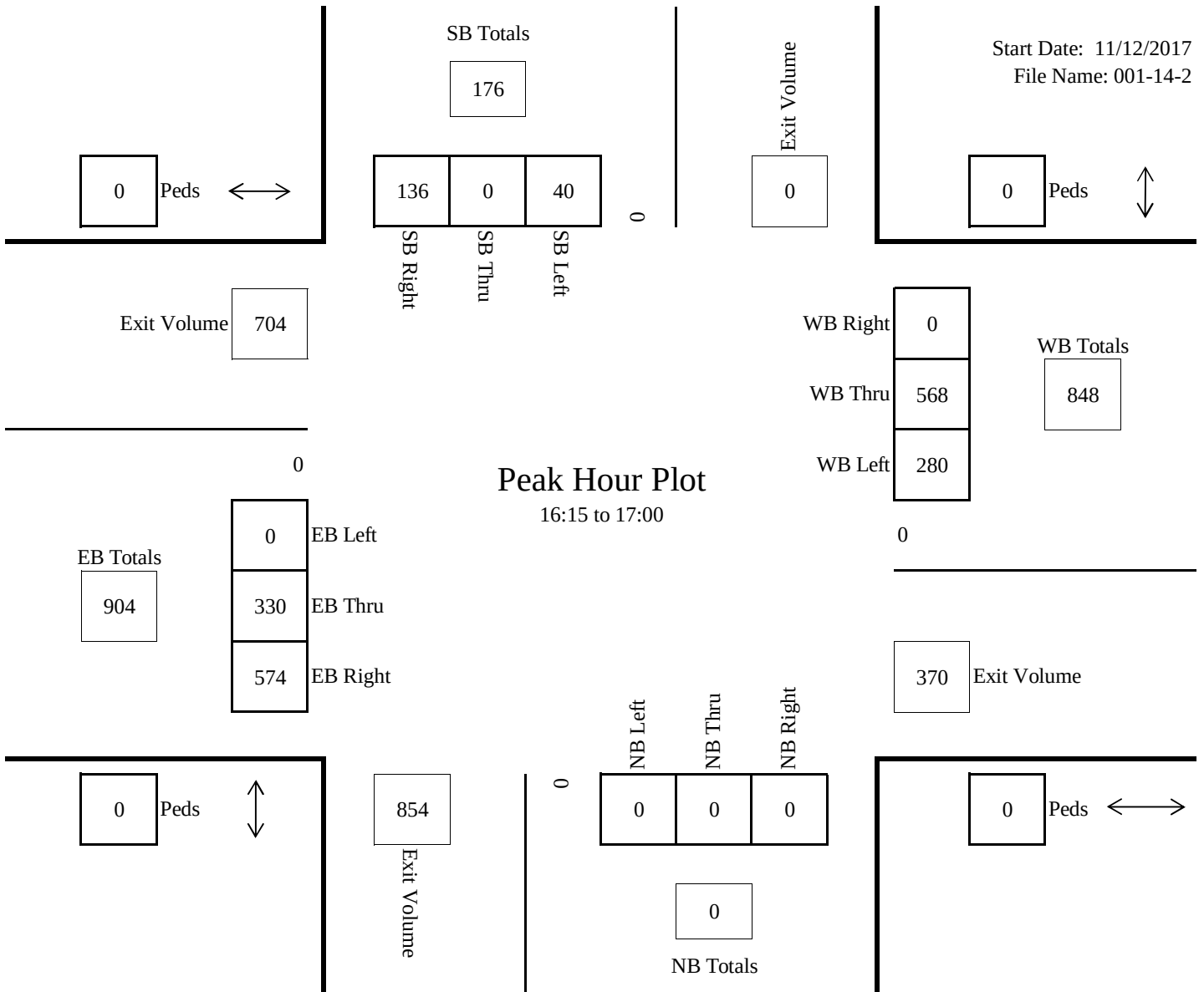
NB Totals

07:00 to 07:45

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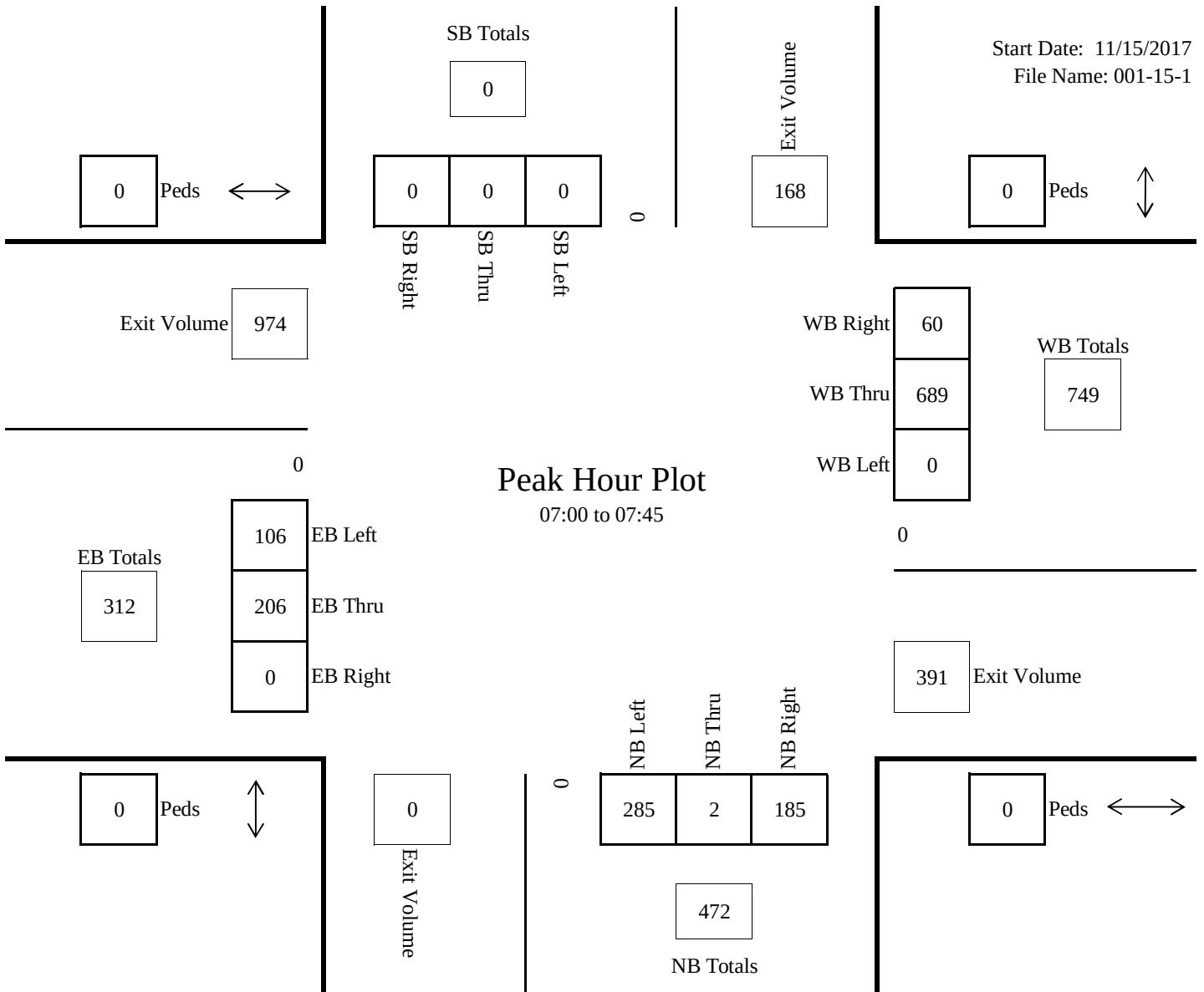
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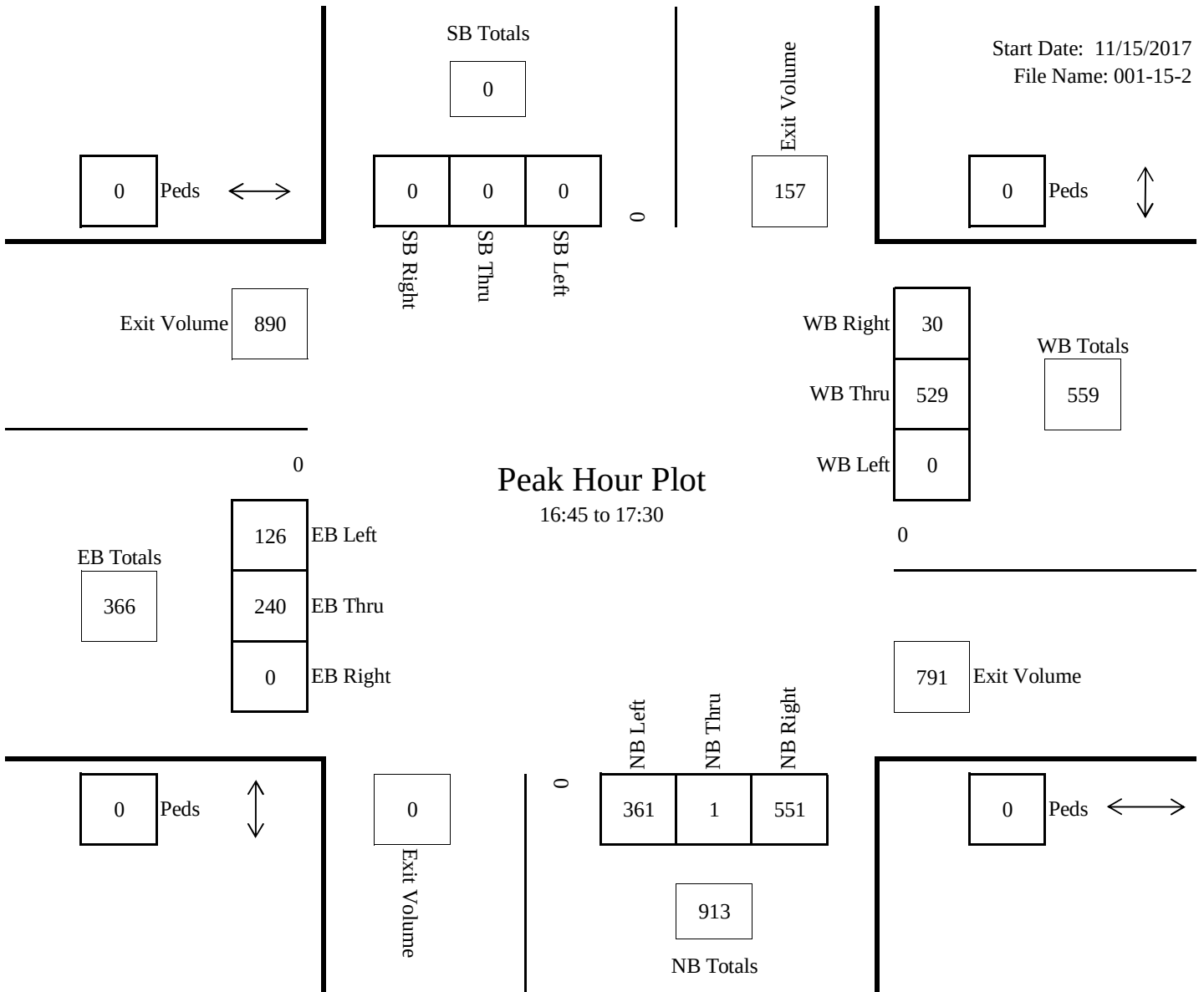
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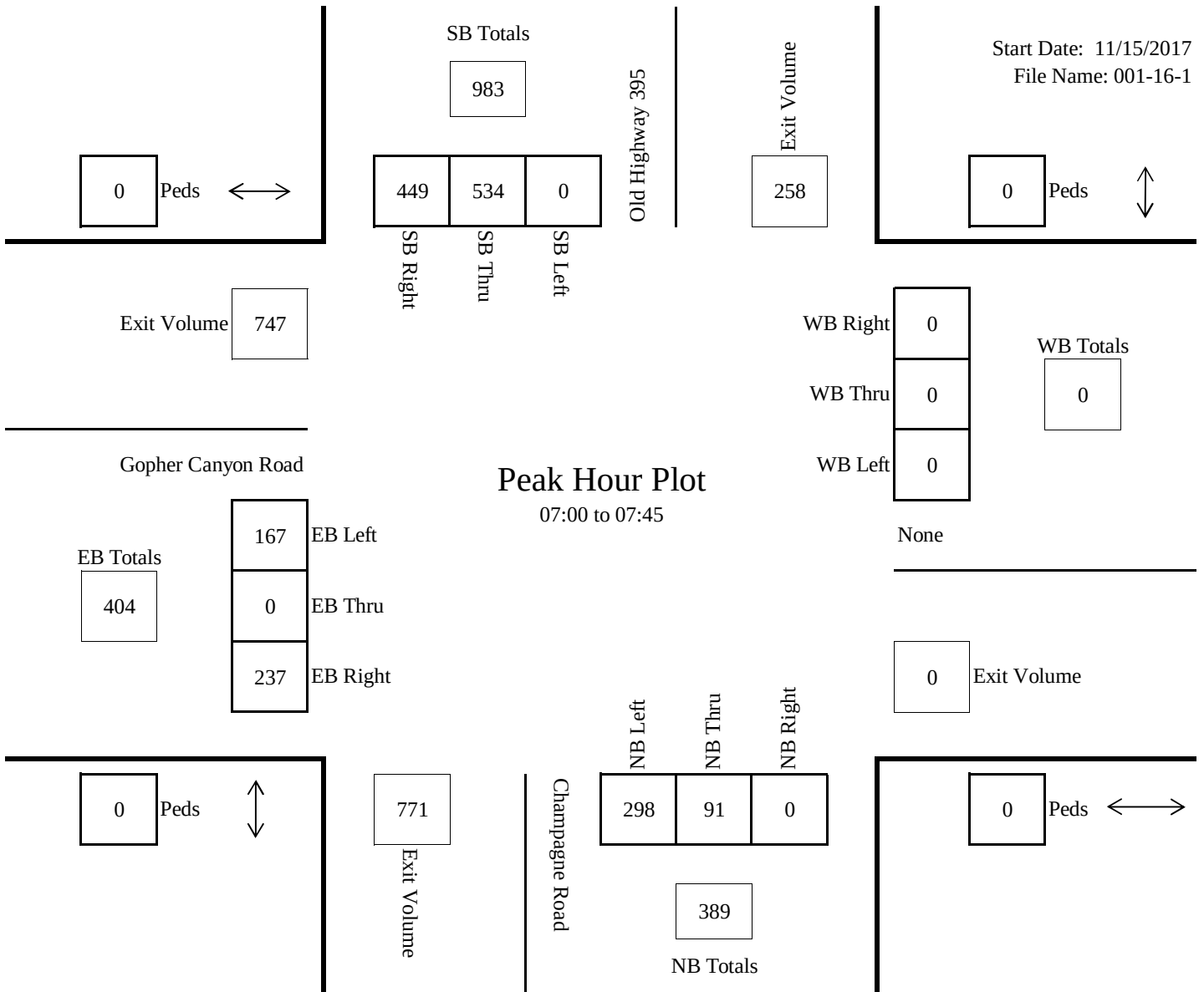
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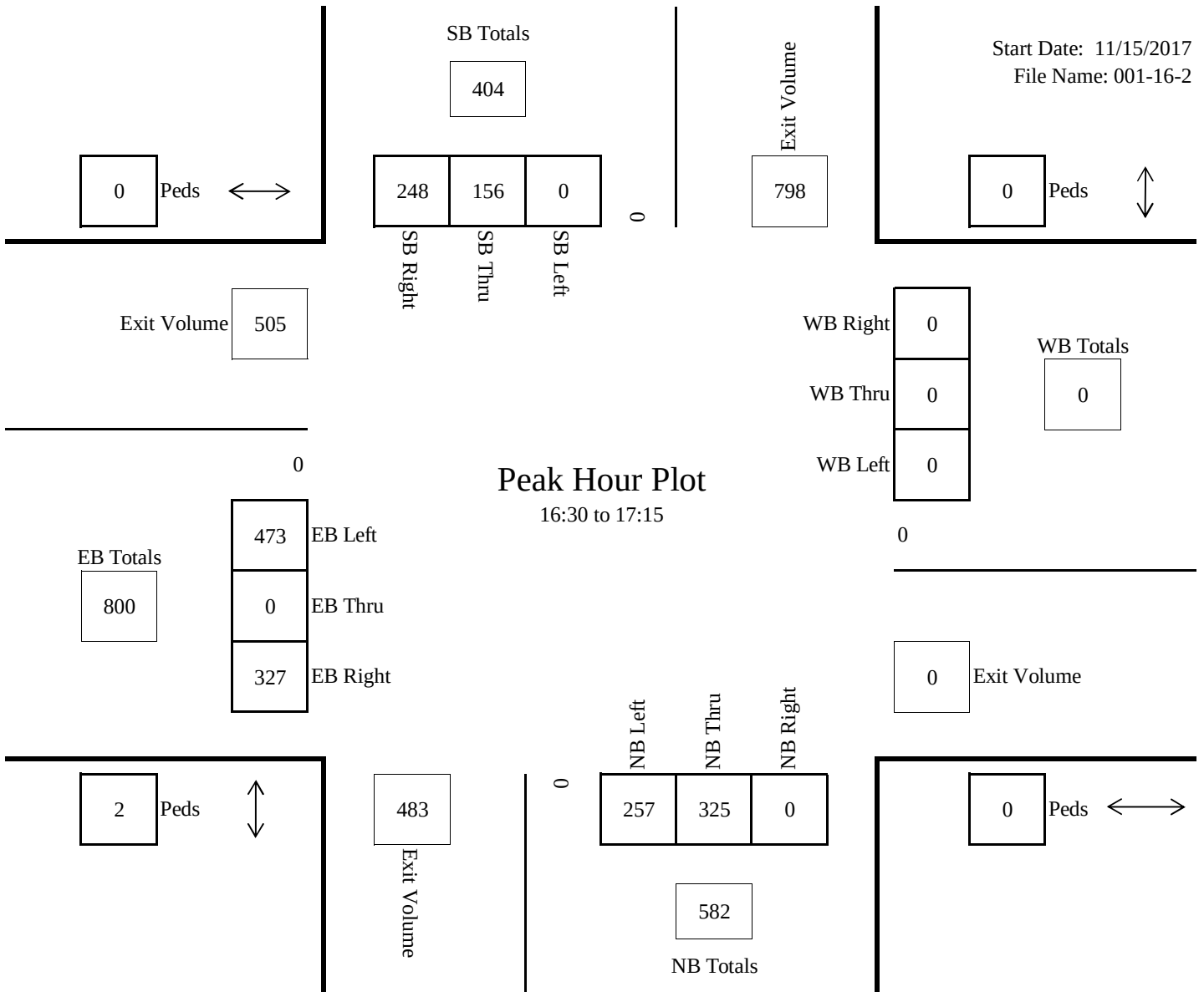
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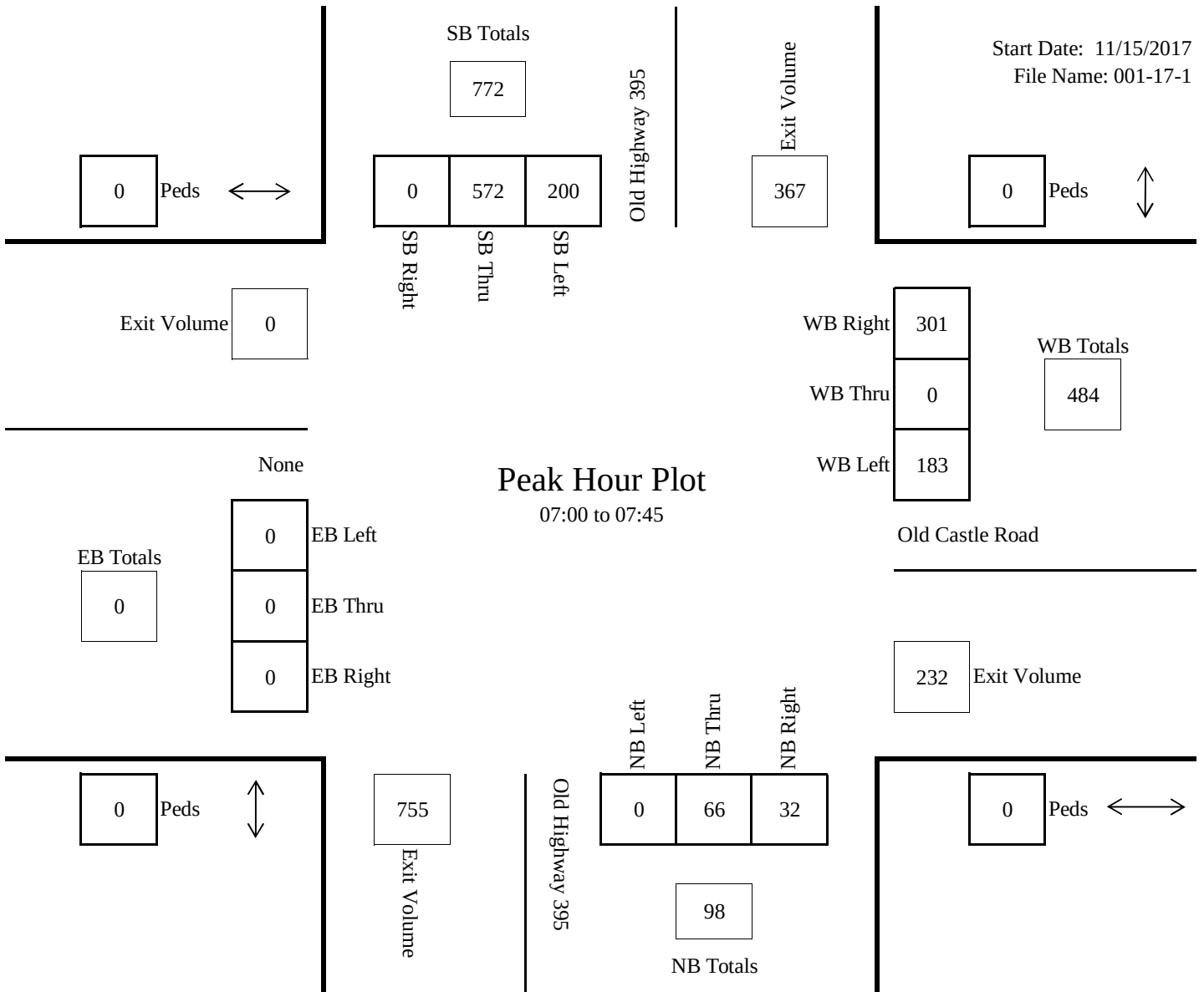


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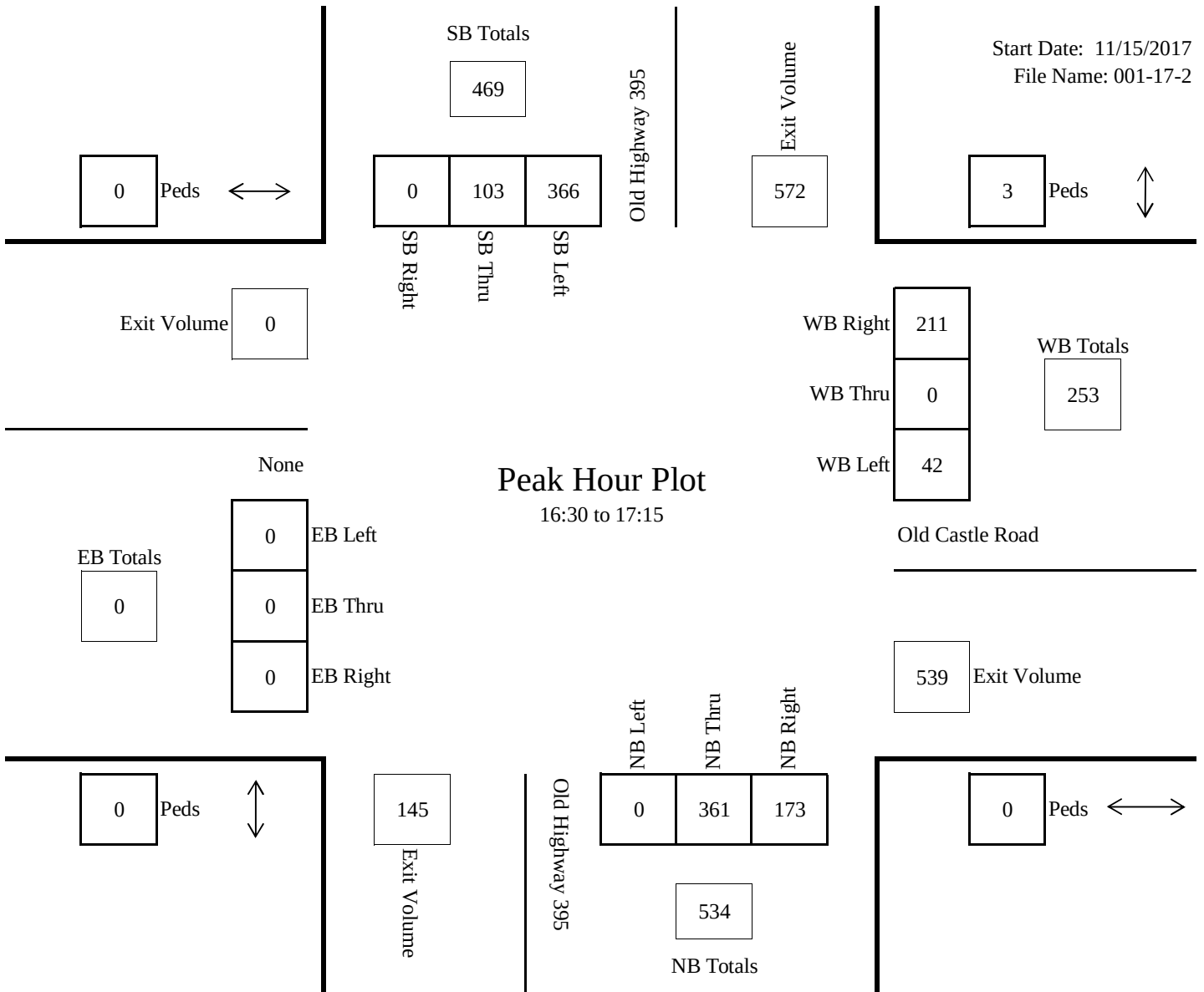
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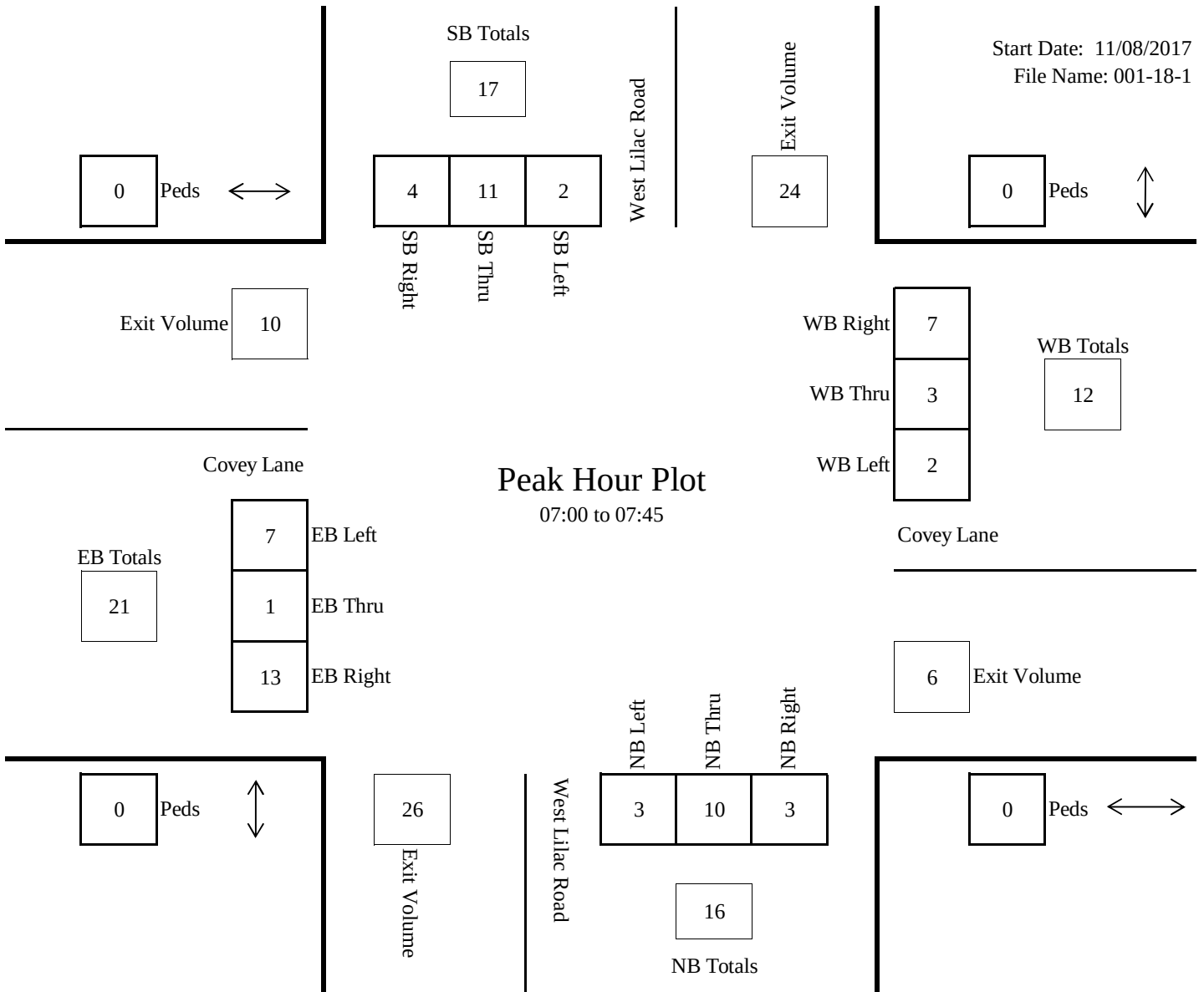


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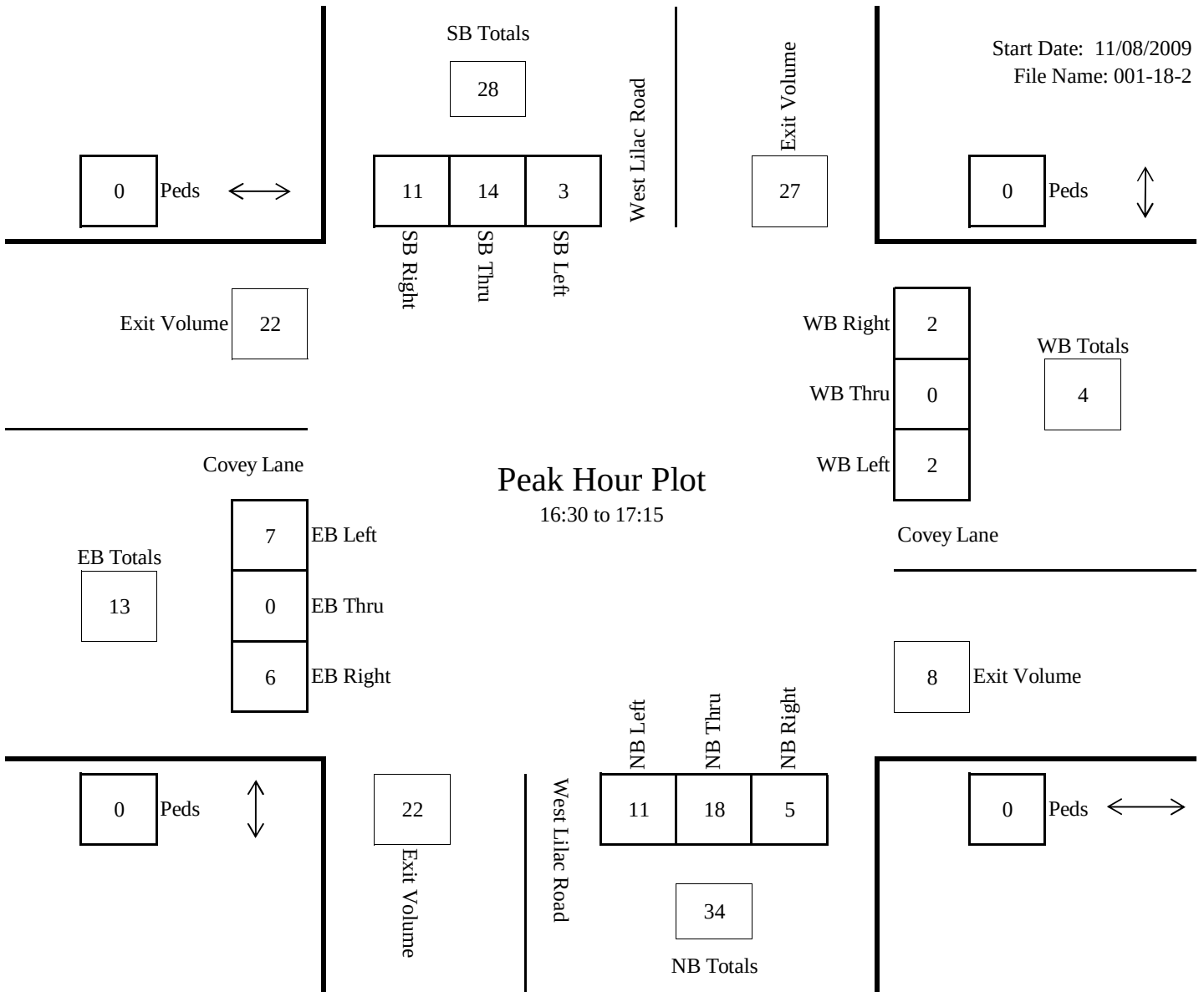
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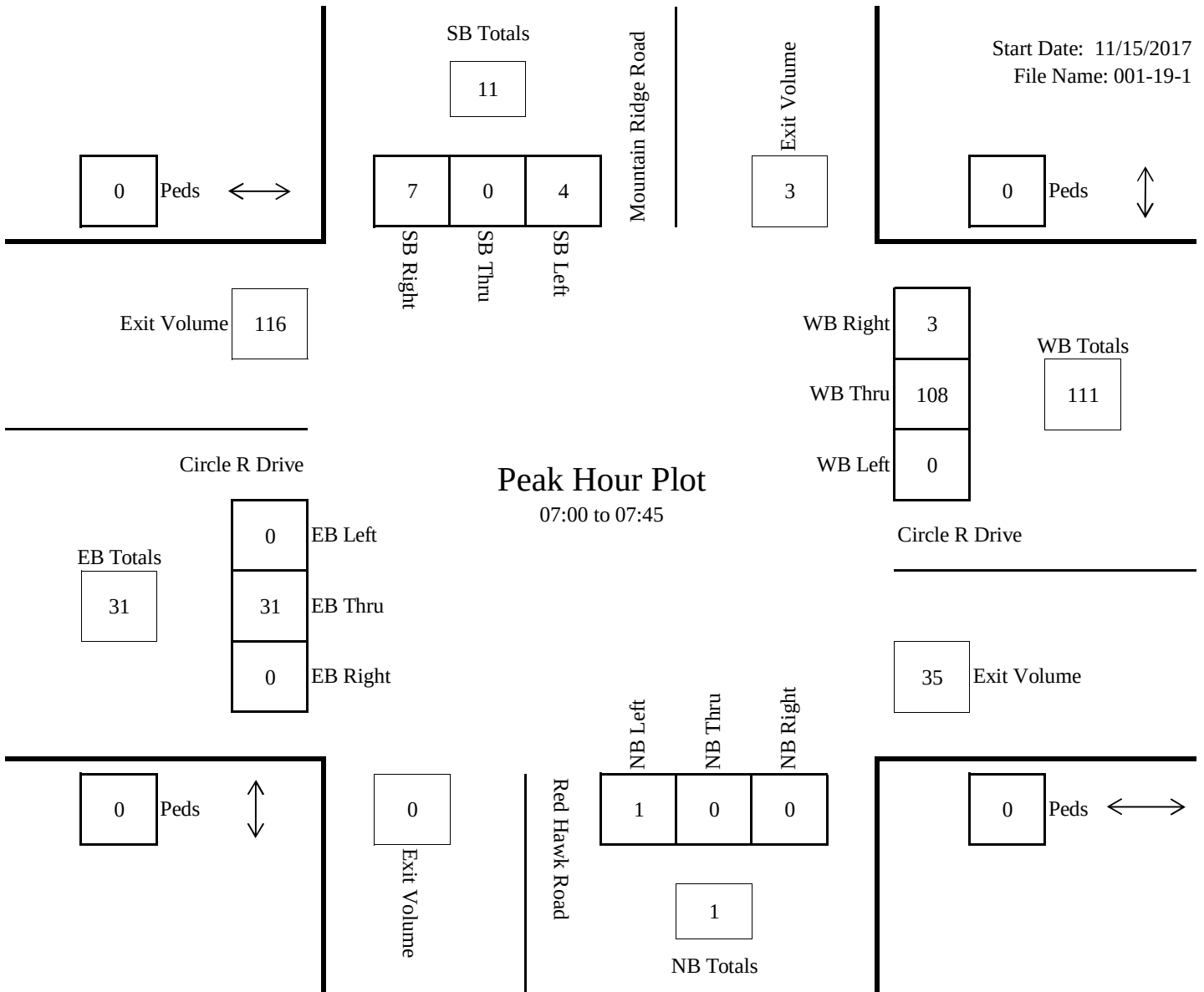


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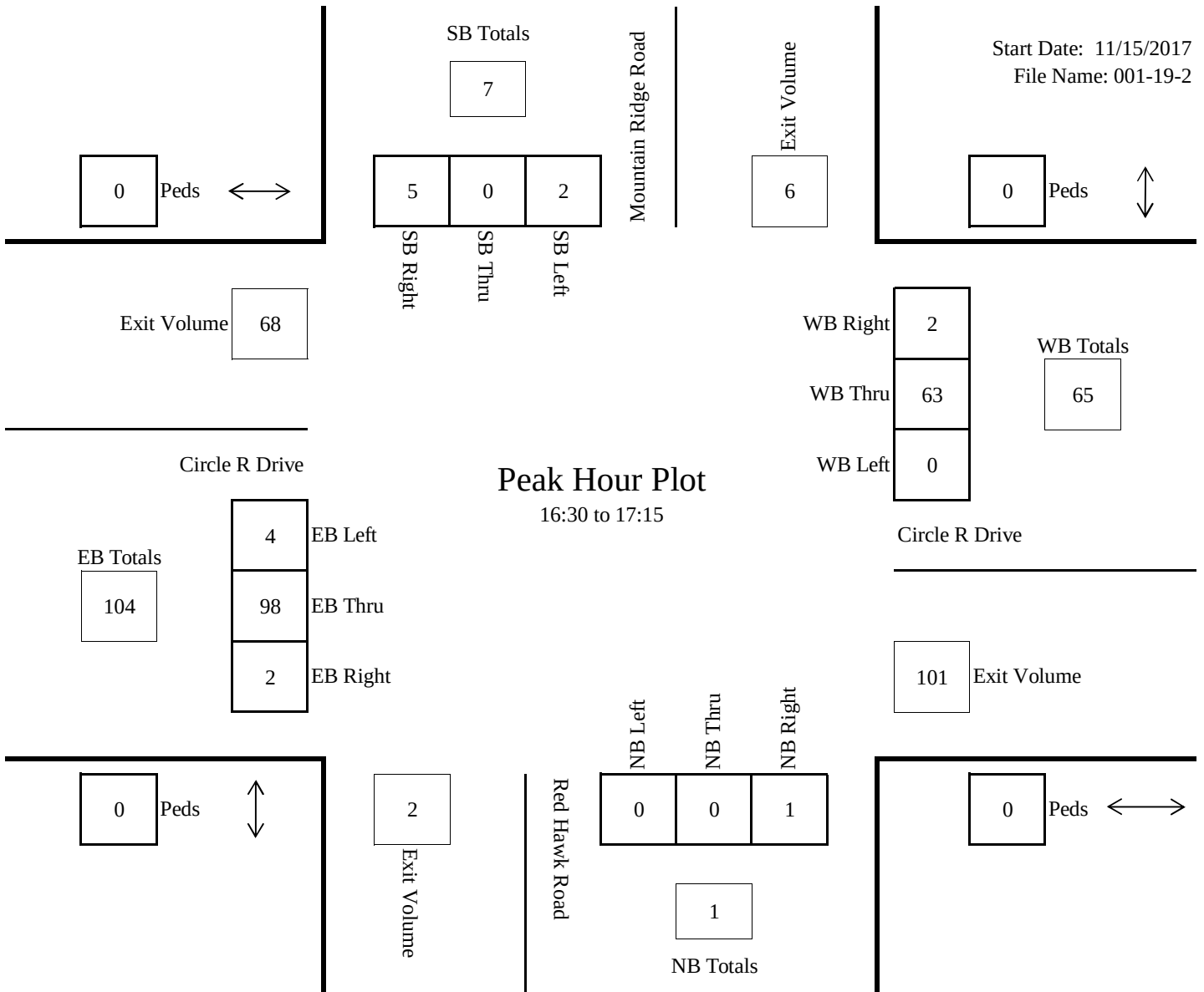
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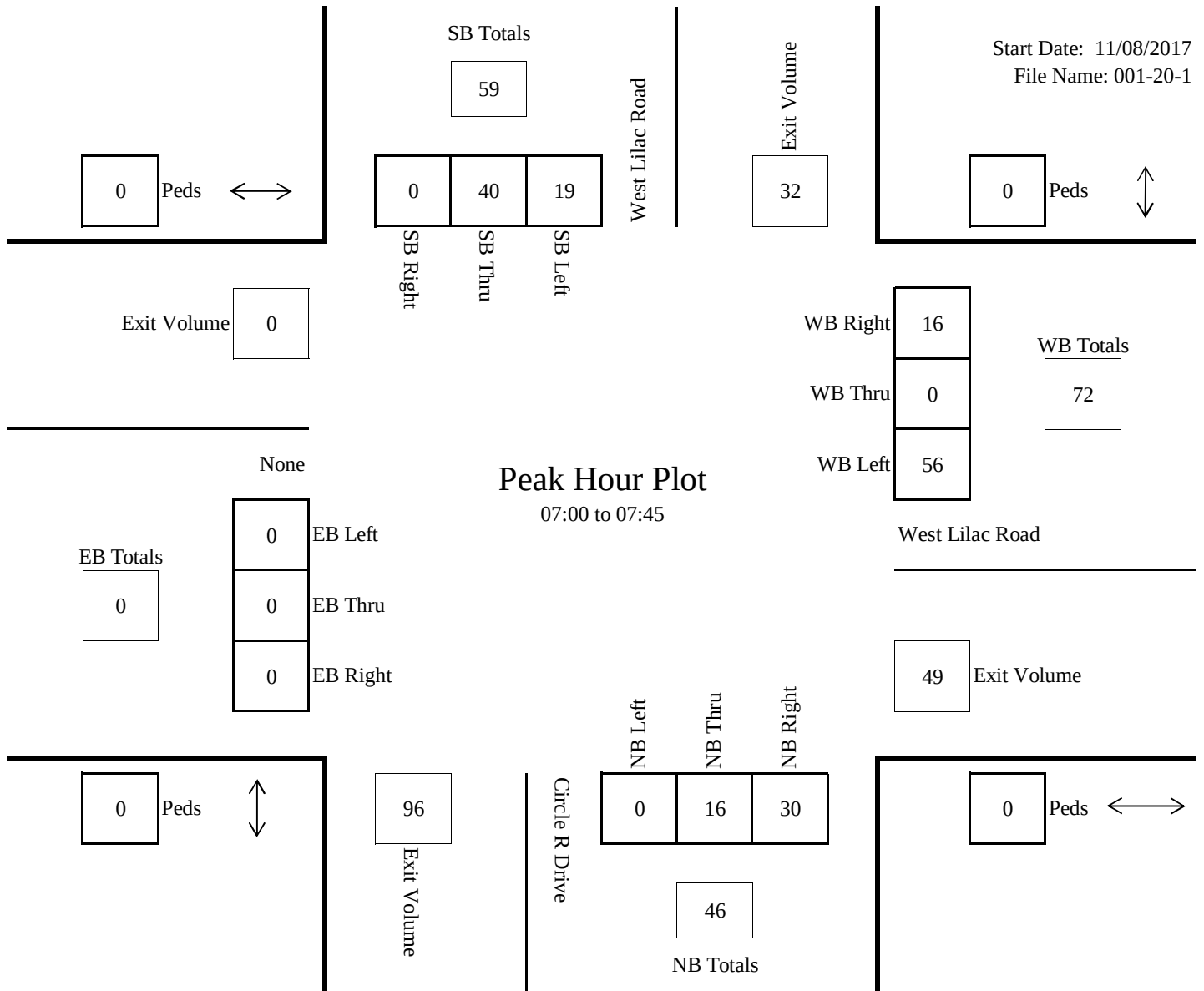


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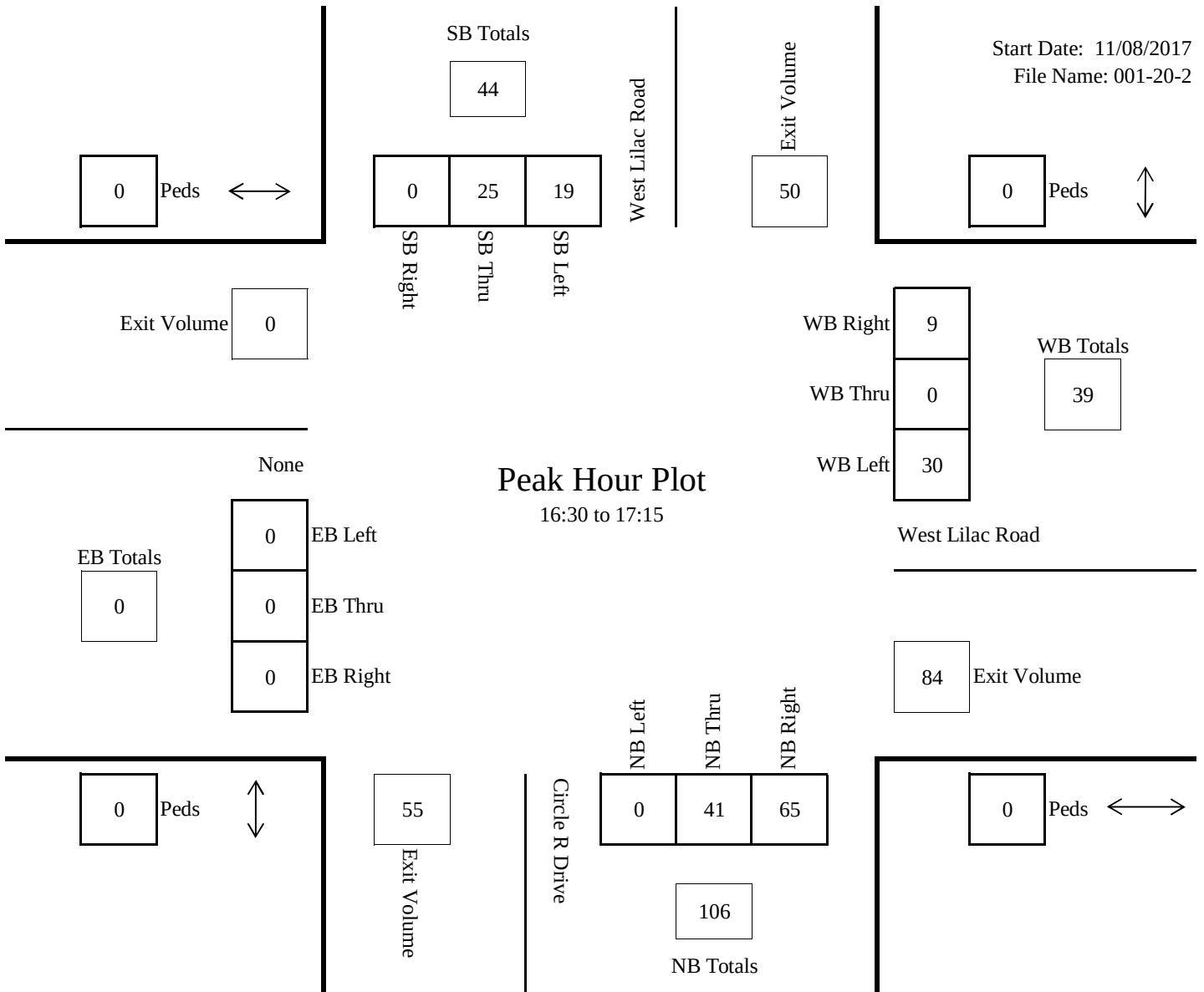
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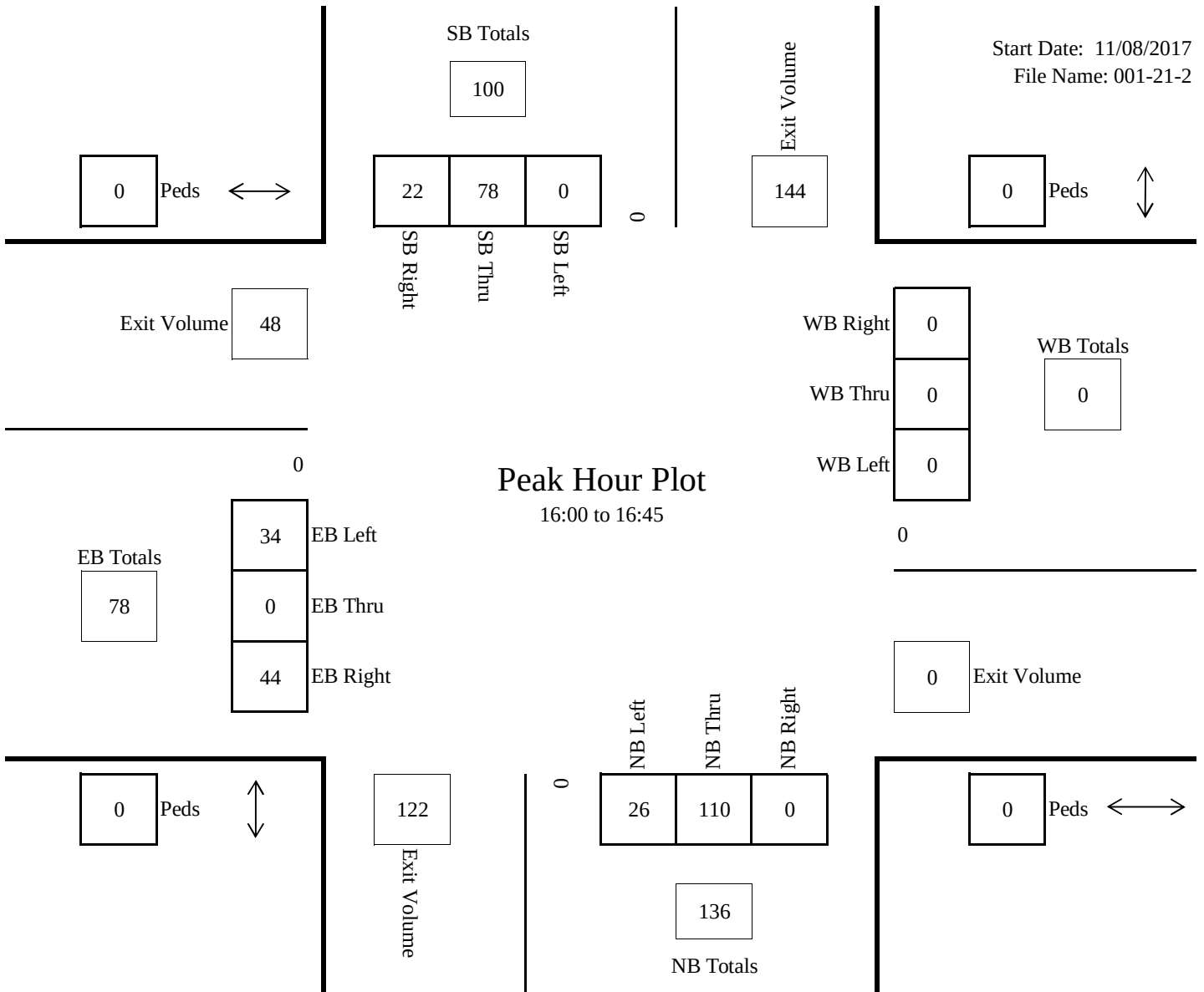
3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Peak Hour Plot
07:15 to 08:00

Direction	Right	Thru	Left	Peds	Exit Volume
SB Totals	35	105	0	0	140
NB Totals	19	39	0	0	58
EB Totals	14	0	55	0	69
WB Totals	0	0	0	0	0

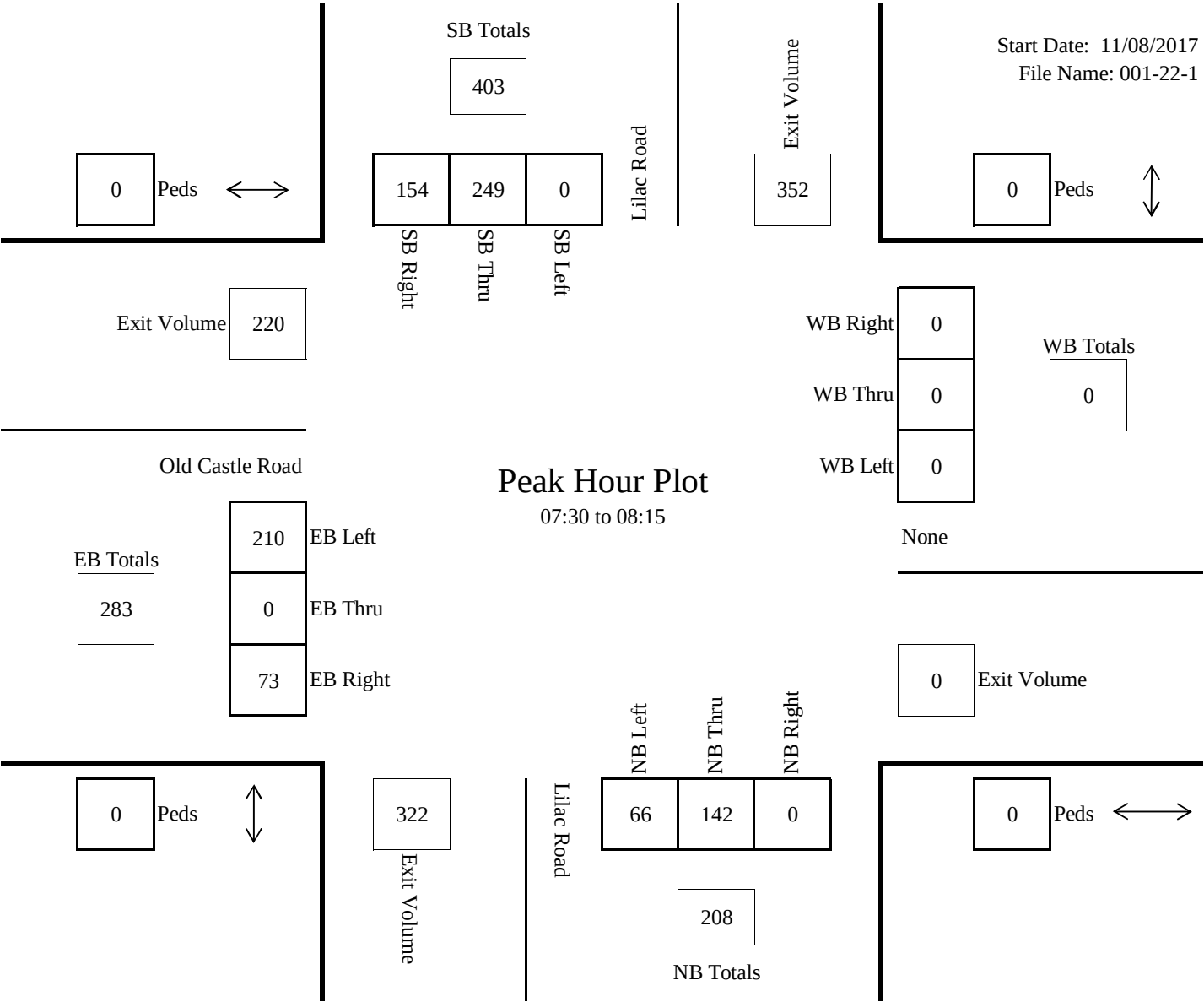
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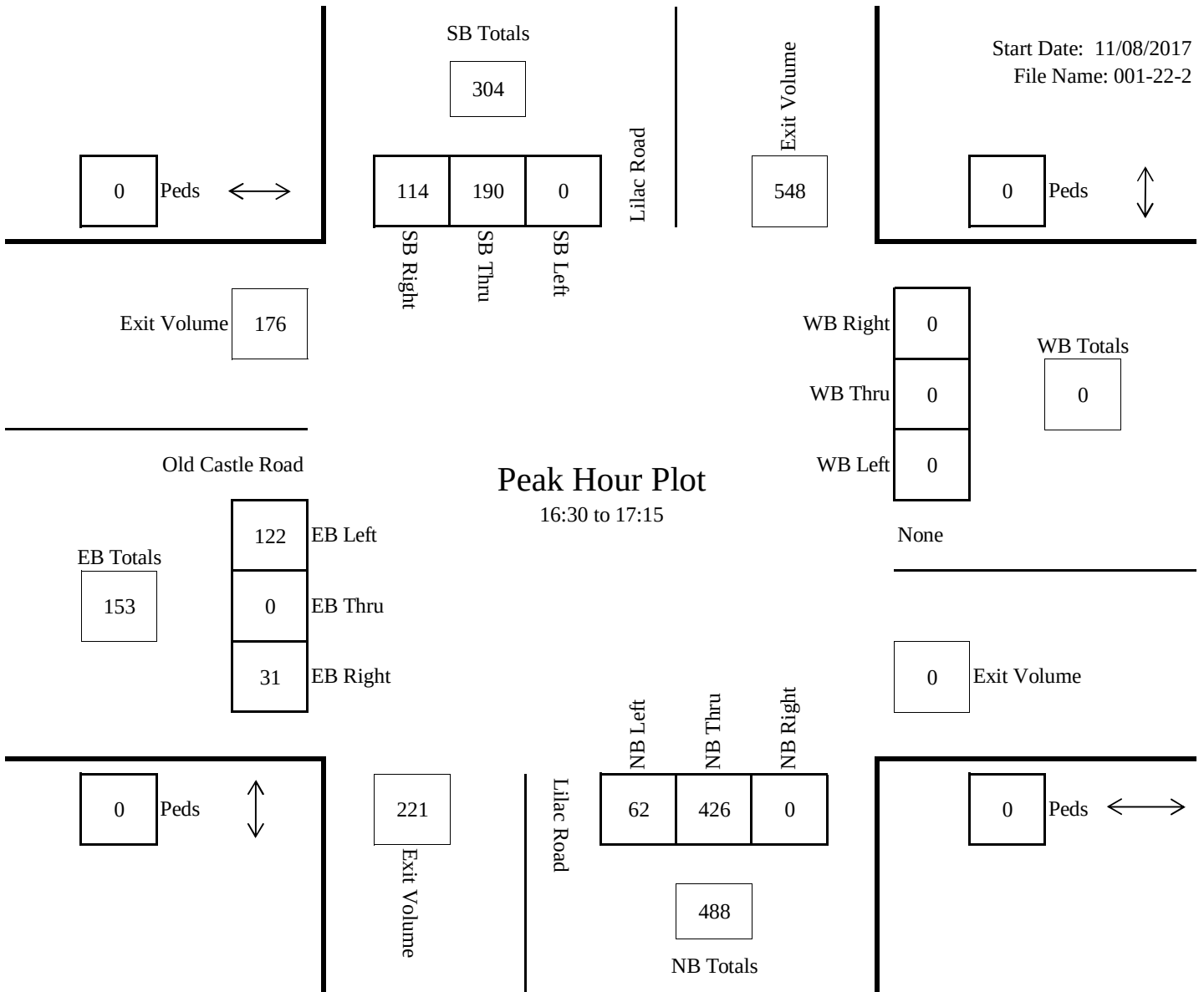
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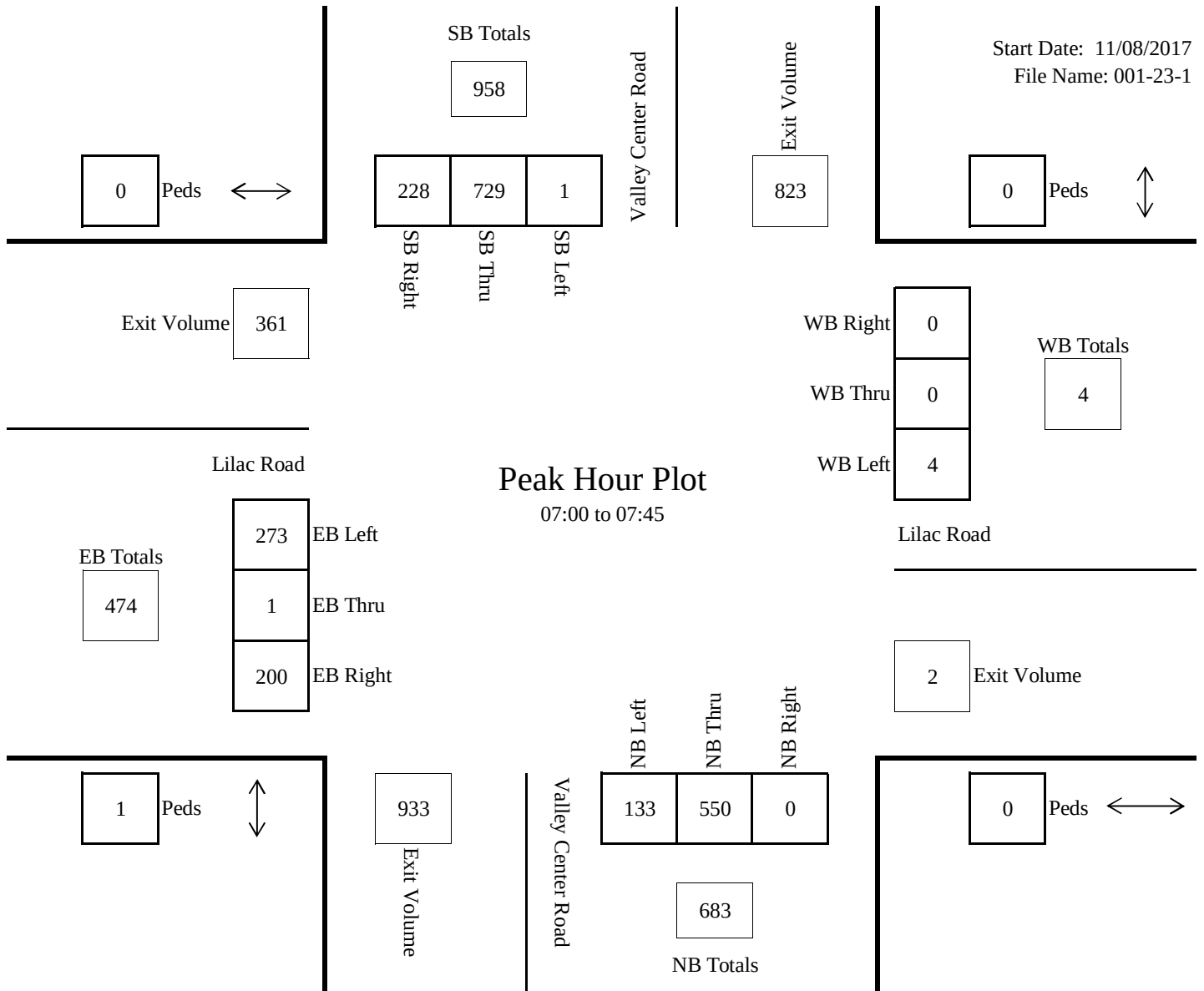
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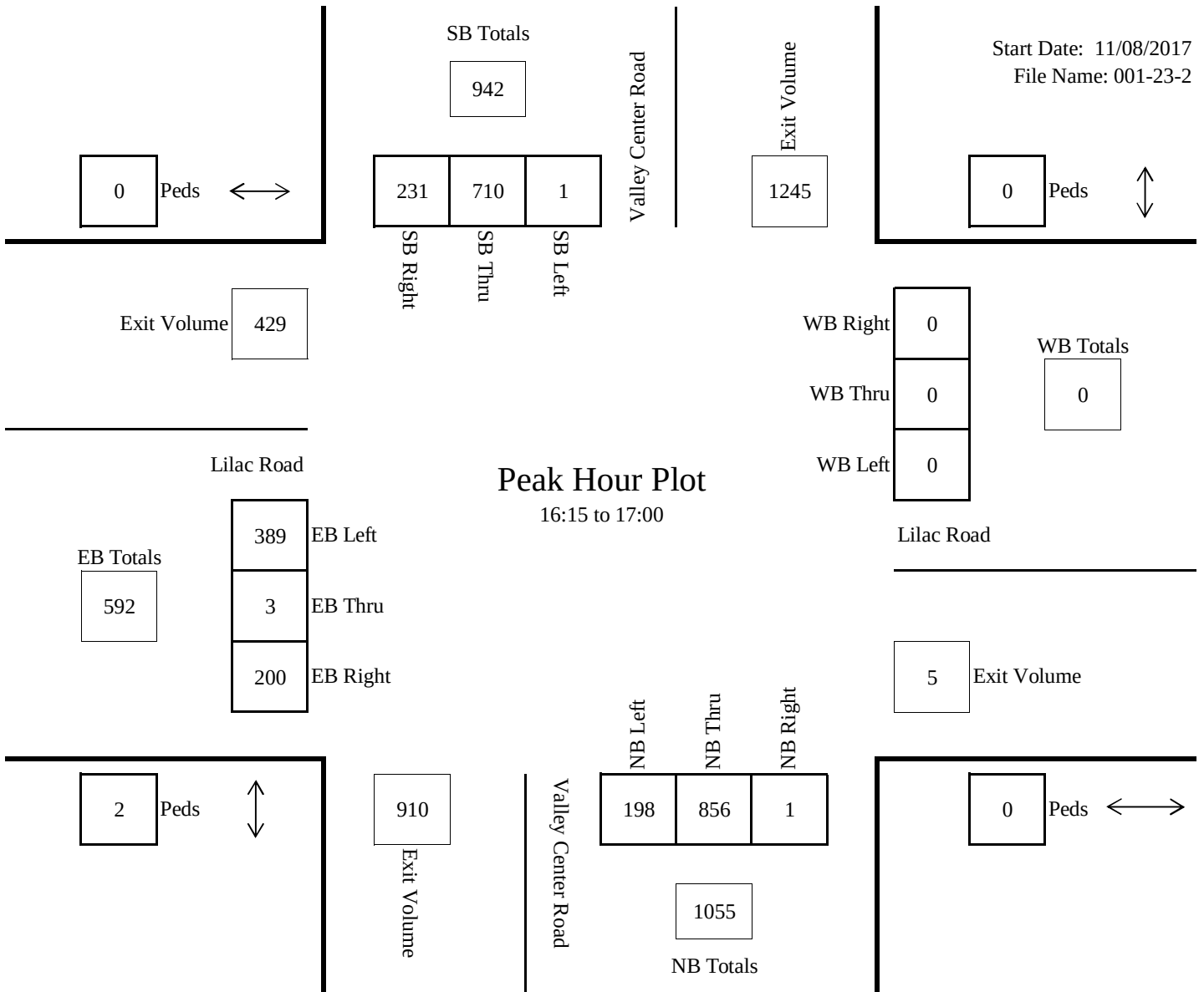
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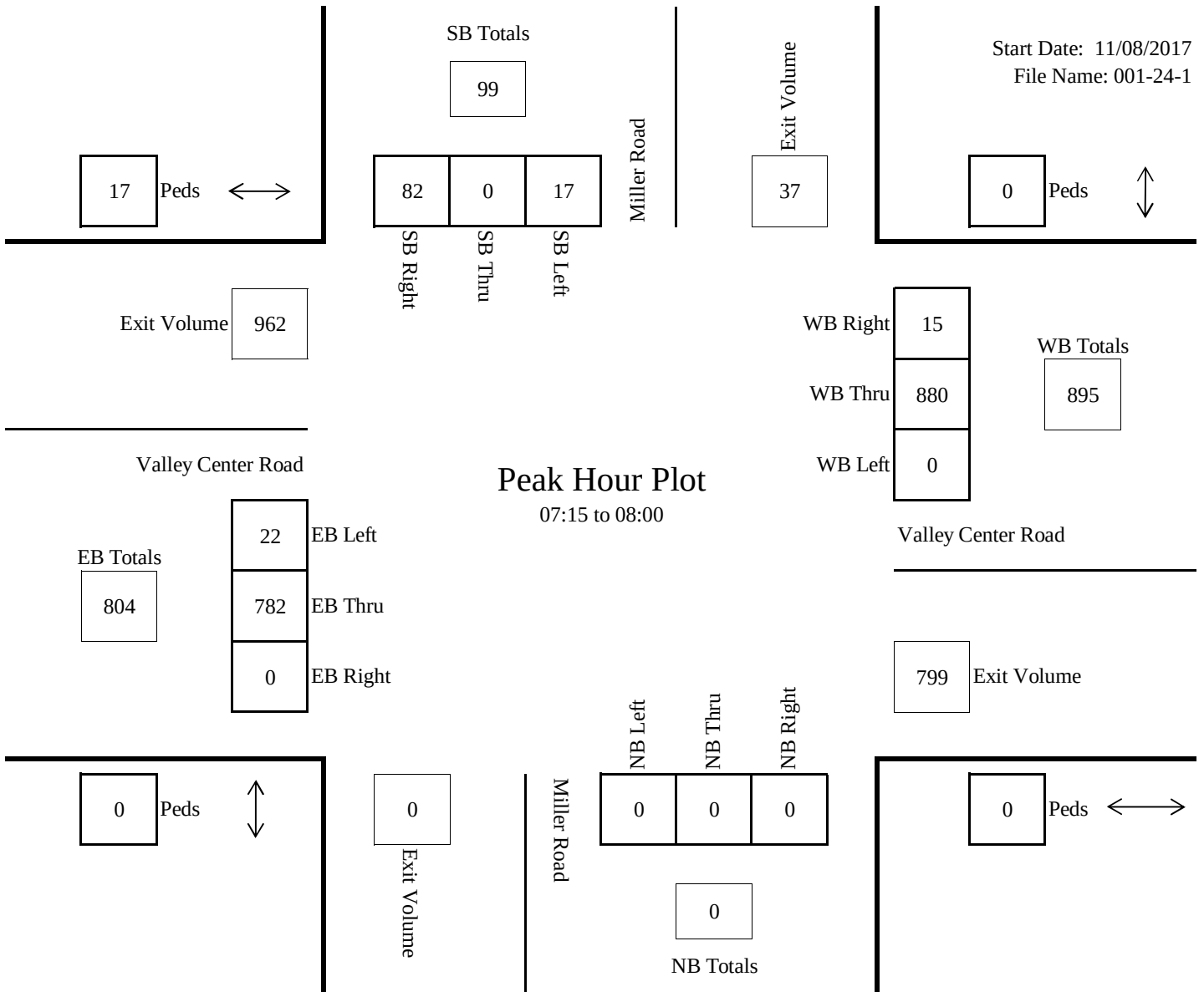
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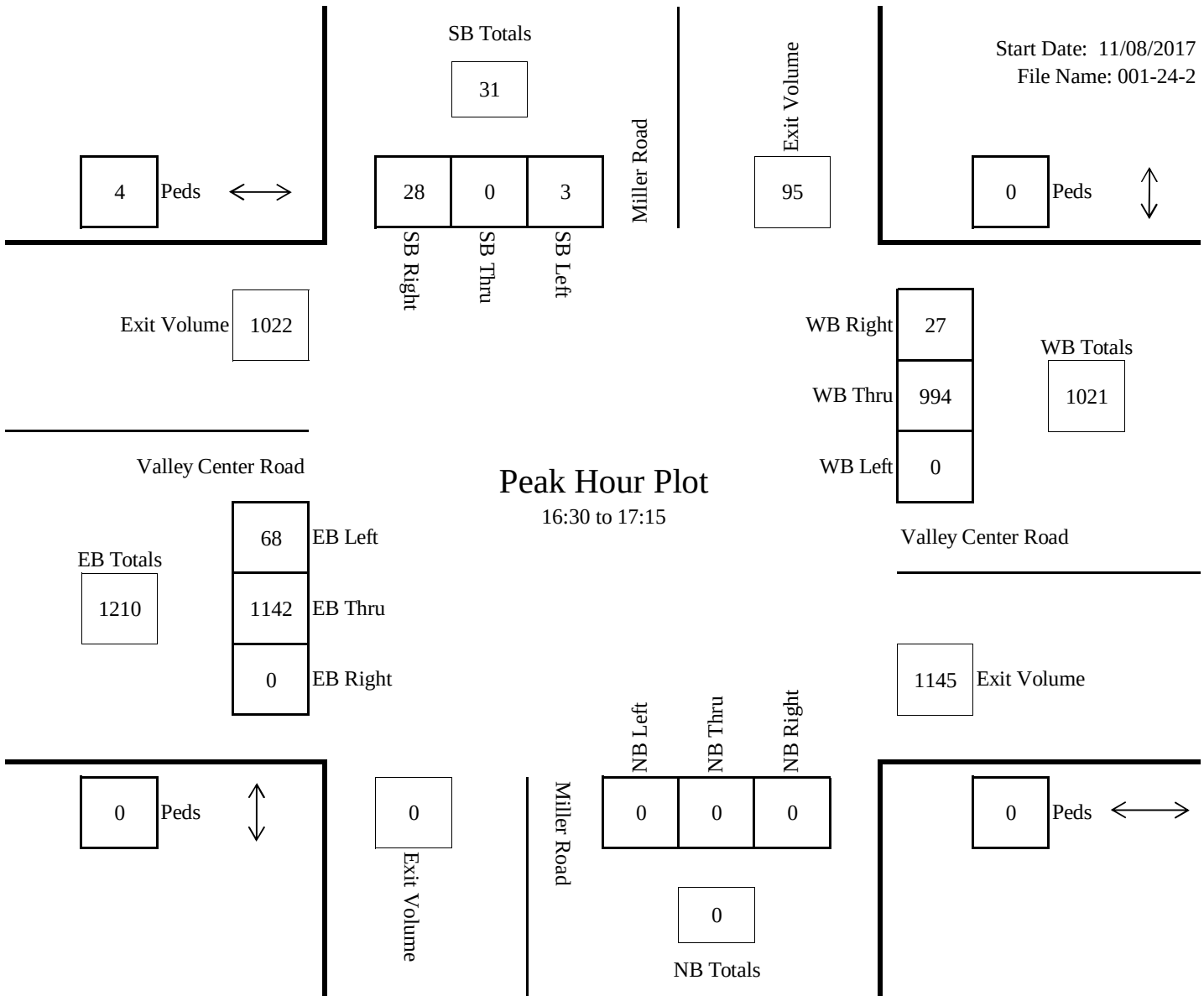


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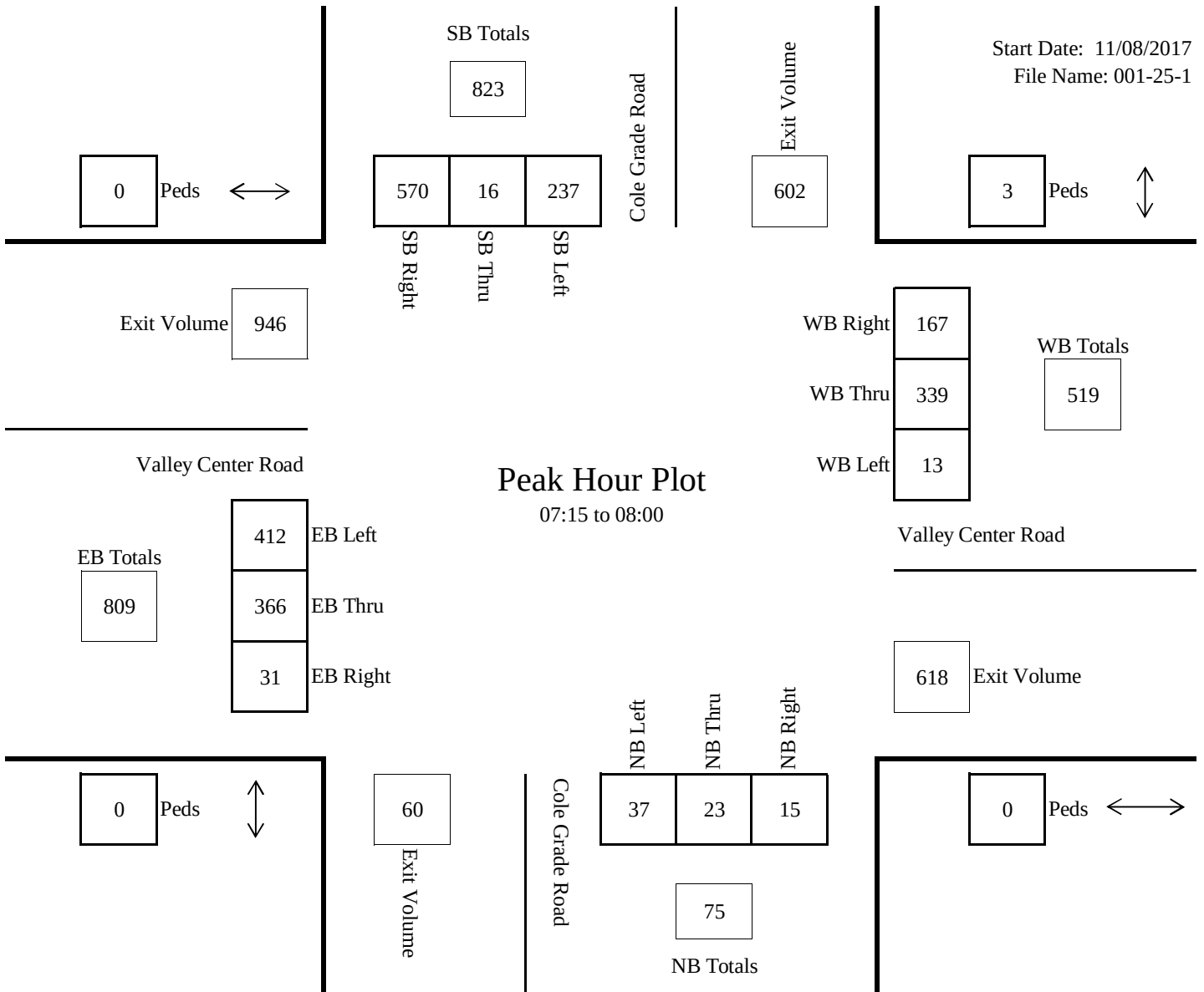


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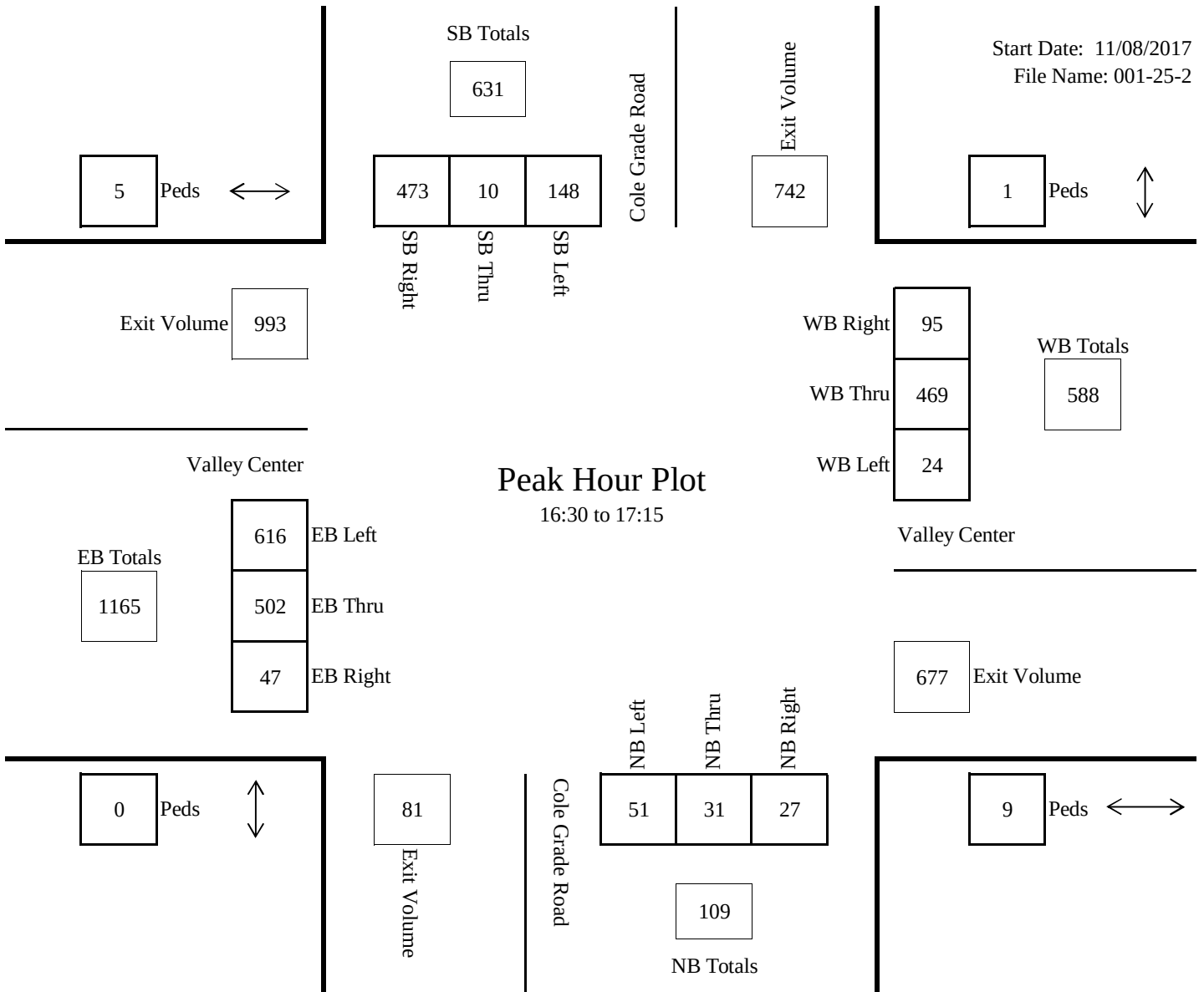
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SEGMENT COUNT SHEETS

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Average Daily Traffic

Location: **E. Dulin Road, between Old Highway 395 and SR-76**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **879**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	2	1	5	8	27	66	64	42	52	35	44	51	34	61	71	73	67	48	36	32	27	11	15
3	2	0	1	1	7	15	16	17	4	10	10	10	10	18	8	23	22	9	13	6	10	3	1
0	0	0	2	4	7	16	12	10	23	4	9	19	7	12	24	15	18	13	8	6	4	2	2
1	0	0	1	2	7	12	22	7	16	7	13	8	11	17	23	15	11	13	9	10	7	4	8
3	0	1	1	1	6	23	14	8	9	14	12	14	6	15	16	21	16	13	6	10	6	2	4

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **849**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	3	0	2	4	32	46	67	53	51	40	32	29	41	52	81	72	55	47	50	24	35	15	14
0	1	0	0	1	8	9	14	22	10	8	10	6	10	9	17	15	16	17	14	10	8	7	2
3	1	0	0	0	8	11	13	7	16	11	7	7	11	11	17	23	18	8	14	7	9	1	5
0	1	0	0	1	12	13	27	14	18	13	9	9	9	20	21	18	12	12	12	4	12	4	4
1	0	0	2	2	4	14	14	10	8	8	6	7	11	12	26	16	9	10	11	4	7	3	3

Date: **Thursday, November 9, 2017**

Total Daily Volume: **1022**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	3	5	6	7	25	62	110	70	40	32	53	53	56	47	66	78	81	65	44	33	33	30	20
2	1	2	2	2	7	7	12	23	8	4	13	10	10	15	13	21	12	15	8	13	9	4	3
1	0	0	1	1	8	17	41	18	9	6	7	16	18	9	13	17	32	18	14	4	7	10	7
0	1	1	2	3	5	21	36	16	13	10	21	17	12	13	18	24	23	18	14	7	11	5	8
0	1	2	1	1	5	17	21	13	11	12	12	10	16	10	23	17	14	14	8	9	6	11	2

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Average Daily Traffic

Location: **W. Lilac Road, between Camino Del Rey and Camino Del Cielo**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **2904**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	2	3	4	11	38	132	419	336	94	114	109	126	141	286	346	238	213	109	77	56	29	12	9
0	0	1	1	2	6	23	35	139	23	23	31	32	27	44	55	63	73	39	15	23	9	2	2
0	2	0	0	1	8	26	68	100	22	27	24	34	32	47	134	64	61	24	22	10	9	4	1
0	0	0	2	3	9	35	141	56	21	32	27	15	35	112	82	57	40	22	18	11	6	4	4
0	0	2	1	5	15	49	175	42	28	32	27	46	48	84	75	54	40	24	23	12	5	2	2

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **2830**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
8	2	1	6	15	49	126	383	346	97	120	108	123	124	274	370	226	223	86	50	39	32	12	10
4	1	1	1	1	5	22	36	159	28	27	33	21	31	49	45	68	81	26	13	15	10	3	3
1	0	0	0	4	7	31	62	93	22	29	27	39	30	55	149	53	58	17	13	6	8	2	4
0	1	0	1	5	21	35	136	65	25	32	27	27	30	107	83	59	45	29	14	9	9	3	2
3	0	0	4	5	16	38	150	30	23	33	22	36	33	64	94	47	39	14	10	9	5	4	1

Date: **Thursday, November 16, 2017**

Total Daily Volume: **2769**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	2	2	1	12	40	134	397	320	97	83	110	142	368	229	175	237	194	90	44	41	25	10	11
2	1	0	0	3	4	24	31	140	29	16	26	28	111	70	26	69	37	38	8	13	7	3	1
1	0	2	0	3	2	21	68	95	21	14	29	33	76	74	45	58	47	18	12	12	5	1	4
2	0	0	0	4	15	38	135	51	23	28	37	33	50	51	41	58	69	18	13	4	10	2	4
0	1	0	1	2	19	51	164	35	25	25	18	50	131	34	64	53	41	16	11	12	3	4	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Camino Del Rey and Camino Del Cielo**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **1480**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	1	3	0	1	20	66	233	149	45	59	51	69	72	196	142	105	99	69	37	30	17	10	6
0	0	1	0	0	1	11	10	73	7	11	18	12	16	12	33	19	31	20	6	8	5	1	1
0	1	0	0	0	5	13	27	33	7	17	14	16	18	31	43	33	24	16	12	5	7	4	0
0	0	0	0	0	3	19	71	27	11	18	10	9	21	87	39	27	23	14	8	8	2	3	3
0	0	2	0	1	11	23	125	16	20	13	9	32	17	66	27	26	21	19	11	9	3	2	2

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **1413**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	1	0	1	5	22	61	205	165	44	56	50	69	57	177	160	104	82	45	35	25	26	9	7
3	1	0	0	0	0	11	11	88	14	12	14	10	15	11	34	25	28	15	9	10	8	2	2
1	0	0	0	1	5	14	29	39	10	12	14	21	20	28	49	28	20	8	10	3	7	2	2
0	0	0	0	1	7	19	57	19	13	12	16	17	9	92	43	23	18	16	7	7	6	3	2
3	0	0	1	3	10	17	108	19	7	21	7	21	13	46	34	28	17	6	9	5	5	2	1

Date: **Thursday, November 16, 2017**

Total Daily Volume: **1382**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	1	1	0	2	20	64	206	138	46	42	48	67	207	97	104	127	69	43	30	28	21	9	8
2	1	0	0	1	0	12	8	76	14	5	12	14	86	39	17	46	20	15	5	9	6	3	0
1	0	1	0	0	2	14	26	32	9	6	12	17	58	24	27	28	15	11	7	8	5	1	2
1	0	0	0	1	7	17	63	22	9	16	20	12	30	20	26	23	18	8	10	4	7	2	4
0	0	0	0	0	11	21	109	8	14	15	4	24	33	14	34	31	16	9	8	7	3	3	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Camino Del Rey and Camino Del Cielo**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **1428**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	2	0	4	10	18	67	186	187	49	55	58	57	70	90	204	133	115	40	40	26	12	2	3
0	0	0	1	2	5	12	25	66	16	12	13	20	11	32	22	44	42	19	9	15	4	1	1
0	2	0	0	1	3	13	41	67	15	10	10	18	14	16	91	31	37	8	10	5	2	0	1
0	0	0	2	3	6	16	70	29	10	14	17	6	14	25	44	30	17	8	10	3	4	1	1
0	0	0	1	4	4	26	50	26	8	19	18	14	31	18	48	28	19	5	12	3	2	0	0

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **1421**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	1	1	5	10	27	65	178	182	54	64	58	54	67	98	210	122	141	42	15	14	6	3	3
1	0	1	1	1	5	11	25	71	14	15	19	11	16	38	11	43	54	12	4	5	2	1	1
0	0	0	0	3	2	17	33	54	12	17	13	18	10	27	100	25	38	9	3	3	1	0	2
0	1	0	1	4	14	16	79	46	13	20	11	10	21	15	40	36	27	13	7	2	3	0	0
0	0	0	3	2	6	21	42	12	16	12	15	15	20	18	60	19	23	8	1	4	0	2	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **1388**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	1	1	1	10	20	70	191	182	51	41	62	76	161	132	71	110	125	47	14	13	4	1	3
0	0	0	0	2	4	12	23	64	15	11	14	14	25	31	9	23	17	23	3	4	1	0	1
0	0	1	0	3	0	7	42	63	12	8	17	16	18	50	18	31	32	7	5	4	0	0	2
1	0	0	0	3	8	21	72	29	14	12	17	21	20	31	15	35	51	10	3	0	3	0	0
0	1	0	1	2	8	30	55	27	11	10	14	26	98	20	30	22	25	7	3	5	0	1	0

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Camino Del Cielo and Old Highway 395**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **2225**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	2	1	4	14	25	99	297	315	65	83	99	65	96	184	279	169	194	78	68	46	26	8	6
0	1	1	2	1	6	22	32	127	19	17	25	14	19	28	24	57	68	29	23	18	14	1	3
0	1	0	0	3	4	19	56	95	17	27	29	16	24	36	114	42	47	20	12	12	6	1	0
2	0	0	2	4	6	22	86	65	17	23	29	11	26	68	59	31	47	13	14	10	4	5	1
0	0	0	0	6	9	36	123	28	12	16	16	24	27	52	82	39	32	16	19	6	2	1	2

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **2313**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	3	0	2	15	33	105	297	376	90	87	73	82	105	161	339	197	171	62	44	36	12	12	7
1	1	0	0	2	9	21	41	135	25	15	31	16	25	28	41	59	67	26	14	12	4	5	2
0	1	0	0	3	5	24	50	127	19	26	14	21	28	31	121	43	44	15	14	8	5	1	1
0	1	0	2	6	10	24	100	74	23	22	13	21	21	53	69	49	33	8	10	6	2	1	3
3	0	0	0	4	9	36	106	40	23	24	15	24	31	49	108	46	27	13	6	10	1	5	1

Date: **Thursday, November 16, 2017**

Total Daily Volume: **2243**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	2	4	3	12	28	124	304	313	66	78	81	99	259	229	146	168	161	55	34	32	23	14	5
2	0	1	0	2	4	18	36	99	20	18	13	20	59	61	23	47	47	27	10	7	5	0	1
1	0	0	2	3	5	20	63	103	16	24	22	19	43	83	33	50	43	7	6	10	5	7	2
0	2	1	1	5	6	49	91	78	12	17	21	28	35	55	44	40	36	17	6	8	4	3	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Camino Del Cielo and Old Highway 395**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **1156**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	2	1	3	7	15	50	142	169	29	48	59	28	52	84	173	73	95	40	40	25	13	4	3
0	1	1	1	1	3	14	15	76	8	10	18	1	12	11	7	27	39	12	13	10	5	0	1
0	1	0	0	2	2	9	21	41	7	16	17	8	15	12	83	24	25	12	8	6	5	0	0
1	0	0	2	1	4	12	31	34	8	15	16	3	12	41	41	4	18	8	11	5	2	4	1
0	0	0	0	3	6	15	75	18	6	7	8	16	13	20	42	18	13	8	8	4	1	0	1

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **1153**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	1	0	2	7	23	48	127	202	48	55	33	35	49	73	203	83	80	30	19	17	5	5	5
1	1	0	0	2	6	10	17	78	18	7	14	10	11	6	17	29	31	12	5	7	3	2	2
0	0	0	0	1	2	13	14	63	8	14	6	7	14	13	89	21	22	7	7	4	1	1	0
0	0	0	2	3	7	15	38	36	12	16	8	11	10	30	41	13	16	5	3	3	1	0	3
2	0	0	0	1	8	10	58	25	10	18	5	7	14	24	56	20	11	6	4	3	0	2	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **1111**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	2	2	2	7	19	62	122	153	35	45	33	39	145	111	89	68	91	30	17	16	12	6	3
1	0	0	0	2	1	12	13	56	15	12	5	9	26	21	15	22	25	16	5	3	3	0	0
1	0	0	1	2	5	12	19	44	9	11	9	6	24	49	21	15	17	5	2	5	3	3	1
0	2	1	1	2	5	20	33	36	3	10	9	13	7	28	30	13	27	7	1	5	0	1	1
0	0	1	0	1	8	18	57	17	8	12	10	11	88	13	23	18	22	2	9	3	6	2	1

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Camino Del Cielo and Old Highway 395**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **1069**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	0	0	1	7	10	49	155	146	36	35	40	37	44	100	106	96	99	38	28	21	13	4	3
0	0	0	1	0	3	8	17	51	11	7	7	13	7	17	17	30	29	17	10	8	9	1	2
0	0	0	0	1	2	10	35	54	10	11	12	8	9	24	31	18	22	8	4	6	1	1	0
1	0	0	0	3	2	10	55	31	9	8	13	8	14	27	18	27	29	5	3	5	2	1	0
0	0	0	0	3	3	21	48	10	6	9	8	8	14	32	40	21	19	8	11	2	1	1	1

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **1160**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	2	0	0	8	10	57	170	174	42	32	40	47	56	88	136	114	91	32	25	19	7	7	2
0	0	0	0	0	3	11	24	57	7	8	17	6	14	22	24	30	36	14	9	5	1	3	0
0	1	0	0	2	3	11	36	64	11	12	8	14	14	18	32	22	22	8	7	4	4	0	1
0	1	0	0	3	3	9	62	38	11	6	5	10	11	23	28	36	17	3	7	3	1	1	0
1	0	0	0	3	1	26	48	15	13	6	10	17	17	25	52	26	16	7	2	7	1	3	1

Date: **Thursday, November 16, 2017**

Total Daily Volume: **1132**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	0	2	1	5	9	62	182	160	31	33	48	60	114	118	57	100	70	25	17	16	11	8	2
1	0	1	0	0	3	6	23	43	5	6	8	11	33	40	8	25	22	11	5	4	2	0	1
0	0	0	1	1	0	8	44	59	7	13	13	13	19	34	12	35	26	2	4	5	2	4	1
0	0	0	0	3	1	29	58	42	9	7	12	15	28	27	14	27	9	10	5	3	4	2	0
0	0	1	0	1	5	19	57	16	10	7	15	21	34	17	23	13	13	2	3	4	3	2	0

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VOLUME

W Lilac Rd Bet. Old Hwy 395 & Covey Ln

Day: Tuesday
Date: 8/29/2017City: Escondido
Project #: CA17_4281_002

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						451	441						892
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			1	1	2		12:00			4	8	12							
00:15			1	0	1		12:15			8	3	11							
00:30			1	0	1		12:30			7	9	16							
00:45			2	5	7	1	12:45			5	24	29	26	11	50				
01:00			0	2	2		13:00			7	9	16							
01:15			1	0	1		13:15			9	6	15							
01:30			0	1	1		13:30			9	5	14							
01:45			0	1	1	3	13:45			10	35	45	27	17	62				
02:00			0	0	0		14:00			5	4	9							
02:15			0	0	0		14:15			7	10	17							
02:30			0	0	0		14:30			5	3	8							
02:45			1	1	2	1	14:45			8	25	33	22	13	47				
03:00			1	0	1		15:00			9	7	16							
03:15			0	0	0		15:15			13	8	21							
03:30			0	0	0		15:30			18	19	37							
03:45			0	1	1	1	15:45			16	56	72	43	25	99				
04:00			0	2	2		16:00			7	3	10							
04:15			0	4	4		16:15			8	4	12							
04:30			1	2	3		16:30			2	9	11							
04:45			4	5	9	11	16:45			6	23	29	20	10	43				
05:00			0	5	5		17:00			5	10	15							
05:15			1	3	4		17:15			7	8	15							
05:30			1	10	11		17:30			7	2	9							
05:45			11	13	24	6	17:45			6	25	31	22	8	47				
06:00			2	7	9		18:00			11	2	13							
06:15			2	11	13		18:15			11	7	18							
06:30			11	10	21		18:30			5	2	7							
06:45			6	21	27	36	18:45			6	33	39	12	7	45				
07:00			5	11	16		19:00			4	4	8							
07:15			7	7	14		19:15			6	4	10							
07:30			5	11	16		19:30			11	5	16							
07:45			5	22	27	39	19:45			3	24	27	17	7	41				
08:00			8	7	15		20:00			4	3	7							
08:15			8	10	18		20:15			8	1	9							
08:30			8	8	16		20:30			4	1	5							
08:45			5	29	34	35	20:45			4	20	24	8	7	28				
09:00			4	5	9		21:00			6	2	8							
09:15			2	7	9		21:15			3	2	5							
09:30			6	6	12		21:30			5	1	6							
09:45			6	18	24	6	21:45			2	16	18	7	4	23				
10:00			3	8	11		22:00			2	0	2							
10:15			7	10	17		22:15			1	1	2							
10:30			4	11	15		22:30			0	1	1							
10:45			5	19	24	33	22:45			4	7	11	4	6	11				
11:00			4	5	9		23:00			1	0	1							
11:15			2	6	8		23:15			3	0	3							
11:30			9	5	14		23:30			2	1	3							
11:45			5	20	25	9	23:45			2	8	10	1	2	9				
TOTALS			155	232	387		TOTALS			296	209	505							
SPLIT %			40.1%	59.9%	43.4%		SPLIT %			58.6%	41.4%	56.6%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						451	441						892
AM Peak Hour			06:30	06:15	06:30		PM Peak Hour			15:00	15:00	15:00							
AM Pk Volume			29	40	65		PM Pk Volume			56	43	99							
Pk Hr Factor			0.659	0.909	0.774		Pk Hr Factor			0.778	0.566	0.669							
7 - 9 Volume	0	0	51	74	125		4 - 6 Volume	0	0	48	42	90							
7 - 9 Peak Hour			07:45	07:00	07:30		4 - 6 Peak Hour			16:45	16:30	16:30							
7 - 9 Pk Volume	0	0	29	39	64		4 - 6 Pk Volume	0	0	25	31	51							
Pk Hr Factor	0.000	0.000	0.906	0.886	0.889		Pk Hr Factor	0.000	0.000	0.893	0.775	0.850							

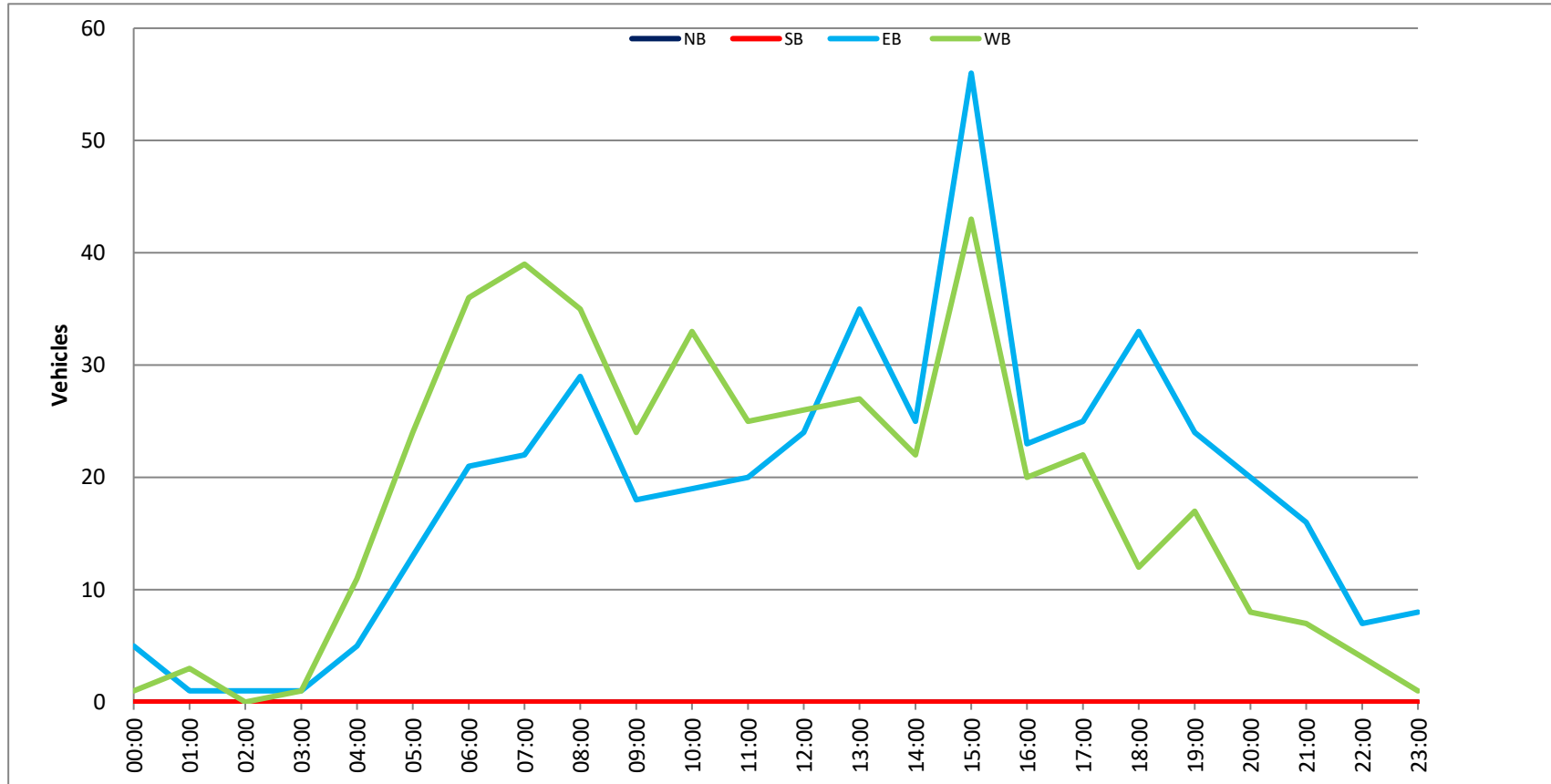
Prepared by NDS/ATD

Project #: CA17_4281_002

City: Escondido

Location: W Lilac Rd Bet. Old Hwy 395 & Covey Ln

Date: 8/29/2017



Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Covey Lane and Circle R Drive**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **949**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	5	1	4	44	66	76	67	39	46	59	58	49	73	79	80	70	42	32	24	18	9	8
0	0	4	0	0	2	15	25	24	9	9	17	9	6	12	15	28	23	9	8	5	11	4	2
0	0	0	0	0	10	10	18	17	8	10	18	19	16	18	17	14	11	11	7	2	2	0	0
0	0	1	1	2	15	20	19	12	11	10	13	16	12	23	26	19	17	12	7	12	5	1	4
0	0	0	0	2	17	21	14	15	11	17	11	14	15	20	21	19	19	10	10	5	0	4	2

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **1041**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	2	1	10	4	39	90	95	57	52	60	57	46	62	86	75	89	74	56	40	12	11	10	6
4	1	0	0	0	4	12	27	20	7	8	15	11	10	22	21	23	24	13	9	1	1	3	1
1	0	0	2	0	5	23	27	20	18	12	13	11	28	23	10	13	19	19	7	4	5	4	1
2	1	1	8	1	11	30	17	8	12	20	11	15	9	25	21	31	16	10	11	2	2	2	3
0	0	0	0	3	19	26	24	9	16	20	18	9	15	17	23	23	15	14	13	5	3	1	1

Date: **Thursday, November 9, 2017**

Total Daily Volume: **995**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	0	4	1	6	39	63	74	69	64	46	66	53	53	75	80	89	73	49	26	21	17	9	16
2	0	1	1	0	1	10	28	20	16	14	8	13	11	16	19	17	26	14	7	4	6	5	8
0	0	0	0	1	7	16	21	20	12	12	16	20	10	17	14	23	14	17	8	4	5	2	2
0	0	2	0	2	12	18	11	11	19	7	19	14	11	21	19	25	18	8	7	6	3	2	2
0	0	1	0	3	19	19	14	18	17	13	23	7	21	21	28	25	15	10	4	7	3	0	4

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Covey Lane and Circle R Drive**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **460**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	1	1	1	23	22	32	24	11	20	28	31	25	34	45	38	41	23	19	17	12	6	6
0	0	0	0	0	0	7	12	7	0	4	9	3	3	3	8	11	13	5	3	3	5	3	2
0	0	0	0	0	4	3	8	4	3	6	11	10	7	12	10	7	3	6	3	1	2	0	0
0	0	1	1	1	9	7	6	4	3	2	5	10	8	11	12	7	13	8	5	8	5	1	3
0	0	0	0	0	10	5	6	9	5	8	3	8	7	8	15	13	12	4	8	5	0	2	1

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **510**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	0	1	4	1	21	41	34	25	20	23	25	19	27	47	39	39	48	42	23	11	5	7	5
2	0	0	0	0	2	8	8	10	2	3	5	2	6	7	13	8	12	10	3	1	1	3	1
0	0	0	1	0	4	12	12	9	8	5	6	4	11	14	4	8	16	11	4	4	3	1	1
1	0	1	3	0	5	10	5	2	2	8	5	7	5	15	10	16	12	8	8	1	0	2	2
0	0	0	0	1	10	12	9	4	9	7	9	6	5	12	12	8	8	13	8	5	1	1	1

Date: **Thursday, November 9, 2017**

Total Daily Volume: **487**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	0	3	1	3	20	27	24	39	29	13	33	27	23	39	40	34	43	26	17	15	13	7	9
2	0	1	1	0	0	6	8	10	8	4	4	7	8	1	9	8	15	8	3	3	4	4	5
0	0	0	0	1	4	5	6	13	7	2	4	9	4	13	7	6	5	7	5	4	3	1	1
0	0	1	0	0	6	10	5	5	11	2	9	8	2	14	11	9	11	3	5	5	3	2	2
0	0	1	0	2	10	6	5	11	3	5	16	3	9	12	13	11	12	9	4	3	3	0	1

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Covey Lane and Circle R Drive**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **490**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	4	0	3	21	44	44	44	28	26	31	27	24	39	34	42	29	19	13	7	6	3	2
0	0	4	0	0	2	8	13	17	9	5	8	6	3	9	7	17	10	4	5	2	6	1	0
0	0	0	0	0	6	7	10	13	5	4	7	9	9	6	7	7	8	5	4	1	0	0	0
0	0	0	0	1	6	13	13	8	8	8	8	6	4	12	15	12	4	4	2	4	0	0	1
0	0	0	0	2	7	16	8	6	6	9	8	6	8	12	6	6	7	6	2	0	0	2	1

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **531**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	2	0	6	3	18	49	61	32	32	37	32	27	35	39	36	50	26	14	17	1	6	3	1
2	1	0	0	0	2	4	19	10	5	5	10	9	4	15	8	15	12	3	6	0	0	0	0
1	0	0	1	0	1	11	15	11	10	7	7	7	17	9	6	5	3	8	3	0	2	3	0
1	1	0	5	1	6	20	12	6	10	12	6	8	5	10	11	15	4	2	3	1	2	0	1
0	0	0	0	2	9	14	15	5	7	13	9	3	10	5	11	15	7	1	5	0	2	0	0

Date: **Thursday, November 9, 2017**

Total Daily Volume: **509**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	1	0	3	19	36	50	30	35	33	33	27	30	36	40	55	30	23	9	6	4	2	7
0	0	0	0	0	1	4	20	10	8	10	4	6	3	15	10	9	11	6	4	1	2	1	3
0	0	0	0	0	3	11	15	7	5	10	12	11	6	4	7	17	9	10	3	0	2	1	1
0	0	1	0	2	6	8	6	6	8	5	10	6	9	7	8	16	7	6	2	1	0	0	0
0	0	0	0	1	9	13	9	7	14	8	7	4	12	10	15	14	3	1	0	4	0	0	3

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Circle R Drive and Lilac Road**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **728**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	3	2	2	4	13	27	42	40	25	29	40	35	38	54	75	68	62	60	43	30	18	9	3
3	0	1	0	0	5	7	8	14	7	9	10	8	9	10	13	13	16	19	12	16	5	3	2
2	0	0	0	1	3	4	14	7	7	5	9	11	11	11	18	17	15	13	11	4	7	3	0
1	1	0	1	1	3	8	8	6	6	5	12	4	6	12	18	19	18	19	7	6	3	2	1
0	2	1	1	2	2	8	12	13	5	11	9	12	12	21	26	19	13	10	13	4	3	1	0

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **758**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	2	1	0	4	12	20	41	30	32	36	49	41	55	54	77	70	67	59	35	28	25	10	5
0	0	1	0	0	1	4	13	6	6	7	9	6	15	11	15	25	14	22	5	9	8	3	0
2	1	0	0	0	3	4	5	10	7	13	9	5	12	11	21	13	18	12	8	10	6	2	1
3	1	0	0	1	7	7	13	8	6	8	16	18	8	13	16	18	16	12	6	4	6	4	1
0	0	0	0	3	1	5	11	6	13	8	15	12	20	19	25	14	19	13	16	5	5	1	3

Date: **Thursday, November 16, 2017**

Total Daily Volume: **726**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	2	1	0	2	10	20	44	48	15	33	33	37	47	53	77	88	71	44	30	19	24	18	9
0	0	0	0	0	2	6	10	13	5	8	7	7	11	10	17	20	17	9	7	4	7	5	4
1	0	0	0	0	0	6	9	17	2	12	9	8	11	10	21	21	20	16	5	4	6	4	1
0	1	1	0	0	6	4	10	12	3	7	9	9	15	17	18	19	17	7	9	4	4	4	2
0	1	0	0	2	2	4	15	6	5	6	8	13	10	17	21	28	17	12	9	7	7	5	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Circle R Drive and Lilac Road**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **667**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	2	1	3	12	48	74	73	59	50	32	41	37	35	42	35	30	43	17	5	8	12	4	3
0	0	0	1	3	1	11	20	16	12	6	12	6	13	15	2	7	11	8	1	1	4	1	1
0	0	0	1	1	12	22	22	12	10	12	7	7	8	11	11	6	14	1	1	3	3	0	1
0	2	1	1	2	12	16	15	12	16	9	14	14	6	13	12	12	11	4	2	2	5	1	1
1	0	0	0	6	23	25	16	19	12	5	8	10	8	3	10	5	7	4	1	2	0	2	0

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **732**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	1	2	1	10	44	65	64	69	44	49	44	29	36	57	58	45	39	26	22	15	4	3	3
0	0	0	0	2	4	15	14	19	13	11	17	8	8	14	10	3	6	1	5	3	2	1	0
1	0	0	1	2	10	15	21	20	11	11	11	5	7	18	10	17	13	12	6	4	0	0	2
1	0	2	0	3	9	16	16	21	11	12	12	5	11	16	23	13	9	9	7	5	2	2	0
0	1	0	0	3	21	19	13	9	10	15	4	11	10	10	15	12	11	4	4	3	0	0	1

Date: **Thursday, November 16, 2017**

Total Daily Volume: **695**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	2	3	1	11	43	73	76	61	44	37	46	25	34	48	41	36	28	26	18	18	6	7	8
2	1	0	0	1	5	12	22	15	13	6	6	3	9	10	7	7	6	9	4	3	3	2	2
1	1	1	0	2	7	21	22	20	9	8	23	4	10	16	15	12	7	7	3	2	1	0	2
0	0	2	1	3	14	25	16	14	13	12	10	9	5	8	11	10	6	7	6	12	0	3	1
0	0	0	0	5	17	15	16	13	9	11	8	9	11	15	9	7	9	3	5	1	2	2	3

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **W. Lilac Road, between Circle R Drive and Lilac Road**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **1389**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	5	3	5	15	61	101	115	99	74	61	80	72	72	95	110	97	105	77	48	38	30	13	6
3	0	1	1	3	6	18	28	30	18	15	22	14	22	24	15	20	27	27	13	17	9	4	3
2	0	0	1	1	15	26	36	19	17	17	16	18	19	22	29	23	29	14	12	7	10	3	1
1	3	1	2	3	15	24	23	18	22	14	26	18	12	25	30	30	29	22	9	8	8	3	2
1	2	1	1	8	25	33	28	32	17	16	17	22	20	24	36	24	20	14	14	6	3	3	0

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **1487**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	3	3	1	14	56	85	104	99	76	85	92	69	91	111	135	115	106	85	57	43	29	13	8
0	0	1	0	2	5	19	27	25	19	18	26	13	23	25	25	28	20	23	10	12	10	4	0
3	1	0	1	2	13	19	26	30	18	24	19	10	19	29	31	30	31	24	14	14	6	2	3
4	1	2	0	4	16	23	28	29	17	20	28	23	19	29	39	31	25	21	13	9	8	6	1
0	1	0	0	6	22	24	24	15	23	23	19	23	30	29	40	26	30	17	20	8	5	1	4

Date: **Thursday, November 16, 2017**

Total Daily Volume: **1421**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	4	4	1	13	53	93	120	109	59	70	79	62	81	101	118	124	99	70	48	37	30	25	17
2	1	0	0	1	7	18	32	28	18	14	13	10	20	20	24	27	23	18	11	7	10	7	6
2	1	1	0	2	7	27	31	36	11	20	32	12	21	26	35	33	27	23	8	6	7	4	3
0	1	3	1	3	20	29	26	26	16	19	19	18	20	24	29	29	23	14	15	16	4	7	3
0	1	0	0	7	19	19	31	19	14	17	16	22	21	32	30	35	26	15	14	8	9	7	5

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Cielo, between Camino Del Rey and W. Lilac Road**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **859**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	1	2	3	10	24	67	48	39	59	63	43	55	62	89	82	53	53	27	33	28	14	4
0	0	0	0	0	7	6	11	9	11	14	14	13	19	16	13	24	20	21	10	13	12	4	0
0	0	0	2	1	0	5	17	16	9	18	11	10	17	10	27	23	7	15	6	11	6	8	0
0	0	1	0	1	2	8	18	10	7	20	20	12	7	24	28	11	12	8	6	3	6	1	0
0	0	0	0	1	2	6	22	15	13	8	18	9	13	12	22	25	14	10	6	6	5	2	4

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **820**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	8	6	5	2	6	27	58	73	32	43	65	51	49	67	82	60	45	58	21	22	14	23	1
0	3	0	0	0	0	6	13	24	5	11	16	11	14	18	16	27	19	15	7	9	5	13	0
0	3	0	1	0	1	3	14	15	6	12	9	12	6	26	21	15	6	10	7	5	0	5	0
0	2	5	0	0	2	9	15	18	11	9	18	15	13	15	26	9	12	14	5	2	6	6	1
2	0	1	4	2	3	9	17	17	10	11	23	14	17	8	19	9	9	19	3	7	4	0	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **803**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	1	2	7	11	31	62	65	48	55	48	52	60	59	74	59	45	42	31	22	22	4	3
0	0	0	0	2	3	5	12	17	13	10	8	12	15	14	14	17	15	13	14	6	10	3	0
0	0	0	2	1	3	5	9	19	12	10	7	18	14	15	17	16	12	13	8	5	6	0	0
0	0	1	0	4	5	10	24	20	13	18	26	11	15	19	20	10	9	6	5	4	5	1	3
0	0	0	0	0	1	11	17	10	11	17	8	11	17	13	24	16	10	11	5	8	2	0	0

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Cielo, between Camino Del Rey and W. Lilac Road**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **490**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	1	0	0	3	5	25	24	18	30	29	27	35	42	57	55	32	36	18	18	26	7	2
0	0	0	0	0	3	1	2	5	5	11	7	4	13	9	10	17	12	16	7	11	11	1	0
0	0	0	0	0	0	1	4	10	6	8	6	9	10	7	15	15	5	11	6	1	6	4	0
0	0	1	0	0	0	1	8	5	4	8	8	7	2	20	20	8	8	4	3	3	5	0	0
0	0	0	0	0	0	2	11	5	3	3	9	8	10	6	13	16	8	6	3	4	5	2	2

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **477**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	3	2	2	0	1	9	23	32	16	25	43	33	30	40	56	35	27	42	11	17	14	13	1
0	0	0	0	0	0	2	0	14	2	4	10	7	7	12	13	14	14	12	3	6	5	7	0
0	1	0	0	0	0	0	6	7	1	8	6	8	4	12	12	9	1	10	4	4	0	5	0
0	2	2	0	0	1	5	7	9	6	5	13	10	9	13	21	7	5	10	4	0	6	2	1
2	0	0	2	0	0	3	11	3	7	8	15	8	10	3	11	5	8	11	1	7	4	0	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **456**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	3	5	9	26	29	22	25	32	32	39	33	43	35	32	28	22	15	20	4	2
0	0	0	0	2	0	2	2	10	8	5	5	9	9	5	7	12	11	7	9	2	9	3	0
0	0	0	0	0	3	1	3	10	5	3	4	12	10	8	9	6	8	12	7	3	6	0	0
0	0	0	0	1	2	4	11	7	2	7	18	5	11	11	13	5	6	5	3	3	4	1	2
0	0	0	0	0	0	2	10	3	7	11	5	7	10	10	16	13	8	5	3	8	2	0	0

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Cielo, between Camino Del Rey and W. Lilac Road**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **371**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	2	3	7	19	42	24	21	29	34	16	21	20	33	27	21	17	9	15	2	7	2
0	0	0	0	0	4	5	9	4	6	3	8	9	6	7	4	8	8	6	3	3	1	3	0
0	0	0	2	1	0	4	13	6	3	10	5	1	7	3	12	8	3	4	0	10	0	4	0
0	0	0	0	1	2	7	10	5	3	12	12	5	5	4	8	3	5	4	3	0	1	1	0
0	0	0	0	1	2	4	11	10	10	5	10	1	3	6	9	9	6	4	3	2	0	0	2

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **344**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	5	4	3	2	5	18	35	41	16	18	22	18	20	27	26	25	18	16	10	5	0	10	0
0	3	0	0	0	0	4	13	10	3	7	6	4	7	6	4	13	5	3	4	3	0	6	0
0	2	0	1	0	1	3	8	8	5	4	3	4	2	14	9	6	5	0	4	1	0	0	0
0	0	3	0	0	1	5	8	10	5	4	5	5	4	2	5	2	7	4	1	2	0	4	0
0	0	1	2	2	3	6	6	14	3	3	8	6	7	5	9	4	1	9	2	0	0	0	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **352**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	1	2	4	7	22	36	37	27	30	16	20	21	26	31	24	14	14	10	7	2	0	1
0	0	0	0	0	3	3	10	7	5	5	3	3	6	9	7	6	4	6	5	4	1	0	0
0	0	0	2	1	0	4	6	10	7	7	3	6	4	7	8	10	4	1	1	2	0	0	0
0	0	1	0	3	3	7	13	13	11	12	8	6	4	8	8	5	3	1	2	1	1	0	1
0	0	0	0	0	1	9	8	7	4	6	3	5	7	3	8	4	3	6	2	0	0	0	0

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Olive Hill Road, between Shamrock Road and SR-76**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **4056**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
21	10	5	12	42	102	227	289	267	226	216	235	253	250	278	308	353	290	248	141	112	91	54	26
8	6	2	2	10	18	50	71	81	50	47	51	62	56	57	73	83	62	72	55	35	29	21	8
8	2	2	4	3	18	51	70	61	65	61	64	71	71	69	95	83	82	65	28	19	15	17	6
3	1	0	3	11	29	57	77	71	52	51	50	60	56	74	69	91	64	60	38	31	28	8	8
2	1	1	3	18	37	69	71	54	59	57	70	60	67	78	71	96	82	51	20	27	19	8	4

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **3919**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
10	10	3	14	31	107	198	281	271	250	224	227	238	249	288	329	322	254	201	156	99	91	46	20
3	3	0	1	7	22	39	61	90	58	51	43	54	52	66	86	74	57	63	55	28	24	19	8
3	4	0	3	5	15	55	63	71	66	60	67	61	67	77	84	75	72	54	32	25	25	15	5
3	2	0	3	7	30	50	75	65	54	64	57	59	73	58	87	94	61	39	39	22	21	6	4
1	1	3	7	12	40	54	82	45	72	49	60	64	57	87	72	79	64	45	30	24	21	6	3

Date: **Thursday, November 16, 2017**

Total Daily Volume: **4097**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
17	6	3	6	31	104	245	315	263	233	233	230	256	256	294	342	313	324	226	150	101	79	45	25
6	2	0	1	3	21	49	75	78	64	49	53	66	60	76	90	73	89	75	46	20	21	18	6
6	3	1	2	6	21	61	86	67	52	65	66	72	69	73	87	93	78	57	35	29	15	13	9
4	1	1	2	10	22	63	82	60	52	53	52	63	55	82	85	66	77	45	44	27	28	7	6
1	0	1	1	12	40	72	72	58	65	66	59	55	72	63	80	81	80	49	25	25	15	7	4

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Olive Hill Road, between Shamrock Road and SR-76**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **1964**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	1	1	6	36	89	160	193	158	142	113	125	122	122	129	118	154	106	78	41	31	18	12	8
0	0	0	1	8	17	42	50	41	27	22	28	33	29	32	36	41	21	17	20	8	6	5	3
0	0	0	2	3	16	40	49	37	43	33	40	34	30	37	33	31	35	22	7	6	2	6	2
0	1	0	2	11	23	35	49	45	42	27	28	30	28	29	20	44	23	24	11	11	4	1	2
1	0	1	1	14	33	43	45	35	30	31	29	25	35	31	29	38	27	15	3	6	6	0	1

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **1912**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	1	0	10	28	98	155	196	153	153	131	125	118	113	131	127	133	93	57	38	25	14	10	3
0	0	0	1	7	22	34	43	47	34	29	28	27	25	34	40	32	19	23	8	11	4	4	3
0	0	0	2	4	12	46	46	40	41	36	35	36	30	35	26	29	36	12	6	4	5	3	0
0	1	0	2	6	27	32	57	37	35	36	30	27	31	26	28	39	14	10	14	3	4	1	0
0	0	0	5	11	37	43	50	29	43	30	32	28	27	36	33	33	24	12	10	7	1	2	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **1973**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	1	1	5	24	93	167	207	152	146	135	120	133	105	126	137	142	115	60	40	30	20	6	6
1	1	0	1	3	20	41	56	44	38	30	27	30	24	25	36	37	38	24	12	8	2	1	2
0	0	0	1	3	21	46	54	37	37	34	35	46	25	30	33	37	28	12	8	10	4	2	2
1	0	0	2	9	18	41	52	35	31	28	26	31	23	45	30	32	31	11	15	8	9	2	0
0	0	1	1	9	34	39	45	36	40	43	32	26	33	26	38	36	18	13	5	4	5	1	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Olive Hill Road, between Shamrock Road and SR-76**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **2092**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
20	9	4	6	6	13	67	96	109	84	103	110	131	128	149	190	199	184	170	100	81	73	42	18
8	6	2	1	2	1	8	21	40	23	25	23	29	27	25	37	42	41	55	35	27	23	16	5
8	2	2	2	0	2	11	21	24	22	28	24	37	41	32	62	52	47	43	21	13	13	11	4
3	0	0	1	0	6	22	28	26	10	24	22	30	28	45	49	47	41	36	27	20	24	7	6
1	1	0	2	4	4	26	26	19	29	26	41	35	32	47	42	58	55	36	17	21	13	8	3

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **2007**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
10	9	3	4	3	9	43	85	118	97	93	102	120	136	157	202	189	161	144	118	74	77	36	17
3	3	0	0	0	0	5	18	43	24	22	15	27	27	32	46	42	38	40	47	17	20	15	5
3	4	0	1	1	3	9	17	31	25	24	32	25	37	42	58	46	36	42	26	21	20	12	5
3	1	0	1	1	3	18	18	28	19	28	27	32	42	32	59	55	47	29	25	19	17	5	4
1	1	3	2	1	3	11	32	16	29	19	28	36	30	51	39	46	40	33	20	17	20	4	3

Date: **Thursday, November 16, 2017**

Total Daily Volume: **2124**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
15	5	2	1	7	11	78	108	111	87	98	110	123	151	168	205	171	209	166	110	71	59	39	19
5	1	0	0	0	1	8	19	34	26	19	26	36	36	51	54	36	51	51	34	12	19	17	4
6	3	1	1	3	0	15	32	30	15	31	31	26	44	43	54	56	50	45	27	19	11	11	7
3	1	1	0	1	4	22	30	25	21	25	26	32	32	37	55	34	46	34	29	19	19	5	6
1	0	0	0	3	6	33	27	22	25	23	27	29	39	37	42	45	62	36	20	21	10	6	2

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Rey, between SR-76 and Old River Road**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **12091**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
45	27	17	33	133	338	681	1369	871	511	545	604	619	651	986	978	1012	948	621	350	327	228	136	61
9	5	5	10	21	60	128	242	300	112	131	148	147	162	223	221	247	286	180	93	88	63	40	18
12	6	3	5	33	72	169	319	229	142	124	146	161	159	220	277	253	245	184	85	89	56	33	14
14	9	3	9	33	94	183	375	176	123	156	161	151	160	268	239	262	188	148	86	79	57	31	18
10	7	6	9	46	112	201	433	166	134	134	149	160	170	275	241	250	229	109	86	71	52	32	11

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **12227**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
39	23	11	40	128	316	649	1318	841	593	602	620	639	703	971	1101	1037	942	603	381	265	213	126	66
12	9	5	8	15	49	124	253	296	158	134	157	159	159	216	206	260	250	195	105	79	56	45	16
12	6	2	10	35	66	148	273	212	133	128	162	181	158	211	300	255	243	152	113	69	61	32	20
9	5	2	12	30	93	195	387	187	153	160	142	143	180	266	317	283	225	127	97	54	48	26	12
6	3	2	10	48	108	182	405	146	149	180	159	156	206	278	278	239	224	129	66	63	48	23	18

Date: **Thursday, November 16, 2017**

Total Daily Volume: **12358**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
39	29	26	29	118	331	644	1358	835	555	593	627	750	930	811	996	973	923	646	383	312	262	111	77
12	11	8	3	16	56	121	241	294	142	145	166	145	275	212	239	229	229	211	109	88	86	29	20
10	5	10	11	29	70	135	314	214	134	128	148	183	254	203	228	256	254	159	99	81	71	34	22
9	5	5	7	38	94	169	365	177	139	157	177	197	168	194	256	242	236	152	100	76	63	29	20
8	8	3	8	35	111	219	438	150	140	163	136	225	233	202	273	246	204	124	75	67	42	19	15

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Rey, between SR-76 and Old River Road**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **6239**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
17	14	12	17	85	237	430	915	415	240	260	284	303	348	504	414	446	399	292	186	182	141	66	32
5	3	4	6	16	40	89	148	126	58	71	79	73	75	133	94	103	132	74	48	38	40	14	10
3	0	2	3	19	55	103	223	111	65	65	70	81	88	142	119	122	98	84	45	50	40	20	5
5	6	2	3	17	61	105	266	89	64	72	69	72	94	111	101	108	79	77	45	55	30	18	10
4	5	4	5	33	81	133	278	89	53	52	66	77	91	118	100	113	90	57	48	39	31	14	7

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **6294**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
24	11	6	25	79	217	409	880	409	298	286	288	335	385	463	457	447	406	287	206	141	133	72	30
7	3	4	5	9	34	81	163	138	79	60	78	79	90	123	104	116	105	86	52	42	32	26	9
10	3	0	5	17	50	102	198	112	68	53	80	96	86	126	117	104	105	73	59	41	44	17	7
3	2	1	8	15	57	112	261	83	69	85	55	80	92	107	132	120	93	58	56	21	29	17	7
4	3	1	7	38	76	114	258	76	82	88	75	80	117	107	104	107	103	70	39	37	28	12	7

Date: **Thursday, November 16, 2017**

Total Daily Volume: **6334**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	15	14	18	73	225	403	896	389	275	294	301	462	402	373	431	435	395	288	185	175	158	63	41
6	6	6	2	11	36	80	157	132	77	78	78	81	104	95	106	121	108	89	51	42	39	19	10
8	2	4	6	19	51	93	226	104	70	61	70	110	109	88	95	110	101	75	47	53	50	17	13
4	2	2	3	17	63	98	243	79	69	82	89	121	95	87	109	92	96	73	45	38	45	19	7
5	5	2	7	26	75	132	270	74	59	73	64	150	94	103	121	112	90	51	42	42	24	8	11

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Rey, between SR-76 and Old River Road**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **5860**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
28	13	5	16	48	101	252	454	456	271	286	320	317	303	483	566	566	549	330	164	146	87	70	29
4	2	1	4	5	20	39	94	174	54	61	69	74	87	91	127	144	154	106	45	50	23	26	8
9	6	1	2	14	17	66	96	118	77	59	76	81	71	78	158	131	147	100	40	39	16	13	9
9	3	1	6	16	33	78	109	87	59	84	92	79	66	157	139	154	109	72	41	25	27	13	8
6	2	2	4	13	31	69	155	77	81	82	83	83	79	157	142	137	139	52	38	32	21	18	4

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **5943**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
15	12	5	15	49	99	241	438	434	296	318	333	304	318	508	645	592	536	316	175	124	80	54	36
5	6	1	3	6	15	43	90	159	79	74	79	80	69	93	102	145	145	109	53	37	24	19	7
2	3	2	5	18	16	47	75	100	65	76	82	85	72	85	183	151	138	79	54	28	17	15	13
6	3	1	4	15	36	83	126	104	85	76	87	63	88	159	185	163	132	69	41	33	19	9	5
2	0	1	3	10	32	68	147	71	67	92	85	76	89	171	175	133	121	59	27	26	20	11	11

Date: **Thursday, November 16, 2017**

Total Daily Volume: **6035**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
16	14	12	11	45	106	241	462	446	281	299	328	290	529	440	565	539	529	359	198	137	104	48	36
6	5	2	1	5	20	41	84	162	65	67	88	64	172	117	133	108	121	123	58	46	47	10	10
2	3	6	5	10	19	42	88	110	64	67	78	74	145	116	133	147	154	84	52	28	21	17	9
5	3	3	4	21	31	71	122	98	71	75	89	77	73	108	147	150	140	79	55	38	18	10	13
3	3	1	1	9	36	87	168	76	81	90	73	75	139	99	152	134	114	73	33	25	18	11	4

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VOLUME

Camino Del Rey Bet. Old River Rd & W Lilac Rd

Day: Tuesday
Date: 8/29/2017City: Bonsall
Project #: CA17_4281_001

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						5,495	5,507						11,002
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			1	6	7		12:00			59	71	130							
00:15			6	1	7		12:15			70	73	143							
00:30			2	3	5		12:30			54	67	121							
00:45			2	11	2	12	12:45			58	241	64	275	122	516				
01:00			2	1	3		13:00			66	78	144							
01:15			4	1	5		13:15			63	75	138							
01:30			3	2	5		13:30			64	58	122							
01:45			1	10	5	9	13:45			51	244	80	291	131	535				
02:00			2	0	2		14:00			73	99	172							
02:15			4	1	5		14:15			73	103	176							
02:30			5	1	6		14:30			216	91	307							
02:45			0	11	2	4	14:45			155	517	88	381	243	898				
03:00			1	2	3		15:00			116	75	191							
03:15			5	3	8		15:15			124	131	255							
03:30			3	4	7		15:30			101	148	249							
03:45			5	14	5	14	15:45			108	449	159	513	267	962				
04:00			14	5	19		16:00			86	111	197							
04:15			19	14	33		16:15			82	120	202							
04:30			16	13	29		16:30			96	121	217							
04:45			32	81	15	47	16:45			91	355	128	480	219	835				
05:00			31	15	46		17:00			103	136	239							
05:15			32	19	51		17:15			99	90	189							
05:30			48	26	74		17:30			84	121	205							
05:45			67	178	38	98	17:45			92	378	105	452	197	830				
06:00			70	47	117		18:00			89	99	188							
06:15			75	55	130		18:15			63	86	149							
06:30			93	81	174		18:30			55	82	137							
06:45			85	323	90	273	18:45			71	278	75	342	146	620				
07:00			85	97	182		19:00			52	65	117							
07:15			102	137	239		19:15			48	40	88							
07:30			175	169	344		19:30			51	57	108							
07:45			227	589	131	534	19:45			61	212	51	213	112	425				
08:00			192	131	323		20:00			48	45	93							
08:15			99	107	206		20:15			49	40	89							
08:30			70	89	159		20:30			57	48	105							
08:45			69	430	63	390	20:45			59	213	36	169	95	382				
09:00			59	58	117		21:00			46	36	82							
09:15			59	88	147		21:15			45	22	67							
09:30			56	67	123		21:30			43	19	62							
09:45			53	227	62	275	21:45			32	166	18	95	50	261				
10:00			63	64	127		22:00			19	13	32							
10:15			48	58	106		22:15			16	15	31							
10:30			69	58	127		22:30			7	19	26							
10:45			59	239	75	255	22:45			13	55	15	62	28	117				
11:00			63	81	144		23:00			11	10	21							
11:15			52	78	130		23:15			9	5	14							
11:30			65	61	126		23:30			8	9	17							
11:45			57	237	72	292	23:45			9	37	7	31	16	68				
TOTALS			2350	2203	4553		TOTALS			3145	3304	6449							
SPLIT %			51.6%	48.4%	41.4%		SPLIT %			48.8%	51.2%	58.6%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						5,495	5,507						11,002
AM Peak Hour			07:15	07:15	07:15		PM Peak Hour			14:30	15:15	14:30							
AM Pk Volume			696	568	1264		PM Pk Volume			611	549	996							
Pk Hr Factor			0.767	0.840	0.883		Pk Hr Factor			0.707	0.863	0.811							
7 - 9 Volume	0	0	1019	924	1943		4 - 6 Volume	0	0	733	932	1665							
7 - 9 Peak Hour			07:15	07:15	07:15		4 - 6 Peak Hour			16:30	16:15	16:15							
7 - 9 Pk Volume	0	0	696	568	1264		4 - 6 Pk Volume	0	0	389	505	877							
Pk Hr Factor	0.000	0.000	0.767	0.840	0.883		Pk Hr Factor	0.000	0.000	0.944	0.928	0.917							

Prepared by NDS/ATD

Project #: CA17_4281_001

City: Bonsall

Location: Camino Del Rey Bet. Old River Rd & W Lilac

Date: 8/29/2017



VOLUME

Camino Del Rey Bet. Old River Rd & W Lilac Rd

Day: Wednesday

Date: 10/11/2017

City: Bonsall

Project #: CA17_4308_002

DAILY TOTALS					NB	SB	EB					WB					Total
					0	0											11,398
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
0:00			3	7	10		12:00			63	73			136			
0:15			8	4	12		12:15			60	74			134			
0:30			6	7	13		12:30			54	77			131			
0:45			4	21	5	23	12:45			71	248	78	302	149 550			
1:00			4	3	7		13:00			57	56			113			
1:15			4	2	6		13:15			65	65			130			
1:30			2	2	4		13:30			67	77			144			
1:45			2	12	2	9	13:45			72	261	105	303	177 564			
2:00			7	3	10		14:00			72	103			175			
2:15			4	2	6		14:15			80	96			176			
2:30			2	1	3		14:30			202	79			281			
2:45			2	15	3	9	14:45			166	520	116	394	282 914			
3:00			3	2	5		15:00			113	109			222			
3:15			3	1	4		15:15			112	138			250			
3:30			6	4	10		15:30			108	148			256			
3:45			12	24	4	11	15:45			111	444	137	532	248 976			
4:00			10	6	16		16:00			109	131			240			
4:15			20	9	29		16:15			113	150			263			
4:30			15	16	31		16:30			96	144			240			
4:45			21	66	21	52	16:45			110	428	165	590	275 1018			
5:00			39	21	60		17:00			100	141			241			
5:15			48	22	70		17:15			83	116			199			
5:30			55	26	81		17:30			106	119			225			
5:45			68	210	38	107	17:45			83	372	103	479	186 851			
6:00			75	57	132		18:00			74	102			176			
6:15			92	61	153		18:15			81	95			176			
6:30			86	99	185		18:30			84	103			187			
6:45			103	356	90	307	18:45			59	298	67	367	126 665			
7:00			100	84	184		19:00			70	48			118			
7:15			110	139	249		19:15			47	60			107			
7:30			178	179	357		19:30			39	43			82			
7:45			225	613	134	536	19:45			46	202	42	193	88 395			
8:00			167	128	295		20:00			49	46			95			
8:15			89	125	214		20:15			35	32			67			
8:30			97	94	191		20:30			47	35			82			
8:45			59	412	91	438	20:45			39	170	15	128	54 298			
9:00			68	48	116		21:00			35	30			65			
9:15			55	69	124		21:15			29	23			52			
9:30			54	66	120		21:30			28	29			57			
9:45			59	236	74	257	21:45			22	114	19	101	41 215			
10:00			52	76	128		22:00			23	14			37			
10:15			56	75	131		22:15			19	14			33			
10:30			65	78	143		22:30			13	17			30			
10:45			72	245	51	280	22:45			10	65	9	54	19 119			
11:00			78	62	140		23:00			10	3			13			
11:15			64	82	146		23:15			14	6			20			
11:30			63	66	129		23:30			5	6			11			
11:45			55	260	63	273	23:45			8	37	9	24	17 61			
TOTALS			2470	2302	4772		TOTALS			3159	3467			6626			
SPLIT %			51.8%	48.2%	41.9%		SPLIT %			47.7%	52.3%			58.1%			

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						5,629	5,769						11,398
AM Peak Hour			7:15	7:15	7:15		PM Peak Hour			14:30	16:15	14:30							
AM Pk Volume			680	580	1260		PM Pk Volume			593	600	1035							
Pk Hr Factor			0.756	0.810	0.877		Pk Hr Factor			0.734	0.909	0.918							
7 - 9 Volume	0	0	1025	974	1999		4 - 6 Volume	0	0	800	1069	1869							
7 - 9 Peak Hour			7:15	7:15	7:15		4 - 6 Peak Hour			16:00	16:15	16:15							
7 - 9 Pk Volume	0	0	680	580	1260		4 - 6 Pk Volume	0	0	428	600	1019							
Pk Hr Factor	0.000	0.000	0.756	0.810	0.877		Pk Hr Factor	0.000	0.000	0.947	0.909	0.926							

Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Rey, between W. Lilac Road and Camino Del Cielo**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **9045**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
42	18	15	30	123	299	558	825	586	424	413	467	436	475	676	649	761	731	564	292	280	200	127	54
8	7	1	7	21	55	108	194	171	104	105	110	81	118	155	162	178	193	168	77	78	55	39	13
12	2	4	7	28	68	145	200	159	107	96	124	134	120	139	158	191	197	170	76	91	52	27	16
12	5	6	7	29	83	154	221	141	103	120	119	119	121	214	159	188	159	137	70	61	52	34	16
10	4	4	9	45	93	151	210	115	110	92	114	102	116	168	170	204	182	89	69	50	41	27	9

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **8935**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
30	27	10	41	110	273	526	820	508	431	438	446	449	519	624	709	783	738	530	343	233	181	115	51
5	8	2	8	14	43	101	180	162	109	101	101	104	118	149	148	211	167	157	102	66	49	35	14
11	6	4	9	30	65	124	193	126	100	91	112	120	129	141	177	194	172	131	98	65	44	32	17
10	10	2	12	22	72	140	223	121	120	117	119	101	132	161	189	187	196	121	82	47	42	22	9
4	3	2	12	44	93	161	224	99	102	129	114	124	140	173	195	191	203	121	61	55	46	26	11

Date: **Thursday, November 16, 2017**

Total Daily Volume: **9128**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
42	24	22	30	98	300	524	807	549	407	461	449	492	564	554	744	755	761	551	304	291	234	101	64
12	8	6	3	14	58	94	179	156	106	116	114	110	180	132	179	177	199	181	83	70	64	35	22
15	6	8	12	25	67	122	206	157	110	99	95	117	148	127	177	180	217	134	82	70	72	27	13
6	3	5	6	31	86	131	214	124	94	121	125	135	113	146	201	206	171	128	81	80	62	26	20
9	7	3	9	28	89	177	208	112	97	125	115	130	123	149	187	192	174	108	58	71	36	13	9

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Rey, between W. Lilac Road and Camino Del Cielo**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **4238**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
11	9	9	16	82	212	311	397	311	197	176	198	211	212	315	301	321	276	227	128	136	106	53	23
2	3	1	4	18	41	72	104	97	50	48	47	43	52	55	71	74	80	69	33	32	30	13	4
3	1	3	4	17	50	81	92	83	55	40	53	72	57	68	81	85	76	61	31	44	28	14	6
3	3	2	3	14	58	81	95	67	53	50	42	57	53	106	74	74	58	56	31	38	26	12	7
3	2	3	5	33	63	77	106	64	39	38	56	39	50	86	75	88	62	41	33	22	22	14	6

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **4298**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
16	12	11	19	62	203	294	390	284	200	215	208	211	290	266	321	305	309	218	131	138	123	47	25
4	6	4	2	10	39	64	97	84	55	58	51	51	85	61	92	78	85	63	37	24	24	16	10
7	2	3	6	16	48	78	102	87	56	47	47	51	84	61	74	71	86	59	33	41	44	11	5
2	0	2	2	15	56	68	86	58	50	61	61	56	62	70	78	79	66	51	29	37	37	16	5
3	4	2	9	21	60	84	105	55	39	49	49	53	59	74	77	77	72	45	32	36	18	4	5

Date: **Thursday, November 16, 2017**

Total Daily Volume: **1973**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	1	1	5	24	93	167	207	152	146	135	120	133	105	126	137	142	115	60	40	30	20	6	6
1	1	0	1	3	20	41	56	44	38	30	27	30	24	25	36	37	38	24	12	8	2	1	2
0	0	0	1	3	21	46	54	37	37	34	35	46	25	30	33	37	28	12	8	10	4	2	2
1	0	0	2	9	18	41	52	35	31	28	26	31	23	45	30	32	31	11	15	8	9	2	0
0	0	1	1	9	34	39	45	36	40	43	32	26	33	26	38	36	18	13	5	4	5	1	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Rey, between W. Lilac Road and Camino Del Cielo**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **4820**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
31	9	6	14	41	87	248	430	276	227	238	269	225	264	362	349	441	456	337	164	145	95	75	31
6	4	0	3	3	14	36	90	74	54	57	63	38	66	100	91	104	113	99	44	46	25	26	9
9	1	1	3	11	18	64	109	76	52	56	71	62	63	72	78	107	121	109	45	47	25	13	10
9	2	4	4	15	25	73	126	74	50	70	77	62	69	108	85	114	101	81	39	24	26	22	9
7	2	1	4	12	30	75	105	52	71	55	58	63	66	82	95	116	121	48	36	28	19	14	3

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **4690**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
13	16	4	17	41	82	228	414	252	200	235	243	250	289	330	382	464	433	305	186	125	86	60	35
3	6	0	3	7	10	35	83	63	45	52	50	57	63	81	75	126	94	90	62	34	24	19	8
1	4	2	3	14	16	49	105	63	43	53	63	59	70	76	94	120	104	77	53	33	16	18	13
7	6	1	7	11	24	56	117	65	70	67	70	59	76	76	101	113	118	69	37	32	24	10	4
2	0	1	4	9	32	88	109	61	42	63	60	75	80	97	112	105	117	69	34	26	22	13	10

Date: **Thursday, November 16, 2017**

Total Daily Volume: **4843**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
26	13	11	11	36	97	231	419	265	208	247	241	281	276	289	423	450	452	335	174	154	111	54	39
8	2	2	1	4	19	30	83	72	51	58	63	59	95	71	87	99	114	118	46	46	40	19	12
8	4	5	6	9	19	44	104	70	54	52	48	66	65	67	103	109	131	76	49	29	28	16	8
4	3	3	4	16	30	64	128	66	45	60	64	79	52	76	123	127	105	77	52	44	25	10	15
6	4	1	0	7	29	93	104	57	58	77	66	77	64	75	110	115	102	64	27	35	18	9	4

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Rey, between Camino Del Cielo and Old Highway 395**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **6343**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
34	24	10	22	78	252	465	583	446	322	267	325	332	330	430	467	562	512	342	146	149	122	93	30
5	2	2	5	15	49	87	172	134	72	72	86	63	77	106	125	138	128	118	33	41	22	28	8
10	9	2	8	20	60	127	145	132	91	60	80	96	84	90	110	149	149	106	42	43	33	21	11
13	7	1	4	17	63	130	142	98	75	73	84	85	84	121	104	123	105	69	39	31	41	29	7
6	6	5	5	26	80	121	124	82	84	62	75	88	85	113	128	152	130	49	32	34	26	15	4

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **6434**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
17	12	12	30	82	220	461	580	371	323	350	320	339	361	448	543	567	520	318	205	143	112	67	33
3	5	2	8	11	33	95	145	124	83	91	83	76	97	101	85	159	140	92	71	37	33	18	8
4	3	4	7	18	52	99	149	83	77	61	71	102	78	108	145	125	127	83	52	39	26	20	12
5	1	3	7	16	53	129	153	88	82	95	84	66	100	105	156	132	128	76	44	38	20	10	5
5	3	3	8	37	82	138	133	76	81	103	82	95	86	134	157	151	125	67	38	29	33	19	8

Date: **Thursday, November 16, 2017**

Total Daily Volume: **6451**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	14	13	17	76	233	467	575	413	297	306	288	349	358	410	556	553	521	374	182	181	137	63	45
6	7	4	3	16	44	95	133	114	77	83	75	75	97	94	134	131	147	114	48	47	36	25	13
5	4	3	7	15	50	107	177	124	81	65	68	74	106	100	136	135	146	91	52	48	25	17	8
8	2	3	3	21	72	121	138	91	71	81	65	97	83	110	150	141	114	103	41	42	45	12	15
4	1	3	4	24	67	144	127	84	68	77	80	103	72	106	136	146	114	66	41	44	31	9	9

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Rey, between Camino Del Cielo and Old Highway 395**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **3261**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
29	16	5	9	20	55	142	244	168	137	131	154	163	188	237	279	349	355	244	99	80	73	64	20
5	1	0	0	1	13	20	56	45	29	38	44	28	46	65	76	87	85	87	20	27	11	19	7
8	8	2	2	7	13	44	61	59	33	27	36	38	45	50	57	93	102	72	31	19	21	12	9
11	4	1	3	6	10	37	72	37	31	35	45	42	47	64	61	80	75	47	26	10	25	22	2
5	3	2	4	6	19	41	55	27	44	31	29	55	50	58	85	89	93	38	22	24	16	11	2

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **3224**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
11	8	8	10	27	48	134	214	138	123	161	156	178	193	236	312	369	337	215	128	92	60	38	28
2	4	1	3	5	9	24	48	38	26	36	36	37	54	58	46	100	87	60	47	22	18	10	5
2	2	3	2	8	12	21	63	27	27	29	32	44	35	58	79	85	82	54	33	24	11	11	11
3	1	3	3	6	13	36	66	35	39	55	47	40	53	48	90	91	87	51	22	27	14	6	4
4	1	1	2	8	14	53	37	38	31	41	41	57	51	72	97	93	81	50	26	19	17	11	8

Date: **Thursday, November 16, 2017**

Total Daily Volume: **3309**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
19	10	5	5	26	55	140	238	156	120	132	129	199	169	216	345	348	359	252	123	112	75	42	34
5	5	1	0	7	15	20	46	44	24	29	33	41	49	46	72	80	100	82	30	32	23	16	10
4	2	2	2	4	10	29	73	41	36	30	25	47	46	51	87	84	93	58	39	23	11	11	4
6	2	2	3	8	20	42	64	40	24	35	28	50	39	57	98	93	82	70	32	29	22	8	13
4	1	0	0	7	10	49	55	31	36	38	43	61	35	62	88	91	84	42	22	28	19	7	7

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Camino Del Rey, between Camino Del Cielo and Old Highway 395**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **3101**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	8	5	13	58	197	323	341	278	185	137	171	170	144	194	190	214	157	98	48	69	49	29	18
0	1	2	5	14	36	67	116	89	43	35	42	35	31	42	50	51	43	31	13	14	11	9	5
2	1	0	6	13	47	83	84	73	58	33	44	59	39	40	53	56	47	34	12	24	12	9	4
2	3	0	1	11	53	93	71	61	44	38	39	43	38	57	44	44	30	22	13	21	16	7	6
1	3	3	1	20	61	80	70	55	40	31	46	33	36	55	43	63	37	11	10	10	10	4	3

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **3217**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	4	4	20	55	172	328	366	234	200	189	164	162	169	213	232	199	183	103	77	51	52	29	5
1	1	1	5	6	24	71	97	86	57	55	47	39	43	43	40	59	53	32	24	15	15	8	3
2	1	1	5	10	40	79	86	56	50	32	39	59	44	51	66	40	45	29	19	15	15	9	1
2	0	0	4	10	40	93	87	53	43	40	37	26	47	57	66	41	41	25	22	11	6	4	1
1	2	2	6	29	68	85	96	39	50	62	41	38	35	62	60	59	44	17	12	10	16	8	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **3153**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	4	8	12	50	178	328	338	258	178	174	161	151	190	194	213	205	163	122	59	69	62	21	11
1	2	3	3	9	29	75	87	70	54	54	42	34	48	48	62	51	47	32	18	15	13	9	3
1	2	1	5	11	40	78	104	84	45	35	44	27	60	49	50	51	53	33	13	25	14	6	4
2	0	1	0	13	52	80	75	51	47	46	37	47	45	53	52	48	32	33	9	13	23	4	2
0	0	3	4	17	57	95	72	53	32	39	38	43	37	44	49	55	31	24	19	16	12	2	2

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VOLUME

Gopher Canyon Rd Bet. E Vista Way & I-15 SB

Day: Thursday
Date: 10/19/2017City: Escondido
Project #: CA17_4314_011

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						8,041	8,278
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			7	13	20		12:00			76	88	164	
00:15			11	10	21		12:15			85	90	175	
00:30			11	7	18		12:30			110	100	210	
00:45			4	33	7	37	12:45			86	357	78	356
					11	70						164	713
01:00			11	3	14		13:00			84	81	165	
01:15			5	7	12		13:15			93	103	196	
01:30			3	4	7		13:30			84	90	174	
01:45			3	22	6	20	13:45			109	370	95	369
					9	42						204	739
02:00			2	8	10		14:00			108	75	183	
02:15			3	7	10		14:15			140	92	232	
02:30			2	7	9		14:30			144	118	262	
02:45			3	10	6	28	14:45			174	566	127	412
					9	38						301	978
03:00			3	9	12		15:00			181	147	328	
03:15			8	11	19		15:15			200	150	350	
03:30			7	10	17		15:30			204	165	369	
03:45			2	20	8	38	15:45			193	778	170	632
					10	58						363	1410
04:00			21	9	30		16:00			208	143	351	
04:15			20	16	36		16:15			228	165	393	
04:30			21	38	59		16:30			213	189	402	
04:45			28	90	32	95	16:45			206	855	188	685
					60	185						394	1540
05:00			42	42	84		17:00			222	177	399	
05:15			60	66	126		17:15			186	176	362	
05:30			75	70	145		17:30			175	182	357	
05:45			91	268	82	260	17:45			153	736	209	744
					173	528						362	1480
06:00			98	130	228		18:00			140	145	285	
06:15			140	110	250		18:15			134	140	274	
06:30			141	163	304		18:30			106	138	244	
06:45			139	518	213	616	18:45			84	464	118	541
					352	1134						202	1005
07:00			165	209	374		19:00			85	100	185	
07:15			133	212	345		19:15			54	81	135	
07:30			137	201	338		19:30			69	60	129	
07:45			150	585	203	825	19:45			59	267	74	315
					353	1410						133	582
08:00			91	189	280		20:00			47	44	91	
08:15			125	181	306		20:15			47	51	98	
08:30			108	140	248		20:30			44	48	92	
08:45			86	410	148	658	20:45			46	184	47	190
					234	1068						93	374
09:00			94	135	229		21:00			47	47	94	
09:15			96	102	198		21:15			45	39	84	
09:30			104	130	234		21:30			52	41	93	
09:45			90	384	102	469	21:45			41	185	31	158
					192	853						72	343
10:00			106	75	181		22:00			36	37	73	
10:15			85	86	171		22:15			39	31	70	
10:30			101	92	193		22:30			24	29	53	
10:45			78	370	74	327	22:45			37	136	22	119
					152	697						59	255
11:00			98	92	190		23:00			25	16	41	
11:15			93	82	175		23:15			20	8	28	
11:30			80	75	155		23:30			12	17	29	
11:45			96	367	82	331	23:45			9	66	12	53
					178	698						21	119
TOTALS			3077	3704	6781		TOTALS			4964	4574	9538	
SPLIT %			45.4%	54.6%	41.6%		SPLIT %			52.0%	48.0%	58.4%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						8,041	8,278						16,319
AM Peak Hour			06:15	06:45	07:00		PM Peak Hour			16:15	17:00	16:15							
AM Pk Volume			585	835	1410		PM Pk Volume			869	744	1588							
Pk Hr Factor			0.886	0.980	0.943		Pk Hr Factor			0.953	0.890	0.988							
7 - 9 Volume	0	0	995	1483	2478		4 - 6 Volume	0	0	1591	1429	3020							
7 - 9 Peak Hour			07:00	07:00	07:00		4 - 6 Peak Hour			16:15	17:00	16:15							
7 - 9 Pk Volume	0	0	585	825	1410		4 - 6 Pk Volume	0	0	869	744	1588							
Pk Hr Factor	0.000	0.000	0.886	0.973	0.943		Pk Hr Factor	0.000	0.000	0.953	0.890	0.988							

Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Gopher Canyon Road, between I-15 SB Ramps and I-15 NB Ramps**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **16474**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
56	41	44	77	213	710	1366	1479	1263	942	771	791	774	793	977	1140	1277	1349	986	457	357	306	208	97
18	7	19	15	24	113	241	383	338	223	187	199	189	188	212	250	291	349	304	146	83	77	57	16
13	8	5	17	54	125	298	352	347	255	184	184	187	207	240	294	333	364	280	108	100	87	57	23
14	14	5	21	58	196	414	354	313	263	191	210	213	218	272	289	325	316	211	100	94	61	52	32
11	12	15	24	77	276	413	390	265	201	209	198	185	180	253	307	328	320	191	103	80	81	42	26

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **16315**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
77	48	32	75	240	646	1309	1419	1034	935	753	803	754	825	934	1217	1287	1367	963	548	414	327	203	105
18	18	8	13	29	109	268	386	273	249	185	203	163	222	187	326	298	335	297	157	99	83	56	26
22	9	9	19	60	142	302	405	268	233	172	199	188	181	241	273	321	336	270	156	112	98	54	27
21	10	4	17	52	161	344	308	271	248	205	210	188	211	250	313	349	363	194	129	110	75	50	28
16	11	11	26	99	234	395	320	222	205	191	191	215	211	256	305	319	333	202	106	93	71	43	24

Date: **Thursday, November 16, 2017**

Total Daily Volume: **16775**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
69	49	41	64	208	603	1352	1430	1313	930	802	767	772	814	1058	1220	1269	1343	1048	560	388	335	201	139
18	8	10	15	25	95	251	381	337	243	186	203	199	159	247	294	298	329	301	183	103	76	45	56
17	13	7	10	44	122	299	331	365	225	179	195	211	245	263	290	340	336	288	149	109	95	59	26
18	16	10	14	53	178	388	373	334	238	230	190	183	218	283	343	309	349	234	128	78	82	53	28
16	12	14	25	86	208	414	345	277	224	207	179	179	192	265	293	322	329	225	100	98	82	44	29

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Gopher Canyon Road, between I-15 SB Ramps and I-15 NB Ramps**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **4964**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
26	14	14	15	57	156	245	360	489	234	224	214	225	262	311	418	370	378	340	197	171	134	80	30
8	3	7	1	7	29	49	82	165	56	52	54	60	62	63	102	79	95	99	49	40	36	24	7
7	2	3	3	12	28	63	71	137	65	58	50	50	56	78	117	100	99	99	56	48	36	23	6
7	6	2	6	20	47	70	86	123	64	64	51	52	68	85	92	96	104	65	44	49	27	18	7
4	3	2	5	18	52	63	121	64	49	50	59	63	76	85	107	95	80	77	48	34	35	15	10

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **4840**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
37	22	15	18	63	159	260	331	238	239	205	246	262	249	326	391	375	386	314	235	202	144	82	41
6	8	5	2	7	24	47	78	66	75	46	67	46	75	68	103	101	92	98	76	49	29	27	12
17	4	3	3	15	35	75	83	59	55	37	51	71	46	81	100	90	102	104	54	56	45	23	9
8	5	3	3	15	43	76	72	54	58	59	67	66	68	75	97	90	102	58	53	43	34	20	11
6	5	4	10	26	57	62	98	59	51	63	61	79	60	102	91	94	90	54	52	54	36	12	9

Date: **Thursday, November 16, 2017**

Total Daily Volume: **5188**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
35	22	11	20	55	163	290	536	328	238	220	220	228	272	367	387	377	395	337	221	172	143	79	72
11	4	5	4	7	19	56	90	112	70	54	66	59	50	86	102	106	98	105	68	38	29	20	22
5	6	3	1	9	32	72	115	75	54	48	52	58	76	85	97	108	100	86	49	43	37	24	17
11	6	2	3	23	50	87	166	60	51	67	52	57	69	94	91	89	105	69	63	33	41	16	19
8	6	1	12	16	62	75	165	81	63	51	50	54	77	102	97	74	92	77	41	58	36	19	14

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Gopher Canyon Road, between I-15 SB Ramps and I-15 NB Ramps**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **11523**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
30	27	31	62	157	554	1121	1120	775	709	548	577	549	534	666	723	908	973	646	260	186	172	128	67
10	4	13	14	17	84	192	301	173	168	135	145	129	127	149	148	212	254	205	97	43	41	33	9
6	6	2	14	42	97	235	281	211	190	126	134	137	152	162	177	233	265	181	52	52	51	34	17
7	8	3	15	39	149	344	268	190	199	128	159	161	151	187	197	230	213	146	56	45	34	34	25
7	9	13	19	59	224	350	270	201	152	159	139	122	104	168	201	233	241	114	55	46	46	27	16

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **11499**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
40	26	17	58	178	490	1051	1090	796	697	549	559	494	577	610	826	913	982	649	314	214	184	121	64
12	10	3	11	22	85	222	308	207	174	140	137	117	147	120	223	197	243	199	82	50	54	29	14
5	5	6	16	46	108	227	322	209	178	135	148	118	135	161	173	232	234	166	102	57	53	31	18
13	5	1	15	37	119	268	237	217	190	146	144	122	143	175	216	259	262	136	76	67	41	30	17
10	6	7	16	73	178	334	223	163	155	128	130	137	152	154	214	225	243	148	54	40	36	31	15

Date: **Thursday, November 16, 2017**

Total Daily Volume: **11673**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
34	27	30	44	154	440	1062	896	985	692	582	548	545	543	692	834	893	949	712	340	217	193	122	139
7	4	5	11	18	76	195	292	225	173	132	138	140	109	161	192	192	232	197	116	65	47	25	56
12	7	4	9	35	90	227	216	290	171	131	143	153	170	178	193	232	236	202	100	67	58	35	26
7	10	8	11	30	128	301	208	274	187	163	138	127	149	189	253	220	244	165	65	45	41	37	28
8	6	13	13	71	146	339	180	196	161	156	129	125	115	164	196	249	237	148	59	40	47	25	29

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Gopher Canyon Road, between I-15 NB Ramps and Old Highway 395**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **17933**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
82	54	49	80	208	608	1161	1430	1221	943	835	864	966	981	1104	1316	1413	1517	1103	628	513	430	291	136
33	12	18	16	21	115	223	358	360	207	174	220	256	249	257	297	321	366	340	159	158	111	62	29
21	7	10	17	49	123	253	352	341	265	196	224	218	266	274	321	357	374	299	177	130	118	84	34
17	22	6	27	68	154	337	337	293	267	217	218	253	234	297	347	366	382	255	128	119	106	90	42
11	13	15	20	70	216	348	383	227	204	248	202	239	232	276	351	369	395	209	164	106	95	55	31

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **17373**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
80	55	53	77	206	578	1136	1293	979	883	820	939	900	1007	1066	1292	1382	1524	1021	718	590	407	219	148
16	15	12	14	28	92	210	355	260	225	197	231	180	278	244	318	347	363	298	208	154	100	64	52
25	13	14	22	54	134	255	339	246	243	203	243	223	224	258	308	308	388	264	196	139	120	55	27
30	14	10	15	48	150	305	296	246	222	210	243	236	255	294	349	358	397	197	166	148	98	62	38
9	13	17	26	76	202	366	303	227	193	210	222	261	250	270	317	369	376	262	148	149	89	38	31

Date: **Thursday, November 16, 2017**

Total Daily Volume: **17917**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
93	59	60	65	200	526	1154	1369	1270	997	934	886	861	1012	1203	1276	1341	1470	1079	731	491	438	263	139
23	14	11	11	26	90	227	340	345	230	222	233	210	221	277	324	293	363	315	200	120	113	78	56
31	12	19	15	44	125	258	305	354	275	227	201	219	272	305	299	372	372	315	207	129	115	72	26
24	17	9	20	54	170	315	369	310	233	242	243	220	269	315	360	342	385	242	172	118	106	62	28
15	16	21	19	76	141	354	355	261	259	243	209	212	250	306	293	334	350	207	152	124	104	51	29

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Gopher Canyon Road, between I-15 NB Ramps and Old Highway 395**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **10011**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
59	35	22	17	70	196	399	652	669	410	398	408	541	554	647	845	879	959	800	468	389	313	203	78
30	10	8	1	3	44	78	140	221	85	72	104	148	137	142	199	184	230	232	108	128	85	46	18
15	2	5	4	17	35	89	156	184	124	91	101	117	145	166	207	223	220	219	141	96	86	56	20
7	17	3	10	32	52	107	159	177	106	120	111	135	118	171	203	245	245	185	97	84	77	62	23
7	6	6	2	18	65	125	197	87	95	115	92	141	154	168	236	227	264	164	122	81	65	39	17

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **9419**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
57	37	26	20	63	187	372	522	381	375	381	489	502	573	632	769	887	935	685	523	444	300	153	106
11	10	9	5	8	25	46	141	87	103	88	122	87	162	159	180	235	219	207	164	120	72	47	37
21	10	6	2	15	38	88	117	92	107	82	126	129	123	141	206	197	251	177	134	103	92	39	18
21	10	6	3	14	52	118	121	96	87	106	129	133	152	161	202	211	237	115	118	104	72	42	29
4	7	5	10	26	72	120	143	106	78	105	112	153	136	171	181	244	228	186	107	117	64	25	22

Date: **Thursday, November 16, 2017**

Total Daily Volume: **9978**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
62	39	23	18	68	167	387	747	529	428	448	415	452	606	700	775	874	926	782	530	352	321	171	158
17	10	7	1	6	27	64	132	171	90	111	111	98	127	163	211	189	225	217	140	81	87	55	36
14	9	11	4	16	39	97	158	129	130	98	86	100	150	183	184	245	229	230	150	86	77	47	37
21	10	3	9	27	59	114	222	103	74	114	110	132	164	174	202	228	248	175	134	88	78	39	36
10	10	2	4	19	42	112	235	126	134	125	108	122	165	180	178	212	224	160	106	97	79	30	49

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Gopher Canyon Road, between I-15 NB Ramps and Old Highway 395**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **7936**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	19	28	63	139	413	763	779	553	535	437	458	425	427	459	471	535	558	303	161	124	117	88	58
3	2	10	15	18	71	146	218	139	122	102	117	108	112	115	98	138	136	108	51	30	26	16	11
6	5	5	13	32	89	164	196	158	142	105	124	101	121	109	114	134	154	80	36	34	32	28	14
10	5	3	17	37	102	230	179	116	161	97	107	118	116	127	144	121	137	70	31	35	29	28	19
4	7	10	18	52	151	223	186	140	110	133	110	98	78	108	115	142	131	45	43	25	30	16	14

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **7973**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	18	28	58	144	392	765	772	600	508	440	450	398	435	435	524	496	590	337	196	146	108	66	44
5	5	3	9	20	67	164	214	174	122	110	109	93	116	86	139	112	144	91	44	34	28	17	16
4	3	8	20	39	97	167	222	155	136	121	117	94	101	117	102	112	137	87	62	36	29	16	9
9	4	4	12	35	98	187	176	150	135	104	114	103	103	133	147	147	161	83	49	44	26	20	9
5	6	13	17	50	130	247	160	121	115	105	110	108	115	99	136	125	148	76	41	32	25	13	10

Date: **Thursday, November 16, 2017**

Total Daily Volume: **8035**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
31	22	37	47	133	359	769	624	743	569	488	472	410	407	503	503	468	544	297	201	141	119	92	56
6	4	4	10	20	63	163	208	174	140	111	122	112	94	114	113	105	138	98	60	40	26	23	24
17	3	8	11	29	86	162	148	225	145	129	115	119	122	122	115	127	143	85	57	43	39	25	10
3	8	6	11	27	111	202	147	208	159	129	134	89	105	141	159	114	137	67	38	30	28	23	9
5	7	19	15	57	99	242	121	136	125	119	101	90	86	126	116	122	126	47	46	28	26	21	13

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VOLUME

Circle R Dr Bet. Old Hwy 395 & 9999 Circle R Dr

Day: Tuesday
Date: 8/29/2017City: Valley Center
Project #: CA17_4281_003

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						1,155	1,060	2,215	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			3	0	3		12:00			13	13	26			
00:15			2	0	2		12:15			19	15	34			
00:30			2	0	2		12:30			20	11	31			
00:45			0	7	0	7	12:45			22	74	19	58	41	132
01:00			0	0	0		13:00			37	28	65			
01:15			1	1	2		13:15			32	18	50			
01:30			1	1	2		13:30			35	20	55			
01:45			0	2	0	2	13:45			40	144	17	83	57	227
02:00			1	1	2		14:00			12	10	22			
02:15			1	0	1		14:15			11	25	36			
02:30			2	1	3		14:30			20	7	27			
02:45			3	7	0	2	14:45			11	54	27	69	38	123
03:00			0	0	0		15:00			18	6	24			
03:15			1	0	1		15:15			23	12	35			
03:30			1	2	3		15:30			16	42	58			
03:45			1	3	1	3	15:45			32	89	16	76	48	165
04:00			0	1	1		16:00			29	27	56			
04:15			0	4	4		16:15			27	8	35			
04:30			1	11	12		16:30			20	13	33			
04:45			0	1	2	18	16:45			28	104	6	54	34	158
05:00			2	7	9		17:00			23	11	34			
05:15			6	12	18		17:15			26	8	34			
05:30			5	11	16		17:30			32	12	44			
05:45			9	22	30	60	17:45			30	111	13	44	43	155
06:00			12	24	36		18:00			28	8	36			
06:15			20	30	50		18:15			26	5	31			
06:30			16	18	34		18:30			29	4	33			
06:45			10	58	32	104	18:45			24	107	4	21	28	128
07:00			10	29	39		19:00			12	10	22			
07:15			6	38	44		19:15			12	9	21			
07:30			9	21	30		19:30			10	5	15			
07:45			18	43	27	115	19:45			15	49	6	30	21	79
08:00			11	20	31		20:00			9	9	18			
08:15			5	19	24		20:15			13	2	15			
08:30			7	17	24		20:30			11	8	19			
08:45			7	30	18	74	20:45			13	46	7	26	20	72
09:00			5	20	25		21:00			10	3	13			
09:15			8	17	25		21:15			13	4	17			
09:30			14	15	29		21:30			14	3	17			
09:45			13	40	16	68	21:45			13	50	2	12	15	62
10:00			10	12	22		22:00			3	3	6			
10:15			14	21	35		22:15			3	3	6			
10:30			10	23	33		22:30			3	0	3			
10:45			11	45	21	77	22:45			2	11	0	6	2	17
11:00			8	12	20		23:00			2	2	4			
11:15			15	9	24		23:15			2	0	2			
11:30			13	18	31		23:30			3	1	4			
11:45			15	51	16	55	23:45			0	7	0	3	0	10
TOTALS			309	578	887		TOTALS			846	482	1328			
SPLIT %			34.8%	65.2%	40.0%		SPLIT %			63.7%	36.3%	60.0%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						1,155	1,060	2,215	
AM Peak Hour			11:45	06:45	06:15		PM Peak Hour			13:00	15:15	13:00			
AM Pk Volume			67	120	165		PM Pk Volume			144	97	227			
Pk Hr Factor			0.838	0.789	0.825		Pk Hr Factor			0.900	0.577	0.873			
7 - 9 Volume	0	0	73	189	262		4 - 6 Volume	0	0	215	98	313			
7 - 9 Peak Hour			07:15	07:00	07:00		4 - 6 Peak Hour			17:00	16:00	16:00			
7 - 9 Pk Volume	0	0	44	115	158		4 - 6 Pk Volume	0	0	111	54	158			
Pk Hr Factor	0.000	0.000	0.611	0.757	0.878		Pk Hr Factor	0.000	0.000	0.867	0.500	0.705			

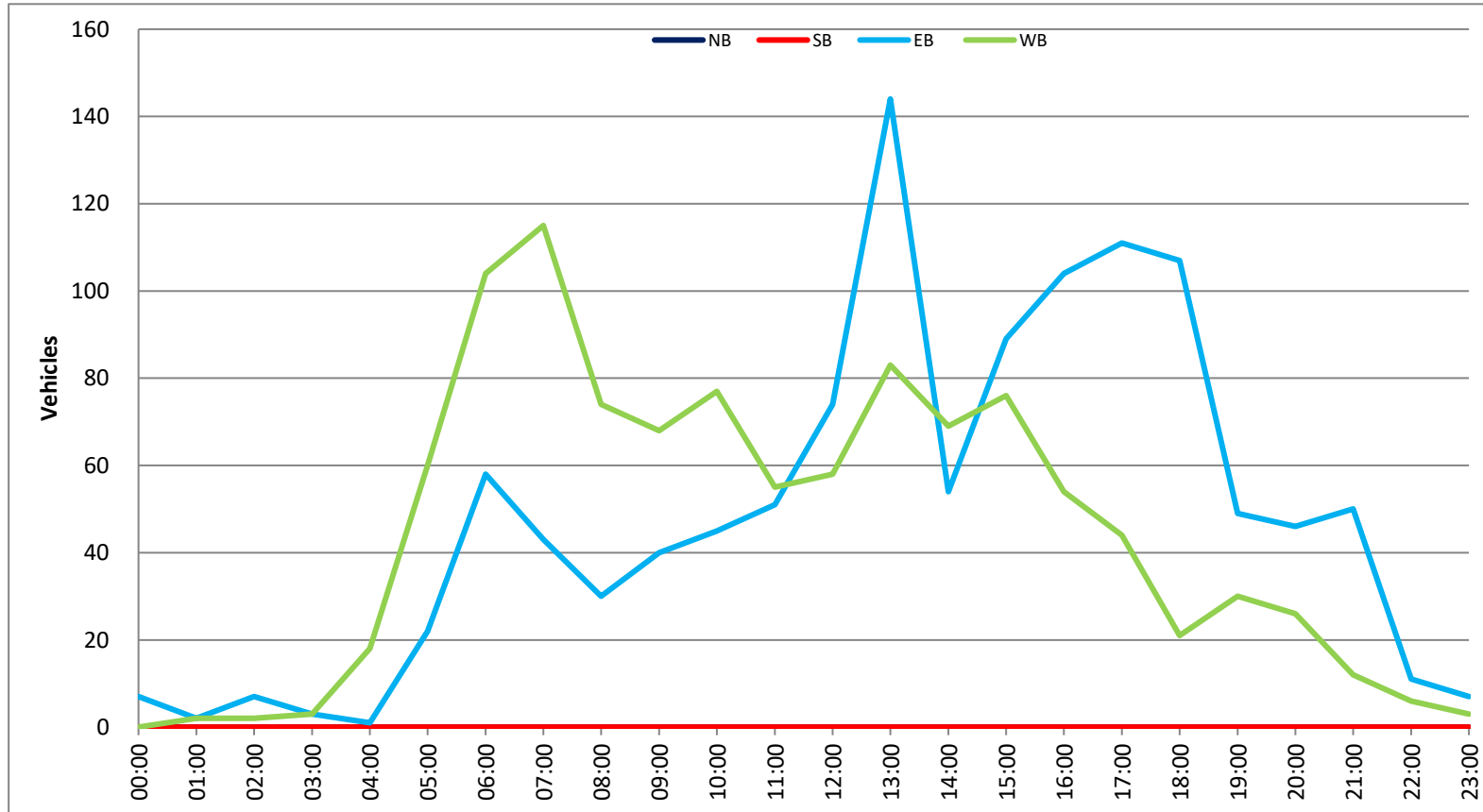
Prepared by NDS/ATD

Project #: CA17_4281_003

City: Valley Center

Location: Circle R Dr Bet. Old Hwy 395 & 9999 Circle R

Date: 8/29/2017



Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Castle Road, between Old Highway 395 and Lilac Road**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **8467**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
34	26	28	50	78	225	538	683	547	385	419	400	402	461	544	678	774	756	499	292	244	194	136	74
8	3	11	7	7	27	100	184	158	90	93	110	108	103	125	147	190	203	146	76	64	45	34	17
7	4	4	9	23	59	131	172	151	97	96	102	96	113	145	173	190	192	135	76	74	64	35	26
13	12	5	17	26	49	142	163	115	109	122	98	101	121	120	176	194	191	132	67	59	40	37	20
6	7	8	17	22	90	165	164	123	89	108	90	97	124	154	182	200	170	86	73	47	45	30	11

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **8847**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
40	36	21	41	83	245	541	703	568	441	400	447	419	507	561	704	789	813	504	356	250	201	126	51
9	14	6	8	12	46	86	177	148	110	88	113	109	126	115	174	175	209	162	120	72	45	46	18
10	4	9	11	16	63	113	187	138	129	114	108	111	141	159	173	206	218	125	65	63	62	32	12
16	8	2	8	26	58	163	163	155	100	111	104	104	109	144	181	199	168	114	93	56	54	26	12
5	10	4	14	29	78	179	176	127	102	87	122	95	131	143	176	209	218	103	78	59	40	22	9

Date: **Thursday, November 16, 2017**

Total Daily Volume: **8582**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
46	23	30	41	79	220	537	651	504	476	403	403	407	472	564	708	765	788	524	332	222	189	116	82
12	4	7	5	11	36	105	191	150	104	95	102	103	106	122	173	179	219	173	116	54	57	34	25
16	3	9	13	16	47	118	127	132	146	97	85	92	125	130	155	196	201	156	79	63	52	31	18
10	9	9	7	23	70	172	159	110	114	101	118	110	117	145	200	191	211	100	67	42	49	22	18
8	7	5	16	29	67	142	174	112	112	110	98	102	124	167	180	199	157	95	70	63	31	29	21

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Castle Road, between Old Highway 395 and Lilac Road**

Description: **Eastbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **4387**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
14	14	8	11	15	57	143	232	178	159	206	189	218	246	305	412	519	502	353	195	168	131	74	38
4	1	5	1	2	8	20	67	51	42	47	52	63	49	69	87	118	130	112	48	43	33	20	8
3	2	0	2	3	11	44	56	48	38	42	52	45	59	84	111	121	110	100	53	54	41	19	13
5	8	1	5	7	12	46	50	49	43	66	45	63	64	71	97	139	136	83	46	38	26	19	11
2	3	2	3	3	26	33	59	30	36	51	40	47	74	81	117	141	126	58	48	33	31	16	6

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **4718**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
28	16	7	12	21	65	150	236	195	181	178	215	229	306	314	446	526	565	360	257	163	140	74	34
7	7	2	2	2	9	22	55	48	54	39	50	57	76	60	112	119	135	121	90	48	30	34	12
9	2	2	1	6	18	29	51	47	45	47	64	74	83	83	112	129	157	92	37	45	48	18	8
10	4	0	2	1	12	55	62	49	45	48	51	45	65	78	120	121	112	73	73	36	40	10	10
2	3	3	7	12	26	44	68	51	37	44	50	53	82	93	102	157	161	74	57	34	22	12	4

Date: **Thursday, November 16, 2017**

Total Daily Volume: **4534**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
27	10	7	8	15	54	164	203	179	200	190	189	218	267	316	438	529	551	380	225	131	123	55	55
7	2	3	0	1	7	27	44	61	39	49	46	56	57	65	110	108	147	123	82	28	38	18	17
8	2	3	3	3	10	47	37	37	60	44	45	32	70	82	96	139	137	117	48	35	30	13	12
8	3	1	1	3	17	55	64	40	50	48	54	64	68	79	121	135	159	69	49	25	37	11	13
4	3	0	4	8	20	35	58	41	51	49	44	66	72	90	111	147	108	71	46	43	18	13	13

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Castle Road, between Old Highway 395 and Lilac Road**

Description: **Westbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **4097**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
20	12	21	39	63	168	395	451	370	227	215	211	185	216	242	266	256	257	147	97	76	65	62	36
4	2	6	6	5	19	80	117	107	49	46	58	45	54	57	60	72	74	34	28	21	12	14	9
4	2	4	7	20	48	87	116	103	59	54	50	52	54	62	62	69	83	35	23	20	24	16	13
8	4	4	12	19	37	96	113	66	66	57	53	38	58	50	79	55	56	49	21	21	15	18	9
4	4	7	14	19	64	132	105	94	53	58	50	50	50	73	65	60	44	29	25	14	14	14	5

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **4146**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
12	20	14	29	62	181	392	467	376	261	225	232	192	202	248	259	263	249	144	99	89	61	52	17
2	7	4	6	10	37	64	122	101	56	50	63	52	51	55	62	56	74	41	30	25	15	12	6
1	2	7	10	10	45	84	136	92	84	67	44	38	58	76	61	77	61	33	28	19	14	14	4
6	4	2	6	25	47	109	101	106	55	64	53	60	44	67	62	78	56	41	20	20	14	16	2
3	7	1	7	17	52	135	108	77	66	44	72	42	49	50	74	52	58	29	21	25	18	10	5

Date: **Thursday, November 16, 2017**

Total Daily Volume: **4065**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
19	14	23	33	64	166	374	449	327	276	215	215	191	205	250	271	236	238	145	107	92	66	62	27
5	2	4	5	10	29	78	147	89	65	47	56	48	49	58	63	71	73	50	34	26	19	17	8
8	1	6	10	13	37	71	90	96	86	53	40	60	55	48	59	57	64	39	31	29	22	18	6
2	6	8	6	20	53	118	95	71	64	53	64	47	49	67	79	56	52	31	18	17	12	11	5
4	5	5	12	21	47	107	117	71	61	62	55	36	52	77	70	52	49	25	24	20	13	16	8

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Average Daily Traffic

Location: **E. Vista Way, between SR-76 and Gopher Canyon Road**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **20074**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
127	57	51	102	244	671	1421	1692	1294	1019	896	939	920	1021	1299	1620	1668	1618	1238	683	555	472	292	175
31	17	9	17	35	99	260	428	355	262	233	232	234	246	241	415	433	455	366	197	157	136	78	40
50	21	18	22	49	155	340	428	287	241	223	240	219	254	318	406	400	416	318	183	132	133	70	52
28	7	11	31	71	215	408	441	386	252	225	240	241	256	338	396	418	392	297	161	133	106	63	45
18	12	13	32	89	202	413	395	266	264	215	227	226	265	402	403	417	355	257	142	133	97	81	38

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **20298**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
98	61	58	82	234	708	1420	1648	1264	1016	868	919	1036	1069	1283	1637	1751	1607	1231	763	591	476	295	183
23	10	13	12	44	114	279	438	363	274	197	229	297	263	272	420	430	395	387	199	154	145	75	51
28	22	18	13	52	172	307	439	302	232	215	229	231	260	310	397	433	432	339	215	136	139	96	55
26	10	13	23	51	219	407	390	277	233	244	214	245	271	326	394	445	400	241	185	150	123	74	38
21	19	14	34	87	203	427	381	322	277	212	247	263	275	375	426	443	380	264	164	151	69	50	39

Date: **Thursday, November 16, 2017**

Total Daily Volume: **20702**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
110	60	54	82	243	667	1395	1694	1426	1016	903	920	1025	1098	1376	1613	1725	1692	1249	732	561	502	363	196
32	15	10	11	29	96	255	435	377	253	244	245	254	282	281	377	429	431	373	219	174	127	90	66
32	14	17	23	57	166	303	427	390	248	180	248	259	272	312	404	421	430	334	180	138	137	110	48
30	15	13	22	72	186	403	442	333	279	223	214	250	258	375	403	441	417	271	177	134	120	87	35
16	16	14	26	85	219	434	390	326	236	256	213	262	286	408	429	434	414	271	156	115	118	76	47

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Average Daily Traffic

Location: **E. Vista Way, between SR-76 and Gopher Canyon Road**

Description: **Northbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **9651**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
78	36	25	52	118	262	570	603	468	440	440	462	461	490	639	762	796	870	739	411	339	292	181	117
20	11	7	12	20	36	106	161	112	115	118	117	116	117	133	189	198	225	218	124	87	89	52	29
33	14	9	9	30	54	139	150	99	97	96	114	104	126	167	201	192	229	194	114	74	84	41	36
17	5	2	13	29	78	167	168	157	107	124	123	127	114	154	182	207	211	180	98	82	63	34	29
8	6	7	18	39	94	158	124	100	121	102	108	114	133	185	190	199	205	147	75	96	56	54	23

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **9769**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
55	32	30	40	102	294	572	648	487	428	429	429	503	534	607	788	845	827	719	460	351	299	177	113
12	6	7	7	22	43	112	175	120	118	96	93	128	139	132	193	208	191	231	108	80	87	48	31
15	15	12	4	21	71	126	167	113	93	104	109	113	121	140	188	212	208	205	135	75	97	50	35
14	5	5	10	22	92	159	168	113	107	112	99	131	141	151	183	216	228	124	115	97	72	44	22
14	6	6	19	37	88	175	138	141	110	117	128	131	133	184	224	209	200	159	102	99	43	35	25

Date: **Thursday, November 16, 2017**

Total Daily Volume: **9898**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
65	33	27	40	108	275	543	617	481	422	401	436	532	565	663	776	852	867	766	435	364	301	209	120
15	7	5	7	13	42	100	170	120	100	103	114	124	131	137	166	220	208	220	139	104	76	46	43
22	6	10	13	27	57	121	139	123	105	83	112	135	142	159	211	224	194	219	100	92	89	63	26
20	9	6	10	28	82	150	186	100	115	102	101	131	130	180	197	201	224	165	117	91	70	55	23
8	11	6	10	40	94	172	122	138	102	113	109	142	162	187	202	207	241	162	79	77	66	45	28

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Average Daily Traffic

Location: **E. Vista Way, between SR-76 and Gopher Canyon Road**

Description: **Southbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **10433**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
49	21	26	50	127	409	851	1089	827	580	458	477	459	532	660	859	873	748	500	272	216	181	111	58
11	6	2	5	15	63	154	267	243	147	116	115	118	130	108	226	235	230	149	73	70	48	26	11
17	7	9	13	19	101	201	278	189	145	128	126	115	128	151	205	209	187	124	69	58	49	29	16
11	2	9	18	43	137	241	273	229	145	101	117	114	142	184	214	211	181	117	63	51	43	29	16
10	6	6	14	50	108	255	271	166	143	113	119	112	132	217	214	218	150	110	67	37	41	27	15

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **10543**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
43	29	28	43	132	414	849	1003	779	589	440	490	533	535	676	850	907	781	513	304	240	177	118	70
11	4	6	5	22	71	168	264	243	156	101	136	169	124	140	227	222	204	157	92	74	58	27	20
13	7	6	9	31	101	181	272	190	140	111	120	118	139	170	209	221	224	134	80	61	42	46	20
12	5	8	13	29	127	248	223	165	126	132	115	114	130	175	211	230	172	117	70	53	51	30	16
7	13	8	16	50	115	252	244	181	167	96	119	132	142	191	203	234	181	105	62	52	26	15	14

Date: **Thursday, November 16, 2017**

Total Daily Volume: **10824**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
45	27	27	42	136	394	853	1078	946	595	502	486	495	535	713	839	874	826	483	297	197	202	156	76
17	8	5	4	16	54	155	265	258	154	141	131	131	152	144	212	210	223	153	80	70	51	45	23
10	8	7	10	30	110	182	288	267	143	97	136	124	130	153	194	197	236	115	80	46	49	48	22
10	6	7	12	44	104	254	257	233	164	121	114	120	128	195	206	240	193	106	60	43	50	32	12
8	5	8	16	46	126	262	268	188	134	143	105	120	125	221	227	227	174	109	77	38	52	31	19

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Average Daily Traffic

Location: **E. Vista Way, between Gopher Canyon Road and Osborne Street**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **22252**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
141	88	69	120	272	763	1119	1322	1518	1305	1103	1137	1198	1204	1465	1801	1904	1787	1361	853	668	536	327	191
31	28	18	17	36	122	213	350	364	333	279	303	270	290	306	460	477	476	409	233	183	154	73	55
44	26	17	25	61	189	274	311	337	327	282	280	310	292	340	463	458	462	358	234	173	154	95	49
42	11	16	39	73	242	303	315	452	307	278	297	312	319	401	442	448	453	328	206	155	116	76	47
24	23	18	39	102	210	329	346	365	338	264	257	306	303	418	436	521	396	266	180	157	112	83	40

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **23712**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
113	76	59	97	286	826	1549	1973	1568	1289	1100	1130	1216	1238	1528	1762	1881	1789	1483	937	704	576	348	184
28	19	11	15	42	143	285	491	473	352	258	265	309	287	321	456	449	437	454	259	196	155	95	52
35	21	24	13	56	192	330	518	379	309	278	282	302	319	375	407	445	423	431	248	175	165	100	46
23	13	10	28	84	240	447	526	370	314	310	284	306	318	383	467	479	495	288	229	169	149	84	43
27	23	14	41	104	251	487	438	346	314	254	299	299	314	449	432	508	434	310	201	164	107	69	43

Date: **Thursday, November 16, 2017**

Total Daily Volume: **23865**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
125	82	74	102	251	784	1522	1967	1672	1267	1104	1120	1236	1284	1563	1771	1847	1859	1380	901	707	590	410	247
35	20	15	17	30	116	276	506	439	335	266	302	317	309	320	401	465	453	411	269	213	141	106	68
37	18	22	14	58	200	353	487	436	322	277	294	296	317	362	432	456	476	358	222	165	175	120	56
35	25	15	32	80	225	422	493	439	323	291	265	315	323	461	460	467	499	309	211	173	139	88	61
18	19	22	39	83	243	471	481	358	287	270	259	308	335	420	478	459	431	302	199	156	135	96	62

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Average Daily Traffic

Location: **E. Vista Way, between Gopher Canyon Road and Osborne Street**

Description: **Northbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **10205**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
85	47	38	50	134	277	218	112	458	516	518	575	601	612	763	966	975	964	730	501	432	337	181	115
18	15	10	10	18	49	55	46	57	128	132	161	125	150	174	237	247	249	220	123	108	102	38	37
31	15	11	8	34	72	69	15	130	123	123	131	157	149	171	275	238	247	186	147	111	97	53	29
22	6	7	16	37	106	51	17	156	120	150	156	161	148	200	229	224	254	179	134	105	68	42	28
14	11	10	16	45	50	43	34	115	145	113	127	158	165	218	225	266	214	145	97	108	70	48	21

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **11561**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
67	38	33	44	128	356	659	752	542	529	509	554	627	629	803	917	966	947	801	564	433	366	190	107
20	11	6	6	19	56	131	173	154	141	104	129	151	134	164	224	232	227	253	144	121	109	61	31
23	13	14	6	21	86	157	226	123	118	139	144	161	152	190	219	242	221	242	148	97	104	52	32
9	7	5	11	41	102	173	223	139	139	137	141	159	162	197	251	242	263	146	150	106	92	44	20
15	7	8	21	47	112	198	130	126	131	129	140	156	181	252	223	250	236	160	122	109	61	33	24

Date: **Thursday, November 16, 2017**

Total Daily Volume: **11492**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
73	47	35	50	124	353	615	742	546	508	494	540	632	655	809	937	955	949	763	487	452	348	228	150
16	11	8	10	15	51	115	189	134	130	120	149	149	162	172	190	253	224	241	134	121	76	57	42
26	10	10	6	30	81	153	191	147	141	130	134	156	160	194	251	252	229	192	136	103	110	66	32
24	13	7	16	37	100	160	195	138	125	142	122	164	151	238	257	221	247	170	108	117	88	50	39
7	13	10	18	42	121	187	167	127	112	102	135	163	182	205	239	229	249	160	109	111	74	55	37

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **E. Vista Way, between Gopher Canyon Road and Osborne Street**

Description: **Southbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **12061**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
57	41	31	70	139	486	903	1211	1062	790	588	562	597	593	703	835	929	823	631	352	237	199	146	76
14	13	8	7	18	73	158	304	308	205	148	142	145	140	132	223	230	227	189	110	76	52	35	18
13	11	6	17	27	117	206	296	208	204	159	149	153	143	169	188	220	215	172	87	62	57	42	20
20	5	9	23	37	136	252	298	296	188	129	141	151	172	201	213	224	199	149	72	50	48	34	19
10	12	8	23	57	160	287	313	250	193	152	130	148	138	201	211	255	182	121	83	49	42	35	19

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **12164**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
46	38	26	54	158	470	892	1222	1027	762	591	576	589	611	725	845	917	842	682	375	271	210	158	77
8	8	5	9	23	87	155	318	319	211	154	136	158	154	157	232	218	210	201	115	75	46	34	21
12	8	10	7	35	106	173	292	256	191	139	138	141	167	185	188	203	202	189	101	78	61	48	14
14	6	5	17	43	138	275	304	232	176	173	143	147	157	186	216	238	232	142	79	63	57	40	23
12	16	6	21	57	139	289	308	220	184	125	159	143	133	197	209	258	198	150	80	55	46	36	19

Date: **Thursday, November 16, 2017**

Total Daily Volume: **12387**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
52	35	39	52	127	431	908	1226	1127	759	611	580	605	629	755	836	894	910	617	414	256	243	183	98
19	9	7	7	15	65	161	318	306	205	146	153	168	147	148	212	213	229	170	135	93	65	50	27
11	8	12	8	28	119	200	296	289	181	147	160	140	157	168	181	204	247	166	86	62	66	54	24
11	12	8	16	43	125	263	298	301	198	149	143	151	172	224	203	246	252	139	103	56	51	38	22
11	6	12	21	41	122	284	314	231	175	169	124	146	153	215	240	231	182	142	90	45	61	41	25

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old River Road, between SR-76 and Camino Del Rey**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **2180**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	1	2	3	12	31	151	411	142	90	98	118	95	116	197	180	181	146	91	35	27	30	8	9
4	0	2	1	3	4	20	74	46	21	25	23	27	30	35	46	48	41	37	14	4	13	1	4
1	0	0	1	3	6	33	118	33	21	27	30	25	27	48	43	34	28	21	11	7	8	3	2
0	0	0	1	3	14	35	121	37	24	22	34	21	35	60	52	33	39	12	7	7	1	2	1
1	1	0	0	3	7	63	98	26	24	24	31	22	24	54	39	66	38	21	3	9	8	2	2

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **2471**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	0	0	3	9	36	151	374	175	140	125	124	128	144	204	211	205	167	101	65	47	35	19	5
2	0	0	0	1	10	16	82	48	24	39	25	34	26	40	49	52	43	27	11	15	10	10	4
0	0	0	1	2	8	28	96	33	36	35	28	41	41	45	58	53	45	34	21	14	13	5	1
1	0	0	1	3	10	34	98	52	36	30	34	26	34	52	44	50	40	21	16	5	10	2	0
0	0	0	1	3	8	73	98	42	44	21	37	27	43	67	60	50	39	19	17	13	2	2	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **2287**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	5	2	3	14	40	144	386	163	108	131	123	149	193	137	147	177	142	78	57	29	31	16	7
1	1	1	0	3	6	14	90	66	30	31	24	34	57	35	35	45	37	28	21	6	6	5	1
1	1	0	0	3	8	20	101	41	21	37	39	33	57	37	27	56	43	19	14	8	6	4	3
1	1	1	0	2	13	37	112	25	23	23	38	35	39	35	41	34	37	17	13	8	12	3	1
2	2	0	3	6	13	73	83	31	34	40	22	47	40	30	44	42	25	14	9	7	7	4	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old River Road, between SR-76 and Camino Del Rey**

Description: **Northbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **910**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	0	1	1	4	7	26	89	45	30	41	52	52	60	100	100	93	85	54	18	18	17	7	6
3	0	1	0	1	0	2	12	10	5	7	5	12	14	16	25	23	19	24	7	4	7	1	1
0	0	0	1	1	1	7	24	11	7	8	17	13	15	33	26	21	18	11	6	5	4	2	2
0	0	0	0	1	5	7	27	14	10	14	13	13	17	28	25	18	25	7	4	4	1	2	1
1	0	0	0	1	1	10	26	10	8	12	17	14	14	23	24	31	23	12	1	5	5	2	2

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **1062**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	0	0	0	2	8	27	83	54	61	68	52	55	74	95	100	122	93	57	39	33	21	14	2
1	0	0	0	0	2	2	19	13	6	20	5	16	13	22	26	26	24	15	6	12	8	5	2
0	0	0	0	0	4	3	14	11	22	24	15	17	24	27	31	32	23	17	15	8	7	5	0
1	0	0	0	0	2	8	24	15	11	15	19	10	16	15	16	33	22	16	8	3	5	2	0
0	0	0	0	2	0	14	26	15	22	9	13	12	21	31	27	31	24	9	10	10	1	2	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **932**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	2	0	1	2	9	27	81	35	45	54	57	80	78	69	72	104	85	43	35	18	23	8	2
1	1	0	0	0	2	1	12	10	5	9	10	17	24	22	17	28	24	18	14	3	4	2	0
0	0	0	0	1	1	3	13	6	13	13	17	21	18	18	16	32	25	11	6	4	5	2	1
0	0	0	0	0	4	8	31	10	9	15	17	19	20	17	15	21	21	10	9	7	9	1	1
1	1	0	1	1	2	15	25	9	18	17	13	23	16	12	24	23	15	4	6	4	5	3	0

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old River Road, between SR-76 and Camino Del Rey**

Description: **Southbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **1273**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	1	1	2	8	24	125	322	97	60	57	67	43	57	98	80	88	61	37	17	9	13	1	3
1	0	1	1	2	4	18	62	36	16	18	18	15	16	19	21	25	22	13	7	0	6	0	3
1	0	0	0	2	5	26	94	22	14	19	14	12	13	15	17	13	10	10	5	2	4	1	0
0	0	0	1	2	9	28	94	23	14	8	21	8	18	33	27	15	14	5	3	3	0	0	0
0	1	0	0	2	6	53	72	16	16	12	14	8	10	31	15	35	15	9	2	4	3	0	0

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **1411**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	0	0	3	7	28	124	291	121	80	58	72	73	70	109	111	83	74	44	26	14	14	5	3
1	0	0	0	1	8	14	63	35	18	19	20	18	13	18	23	26	19	12	5	3	2	5	2
0	0	0	1	2	4	25	82	22	14	11	13	24	17	18	27	21	22	17	6	6	6	0	1
0	0	0	1	3	8	26	74	37	25	16	15	16	18	37	28	17	18	5	8	2	5	0	0
0	0	0	1	1	8	59	72	27	23	12	24	15	22	36	33	19	15	10	7	3	1	0	0

Date: **Thursday, November 16, 2017**

Total Daily Volume: **1356**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	3	2	2	12	31	117	305	128	63	77	66	70	115	68	75	73	57	35	22	11	8	8	5
0	0	1	0	3	4	13	78	56	25	22	14	17	33	13	18	17	13	10	7	3	2	3	1
1	1	0	0	2	7	17	88	35	8	24	22	13	39	19	11	24	18	8	8	4	1	2	2
1	1	1	0	2	9	29	81	15	14	8	21	16	19	18	26	13	16	7	4	1	3	2	0
1	1	0	2	5	11	58	58	22	16	23	9	24	24	18	20	19	10	10	3	3	2	1	2

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Champagne Boulevard, between Old Castle Road and Lawrence Welk Drive**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **6797**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
11	6	7	13	33	186	592	896	770	296	237	261	274	283	385	527	623	646	333	127	102	113	48	28
3	1	1	1	1	24	90	225	263	78	71	69	68	70	80	116	154	177	113	45	18	29	12	7
3	1	2	4	8	37	124	218	243	71	50	61	78	86	83	138	131	149	90	25	34	34	14	8
4	2	2	4	6	55	181	211	164	71	53	65	71	56	107	145	182	186	80	35	23	23	14	7
1	2	2	4	18	70	197	242	100	76	63	66	57	71	115	128	156	134	50	22	27	27	8	6

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **6356**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
14	9	12	10	41	185	554	751	443	302	237	267	271	298	375	521	597	611	368	177	119	98	63	33
0	2	2	2	8	26	72	181	144	74	50	73	66	58	79	120	140	157	119	57	34	28	18	7
5	2	1	5	5	40	124	199	105	67	61	67	50	71	91	132	148	162	96	41	28	36	16	12
5	2	4	0	11	59	177	193	98	86	64	52	76	74	101	143	161	148	83	46	28	23	13	7
4	3	5	3	17	60	181	178	96	75	62	75	79	95	104	126	148	144	70	33	29	11	16	7

Date: **Thursday, November 16, 2017**

Total Daily Volume: **7093**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
11	6	7	7	52	179	573	1025	801	356	288	260	287	303	394	523	603	618	337	152	112	102	58	39
2	2	2	0	11	19	85	220	276	129	65	60	65	79	88	124	134	145	108	66	38	26	16	10
4	0	1	5	7	41	113	251	187	82	75	71	70	72	86	140	155	172	81	31	24	27	14	11
2	1	2	2	12	56	191	260	168	65	72	68	72	79	110	136	164	141	90	31	25	23	15	12
3	3	2	0	22	63	184	294	170	80	76	61	80	73	110	123	150	160	58	24	25	26	13	6

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Champagne Boulevard, between Old Castle Road and Lawrence Welk Drive**

Description: **Northbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **3180**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	3	2	8	6	32	81	101	113	111	112	133	150	174	246	359	482	518	264	82	65	82	28	21
2	0	0	0	0	4	14	29	26	26	33	39	36	44	50	78	110	133	92	29	12	25	6	5
3	0	1	2	3	10	26	17	28	31	24	35	42	54	52	93	98	114	72	16	18	23	9	6
1	1	0	3	0	8	22	24	25	30	20	32	36	31	69	98	149	159	65	21	19	18	7	6
1	2	1	3	3	10	19	31	34	24	35	27	36	45	75	90	125	112	35	16	16	16	6	4

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **3239**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
8	5	5	7	9	32	93	100	112	127	118	156	147	176	236	367	443	490	289	127	73	61	35	23
0	2	0	1	5	8	11	22	27	30	23	43	36	32	43	78	99	123	88	41	20	21	13	6
4	1	0	4	2	10	21	20	27	25	32	38	26	40	53	98	113	122	83	26	19	23	5	8
3	1	2	0	0	9	33	24	26	38	33	30	41	46	70	104	121	121	66	39	17	11	9	4
1	1	3	2	2	5	28	34	32	34	30	45	44	58	70	87	110	124	52	21	17	6	8	5

Date: **Thursday, November 16, 2017**

Total Daily Volume: **3243**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	2	2	1	14	27	91	85	129	132	130	144	163	174	252	362	467	474	268	103	80	69	41	26
2	1	1	0	6	1	12	20	47	41	31	30	39	42	60	84	96	107	86	50	26	21	13	8
2	0	1	1	2	8	18	22	30	25	32	37	31	40	52	100	121	133	68	17	19	20	10	8
2	0	0	0	0	11	33	20	28	26	29	40	42	49	67	97	128	111	71	21	17	15	11	6
1	1	0	0	6	7	28	23	24	40	38	37	51	43	73	81	122	123	43	15	18	13	7	4

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Average Daily Traffic

Location: **Champagne Boulevard, between Old Castle Road and Lawrence Welk Drive**

Description: **Southbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **3617**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	3	5	5	27	154	511	795	657	185	125	128	124	109	139	168	141	128	69	45	37	31	20	7
1	1	1	1	1	20	76	196	237	52	38	30	32	26	30	38	44	44	21	16	6	4	6	2
0	1	1	2	5	27	98	201	215	40	26	26	36	32	31	45	33	35	18	9	16	11	5	2
3	1	2	1	6	47	159	187	139	41	33	33	35	25	38	47	33	27	15	14	4	5	7	1
0	0	1	1	15	60	178	211	66	52	28	39	21	26	40	38	31	22	15	6	11	11	2	2

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **3117**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	4	7	3	32	153	461	651	331	175	119	111	124	122	139	154	154	121	79	50	46	37	28	10
0	0	2	1	3	18	61	159	117	44	27	30	30	26	36	42	41	34	31	16	14	7	5	1
1	1	1	1	3	30	103	179	78	42	29	29	24	31	38	34	35	40	13	15	9	13	11	4
2	1	2	0	11	50	144	169	72	48	31	22	35	28	31	39	40	27	17	7	11	12	4	3
3	2	2	1	15	55	153	144	64	41	32	30	35	37	34	39	38	20	18	12	12	5	8	2

Date: **Thursday, November 16, 2017**

Total Daily Volume: **3850**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	4	5	6	38	152	482	940	672	224	158	116	124	129	142	161	136	144	69	49	32	33	17	13
0	1	1	0	5	18	73	200	229	88	34	30	26	37	28	40	38	38	22	16	12	5	3	2
2	0	0	4	5	33	95	229	157	57	43	34	39	32	34	40	34	39	13	14	5	7	4	3
0	1	2	2	12	45	158	240	140	39	43	28	30	30	43	39	36	30	19	10	8	8	4	6
2	2	2	0	16	56	156	271	146	40	38	24	29	30	37	42	28	37	15	9	7	13	6	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Pankey Road, between Pala Mesa Drive and SR-76**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **127**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	1	4	17	13	9	9	15	22	7	9	5	16	0	0	0	0	0	0	0	0
0	0	0	0	1	0	7	4	2	1	7	7	1	2	2	3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	3	3	1	3	3	1	2	2	3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	4	4	2	4	2	7	3	2	0	7	0	0	0	0	0	0	0	0
0	0	0	0	0	4	4	2	2	3	3	5	2	3	1	3	0	0	0	0	0	0	0	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **138**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	1	3	12	9	17	12	5	10	17	10	12	17	1	7	2	0	2	0	1	0
0	0	0	0	1	0	2	0	4	2	1	3	3	3	2	3	1	0	0	0	0	0	1	0
0	0	0	0	0	0	4	1	2	4	0	2	8	1	3	5	0	4	0	0	0	0	0	0
0	0	0	0	0	2	3	1	7	3	2	5	3	3	6	3	0	0	1	0	2	0	0	0
0	0	0	0	0	1	3	7	4	3	2	0	3	3	1	6	0	3	1	0	0	0	0	0

Date: **Thursday, November 9, 2017**

Total Daily Volume: **153**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	0	0	1	0	3	22	14	11	14	9	10	16	14	21	13	3	0	1	0	0	0	0	0
0	0	0	0	0	0	2	5	1	2	2	1	3	9	0	4	0	0	1	0	0	0	0	0
1	0	0	0	0	0	4	2	5	3	1	3	3	1	7	6	0	0	0	0	0	0	0	0
0	0	0	0	0	0	4	2	0	6	5	2	6	1	4	2	1	0	0	0	0	0	0	0
0	0	0	1	0	3	12	5	5	3	1	4	4	3	10	1	2	0	0	0	0	0	0	0

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Pankey Road, between Pala Mesa Drive and SR-76**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **67**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	1	3	12	7	5	8	6	9	4	5	2	5	0	0	0	0	0	0	0	0
0	0	0	0	1	0	5	4	1	0	3	2	1	0	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1	2	1	0	1	0	2	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	3	1	1	4	0	4	2	1	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	3	3	1	1	3	3	2	1	2	1	3	0	0	0	0	0	0	0	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **64**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	1	3	11	4	12	4	1	1	11	3	3	5	0	3	1	0	0	0	1	0
0	0	0	0	1	0	2	0	3	0	1	1	2	1	1	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	4	0	2	2	0	0	4	1	1	0	0	2	0	0	0	0	0	0
0	0	0	0	0	2	2	1	3	2	0	0	3	0	1	2	0	0	1	0	0	0	0	0
0	0	0	0	0	1	3	3	4	0	0	0	2	1	0	3	0	1	0	0	0	0	0	0

Date: **Thursday, November 9, 2017**

Total Daily Volume: **74**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	1	0	3	20	8	6	8	4	4	6	3	4	5	1	0	1	0	0	0	0	0
0	0	0	0	0	0	2	3	1	2	1	0	1	2	0	1	0	0	1	0	0	0	0	0
0	0	0	0	0	0	4	1	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	3	1	0	3	2	1	4	0	2	0	0	0	0	0	0	0	0	0
0	0	0	1	0	3	11	3	2	2	1	2	0	1	2	1	1	0	0	0	0	0	0	0

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Pankey Road, between Pala Mesa Drive and SR-76**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **60**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	1	5	6	4	1	9	13	3	4	3	11	0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	0	1	1	4	5	0	2	1	3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	2	1	0	3	2	1	0	2	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	3	1	0	2	3	1	1	0	6	0	0	0	0	0	0	0	0
0	0	0	0	0	1	1	1	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **74**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	1	5	5	8	4	9	6	7	9	12	1	4	1	0	2	0	0	0
0	0	0	0	0	0	0	0	1	2	0	2	1	2	1	3	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	2	0	2	4	0	2	5	0	2	0	0	0	0	0	0
0	0	0	0	0	0	1	0	4	1	2	5	0	3	5	1	0	0	0	0	2	0	0	0
0	0	0	0	0	0	0	4	0	3	2	0	1	2	1	3	0	2	1	0	0	0	0	0

Date: **Thursday, November 9, 2017**

Total Daily Volume: **79**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	0	0	0	0	0	2	6	5	6	5	6	10	11	17	8	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	2	0	0	1	1	2	7	0	3	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	2	2	1	2	2	1	7	3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1	0	3	3	1	2	1	2	2	1	0	0	0	0	0	0	0
0	0	0	0	0	0	1	2	3	1	0	2	4	2	8	0	1	0	0	0	0	0	0	0

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between Couser Canyon Road and W. Lilac Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **1266**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	2	14	14	48	97	84	68	69	58	44	60	72	80	102	110	100	76	50	32	27	18	11	28
1	0	0	1	11	16	23	15	23	17	7	7	17	18	23	32	20	23	15	6	9	5	3	11
1	1	5	3	9	18	26	16	14	15	9	26	26	18	29	35	32	22	16	5	5	5	2	4
0	0	5	6	12	34	19	23	20	7	14	14	15	18	30	23	23	12	12	4	7	5	6	10
0	1	4	4	16	29	16	14	12	19	14	13	14	26	20	20	25	19	7	17	6	3	0	3

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **1298**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
9	4	4	7	46	90	91	86	58	69	53	59	52	97	111	126	97	74	52	42	22	15	5	29
1	2	1	0	7	14	14	24	19	17	12	10	16	22	25	40	27	31	11	13	6	6	2	6
2	0	0	1	11	13	27	22	16	18	10	25	15	29	29	32	27	16	16	14	7	2	1	12
4	1	2	3	12	28	23	21	14	20	17	11	8	18	33	33	17	11	14	7	8	4	1	8
2	1	1	3	16	35	27	19	9	14	14	13	13	28	24	21	26	16	11	8	1	3	1	3

Date: **Thursday, November 9, 2017**

Total Daily Volume: **1385**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
3	4	7	14	46	100	93	89	72	78	75	68	73	95	97	114	101	66	51	49	28	19	9	34
2	0	0	1	7	13	19	25	18	19	23	14	27	15	23	26	27	19	12	14	9	6	1	11
0	0	4	1	12	18	20	23	19	14	15	16	17	29	29	32	21	15	13	17	10	5	3	6
0	3	3	3	14	29	31	24	16	24	17	21	8	16	27	27	29	14	8	11	5	4	3	6
1	1	0	9	13	40	23	17	19	21	20	17	21	35	18	29	24	18	18	7	4	4	2	11

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between Couser Canyon Road and W. Lilac Road**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **639**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	1	1	8	6	7	27	26	24	35	24	21	25	41	48	56	65	71	57	35	22	16	14	4
1	0	0	0	1	0	2	6	4	15	3	4	3	9	10	10	19	12	18	11	5	5	3	1
1	1	1	2	1	2	9	9	5	6	5	5	13	13	9	15	18	23	14	12	2	3	5	0
1	0	0	3	2	1	9	9	8	8	4	8	5	10	13	20	16	15	10	7	3	4	3	3
2	0	0	3	2	4	7	2	7	6	12	4	4	9	16	11	12	21	15	5	12	4	3	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **651**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	4	1	0	1	5	25	29	34	23	45	22	30	19	59	63	79	60	51	35	31	18	9	4
2	0	0	0	0	1	5	5	5	8	9	6	5	5	11	15	26	13	18	7	12	5	3	2
1	1	0	0	0	1	3	7	7	7	18	4	11	6	16	17	20	18	14	9	8	6	1	0
0	1	1	0	1	1	10	9	11	4	9	8	7	2	11	17	19	11	7	10	5	7	3	1
1	2	0	0	0	2	7	8	11	4	9	4	7	6	21	14	14	18	12	9	6	0	2	1

Date: **Thursday, November 9, 2017**

Total Daily Volume: **678**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	1	3	1	6	8	29	29	32	20	40	30	32	35	62	57	71	65	50	33	32	19	15	4
0	1	0	0	0	3	4	7	4	3	10	11	4	11	11	14	17	18	14	10	9	7	4	1
1	0	0	0	0	2	4	6	13	5	7	2	10	6	14	18	20	12	11	6	11	6	4	1
1	0	3	1	2	1	8	9	7	4	13	6	9	6	11	15	16	19	11	7	8	3	4	0
2	0	0	0	4	2	13	7	8	8	10	11	9	12	26	10	18	16	14	10	4	3	3	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between Couser Canyon Road and W. Lilac Road**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **608**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	1	1	6	8	41	70	58	44	34	34	23	35	31	32	46	45	29	19	15	10	11	4	7
0	1	0	0	0	11	14	17	11	8	14	3	4	8	8	13	13	8	5	4	1	4	2	2
0	0	0	3	2	7	9	17	11	8	10	4	13	13	9	14	17	9	8	4	3	2	0	2
0	0	0	2	4	11	25	10	15	12	3	6	9	5	5	10	7	8	2	5	1	3	2	3
4	0	1	1	2	12	22	14	7	6	7	10	9	5	10	9	8	4	4	2	5	2	0	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **642**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	5	3	4	6	41	65	62	52	35	42	31	29	33	38	48	47	37	23	17	11	4	6	1
1	1	2	1	0	6	9	9	19	11	8	6	5	11	11	10	14	14	13	4	1	1	3	0
1	1	0	0	1	10	10	20	15	9	18	6	14	9	13	12	12	9	2	7	6	1	1	1
0	3	0	2	2	11	18	14	10	10	11	9	4	6	7	16	14	6	4	4	2	1	1	0
0	0	1	1	3	14	28	19	8	5	5	10	6	7	7	10	7	8	4	2	2	1	1	0

Date: **Thursday, November 9, 2017**

Total Daily Volume: **678**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	2	1	6	8	38	71	64	57	52	38	45	36	38	33	40	43	36	16	18	17	9	4	5
0	1	0	0	1	4	9	12	21	15	9	12	10	16	4	9	9	9	5	2	5	2	2	0
1	0	0	4	1	10	14	14	10	14	7	13	6	11	15	11	12	9	4	7	6	4	1	2
0	0	0	2	1	13	21	22	17	12	11	11	12	2	5	12	11	10	3	1	3	2	0	3
0	1	1	0	5	11	27	16	9	11	11	9	8	9	9	8	11	8	4	8	3	1	1	0

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between W. Lilac Road and Old Castle Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **2675**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	9	3	11	8	70	164	232	194	117	123	120	124	171	183	262	250	210	148	93	77	50	34	16
3	6	0	0	0	14	26	53	56	37	32	32	35	41	48	58	68	63	46	34	21	15	12	3
1	2	0	0	2	12	36	61	46	31	27	34	35	51	52	79	67	55	39	27	22	13	10	3
1	0	1	7	3	27	58	46	55	27	37	32	26	38	39	69	56	47	33	17	16	12	6	9
1	1	2	4	3	17	44	72	37	22	27	22	28	41	44	56	59	45	30	15	18	10	6	1

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **2872**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
13	8	5	13	13	76	171	211	209	139	138	143	141	157	211	245	292	241	155	105	87	54	27	18
2	0	1	1	2	13	31	47	64	39	41	38	30	33	40	46	80	69	54	25	19	10	14	6
5	3	1	4	2	13	39	52	63	35	18	30	37	42	71	77	86	67	28	26	19	25	6	6
3	3	1	4	4	28	56	51	44	35	38	34	43	38	46	61	60	63	48	30	25	10	5	3
3	2	2	4	5	22	45	61	38	30	41	41	31	44	54	61	66	42	25	24	24	9	2	3

Date: **Thursday, November 9, 2017**

Total Daily Volume: **2956**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
15	6	2	9	19	76	181	240	228	152	152	136	140	168	211	248	253	234	153	100	100	77	42	14
4	2	0	0	3	14	21	57	74	41	39	32	35	39	46	56	64	64	56	34	27	23	13	6
8	1	0	3	2	10	50	59	61	43	36	38	39	49	55	69	58	55	28	23	33	16	12	5
2	2	1	4	5	28	60	60	53	35	41	27	35	37	48	71	60	65	38	18	17	22	12	1
1	1	1	2	9	24	50	64	40	33	36	39	31	43	62	52	71	50	31	25	23	16	5	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between W. Lilac Road and Old Castle Road**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **1341**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	5	1	3	1	23	44	71	79	44	53	65	62	87	100	145	130	125	99	69	59	34	27	9
3	2	0	0	0	3	6	13	17	18	13	19	18	24	27	28	35	40	36	24	17	10	9	2
1	2	0	0	0	2	5	19	20	11	11	19	13	25	32	42	33	33	24	21	16	11	9	2
1	0	1	1	0	11	17	14	31	9	17	16	9	19	21	39	29	30	21	14	13	8	4	4
1	1	0	2	1	7	16	25	11	6	12	11	22	19	20	36	33	22	18	10	13	5	5	1

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **1431**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
8	4	2	3	3	21	48	61	77	56	83	69	78	59	117	141	157	140	95	74	59	44	19	13
2	0	0	2	0	3	10	16	18	17	21	19	17	14	19	27	47	35	34	14	16	7	9	6
4	1	1	1	2	1	7	12	25	19	18	11	20	13	43	50	46	38	18	21	10	23	4	4
2	1	0	0	0	9	20	14	17	10	20	23	23	12	26	32	28	43	28	19	16	7	4	2
0	2	1	0	1	8	11	19	17	10	24	16	18	20	29	32	36	24	15	20	17	7	2	1

Date: **Thursday, November 9, 2017**

Total Daily Volume: **1476**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
14	5	1	1	6	24	50	67	101	61	70	69	62	77	121	152	134	135	97	63	74	52	28	12
4	1	0	0	0	5	3	20	30	14	15	20	17	24	22	30	34	37	37	23	17	19	5	5
7	1	0	0	1	2	12	13	27	15	14	14	16	16	34	45	27	28	13	9	25	9	10	4
2	2	1	1	2	8	23	15	25	15	24	14	10	18	29	44	32	39	25	15	13	14	10	1
1	1	0	0	3	9	12	19	19	17	17	21	19	19	36	33	41	31	22	16	19	10	3	2

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between W. Lilac Road and Old Castle Road**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **1337**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	4	2	8	7	47	120	161	115	74	70	56	62	84	83	118	120	85	49	24	18	16	7	7
0	4	0	0	0	11	20	40	39	20	19	13	17	17	21	30	33	23	10	10	4	5	3	1
0	0	0	0	2	10	31	42	26	20	16	15	22	26	20	37	34	22	15	6	6	2	1	1
0	0	0	6	3	16	41	32	24	18	20	17	17	19	18	30	27	17	12	3	3	4	2	5
0	0	2	2	2	10	28	47	26	16	15	11	6	22	24	21	26	23	12	5	5	5	1	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **1463**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	4	3	11	10	55	123	150	134	83	73	74	63	98	94	105	135	101	60	31	28	10	8	5
0	0	1	0	2	10	21	31	47	22	20	19	13	19	21	19	33	34	20	11	3	3	5	0
1	2	0	3	0	12	32	40	38	16	18	19	17	29	28	28	40	29	10	5	9	2	2	2
1	2	1	4	4	19	36	37	27	25	18	11	20	26	20	29	32	20	20	11	9	3	1	1
3	0	1	4	4	14	34	42	22	20	17	25	13	24	25	29	30	18	10	4	7	2	0	2

Date: **Thursday, November 9, 2017**

Total Daily Volume: **1489**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	1	1	8	13	52	132	173	128	93	83	68	79	91	91	96	120	99	56	37	26	25	14	2
0	1	0	0	3	9	18	37	44	27	24	12	18	15	25	26	30	27	19	11	10	4	8	1
1	0	0	3	1	8	38	46	35	29	22	24	23	33	21	24	31	27	15	14	8	7	2	1
0	0	0	3	3	20	37	45	28	20	18	13	25	19	19	27	29	26	13	3	4	8	2	0
0	0	1	2	6	15	39	45	21	17	19	19	13	24	26	19	30	19	9	9	4	6	2	0

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VOLUME

Lilac Rd Bet. Old Castle Rd & Valley Center Rd

Day: Tuesday
Date: 8/29/2017City: Valley Center
Project #: CA17_4281_004

DAILY TOTALS					NB	SB					EB	WB	Total
					4,113	4,366					0	0	8,479
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	4			7		12:00	53	51			104	
00:15	6	2			8		12:15	44	64			108	
00:30	7	6			13		12:30	65	56			121	
00:45	6	22	2	14	8	36	12:45	54	216	61	232	115	448
01:00	4	3			7		13:00	54	59			113	
01:15	10	0			10		13:15	51	57			108	
01:30	2	3			5		13:30	61	45			106	
01:45	3	19	2	8	5	27	13:45	59	225	48	209	107	434
02:00	3	3			6		14:00	58	108			166	
02:15	4	0			4		14:15	66	110			176	
02:30	2	1			3		14:30	52	78			130	
02:45	4	13	3	7	7	20	14:45	83	259	62	358	145	617
03:00	6	4			10		15:00	95	51			146	
03:15	4	0			4		15:15	84	78			162	
03:30	2	6			8		15:30	68	101			169	
03:45	3	15	2	12	5	27	15:45	91	338	97	327	188	665
04:00	6	5			11		16:00	59	86			145	
04:15	13	0			13		16:15	74	86			160	
04:30	11	4			15		16:30	74	98			172	
04:45	12	42	6	15	18	57	16:45	69	276	100	370	169	646
05:00	18	12			30		17:00	74	111			185	
05:15	20	26			46		17:15	99	79			178	
05:30	26	38			64		17:30	70	84			154	
05:45	27	91	42	118	69	209	17:45	78	321	90	364	168	685
06:00	45	39			84		18:00	81	72			153	
06:15	73	52			125		18:15	71	75			146	
06:30	72	72			144		18:30	37	86			123	
06:45	75	265	70	233	145	498	18:45	56	245	82	315	138	560
07:00	91	93			184		19:00	52	55			107	
07:15	84	84			168		19:15	40	48			88	
07:30	78	108			186		19:30	42	45			87	
07:45	87	340	118	403	205	743	19:45	47	181	42	190	89	371
08:00	119	73			192		20:00	57	45			102	
08:15	79	93			172		20:15	30	31			61	
08:30	68	68			136		20:30	31	18			49	
08:45	58	324	63	297	121	621	20:45	39	157	32	126	71	283
09:00	51	56			107		21:00	34	19			53	
09:15	50	56			106		21:15	28	13			41	
09:30	39	53			92		21:30	25	26			51	
09:45	46	186	51	216	97	402	21:45	13	100	17	75	30	175
10:00	35	67			102		22:00	19	18			37	
10:15	55	53			108		22:15	22	7			29	
10:30	46	45			91		22:30	16	10			26	
10:45	34	170	52	217	86	387	22:45	18	75	7	42	25	117
11:00	46	51			97		23:00	13	9			22	
11:15	49	41			90		23:15	14	8			22	
11:30	42	57			99		23:30	3	8			11	
11:45	55	192	39	188	94	380	23:45	11	41	5	30	16	71
TOTALS	1679	1728			3407		TOTALS	2434	2638			5072	
SPLIT %	49.3%	50.7%			40.2%		SPLIT %	48.0%	52.0%			59.8%	

DAILY TOTALS					NB	SB					EB	WB	Total
					4,113	4,366					0	0	8,479
AM Peak Hour	07:15	07:00		07:30	PM Peak Hour	15:00	16:15		16:30				
AM Pk Volume	368	403		755	PM Pk Volume	338	395		704				
Pk Hr Factor	0.773	0.854		0.921	Pk Hr Factor	0.889	0.890		0.951				
7 - 9 Volume	664	700	0	0	1364	4 - 6 Volume	597	734	0	0	1331		
7 - 9 Peak Hour	07:15	07:00		07:30	4 - 6 Peak Hour	17:00	16:15		16:30				
7 - 9 Pk Volume	368	403	0	0	755	4 - 6 Pk Volume	321	395	0	0	704		
Pk Hr Factor	0.773	0.854	0.000	0.000	0.921	Pk Hr Factor	0.811	0.890	0.000	0.000	0.951		

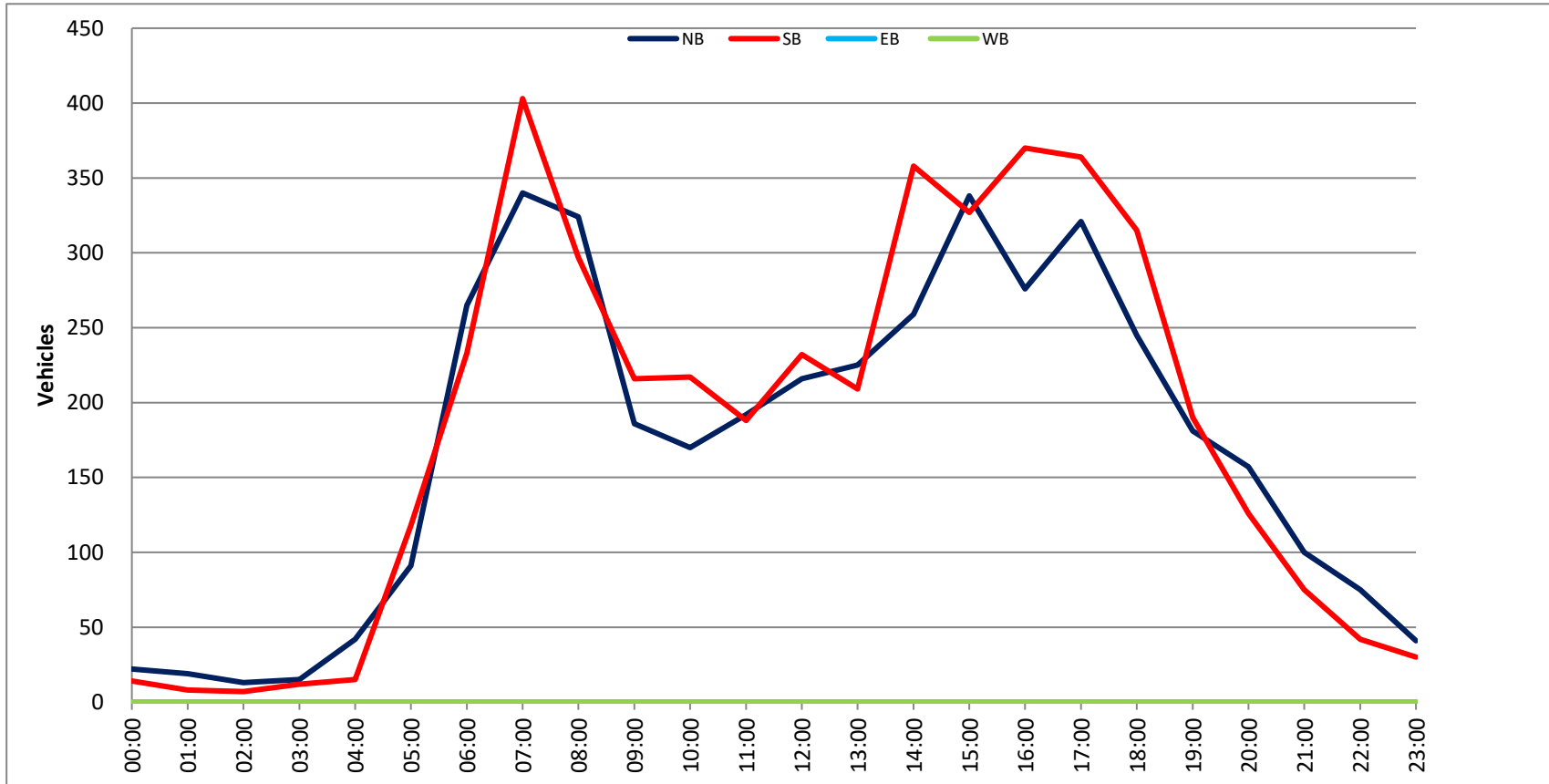
Prepared by NDS/ATD

Project #: CA17_4281_004

City: Valley Center

Location: Lilac Rd Bet. Old Castle Rd & Valley Center

Date: 8/29/2017



Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between Anthony Road and Betsworth Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **9757**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
34	23	21	41	73	232	570	746	706	468	486	462	522	552	633	911	911	847	570	324	258	180	123	64
10	10	7	9	8	32	86	194	251	119	128	112	148	153	155	208	213	259	171	92	76	41	30	17
9	6	2	10	14	63	135	187	155	127	117	123	116	143	186	215	243	213	160	94	44	46	39	18
12	2	7	12	29	70	156	193	144	110	120	110	120	139	147	224	223	198	131	73	73	57	28	16
3	5	5	10	22	67	193	172	156	112	121	117	138	117	145	264	232	177	108	65	65	36	26	13

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **10043**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
41	27	29	53	83	234	591	762	708	515	409	452	541	543	692	903	950	893	571	355	265	204	149	73
12	3	8	12	15	34	94	191	225	118	126	111	150	134	159	200	214	253	174	102	86	59	44	19
14	7	6	15	11	52	120	189	184	140	18	118	146	130	186	217	212	243	134	86	73	47	41	18
9	8	6	11	25	76	178	192	166	137	127	123	121	135	185	238	240	208	140	84	61	51	30	20
6	9	9	15	32	72	199	190	133	120	138	100	124	144	162	248	284	189	123	83	45	47	34	16

Date: **Thursday, November 9, 2017**

Total Daily Volume: **10141**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
41	28	19	48	87	230	556	758	669	349	363	505	513	567	709	848	967	929	699	427	275	265	176	113
14	6	5	8	14	27	85	198	207	95	64	100	133	121	132	202	227	259	240	108	98	63	59	38
11	10	2	14	12	52	134	177	174	84	79	136	128	125	191	209	256	228	167	105	58	61	53	31
6	5	6	13	25	74	157	183	168	87	98	143	121	150	188	224	233	224	158	117	65	62	33	31
10	7	6	13	36	77	180	200	120	83	122	126	131	171	198	213	251	218	134	97	54	79	31	13

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between Anthony Road and Betsworth Road**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **4706**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
27	13	19	22	36	101	265	370	332	214	206	230	256	290	312	441	416	368	243	177	142	104	82	40
6	7	6	6	8	13	50	97	123	66	56	49	76	86	82	123	97	110	85	47	48	25	21	8
8	3	2	7	3	24	68	84	76	53	42	68	50	72	74	115	104	98	69	58	24	28	25	12
10	0	6	7	16	34	63	99	68	51	51	51	63	65	77	94	111	93	40	32	40	28	19	11
3	3	5	2	9	30	84	90	65	44	57	62	67	67	79	109	104	67	49	40	30	23	17	9

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **4795**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
24	17	21	27	44	115	258	382	304	247	188	236	264	263	337	428	427	359	244	187	151	127	96	49
9	2	6	9	10	17	53	84	100	57	52	60	67	57	82	111	111	112	72	54	51	35	28	8
7	5	6	8	6	24	53	93	77	71	18	61	71	60	90	118	92	95	56	49	40	35	25	16
5	6	4	5	14	40	69	106	72	68	61	67	59	62	90	101	97	87	66	36	38	22	19	12
3	4	5	5	14	34	83	99	55	51	57	48	67	84	75	98	127	65	50	48	22	35	24	13

Date: **Thursday, November 9, 2017**

Total Daily Volume: **4963**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
25	19	13	28	52	116	258	366	331	232	241	275	235	276	364	400	385	366	281	224	151	142	113	70
11	4	5	7	9	14	46	85	108	61	53	56	64	64	76	104	99	107	83	53	48	39	31	24
6	7	1	8	5	24	63	78	81	54	59	84	65	59	99	124	100	92	69	54	36	35	38	21
2	4	4	6	15	37	66	100	81	60	60	69	46	70	95	85	93	88	71	68	35	30	24	15
6	4	3	7	23	41	83	103	61	57	69	66	60	83	94	87	93	79	58	49	32	38	20	10

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between Anthony Road and Betsworth Road**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **5051**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	10	2	19	37	131	305	376	374	254	280	232	266	262	321	470	495	479	327	147	116	76	41	24
4	3	1	3	0	19	36	97	128	53	72	63	72	67	73	85	116	149	86	45	28	16	9	9
1	3	0	3	11	39	67	103	79	74	75	55	66	71	112	100	139	115	91	36	20	18	14	6
2	2	1	5	13	36	93	94	76	59	69	59	57	74	70	130	112	105	91	41	33	29	9	5
0	2	0	8	13	37	109	82	91	68	64	55	71	50	66	155	128	110	59	25	35	13	9	4

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **5266**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
17	10	8	26	39	119	333	380	404	268	239	216	277	280	355	475	523	534	327	168	114	77	53	24
3	1	2	3	5	17	41	107	125	61	74	51	83	77	77	89	103	141	102	48	35	24	16	11
7	2	0	7	5	28	67	96	107	69	18	57	75	70	96	99	120	148	78	37	33	12	16	2
4	2	2	6	11	36	109	86	94	69	66	56	62	73	95	137	143	121	74	48	23	29	11	8
3	5	4	10	18	38	116	91	78	69	81	52	57	60	87	150	157	124	73	35	23	12	10	3

Date: **Thursday, November 9, 2017**

Total Daily Volume: **5178**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
16	9	6	20	35	114	298	392	338	117	122	230	278	291	345	448	582	563	418	203	124	123	63	43
3	2	0	1	5	13	39	113	99	34	11	44	69	57	56	98	128	152	157	55	50	24	28	14
5	3	1	6	7	28	71	99	93	30	20	52	63	66	92	85	156	136	98	51	22	26	15	10
4	1	2	7	10	37	91	83	87	27	38	74	75	80	93	139	140	136	87	49	30	32	9	16
4	3	3	6	13	36	97	97	59	26	53	60	71	88	104	126	158	139	76	48	22	41	11	3

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between Betsworth Road and Valley Center Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **10591**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
37	23	21	44	75	260	638	847	767	518	528	520	574	606	686	975	954	913	608	337	275	191	126	68
11	11	7	11	10	40	96	232	260	139	139	119	162	157	167	222	232	280	182	103	80	46	30	21
10	5	2	11	15	66	140	213	175	133	131	141	128	155	202	232	263	230	172	94	51	51	41	19
13	2	7	12	27	83	179	220	161	124	128	131	134	157	151	244	234	210	139	74	77	54	27	15
3	5	5	10	23	71	223	182	171	122	130	129	150	137	166	277	225	193	115	66	67	40	28	13

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **10951**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
43	27	30	57	86	259	652	839	754	548	578	506	565	595	745	962	1017	947	618	386	292	213	154	78
11	3	9	14	17	37	98	208	237	124	145	127	152	149	167	221	239	278	182	114	97	65	44	19
15	7	6	16	13	62	134	207	189	146	143	122	160	129	204	228	233	253	148	94	73	47	45	19
9	8	7	12	27	82	193	221	179	150	137	145	123	159	200	261	255	226	154	93	66	52	32	22
8	9	8	15	29	78	227	203	149	128	153	112	130	158	174	252	290	190	134	85	56	49	33	18

Date: **Thursday, November 9, 2017**

Total Daily Volume: **11388**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
43	28	19	49	99	250	619	837	763	560	570	547	581	618	778	927	1051	980	747	451	288	277	188	118
16	6	5	9	20	30	94	211	225	146	140	118	160	134	146	224	248	276	251	118	101	66	65	37
10	10	3	15	14	51	142	197	191	142	140	159	142	135	210	226	281	249	176	111	64	67	57	38
7	5	5	11	25	86	190	217	195	125	143	150	137	156	205	248	260	223	175	125	67	63	35	28
10	7	6	14	40	83	193	212	152	147	147	120	142	193	217	229	262	232	145	97	56	81	31	15

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between Betsworth Road and Valley Center Road**

Description: **Eastbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **5465**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
8	9	2	25	41	161	355	451	407	287	302	263	295	275	358	485	514	492	332	147	116	76	40	24
4	3	1	5	1	27	44	127	135	70	83	66	78	64	75	94	120	154	87	46	28	18	9	9
1	2	0	5	11	44	69	127	81	75	85	70	70	76	126	102	155	123	90	35	23	18	13	6
3	2	1	6	14	47	117	104	95	68	68	67	69	73	80	132	121	103	90	41	32	27	9	5
0	2	0	9	15	43	125	93	96	74	66	60	78	62	77	157	118	112	65	25	33	13	9	4

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **5684**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
17	9	7	30	42	148	371	435	439	287	322	255	281	304	374	481	550	541	339	174	124	78	54	22
2	1	2	5	6	23	43	119	127	65	87	61	81	78	77	98	116	155	110	49	35	23	15	9
8	2	0	8	6	39	78	108	111	69	78	62	77	71	103	94	136	151	81	40	34	13	19	2
4	2	2	7	12	43	118	107	108	76	70	77	60	87	100	146	142	120	69	46	28	30	10	8
3	4	3	10	18	43	132	101	93	77	87	55	63	68	94	143	156	115	79	39	27	12	10	3

Date: **Thursday, November 9, 2017**

Total Daily Volume: **6010**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
16	9	6	21	44	141	354	447	398	305	314	259	320	324	383	483	615	587	424	209	126	121	63	41
3	2	0	2	8	17	49	121	120	79	78	55	89	67	67	112	130	159	152	59	51	24	27	12
5	3	1	6	7	28	73	119	104	77	74	69	70	72	99	99	175	141	108	52	22	25	16	10
4	1	2	6	13	52	117	95	93	65	83	77	83	84	97	144	147	141	89	49	31	32	10	16
4	3	3	7	16	44	115	112	81	84	79	58	78	101	120	128	163	146	75	49	22	40	10	3

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Lilac Road, between Betsworth Road and Valley Center Road**

Description: **Westbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **5126**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
29	14	19	19	34	99	283	396	360	231	226	257	279	331	328	490	440	421	276	190	159	115	86	44
7	8	6	6	9	13	52	105	125	69	56	53	84	93	92	128	112	126	95	57	52	28	21	12
9	3	2	6	4	22	71	86	94	58	46	71	58	79	76	130	108	107	82	59	28	33	28	13
10	0	6	6	13	36	62	116	66	56	60	64	65	84	71	112	113	107	49	33	45	27	18	10
3	3	5	1	8	28	98	89	75	48	64	69	72	75	89	120	107	81	50	41	34	27	19	9

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **5267**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
26	18	23	27	44	111	281	404	315	261	256	251	284	291	371	481	467	406	279	212	168	135	100	56
9	2	7	9	11	14	55	89	110	59	58	66	71	71	90	123	123	123	72	65	62	42	29	10
7	5	6	8	7	23	56	99	78	77	65	60	83	58	101	134	97	102	67	54	39	34	26	17
5	6	5	5	15	39	75	114	71	74	67	68	63	72	100	115	113	106	85	47	38	22	22	14
5	5	5	5	11	35	95	102	56	51	66	57	67	90	80	109	134	75	55	46	29	37	23	15

Date: **Thursday, November 9, 2017**

Total Daily Volume: **5378**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
27	19	13	28	55	109	265	390	365	255	256	288	261	294	395	444	436	393	323	242	162	156	125	77
13	4	5	7	12	13	45	90	105	67	62	63	71	67	79	112	118	117	99	59	50	42	38	25
5	7	2	9	7	23	69	78	87	65	66	90	72	63	111	127	106	108	68	59	42	42	41	28
3	4	3	5	12	34	73	122	102	60	60	73	54	72	108	104	113	82	86	76	36	31	25	12
6	4	3	7	24	39	78	100	71	63	68	62	64	92	97	101	99	86	70	48	34	41	21	12

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VOLUME

Valley Center Rd Bet. Lilac Rd & Woods Valley Rd

Day: Tuesday
Date: 8/29/2017City: Valley Center
Project #: CA17_4281_007

DAILY TOTALS					NB	SB					EB	WB	Total
					14,594	12,758					0	0	27,352
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	22	33			55	12:00	263	191			454		
00:15	13	30			43	12:15	222	183			405		
00:30	18	19			37	12:30	234	170			404		
00:45	16	69	16	98	32	12:45	255	974	185	729	440	1703	
01:00	13	14			27	13:00	249	203			452		
01:15	14	23			37	13:15	267	180			447		
01:30	17	18			35	13:30	296	178			474		
01:45	8	52	15	70	23	13:45	255	1067	181	742	436	1809	
02:00	9	14			23	14:00	278	206			484		
02:15	9	13			22	14:15	257	200			457		
02:30	5	14			19	14:30	254	179			433		
02:45	11	34	11	52	22	14:45	219	1008	176	761	395	1769	
03:00	4	19			23	15:00	255	245			500		
03:15	5	18			23	15:15	283	203			486		
03:30	9	22			31	15:30	316	257			573		
03:45	5	23	23	82	28	15:45	326	1180	218	923	544	2103	
04:00	12	30			42	16:00	286	202			488		
04:15	19	32			51	16:15	297	198			495		
04:30	28	42			70	16:30	297	210			507		
04:45	15	74	63	167	78	16:45	320	1200	251	861	571	2061	
05:00	39	82			121	17:00	272	211			483		
05:15	63	122			185	17:15	310	171			481		
05:30	84	128			212	17:30	277	196			473		
05:45	96	282	134	466	230	17:45	283	1142	158	736	441	1878	
06:00	114	192			306	18:00	316	143			459		
06:15	121	253			374	18:15	270	169			439		
06:30	159	242			401	18:30	275	137			412		
06:45	144	538	239	926	383	18:45	234	1095	144	593	378	1688	
07:00	157	257			414	19:00	207	96			303		
07:15	144	278			422	19:15	216	102			318		
07:30	183	282			465	19:30	199	97			296		
07:45	190	674	256	1073	446	19:45	187	809	106	401	293	1210	
08:00	175	255			430	20:00	179	100			279		
08:15	150	260			410	20:15	143	108			251		
08:30	165	252			417	20:30	148	87			235		
08:45	186	676	184	951	370	20:45	137	607	84	379	221	986	
09:00	125	172			297	21:00	99	73			172		
09:15	160	210			370	21:15	127	70			197		
09:30	173	201			374	21:30	108	70			178		
09:45	156	614	164	747	320	21:45	86	420	56	269	142	689	
10:00	167	180			347	22:00	62	51			113		
10:15	188	188			376	22:15	74	61			135		
10:30	195	187			382	22:30	66	48			114		
10:45	194	744	165	720	359	22:45	59	261	52	212	111	473	
11:00	204	170			374	23:00	44	47			91		
11:15	256	150			406	23:15	60	37			97		
11:30	208	166			374	23:30	28	41			69		
11:45	224	892	146	632	370	23:45	27	159	43	168	70	327	
TOTALS	4672	5984			10656	TOTALS	9922	6774			16696		
SPLIT %	43.8%	56.2%			39.0%	SPLIT %	59.4%	40.6%			61.0%		

DAILY TOTALS				NB	SB	EB				WB	Total	
				14,594	12,758					0		
AM Peak Hour	11:15	07:00			07:15	PM Peak Hour	15:30	15:00				15:00
AM Pk Volume	951	1073			1763	PM Pk Volume	1225	923				2103
Pk Hr Factor	0.904	0.951			0.948	Pk Hr Factor	0.939	0.898				0.918
7 - 9 Volume	1350	2024	0	0	3374	4 - 6 Volume	2342	1597	0	0		3939
7 - 9 Peak Hour	07:30	07:00			07:15	4 - 6 Peak Hour	16:00	16:15				16:00
7 - 9 Pk Volume	698	1073	0	0	1763	4 - 6 Pk Volume	1200	870	0	0		2061
Pk Hr Factor	0.918	0.951	0.000	0.000	0.948	Pk Hr Factor	0.938	0.867	0.000	0.000		0.902

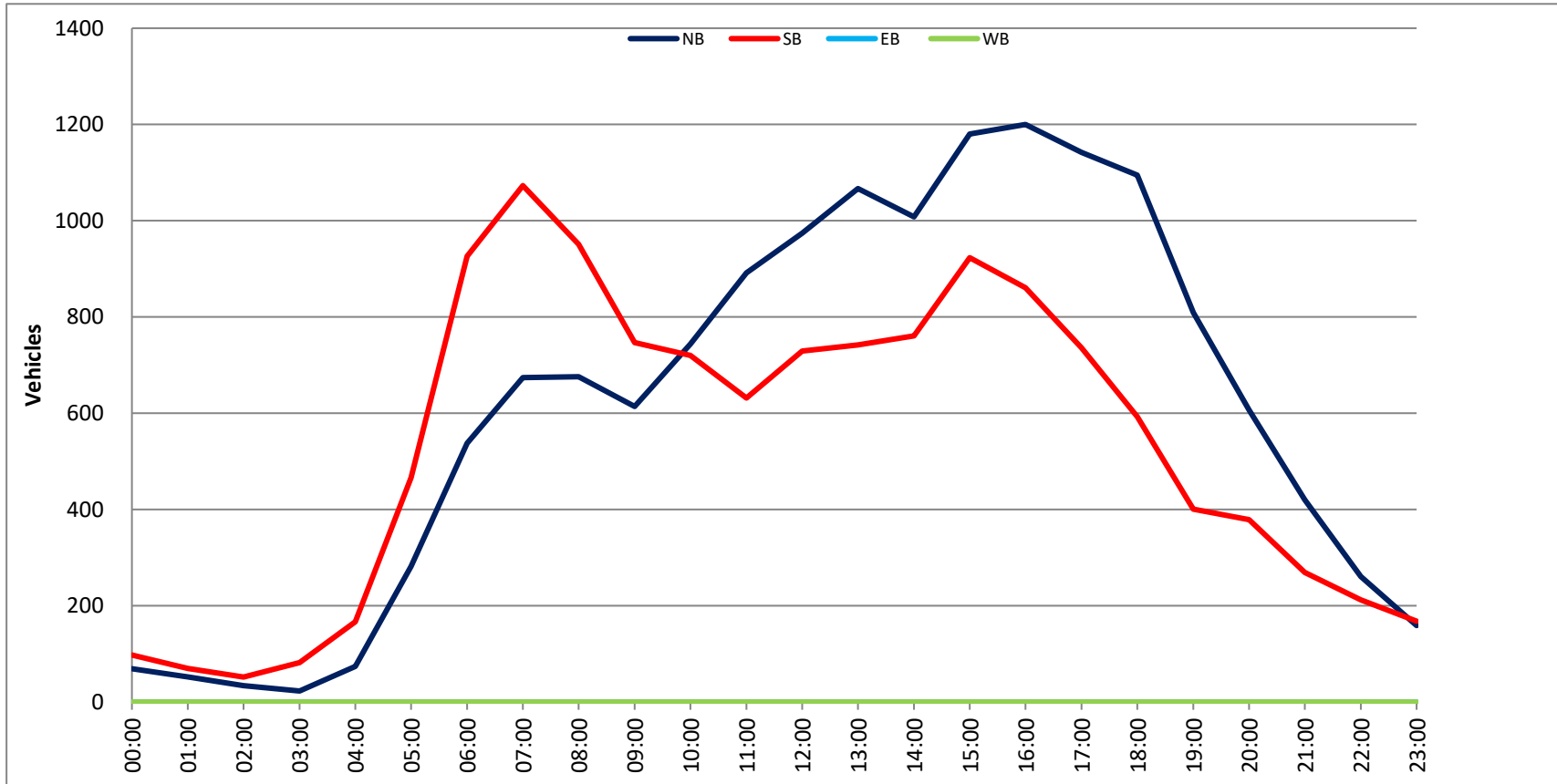
Prepared by NDS/ATD

Project #: CA17_4281_007

City: Valley Center

Location: Valley Center Rd Bet. Lilac Rd & Woods

Date: 8/29/2017



Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Valley Center Road, between Lilac Road and Miller Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **25796**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
138	118	85	117	221	742	1531	1825	1644	1370	1422	1372	1402	1517	1749	2066	2128	2119	1313	929	687	630	430	241
40	29	22	26	28	117	310	451	471	355	333	330	350	370	415	515	511	569	360	244	194	173	108	70
42	36	19	26	41	159	368	448	445	328	356	353	362	367	456	499	525	586	344	262	174	169	142	61
33	29	21	36	75	217	408	479	376	344	366	333	317	377	378	527	541	535	314	219	163	156	98	61
23	24	23	29	77	249	445	447	352	343	367	356	373	403	500	525	551	429	295	204	156	132	82	49

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **25876**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
157	131	93	132	239	719	1514	1849	1614	1402	1331	1304	1396	1463	1782	2028	2118	2062	1404	944	779	642	469	304
32	35	34	25	44	121	299	474	447	320	341	338	359	350	402	431	485	582	381	269	218	181	140	88
47	38	24	34	37	150	392	463	447	366	316	347	373	359	476	523	508	559	369	244	187	158	111	80
49	29	19	31	69	208	391	465	392	365	333	312	340	370	489	531	523	478	354	219	188	160	113	71
29	29	16	42	89	240	432	447	328	351	341	307	324	384	415	543	602	443	300	212	186	143	105	65

Date: **Thursday, November 9, 2017**

Total Daily Volume: **27176**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
195	132	114	139	246	727	1452	1926	1710	1474	1381	1425	1516	1563	1823	2067	2137	2057	1576	1065	813	671	558	409
57	32	34	32	35	109	290	467	474	385	309	319	389	361	405	537	498	549	467	305	240	175	159	121
52	35	30	39	47	151	354	479	470	368	374	342	335	389	495	512	536	552	420	275	210	184	152	110
46	27	23	36	74	227	398	516	398	354	342	357	408	389	501	517	513	484	363	252	191	160	133	107
40	38	27	32	90	240	410	464	368	367	356	407	384	424	422	501	590	472	326	233	172	152	114	71

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Valley Center Road, between Lilac Road and Miller Road**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **12870**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
52	40	24	37	69	236	571	815	698	618	701	678	733	795	945	1042	1144	1175	836	601	403	345	206	106
15	7	6	5	4	31	100	193	193	154	151	151	182	184	225	221	291	307	225	166	112	96	42	29
16	16	12	7	12	48	126	207	186	150	187	173	192	202	257	228	279	314	205	165	106	85	72	30
14	8	3	16	28	69	162	204	168	166	188	171	164	208	213	279	291	303	207	147	95	96	46	26
7	9	3	9	25	88	183	211	151	148	175	183	195	201	250	314	283	251	199	123	90	68	46	21

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **13022**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
63	48	23	40	69	223	579	823	686	605	622	649	698	847	926	1066	1160	1167	923	590	483	352	247	133
14	11	10	4	12	28	97	211	194	118	169	168	169	186	213	215	274	328	246	164	123	105	78	51
23	14	6	8	14	41	153	207	177	162	144	158	181	222	212	255	290	294	253	142	113	79	50	30
18	12	5	12	24	67	159	185	168	162	154	157	189	213	252	303	285	268	224	147	124	97	59	32
8	11	2	16	19	87	170	220	147	163	155	166	159	226	249	293	311	277	200	137	123	71	60	20

Date: **Thursday, November 9, 2017**

Total Daily Volume: **13772**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
75	39	29	49	68	226	579	830	704	632	635	693	784	884	936	1086	1197	1185	1061	731	530	388	260	171
19	12	8	4	5	17	100	194	185	167	135	149	189	205	211	273	281	301	310	222	171	98	90	54
19	8	6	14	12	42	124	218	189	149	179	171	161	217	228	251	330	308	267	192	120	104	63	37
23	7	6	18	27	89	174	198	161	144	161	165	220	231	247	265	286	279	264	174	136	97	58	47
14	12	9	13	24	78	181	220	169	172	160	208	214	231	250	297	300	297	220	143	103	89	49	33

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Valley Center Road, between Lilac Road and Miller Road**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **12949**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
86	78	62	80	152	507	963	1011	949	755	722	695	670	723	805	1026	986	945	478	328	284	285	224	135
25	22	16	21	24	87	211	258	279	201	182	179	168	187	191	295	220	262	135	78	82	77	66	41
26	20	8	19	29	111	243	241	259	179	169	180	170	165	199	272	246	272	139	97	68	84	70	31
19	21	18	20	47	148	247	275	209	179	179	163	153	169	165	248	251	232	107	72	68	60	52	35
16	15	20	20	52	161	262	237	202	196	192	173	179	202	250	211	269	179	97	81	66	64	36	28

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **12871**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
94	83	70	92	170	496	936	1028	929	798	712	656	699	618	856	963	959	896	482	354	296	291	222	171
18	24	24	21	32	93	202	264	253	202	173	170	190	164	189	217	211	254	135	105	95	76	62	37
24	24	18	26	23	109	240	257	271	205	172	189	192	138	264	268	218	266	116	102	74	79	61	50
31	17	14	19	45	141	232	280	224	203	180	155	151	157	237	228	239	210	131	72	64	64	54	39
21	18	14	26	70	153	262	227	181	188	187	142	166	159	166	250	291	166	100	75	63	72	45	45

Date: **Thursday, November 9, 2017**

Total Daily Volume: **13420**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
120	93	85	91	178	501	874	1098	1007	842	746	733	732	679	888	982	940	874	517	335	283	284	300	238
38	20	26	28	30	92	190	273	289	218	174	170	200	156	194	265	217	248	157	83	69	77	69	67
33	27	24	26	35	109	231	262	281	219	195	171	174	172	268	261	206	245	154	84	90	81	90	73
23	20	17	18	47	138	224	318	238	210	181	193	188	158	254	252	227	205	100	78	55	63	76	60
26	26	18	19	66	162	229	245	199	195	196	199	170	193	172	204	290	176	106	90	69	63	65	38

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Valley Center Road, between Miller Road and Cole Grade Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **24512**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
136	112	83	117	196	696	1412	1742	1573	1315	1338	1330	1339	1446	1657	1990	2022	1998	1247	882	650	587	412	232
37	27	20	26	28	106	288	426	463	321	296	320	335	349	400	508	481	551	350	233	178	177	106	64
44	35	21	27	33	153	353	410	421	318	339	335	336	358	421	463	494	565	327	252	170	150	140	59
32	28	21	33	68	214	353	460	354	315	362	348	301	352	367	512	537	482	289	198	157	135	89	62
23	22	21	31	67	223	418	446	335	361	341	327	367	387	469	507	510	400	281	199	145	125	77	47

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **24674**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
154	124	92	128	215	689	1428	1752	1541	1324	1286	1257	1328	1418	1706	1933	2039	1959	1335	906	711	609	450	290
37	32	35	24	42	115	269	440	443	294	329	304	339	326	407	432	464	540	360	251	190	176	136	85
45	37	22	33	35	142	372	445	422	364	331	342	364	361	454	489	485	557	350	232	178	153	101	76
44	31	24	32	65	216	377	442	371	329	298	310	324	353	452	495	500	458	344	213	177	141	111	66
28	24	11	39	73	216	410	425	305	337	328	301	301	378	393	517	590	404	281	210	166	139	102	63

Date: **Thursday, November 9, 2017**

Total Daily Volume: **26003**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
190	130	112	137	224	678	1378	1831	1636	1365	1328	1346	1446	1489	1779	1974	2093	2004	1500	1019	778	639	533	394
56	34	35	33	31	109	271	422	456	351	305	299	384	349	388	525	494	534	442	285	222	169	150	123
51	36	30	39	44	139	333	471	462	337	353	325	314	397	508	514	509	542	411	267	210	172	152	105
44	27	23	36	66	212	388	494	366	348	334	361	386	354	476	471	528	478	330	248	180	149	127	96
39	33	24	29	83	218	386	444	352	329	336	361	362	389	407	464	562	450	317	219	166	149	104	70

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Valley Center Road, between Miller Road and Cole Grade Road**

Description: **Eastbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **12328**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
50	34	23	36	64	231	547	824	677	608	668	662	697	770	900	1001	1067	1119	801	562	374	314	197	102
12	5	5	4	3	28	95	194	185	140	130	151	177	172	209	210	271	306	220	156	102	96	44	24
16	14	12	8	10	48	126	207	188	150	183	167	174	204	240	212	269	302	195	157	103	77	69	31
15	8	3	15	27	72	150	206	158	151	189	172	157	199	207	280	288	277	191	134	87	82	41	27
7	7	3	9	24	83	176	217	146	167	166	172	189	195	244	299	239	234	195	115	82	59	43	20

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **12507**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
60	43	22	40	64	221	561	821	675	586	603	624	667	826	904	1012	1106	1117	869	562	431	334	232	127
16	10	11	4	12	24	89	201	207	114	158	158	158	178	215	217	261	315	244	159	105	106	76	52
22	13	5	9	12	40	153	222	175	159	156	158	184	225	213	241	277	294	232	132	109	81	42	27
16	13	5	11	23	72	150	188	164	159	143	154	181	217	234	265	262	258	212	140	111	83	58	28
6	7	1	16	17	85	169	210	129	154	146	154	144	206	242	289	306	250	181	131	106	64	56	20

Date: **Thursday, November 9, 2017**

Total Daily Volume: **13267**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
70	36	28	50	63	216	573	837	677	589	626	647	761	840	934	1025	1161	1158	995	697	503	384	240	157
16	13	9	6	5	22	97	193	185	160	137	139	186	197	197	264	278	290	294	206	149	100	77	51
19	8	6	13	11	40	134	233	189	131	173	153	157	218	242	245	309	301	258	189	118	102	64	30
21	8	6	19	27	79	163	191	142	148	163	171	215	212	246	251	295	279	236	169	127	94	53	44
14	7	7	12	20	75	179	220	161	150	153	184	203	213	249	265	279	288	207	133	109	88	46	32

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Valley Center Road, between Miller Road and Cole Grade Road**

Description: **Westbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **12203**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
86	78	60	81	133	466	867	919	897	709	671	670	644	678	757	990	956	880	446	320	276	274	215	130
25	22	15	22	25	79	193	232	278	181	166	169	159	177	191	299	210	245	130	77	76	81	62	40
28	21	9	19	23	105	227	204	234	169	156	168	162	155	181	251	225	264	132	95	67	73	71	28
17	20	18	18	41	142	204	254	196	164	173	177	144	154	160	232	249	205	98	64	70	53	48	35
16	15	18	22	44	140	243	229	189	195	176	156	179	192	225	208	272	166	86	84	63	67	34	27

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **12186**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
94	81	70	88	151	468	869	931	867	739	686	633	661	593	803	921	936	844	467	345	281	276	218	164
21	22	24	20	30	91	181	239	236	180	172	146	181	148	192	215	204	226	116	92	85	71	60	34
23	24	17	24	23	102	220	223	247	205	176	184	180	136	242	248	208	263	118	101	69	72	59	49
28	18	19	21	42	144	227	254	208	170	156	156	143	136	218	230	239	200	132	73	66	58	53	38
22	17	10	23	56	131	241	215	176	184	182	147	157	173	151	228	285	155	101	79	61	75	46	43

Date: **Thursday, November 9, 2017**

Total Daily Volume: **12747**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
120	94	84	88	162	462	805	994	959	777	702	699	685	650	845	951	932	847	505	323	276	256	294	237
40	21	26	27	26	87	174	229	271	191	168	160	198	153	191	262	216	245	148	80	73	70	74	72
32	28	24	27	34	99	199	238	273	206	180	172	157	179	266	269	200	241	153	78	92	70	88	75
23	19	17	17	39	133	225	303	224	201	171	190	171	142	230	220	233	199	94	79	53	55	74	52
25	26	17	17	63	143	207	224	191	179	183	177	159	176	158	200	283	162	110	86	58	61	58	38

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VOLUME

Valley Center Rd Bet. Cole Grade Rd & Vesper Rd

Day: Tuesday
Date: 9/26/2017City: Valley Center
Project #: CA17_4298_010

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0						7,588					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			13	35	48		12:00			104	102	206					
00:15			21	32	53		12:15			109	104	213					
00:30			25	14	39		12:30			109	113	222					
00:45			7	66	29	110	12:45			103	425	106	425				
01:00			7	19	26		13:00			109	118	227					
01:15			10	39	49		13:15			93	112	205					
01:30			8	24	32		13:30			127	131	258					
01:45			5	30	16	98	13:45			115	444	122	483				
02:00			5	21	26		14:00			129	141	270					
02:15			8	22	30		14:15			134	110	244					
02:30			4	14	18		14:30			119	165	284					
02:45			2	19	17	91	14:45			152	534	128	544				
03:00			4	21	25		15:00			141	221	362					
03:15			3	17	20		15:15			153	153	306					
03:30			7	10	17		15:30			172	157	329					
03:45			3	17	14	76	15:45			150	616	153	684				
04:00			4	18	22		16:00			149	158	307					
04:15			12	18	30		16:15			146	188	334					
04:30			12	16	28		16:30			131	200	331					
04:45			19	47	45	125	16:45			153	579	195	741				
05:00			19	39	58		17:00			162	169	331					
05:15			26	38	64		17:15			178	164	342					
05:30			54	44	98		17:30			149	126	275					
05:45			48	147	113	333	17:45			136	625	110	569				
06:00			64	81	145		18:00			139	120	259					
06:15			75	100	175		18:15			126	110	236					
06:30			87	105	192		18:30			121	101	222					
06:45			109	335	231	743	18:45			116	502	109	440				
07:00			84	147	231		19:00			100	97	197					
07:15			116	128	244		19:15			103	112	215					
07:30			147	137	284		19:30			88	68	156					
07:45			181	528	325	1084	19:45			77	368	70	347				
08:00			139	216	355		20:00			72	65	137					
08:15			136	151	287		20:15			89	71	160					
08:30			103	120	223		20:30			66	59	125					
08:45			79	457	184	1049	20:45			73	300	62	257				
09:00			89	72	161		21:00			45	55	100					
09:15			89	96	185		21:15			51	53	104					
09:30			94	71	165		21:30			38	55	93					
09:45			111	383	202	713	21:45			38	172	54	217				
10:00			83	84	167		22:00			31	57	88					
10:15			117	96	213		22:15			35	59	94					
10:30			96	99	195		22:30			27	61	88					
10:45			100	396	186	761	22:45			25	118	30	207				
11:00			90	106	196		23:00			17	47	64					
11:15			113	103	216		23:15			23	34	57					
11:30			110	119	229		23:30			20	41	61					
11:45			93	406	202	843	23:45			14	74	48	170				
TOTALS	2831					3291	6122	TOTALS	4757					5084	9841		
SPLIT %	46.2%					53.8%	38.4%	SPLIT %	48.3%					51.7%	61.6%		

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						7,588	8,375						15,963
AM Peak Hour			07:30	07:30	07:30		PM Peak Hour			16:45	16:15	16:30							
AM Pk Volume			603	648	1251		PM Pk Volume			642	752	1352							
Pk Hr Factor			0.833	0.750	0.881		Pk Hr Factor			0.902	0.940	0.971							
7 - 9 Volume	0	0	985	1148	2133		4 - 6 Volume	0	0	1204	1310	2514							
7 - 9 Peak Hour			07:30	07:30	07:30		4 - 6 Peak Hour			16:45	16:15	16:30							
7 - 9 Pk Volume	0	0	603	648	1251		4 - 6 Pk Volume	0	0	642	752	1352							
Pk Hr Factor	0.000	0.000	0.833	0.750	0.881		Pk Hr Factor	0.000	0.000	0.902	0.940	0.971							

VOLUME

Valley Center Rd Bet. Cole Grade Rd & Vesper Rd

Day: Wednesday

Date: 9/27/2017

City: Valley Center

Project #: CA17_4298_010

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0						7,206					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			16	28	44		12:00			127	141	268					
00:15			14	29	43		12:15			97	121	218					
00:30			14	30	44		12:30			80	88	168					
00:45			9	53	25	112	12:45			102	406	97	447				
01:00			7	23	30		13:00			108	106	214					
01:15			13	18	31		13:15			117	98	215					
01:30			9	14	23		13:30			126	145	271					
01:45			8	37	13	68	13:45			104	455	147	496				
02:00			8	19	27		14:00			107	116	223					
02:15			6	14	20		14:15			160	113	273					
02:30			2	16	18		14:30			148	128	276					
02:45			6	22	20	69	14:45			119	534	152	509				
03:00			7	19	26		15:00			131	193	324					
03:15			3	15	18		15:15			140	132	272					
03:30			7	14	21		15:30			128	142	270					
03:45			4	21	16	64	15:45			156	555	153	620				
04:00			4	13	17		16:00			142	156	298					
04:15			11	16	27		16:15			138	129	267					
04:30			8	19	27		16:30			127	179	306					
04:45			21	44	29	77	16:45			144	551	196	660				
05:00			20	31	51		17:00			154	130	284					
05:15			17	42	59		17:15			152	155	307					
05:30			46	54	100		17:30			130	113	243					
05:45			78	161	55	182	17:45			119	555	110	508				
06:00			63	116	179		18:00			119	101	220					
06:15			77	117	194		18:15			100	112	212					
06:30			78	93	171		18:30			89	122	211					
06:45			104	322	101	427	18:45			110	418	106	441				
07:00			68	142	210		19:00			97	108	205					
07:15			122	140	262		19:15			86	80	166					
07:30			155	152	307		19:30			92	69	161					
07:45			151	496	137	571	19:45			75	350	59	316				
08:00			151	155	306		20:00			83	60	143					
08:15			133	156	289		20:15			69	61	130					
08:30			102	134	236		20:30			77	51	128					
08:45			84	470	108	553	20:45			67	296	55	227				
09:00			69	76	145		21:00			76	55	131					
09:15			85	92	177		21:15			57	50	107					
09:30			93	91	184		21:30			61	56	117					
09:45			72	319	103	362	21:45			42	236	43	204				
10:00			71	116	187		22:00			32	59	91					
10:15			92	116	208		22:15			45	56	101					
10:30			78	97	175		22:30			25	39	64					
10:45			101	342	105	434	22:45			36	138	42	196				
11:00			89	89	178		23:00			31	24	55					
11:15			88	102	190		23:15			23	32	55					
11:30			84	104	188		23:30			20	36	56					
11:45			75	336	121	416	23:45			15	89	38	130				
TOTALS			2623	3335	5958		TOTALS			4583	4754	9337					
SPLIT %			44.0%	56.0%	39.0%		SPLIT %			49.1%	50.9%	61.0%					

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						7,206	8,089						15,295
AM Peak Hour			07:30	07:30	07:30		PM Peak Hour			16:45	16:00	16:30							
AM Pk Volume			590	600	1190		PM Pk Volume			580	660	1237							
Pk Hr Factor			0.952	0.962	0.969		Pk Hr Factor			0.942	0.842	0.910							
7 - 9 Volume	0	0	966	1124	2090		4 - 6 Volume	0	0	1106	1168	2274							
7 - 9 Peak Hour			07:30	07:30	07:30		4 - 6 Peak Hour			16:45	16:00	16:30							
7 - 9 Pk Volume	0	0	590	600	1190		4 - 6 Pk Volume	0	0	580	660	1237							
Pk Hr Factor	0.000	0.000	0.952	0.962	0.969		Pk Hr Factor	0.000	0.000	0.942	0.842	0.910							

VOLUME

Valley Center Rd Bet. Cole Grade Rd & Vesper Rd

Day: Thursday
Date: 9/28/2017City: Valley Center
Project #: CA17_4298_010

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						7,553	8,386
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			9	32	41		12:00			110	113	223	
00:15			16	22	38		12:15			95	122	217	
00:30			23	29	52		12:30			87	108	195	
00:45			5	53	22	105	12:45			106	398	115	458
01:00			7	20	27	158	13:00			112	97	209	
01:15			6	23	29		13:15			118	126	244	
01:30			13	11	24		13:30			126	122	248	
01:45			4	30	18	72	13:45			102	458	141	486
02:00			3	14	17		14:00			116	117	233	
02:15			7	5	12		14:15			176	145	321	
02:30			5	21	26		14:30			143	134	277	
02:45			13	28	11	51	14:45			144	579	139	535
03:00			7	13	20		15:00			148	222	370	
03:15			7	13	20		15:15			136	174	310	
03:30			6	14	20		15:30			145	167	312	
03:45			2	22	14	54	15:45			146	575	160	723
04:00			4	12	16		16:00			170	163	333	
04:15			13	19	32		16:15			124	159	283	
04:30			10	21	31		16:30			149	192	341	
04:45			20	47	37	89	16:45			143	586	217	731
05:00			19	33	52		17:00			154	161	315	
05:15			18	39	57		17:15			136	180	316	
05:30			45	51	96		17:30			147	139	286	
05:45			51	133	52	175	17:45			138	575	125	605
06:00			69	102	171		18:00			145	115	260	
06:15			73	114	187		18:15			143	100	243	
06:30			81	87	168		18:30			142	116	258	
06:45			88	311	106	409	18:45			120	550	96	427
07:00			73	128	201		19:00			98	110	208	
07:15			114	122	236		19:15			60	93	153	
07:30			153	128	281		19:30			68	89	157	
07:45			158	498	149	527	19:45			89	315	64	356
08:00			137	185	322		20:00			78	61	139	
08:15			117	163	280		20:15			88	50	138	
08:30			111	112	223		20:30			90	58	148	
08:45			104	469	94	554	20:45			70	326	42	211
09:00			79	72	151		21:00			41	68	109	
09:15			90	98	188		21:15			65	44	109	
09:30			95	101	196		21:30			61	54	115	
09:45			92	356	112	383	21:45			37	204	55	221
10:00			73	93	166		22:00			42	76	118	
10:15			84	99	183		22:15			53	62	115	
10:30			103	84	187		22:30			42	43	85	
10:45			89	349	98	374	22:45			39	176	54	235
11:00			106	102	208		23:00			29	51	80	
11:15			82	110	192		23:15			25	34	59	
11:30			103	133	236		23:30			27	38	65	
11:45			114	405	97	442	23:45			29	110	40	163
TOTALS			2701	3235	5936		TOTALS			4852	5151	10003	
SPLIT %			45.5%	54.5%	37.2%		SPLIT %			48.5%	51.5%	62.8%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						7,553	8,386						15,939
AM Peak Hour			07:30	07:30	07:30		PM Peak Hour			14:15	16:30	16:30							
AM Pk Volume			565	625	1190		PM Pk Volume			611	750	1332							
Pk Hr Factor			0.894	0.845	0.924		Pk Hr Factor			0.868	0.864	0.925							
7 - 9 Volume	0	0	967	1081	2048		4 - 6 Volume	0	0	1161	1336	2497							
7 - 9 Peak Hour			07:30	07:30	07:30		4 - 6 Peak Hour			16:00	16:30	16:30							
7 - 9 Pk Volume	0	0	565	625	1190		4 - 6 Pk Volume	0	0	586	750	1332							
Pk Hr Factor	0.000	0.000	0.894	0.845	0.924		Pk Hr Factor	0.000	0.000	0.862	0.864	0.925							

Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Miller Road, between Misty Oak Road and Valley Center Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **1840**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	6	2	9	18	49	128	170	130	103	98	90	121	87	131	148	122	167	96	64	33	40	24	3
0	2	2	0	1	8	27	44	41	31	21	20	27	25	35	38	26	52	33	14	5	6	9	2
1	1	0	0	3	8	33	43	36	33	36	24	32	22	40	36	38	54	27	20	6	10	4	0
0	1	0	4	2	14	34	54	21	23	23	19	30	23	23	36	34	38	19	14	10	14	9	1
0	2	0	5	12	19	34	29	32	16	18	27	32	17	33	38	24	23	17	16	12	10	2	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **1862**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	6	3	7	16	43	107	150	125	104	95	83	103	100	134	168	134	124	132	63	77	64	7	15
0	2	0	1	0	3	19	36	41	23	22	21	25	26	21	34	30	34	28	19	19	25	1	6
1	0	0	1	1	10	26	42	32	28	23	22	25	23	52	44	35	38	31	15	20	17	1	4
1	1	0	0	8	4	23	41	23	29	30	22	30	27	39	49	32	27	34	18	20	12	3	1
0	3	3	5	7	26	39	31	29	24	20	18	23	24	22	41	37	25	39	11	18	10	2	4

Date: **Thursday, November 9, 2017**

Total Daily Volume: **1915**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	5	0	3	15	48	97	174	134	95	96	115	114	115	128	146	141	115	126	68	65	62	27	20
0	2	0	0	2	13	20	48	30	29	25	13	36	22	28	38	34	33	31	26	12	23	10	7
4	0	0	0	2	6	28	49	32	21	24	25	23	26	44	40	35	28	26	13	12	20	5	3
2	0	0	2	6	10	24	42	35	26	26	29	27	34	24	28	37	31	34	14	25	14	6	6
0	3	0	1	5	19	25	35	37	19	21	48	28	33	32	40	35	23	35	15	16	5	6	4

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Miller Road, between Misty Oak Road and Valley Center Road**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **874**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1	6	1	4	4	9	32	41	41	36	40	42	60	41	67	69	71	119	63	51	26	33	14	3
0	2	1	0	1	1	6	9	10	12	10	10	13	15	18	19	14	38	24	11	4	3	3	2
1	1	0	0	1	2	7	9	12	12	16	10	16	11	19	16	22	36	16	15	5	8	4	0
0	1	0	1	0	0	11	13	8	9	9	10	13	7	14	18	23	29	14	10	9	12	6	1
0	2	0	3	2	6	8	10	11	3	5	12	18	8	16	16	12	16	9	15	8	10	1	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **869**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	5	1	4	2	4	21	34	31	28	49	38	39	53	54	92	85	74	96	46	54	39	6	12
0	1	0	1	0	0	-2	6	5	8	11	8	14	13	11	23	18	19	13	13	14	13	1	4
1	0	0	0	1	4	3	7	8	10	14	12	7	16	15	21	22	26	23	9	11	6	1	4
1	1	0	0	1	0	5	9	5	4	13	10	8	11	16	27	27	13	27	17	16	10	2	1
0	3	1	3	0	0	15	12	13	6	11	8	10	13	12	21	18	16	33	7	13	10	2	3

Date: **Thursday, November 9, 2017**

Total Daily Volume: **898**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	5	0	1	4	6	19	33	42	38	40	49	56	64	48	77	82	71	105	52	44	24	23	13
0	2	0	0	0	-2	3	9	5	8	6	6	20	11	15	17	16	19	23	17	11	3	8	3
2	0	0	0	1	1	3	9	11	10	14	14	9	16	10	22	20	19	18	8	10	6	5	3
0	0	0	1	2	3	6	8	12	12	11	15	12	20	7	11	23	18	32	14	22	10	6	4
0	3	0	0	1	4	7	7	14	8	9	14	15	17	16	27	23	15	32	13	1	5	4	3

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Miller Road, between Misty Oak Road and Valley Center Road**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **977**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	1	6	14	40	96	131	90	68	59	48	63	47	64	80	51	49	33	13	7	7	10	0
0	0	1	0	0	7	21	35	31	19	11	10	14	10	17	20	12	14	9	3	1	3	6	0
0	0	0	0	2	6	26	35	25	21	21	14	16	11	21	20	16	18	11	5	1	2	0	0
0	0	0	4	2	14	23	41	13	14	14	9	18	16	9	18	11	9	5	4	1	2	3	0
0	0	0	2	10	13	26	20	21	14	13	15	15	10	17	22	12	8	8	1	4	0	1	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **1012**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	1	2	3	15	40	89	117	95	77	46	46	65	47	81	79	50	51	37	18	23	26	1	3
0	1	0	0	0	3	21	30	36	15	11	13	11	13	10	11	13	16	15	7	5	12	0	2
0	0	0	1	0	6	24	36	24	18	9	11	18	7	37	24	13	12	8	6	9	12	0	0
0	0	0	0	7	5	19	32	19	26	17	12	22	16	24	23	5	14	7	1	4	2	1	0
0	0	2	2	8	26	25	19	16	18	9	10	14	11	10	21	19	9	7	4	5	0	0	1

Date: **Thursday, November 9, 2017**

Total Daily Volume: **1039**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	0	0	2	13	44	78	143	93	58	57	67	59	52	81	70	60	45	23	17	21	40	4	8
0	0	0	0	3	15	17	40	25	21	20	7	16	12	14	21	19	14	9	9	1	20	2	5
2	0	0	0	1	5	25	40	22	11	10	11	15	10	34	19	15	9	9	5	2	15	0	0
2	0	0	1	4	8	18	35	23	15	15	14	15	14	17	17	14	14	2	0	3	5	0	2
0	0	0	1	5	16	18	28	23	11	12	35	13	16	16	13	12	8	3	3	15	0	2	1

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Average Daily Traffic

Location: **Cole Grade Road, between Fruitvale Road and Valley Center Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **14532**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
34	20	20	49	95	387	910	1402	1133	754	674	668	714	856	1024	1334	1286	1241	647	462	335	285	135	67
11	8	6	9	12	54	161	345	400	176	156	160	183	183	244	383	347	389	192	116	102	83	36	13
8	4	5	10	18	92	218	381	322	182	178	177	168	186	230	333	324	323	173	131	68	79	47	20
11	8	5	18	28	115	230	371	230	202	164	158	183	203	221	310	291	291	147	106	94	66	25	22
4	0	4	12	37	126	301	305	181	194	176	173	180	284	329	308	324	238	135	109	71	57	27	12

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **14743**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
40	25	22	52	88	374	921	1398	1153	793	666	716	706	880	1159	1231	1252	1145	757	497	373	248	168	79
15	7	6	7	20	65	167	354	389	194	167	170	181	190	315	321	281	339	228	154	101	84	50	26
10	5	8	9	17	91	220	386	328	232	172	194	178	204	340	325	299	328	188	104	92	64	48	15
5	5	6	17	22	91	253	360	247	174	162	187	181	224	251	288	315	269	179	124	98	55	34	21
10	8	2	19	29	127	281	298	189	193	165	165	166	262	253	297	357	209	162	115	82	45	36	17

Date: **Thursday, November 9, 2017**

Total Daily Volume: **14869**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
42	24	21	47	107	362	851	1430	1156	752	720	690	774	877	1129	1247	1258	1137	738	547	386	298	172	104
16	8	8	8	14	68	154	347	384	211	175	161	219	197	279	342	297	336	213	133	101	89	43	31
14	5	5	11	18	73	201	379	356	190	178	160	165	190	304	300	304	304	206	155	94	86	55	31
7	3	6	17	32	102	251	388	227	184	190	181	211	184	241	296	327	265	166	125	103	57	39	29
5	8	2	11	43	119	245	316	189	167	177	188	179	306	305	309	330	232	153	134	88	66	35	13

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Average Daily Traffic

Location: **Cole Grade Road, between Fruitvale Road and Valley Center Road**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **7307**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
21	8	12	10	11	85	319	600	465	294	295	312	350	461	545	693	712	784	468	320	226	186	88	42
8	2	5	1	0	8	42	163	165	60	53	64	96	93	122	188	192	227	132	84	67	55	25	8
5	2	3	2	0	16	72	175	131	74	92	85	77	107	140	164	201	185	120	92	50	48	29	12
5	4	2	5	9	26	85	129	103	77	67	69	89	119	137	176	158	201	108	72	61	50	12	14
3	0	2	2	2	35	120	133	66	83	83	94	88	142	146	165	161	171	108	72	48	33	22	8

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **7373**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	7	9	16	18	80	312	595	430	318	293	365	351	520	547	658	704	676	523	327	261	173	115	52
10	3	2	1	6	9	42	160	164	67	73	83	91	94	154	176	180	189	164	116	63	53	43	20
6	2	4	5	2	15	82	191	111	114	81	98	77	125	118	168	169	190	131	55	64	48	29	8
2	1	2	5	8	21	85	121	90	66	69	96	103	145	130	146	169	165	119	86	72	43	20	11
5	1	1	5	2	35	103	123	65	71	70	88	80	156	145	168	186	132	109	70	62	29	23	13

Date: **Thursday, November 9, 2017**

Total Daily Volume: **7492**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
20	12	8	15	14	78	314	592	466	272	302	310	403	498	581	637	695	674	531	391	274	210	120	75
7	5	6	3	1	6	43	170	165	83	64	73	115	104	137	171	168	179	151	98	64	59	34	24
6	2	2	0	1	16	73	167	133	54	85	76	69	110	148	136	177	167	152	111	71	62	36	23
5	1	0	7	6	22	90	123	96	65	74	76	107	102	137	157	187	168	115	89	73	43	25	20
2	4	0	5	6	34	108	132	72	70	79	85	112	182	159	173	163	160	113	93	66	46	25	8

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Chen-Ryan Associates

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Average Daily Traffic

Location: **Cole Grade Road, between Fruitvale Road and Valley Center Road**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **7233**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
13	12	8	39	84	303	591	802	669	460	379	357	364	397	479	643	575	457	179	142	109	99	47	25
3	6	1	8	12	46	119	182	235	116	103	97	87	90	122	195	156	162	60	32	35	28	11	5
3	2	2	8	18	76	146	206	191	108	86	92	91	80	90	170	123	138	53	39	18	31	18	8
6	4	3	13	19	90	145	242	128	125	97	89	94	84	84	135	133	90	39	34	33	16	13	8
1	0	2	10	35	91	181	172	115	111	93	79	92	143	183	143	163	67	27	37	23	24	5	4

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **7382**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
17	18	13	36	70	294	610	804	723	477	374	352	355	361	613	574	550	470	234	170	112	75	53	27
5	4	4	6	14	56	125	194	225	128	95	87	90	96	161	146	102	151	64	38	38	31	7	6
4	3	4	4	15	76	138	195	217	119	91	96	101	79	222	157	131	138	57	49	28	16	19	7
3	4	4	12	14	70	168	239	157	108	93	91	78	80	122	142	146	104	60	38	26	12	14	10
5	7	1	14	27	92	179	176	124	122	95	78	86	106	108	129	171	77	53	45	20	16	13	4

Date: **Thursday, November 9, 2017**

Total Daily Volume: **7383**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
22	12	13	32	93	286	537	838	690	482	419	381	371	379	548	610	563	463	207	156	112	88	52	29
9	3	2	5	13	62	111	177	219	128	111	88	104	93	142	171	129	157	62	35	37	30	9	7
8	3	3	11	17	58	128	212	223	136	93	84	96	80	156	164	127	137	54	44	23	24	19	8
2	2	6	10	26	80	161	265	131	120	116	106	104	82	104	139	140	97	51	36	30	14	14	9
3	4	2	6	37	86	137	184	117	98	99	103	67	124	146	136	167	72	40	41	22	20	10	5

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Pala Mesa Drive and SR-76**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **9647**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
21	15	22	31	97	366	707	652	568	410	420	412	457	459	593	895	1056	1041	690	249	190	146	97	53
0	8	6	4	13	58	148	171	161	109	105	111	127	103	129	205	269	236	232	65	57	36	30	14
4	3	7	10	16	69	198	158	140	101	92	97	119	130	143	204	272	275	193	55	46	41	29	16
7	3	5	9	20	123	182	160	136	98	109	88	103	113	178	249	273	299	157	54	46	35	22	12
10	1	4	8	48	116	179	163	131	102	114	116	108	113	143	237	242	231	108	75	41	34	16	11

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **10165**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
29	29	22	29	99	380	782	630	491	472	429	463	483	493	598	886	1025	1036	931	332	215	167	89	55
9	6	3	3	21	67	169	173	143	111	109	129	135	132	125	170	233	283	284	123	54	43	25	15
9	6	10	12	17	66	197	164	126	111	107	102	107	133	135	208	282	245	263	73	58	44	25	11
4	8	4	5	25	111	235	155	126	126	104	117	122	98	179	243	255	249	212	90	58	45	24	16
7	9	5	9	36	136	181	138	96	124	109	115	119	130	159	265	255	259	172	46	45	35	15	13

Date: **Thursday, November 9, 2017**

Total Daily Volume: **12519**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
36	24	23	22	326	640	857	784	648	515	480	470	491	569	689	995	1245	1169	1066	805	266	198	130	71
11	7	2	6	11	180	203	173	156	123	121	117	124	131	158	221	314	285	281	221	75	50	43	25
10	7	11	6	26	165	210	211	182	141	122	116	122	139	179	246	339	286	258	226	63	47	42	17
9	3	6	2	118	154	212	201	159	144	115	123	116	141	169	259	293	276	284	213	59	49	25	15
6	7	4	8	171	141	232	199	151	107	122	114	129	158	183	269	299	322	243	145	69	52	20	14

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Pala Mesa Drive and SR-76**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **5554**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
16	10	17	10	11	65	196	242	234	185	183	209	240	262	356	604	794	820	583	182	126	100	68	41
0	5	5	1	1	5	30	52	62	52	51	61	73	65	75	130	205	177	203	51	37	26	19	11
3	3	6	4	3	13	44	72	47	42	37	43	59	63	93	117	202	217	163	43	29	22	21	13
6	1	3	2	4	29	58	50	61	42	47	49	53	64	104	167	202	235	137	38	30	29	17	9
7	1	3	3	3	18	64	68	64	49	48	56	55	70	84	190	185	191	80	50	30	23	11	8

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **5981**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	21	14	8	15	77	185	237	191	205	201	240	274	293	360	618	793	816	799	249	153	111	56	42
7	5	3	0	4	5	39	65	57	50	48	71	74	79	70	121	177	225	247	99	37	25	13	10
7	5	6	2	3	17	40	52	46	38	47	57	62	73	81	135	210	192	226	58	38	32	15	10
4	5	2	4	3	21	56	66	46	57	52	51	70	61	107	157	206	195	180	62	45	30	19	11
5	6	3	2	5	34	50	54	42	60	54	61	68	80	102	205	200	204	146	30	33	24	9	11

Date: **Thursday, November 9, 2017**

Total Daily Volume: **7148**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
22	17	12	6	10	59	221	222	205	224	235	246	275	322	398	651	965	947	922	716	191	137	93	52
5	3	2	3	0	7	40	51	54	49	46	55	63	82	83	126	227	222	247	201	58	37	29	14
5	6	6	0	3	10	48	61	54	67	60	65	73	71	97	160	278	224	206	198	42	36	29	11
8	2	2	0	1	18	66	54	42	64	60	71	66	76	94	172	237	224	252	194	44	31	18	14
4	6	2	3	6	24	67	56	55	44	69	55	73	93	124	193	223	277	217	123	47	33	17	13

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Pala Mesa Drive and SR-76**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **4093**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	5	5	21	86	301	511	410	334	225	237	203	217	197	237	291	262	221	107	67	64	46	29	12
0	3	1	3	12	53	118	119	99	57	54	50	54	38	54	75	64	59	29	14	20	10	11	3
1	0	1	6	13	56	154	86	93	59	55	54	60	67	50	87	70	58	30	12	17	19	8	3
1	2	2	7	16	94	124	110	75	56	62	39	50	49	74	82	71	64	20	16	16	6	5	3
3	0	1	5	45	98	115	95	67	53	66	60	53	43	59	47	57	40	28	25	11	11	5	3

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **4184**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	8	8	21	84	303	597	393	300	267	228	223	209	200	238	268	232	220	132	83	62	56	33	13
2	1	0	3	17	62	130	108	86	61	61	58	61	53	55	49	56	58	37	24	17	18	12	5
2	1	4	10	14	49	157	112	80	73	60	45	45	60	54	73	72	53	37	15	20	12	10	1
0	3	2	1	22	90	179	89	80	69	52	66	52	37	72	86	49	54	32	28	13	15	5	5
2	3	2	7	31	102	131	84	54	64	55	54	51	50	57	60	55	55	26	16	12	11	6	2

Date: **Thursday, November 9, 2017**

Total Daily Volume: **5371**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
14	7	11	16	316	581	636	562	443	291	245	224	216	247	291	344	280	222	144	89	75	61	37	19
6	4	0	3	11	173	163	122	102	74	75	62	61	49	75	95	87	63	34	20	17	13	14	11
5	1	5	6	23	155	162	150	128	74	62	51	49	68	82	86	61	62	52	28	21	11	13	6
1	1	4	2	117	136	146	147	117	80	55	52	50	65	75	87	56	52	32	19	15	18	7	1
2	1	2	5	165	117	165	143	96	63	53	59	56	65	59	76	76	45	26	22	22	19	3	1

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between SR-76 and E. Dulin Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **6529**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
16	21	5	10	51	222	599	666	514	312	329	284	290	310	381	611	590	473	340	177	153	114	33	28
1	10	0	2	6	17	135	164	164	82	69	64	71	68	81	133	186	115	101	56	32	38	13	11
8	4	3	2	7	40	154	149	147	76	76	74	57	66	81	179	155	128	85	45	35	34	11	4
2	6	1	2	15	65	148	183	110	61	86	71	77	96	108	160	131	108	74	33	46	29	6	10
5	1	1	4	23	100	162	170	93	93	98	75	85	80	111	139	118	122	80	43	40	13	3	3

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **6641**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
17	14	12	21	46	217	626	705	499	318	289	340	331	330	443	619	556	465	319	176	129	91	49	29
8	2	3	10	6	33	122	193	189	91	78	92	81	72	100	131	151	133	92	58	40	28	12	6
3	2	5	2	7	45	144	175	133	69	68	83	96	101	89	188	144	111	98	41	33	23	15	12
4	5	1	4	15	52	180	175	92	69	71	82	69	67	130	154	124	125	75	43	27	23	14	8
2	5	3	5	18	87	180	162	85	89	72	83	85	90	124	146	137	96	54	34	29	17	8	3

Date: **Thursday, November 9, 2017**

Total Daily Volume: **7918**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
12	17	18	12	54	207	668	1160	826	327	306	312	343	441	482	506	599	588	370	267	152	140	77	34
5	3	2	5	10	25	115	285	270	86	65	81	80	88	109	115	153	165	120	79	33	38	27	11
3	8	5	1	6	36	159	293	265	79	82	101	92	123	124	135	153	148	90	60	41	30	23	6
2	6	6	3	19	67	160	287	180	83	73	66	86	100	130	132	134	116	74	62	35	35	15	6
2	0	5	3	19	79	234	295	111	79	86	64	85	130	119	124	159	159	86	66	43	37	12	11

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between SR-76 and E. Dulin Road**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **3100**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
9	8	2	6	23	69	173	291	215	158	179	148	131	147	183	350	380	262	179	80	54	36	13	4
1	5	0	1	3	5	39	74	58	36	33	36	30	32	50	72	132	71	55	29	14	11	4	2
2	1	1	1	4	20	50	67	64	44	41	37	28	27	38	101	98	70	39	19	13	10	6	0
2	2	1	2	8	18	33	77	53	30	50	38	40	50	55	113	88	64	46	20	15	13	3	2
4	0	0	2	8	26	51	73	40	48	55	37	33	38	40	64	62	57	39	12	12	2	0	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **3122**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	4	5	13	23	62	165	280	226	164	154	185	153	168	221	352	327	280	164	74	49	28	10	10
3	0	1	8	2	16	34	69	84	54	47	48	43	39	53	76	102	89	45	27	13	7	2	1
0	1	3	0	4	18	35	71	64	29	28	47	43	42	40	120	82	63	56	17	13	9	1	4
2	1	0	2	6	9	47	76	30	40	43	47	32	41	70	82	67	75	43	16	10	6	6	4
0	2	1	3	11	19	49	64	48	41	36	43	35	46	58	74	76	53	20	14	13	6	1	1

Date: **Thursday, November 9, 2017**

Total Daily Volume: **3462**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	9	5	7	24	50	150	280	220	164	149	160	187	213	286	273	385	366	217	154	57	59	31	12
1	2	0	2	7	8	33	69	58	42	37	39	41	39	69	54	98	112	78	41	15	13	9	3
1	3	3	1	2	16	40	68	59	38	38	54	49	56	67	63	104	84	50	37	13	14	11	2
1	4	2	3	6	12	34	81	52	45	32	35	52	41	69	76	82	78	39	43	16	18	9	4
1	0	0	1	9	14	43	62	51	39	42	32	45	77	81	80	101	92	50	33	13	14	2	3

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between SR-76 and E. Dulin Road**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **3442**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	13	3	4	28	154	429	375	299	156	151	137	160	164	199	261	212	211	161	97	99	78	20	24
0	5	0	1	3	12	97	90	106	46	36	28	41	36	31	61	55	44	46	27	18	27	9	9
6	3	2	1	3	21	105	82	83	33	35	38	30	39	43	78	58	58	46	26	22	24	5	4
0	4	0	0	7	47	116	106	57	32	36	33	37	47	53	47	43	44	28	13	31	16	3	8
1	1	1	2	15	74	111	97	53	45	44	38	52	42	72	75	56	65	41	31	28	11	3	3

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **3532**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
12	10	7	8	23	156	461	426	273	157	137	155	180	164	223	267	230	185	155	102	80	63	39	19
5	2	2	2	4	17	88	124	105	38	32	44	38	33	47	55	49	44	47	31	27	21	10	5
3	1	2	2	3	27	109	105	69	40	41	36	54	60	49	68	62	48	42	24	20	14	14	8
2	4	1	2	9	43	133	99	62	30	28	35	38	26	60	72	58	50	32	27	17	17	8	4
2	3	2	2	7	69	131	98	37	49	36	40	50	45	67	72	61	43	34	20	16	11	7	2

Date: **Thursday, November 9, 2017**

Total Daily Volume: **4469**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
8	8	13	5	30	158	519	880	606	165	160	154	158	228	196	233	214	223	154	113	95	81	46	22
4	1	2	3	3	17	82	216	212	45	29	43	39	49	40	61	55	53	42	38	18	25	18	8
2	5	2	0	4	20	120	225	206	41	44	47	44	67	57	72	49	64	41	23	28	16	12	4
1	2	4	0	13	56	126	206	128	39	42	32	35	59	61	56	52	38	35	19	19	17	6	2
1	0	5	2	10	65	191	233	60	40	45	32	40	53	38	44	58	68	36	33	30	23	10	8

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Average Daily Traffic

Location: **Old Highway 395, between E. Dulin Road and W. Lilac Road**

Description: **Total Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **6031**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
16	13	3	13	59	269	637	693	536	231	264	221	236	247	378	617	534	404	281	123	105	80	44	27
2	8	0	3	8	30	126	178	195	66	64	40	68	62	73	111	163	118	100	39	33	23	11	8
5	1	0	2	10	52	163	162	137	54	62	57	47	53	85	200	145	96	60	27	22	24	15	10
4	3	2	2	13	75	181	153	116	47	67	65	62	61	97	165	110	103	59	31	28	21	7	5
5	1	1	6	28	112	167	200	88	64	71	59	59	71	123	141	116	87	62	26	22	12	11	4

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **6093**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
16	11	11	18	57	237	660	740	515	262	226	230	236	261	397	609	485	421	274	153	114	83	47	30
8	2	2	3	7	38	131	203	199	78	54	58	60	62	77	117	125	134	85	48	27	24	11	6
2	4	4	5	12	51	154	189	148	57	48	54	65	73	88	194	129	104	84	32	23	24	14	10
2	2	1	3	17	65	185	160	99	57	61	58	56	69	109	142	101	102	59	46	32	23	13	9
4	3	4	7	21	83	190	188	69	70	63	60	55	57	123	156	130	81	46	27	32	12	9	5

Date: **Thursday, November 9, 2017**

Total Daily Volume: **7511**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
12	18	11	19	64	252	774	1271	889	250	248	243	252	400	442	419	546	517	325	237	123	101	70	28
2	3	1	5	9	37	134	302	236	66	55	64	52	72	108	85	148	136	97	72	36	32	28	7
5	5	3	3	11	46	193	295	327	68	78	79	63	95	132	109	149	124	79	58	39	19	17	5
2	7	4	4	22	78	200	362	223	57	51	53	70	82	103	115	112	107	75	64	25	34	15	8
3	3	3	7	22	91	247	312	103	59	64	47	67	151	99	110	137	150	74	43	23	16	10	8

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between E. Dulin Road and W. Lilac Road**

Description: **Northbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **2758**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
11	7	2	4	10	32	65	158	191	79	117	95	114	102	212	416	396	294	210	84	72	47	25	15
1	5	0	2	0	2	17	31	71	19	23	18	34	24	31	70	126	87	72	24	22	14	5	5
2	1	0	0	1	10	15	28	50	18	26	25	20	24	45	139	102	67	44	20	19	14	10	8
3	0	2	1	3	5	16	26	35	20	30	31	33	22	60	114	81	77	52	26	17	14	4	2
5	1	0	1	6	15	17	73	35	22	38	21	27	32	76	93	87	63	42	14	14	5	6	0

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **2797**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
9	2	7	5	10	31	65	160	179	107	106	109	105	121	215	414	334	320	204	109	81	54	29	21
5	0	1	2	1	8	17	31	72	32	23	27	30	31	36	71	91	103	63	40	17	16	8	3
1	1	4	1	1	6	13	33	51	21	20	22	33	35	46	146	81	79	64	19	16	18	6	6
2	0	0	1	2	6	13	36	30	23	27	32	22	26	59	91	69	78	47	27	23	13	10	8
1	1	2	1	6	11	22	60	26	31	36	28	20	29	74	106	93	60	30	23	25	7	5	4

Date: **Thursday, November 9, 2017**

Total Daily Volume: **3389**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	13	6	5	13	30	87	195	401	93	104	118	120	214	282	272	383	403	250	187	75	63	50	18
1	3	0	2	3	5	22	31	236	22	24	30	24	36	63	50	104	110	72	61	22	16	17	2
3	2	3	1	3	6	24	33	80	25	32	42	30	53	73	60	102	90	57	40	24	12	15	4
2	6	2	1	5	8	20	69	51	19	18	20	35	29	70	86	80	85	56	55	16	22	13	6
1	2	1	1	2	11	21	62	34	27	30	26	31	96	76	76	97	118	65	31	13	13	5	6

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between E. Dulin Road and W. Lilac Road**

Description: **Southbound Volume**

Date: **Tuesday, November 7, 2017**

Total Daily Volume: **3278**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	6	1	9	49	237	573	536	345	152	147	126	123	146	167	201	138	110	71	39	33	33	19	12
1	3	0	1	8	28	109	147	124	47	41	22	35	38	43	41	37	31	28	15	11	9	6	3
3	0	0	2	9	42	148	134	87	36	36	32	27	29	40	61	43	29	16	7	3	10	5	2
1	3	0	1	10	70	166	127	81	27	37	34	29	39	37	51	29	26	7	5	11	7	3	3
0	0	1	5	22	97	150	128	53	42	33	38	32	40	47	48	29	24	20	12	8	7	5	4

Date: **Wednesday, November 8, 2017**

Total Daily Volume: **3311**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7	9	4	13	47	206	596	581	337	156	122	121	132	142	185	195	152	102	70	44	34	29	18	9
3	2	1	1	6	30	114	173	127	46	32	31	31	32	42	46	35	31	22	8	11	8	3	3
1	3	0	4	11	45	141	156	97	36	28	32	32	38	43	48	48	25	20	13	7	6	8	4
0	2	1	2	15	59	172	124	70	34	34	26	34	43	50	51	32	25	12	19	9	10	3	1
3	2	2	6	15	72	169	128	43	40	28	32	35	29	50	50	37	21	16	4	7	5	4	1

Date: **Thursday, November 9, 2017**

Total Daily Volume: **4367**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	5	5	14	52	222	688	1079	724	158	144	125	132	186	160	147	164	115	75	50	48	39	20	10
1	0	1	3	6	32	112	271	236	44	31	34	28	36	45	35	44	26	25	11	14	16	11	5
2	3	0	2	8	40	170	263	247	44	46	37	33	42	59	49	48	35	22	18	15	7	2	1
0	1	2	3	18	70	180	294	172	38	33	33	35	53	33	29	32	22	19	9	9	12	2	2
2	1	2	6	20	80	226	251	69	32	34	21	36	55	23	34	40	32	9	12	10	4	5	2

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VOLUME

Old Hwy 395 Bet. W Lilac Rd & I-15 SB Ramps

Day: Tuesday
Date: 8/29/2017City: Bonsall
Project #: CA17_4281_005

DAILY TOTALS					NB	SB	EB					WB	Total
					2,439	2,802						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	2	1			3		12:00	27	36			63	
00:15	1	0			1		12:15	28	21			49	
00:30	2	0			2		12:30	22	31			53	
00:45	1	6	2	3	3	9	12:45	34	111	27	115	61	226
01:00	3	0			3		13:00	21	35			56	
01:15	2	0			2		13:15	31	30			61	
01:30	0	2			2		13:30	24	28			52	
01:45	3	8	0	2	3	10	13:45	41	117	32	125	73	242
02:00	1	1			2		14:00	37	25			62	
02:15	0	0			0		14:15	38	35			73	
02:30	2	2			4		14:30	44	28			72	
02:45	1	4	1	4	2	8	14:45	60	179	19	107	79	286
03:00	1	0			1		15:00	47	35			82	
03:15	0	2			2		15:15	71	39			110	
03:30	0	2			2		15:30	87	49			136	
03:45	0	1	5	9	5	10	15:45	74	279	37	160	111	439
04:00	0	6			6		16:00	77	35			112	
04:15	1	8			9		16:15	71	29			100	
04:30	3	8			11		16:30	102	32			134	
04:45	2	6	11	33	13	39	16:45	75	325	41	137	116	462
05:00	3	34			37		17:00	72	35			107	
05:15	0	37			37		17:15	73	31			104	
05:30	8	55			63		17:30	73	19			92	
05:45	14	25	60	186	74	211	17:45	65	283	24	109	89	392
06:00	11	83			94		18:00	72	15			87	
06:15	21	142			163		18:15	45	13			58	
06:30	17	122			139		18:30	69	15			84	
06:45	18	67	150	497	168	564	18:45	32	218	5	48	37	266
07:00	24	136			160		19:00	36	11			47	
07:15	15	141			156		19:15	31	14			45	
07:30	21	100			121		19:30	39	13			52	
07:45	31	91	99	476	130	567	19:45	20	126	14	52	34	178
08:00	22	102			124		20:00	28	9			37	
08:15	20	65			85		20:15	17	14			31	
08:30	23	68			91		20:30	24	9			33	
08:45	30	95	41	276	71	371	20:45	32	101	7	39	39	140
09:00	13	22			35		21:00	18	3			21	
09:15	18	34			52		21:15	17	8			25	
09:30	24	43			67		21:30	17	4			21	
09:45	27	82	27	126	54	208	21:45	13	65	5	20	18	85
10:00	27	36			63		22:00	6	8			14	
10:15	16	35			51		22:15	8	3			11	
10:30	27	35			62		22:30	7	3			10	
10:45	27	97	38	144	65	241	22:45	9	30	1	15	10	45
11:00	25	27			52		23:00	6	2			8	
11:15	21	34			55		23:15	7	0			7	
11:30	30	28			58		23:30	5	3			8	
11:45	24	100	25	114	49	214	23:45	5	23	0	5	5	28
TOTALS	582	1870			2452		TOTALS	1857	932			2789	
SPLIT %	23.7%	76.3%			46.8%		SPLIT %	66.6%	33.4%			53.2%	

DAILY TOTALS					NB	SB					EB	WB	Total	
					2,439	2,802					0	0	5,241	
AM Peak Hour	11:30	06:15		06:15	PM Peak Hour	16:00	15:00	15:15						
AM Pk Volume	109	550		630	PM Pk Volume	325	160	469						
Pk Hr Factor	0.908	0.917		0.938	Pk Hr Factor	0.797	0.816	0.862						
7 - 9 Volume	186	752	0	0	938	4 - 6 Volume	608	246	0	0	854			
7 - 9 Peak Hour	07:45	07:00		07:00	4 - 6 Peak Hour	16:00	16:30	16:00						
7 - 9 Pk Volume	96	476	0	0	567	4 - 6 Pk Volume	325	139	0	0	462			
Pk Hr Factor	0.774	0.844	0.000	0.000	0.886	Pk Hr Factor	0.797	0.848	0.000	0.000	0.862			

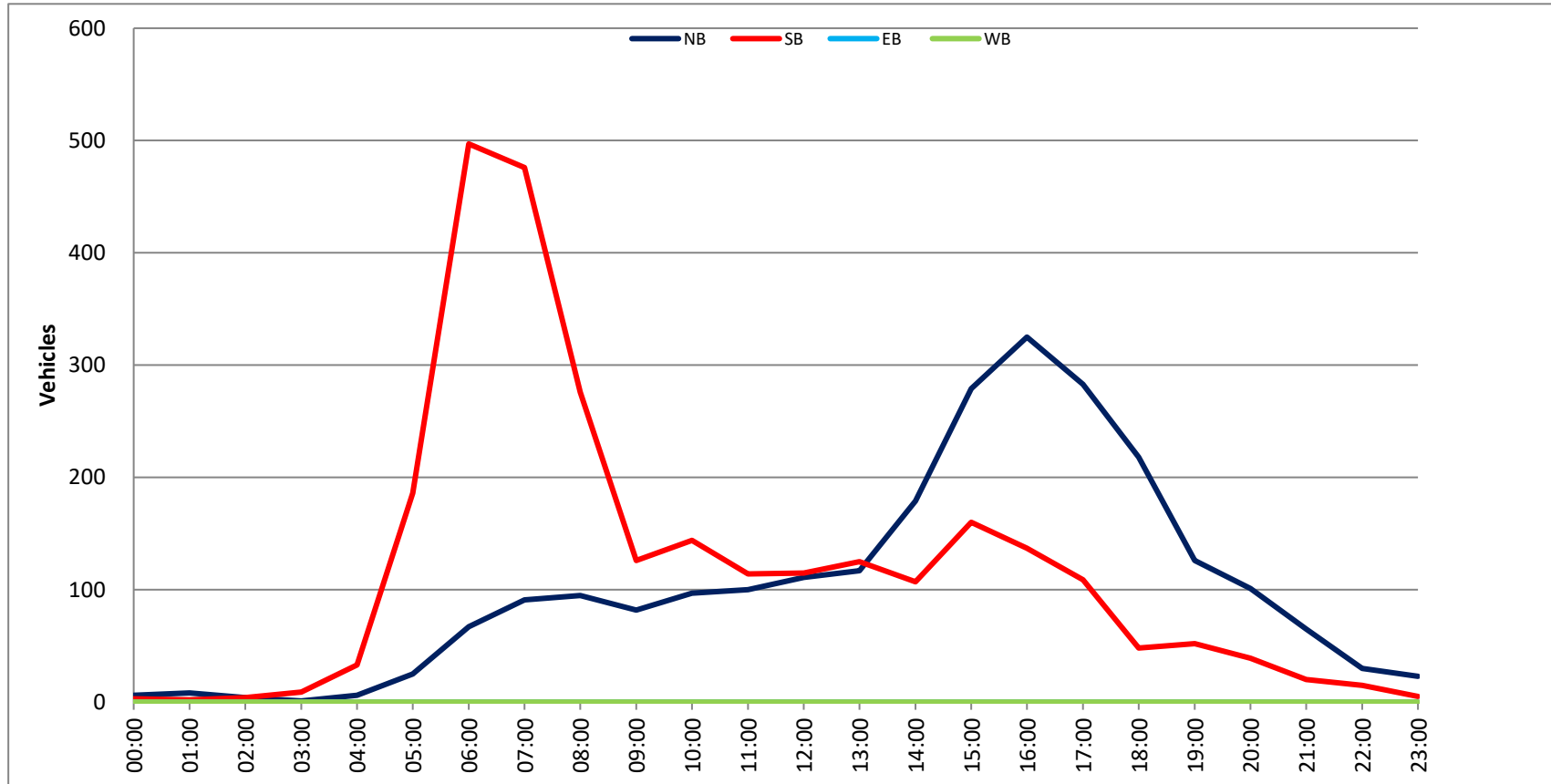
Prepared by NDS/ATD

Project #: CA17_4281_005

City: Bonsall

Location: Old Hwy 395 Bet. W Lilac Rd & I-15 SB

Date: 8/29/2017



VOLUME

Old Hwy 395 Bet. I-15 SB & I-15 NB

Day: Tuesday
Date: 9/26/2017City: Escondido
Project #: CA17_4298_007

DAILY TOTALS					NB	SB						EB	WB						Total
					2,696	2,335						0	0						5,031
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00	5	3			8		12:00	25	10			35							
00:15	3	1			4		12:15	37	29			66							
00:30	5	1			6		12:30	32	20			52							
00:45	1	14	2	7	3	21	12:45	28	122	16	75	44	197						
01:00	3	0			3		13:00	35	22			57							
01:15	11	1			12		13:15	38	18			56							
01:30	5	2			7		13:30	42	18			60							
01:45	10	29	0	3	10	32	13:45	36	151	21	79	57	230						
02:00	0	2			2		14:00	36	17			53							
02:15	9	1			10		14:15	32	15			47							
02:30	0	0			0		14:30	45	27			72							
02:45	8	17	1	4	9	21	14:45	70	183	20	79	90	262						
03:00	1	1			2		15:00	72	24			96							
03:15	1	1			2		15:15	66	35			101							
03:30	0	4			4		15:30	68	44			112							
03:45	1	3	2	8	3	11	15:45	85	291	29	132	114	423						
04:00	2	1			3		16:00	75	29			104							
04:15	2	2			4		16:15	83	35			118							
04:30	4	4			8		16:30	84	41			125							
04:45	3	11	5	12	8	23	16:45	93	335	22	127	115	462						
05:00	7	13			20		17:00	67	29			96							
05:15	6	22			28		17:15	69	36			105							
05:30	10	24			34		17:30	75	29			104							
05:45	14	37	34	93	48	130	17:45	80	291	21	115	101	406						
06:00	23	46			69		18:00	70	23			93							
06:15	32	61			93		18:15	71	19			90							
06:30	23	131			154		18:30	52	10			62							
06:45	27	105	172	410	199	515	18:45	51	244	9	61	60	305						
07:00	18	141			159		19:00	35	7			42							
07:15	18	112			130		19:15	54	12			66							
07:30	23	125			148		19:30	31	16			47							
07:45	27	86	115	493	142	579	19:45	30	150	12	47	42	197						
08:00	34	100			134		20:00	27	18			45							
08:15	33	83			116		20:15	29	12			41							
08:30	33	56			89		20:30	28	7			35							
08:45	17	117	26	265	43	382	20:45	24	108	8	45	32	153						
09:00	15	22			37		21:00	19	6			25							
09:15	21	23			44		21:15	16	5			21							
09:30	20	27			47		21:30	22	7			29							
09:45	20	76	14	86	34	162	21:45	15	72	7	25	22	97						
10:00	21	20			41		22:00	16	3			19							
10:15	31	18			49		22:15	7	2			9							
10:30	22	18			40		22:30	12	4			16							
10:45	22	96	19	75	41	171	22:45	9	44	1	10	10	54						
11:00	23	14			37		23:00	2	0			2							
11:15	34	15			49		23:15	6	5			11							
11:30	24	24			48		23:30	6	0			6							
11:45	17	98	25	78	42	176	23:45	2	16	1	6	3	22						
TOTALS	689	1534			2223		TOTALS	2007	801			2808							
SPLIT %	31.0%	69.0%			44.2%		SPLIT %	71.5%	28.5%			55.8%							

DAILY TOTALS					NB	SB						EB	WB						Total
					2,696	2,335						0	0						5,031
AM Peak Hour	07:45	06:30			06:30		PM Peak Hour	16:00	15:15			16:00							
AM Pk Volume	127	556			642		PM Pk Volume	335	137			462							
Pk Hr Factor	0.934	0.808			0.807		Pk Hr Factor	0.901	0.778			0.924							
7 - 9 Volume	203	758	0	0	961		4 - 6 Volume	626	242	0	0	868							
7 - 9 Peak Hour	07:45	07:00			07:00		4 - 6 Peak Hour	16:00	16:30			16:00							
7 - 9 Pk Volume	127	493	0	0	579		4 - 6 Pk Volume	335	128	0	0	462							
Pk Hr Factor	0.934	0.874	0.000	0.000	0.910		Pk Hr Factor	0.901	0.780	0.000	0.000	0.924							

VOLUME

Old Hwy 395 Bet. I-15 SB & I-15 NB

Day: Wednesday

Date: 9/27/2017

City: Escondido

Project #: CA17_4298_007

DAILY TOTALS					NB	SB	EB					WB	Total
					3,460	2,163						0	0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	5	1			6	12:00	35	32			67		
00:15	2	0			2	12:15	20	22			42		
00:30	4	5			9	12:30	37	28			65		
00:45	3	14	3	9	6 23	12:45	37	129	19	101	56 230		
01:00	0	2			2	13:00	35	33			68		
01:15	2	0			2	13:15	38	18			56		
01:30	0	1			1	13:30	36	21			57		
01:45	2	4	1	4	3 8	13:45	29	138	27	99	56 237		
02:00	1	1			2	14:00	45	29			74		
02:15	1	0			1	14:15	53	32			85		
02:30	3	1			4	14:30	52	31			83		
02:45	2	7	0	2	2 9	14:45	67	217	29	121	96 338		
03:00	2	0			2	15:00	74	31			105		
03:15	0	2			2	15:15	93	26			119		
03:30	0	0			0	15:30	150	34			184		
03:45	4	6	1	3	5 9	15:45	191	508	28	119	219 627		
04:00	1	0			1	16:00	229	30			259		
04:15	5	3			8	16:15	169	32			201		
04:30	4	6			10	16:30	210	27			237		
04:45	3	13	6	15	9 28	16:45	136	744	35	124	171 868		
05:00	7	8			15	17:00	118	25			143		
05:15	7	15			22	17:15	87	27			114		
05:30	6	24			30	17:30	94	24			118		
05:45	14	34	30	77	44 111	17:45	80	379	28	104	108 483		
06:00	15	45			60	18:00	73	24			97		
06:15	45	57			102	18:15	51	17			68		
06:30	34	94			128	18:30	53	12			65		
06:45	26	120	102	298	128 418	18:45	46	223	18	71	64 294		
07:00	21	97			118	19:00	36	14			50		
07:15	14	82			96	19:15	40	15			55		
07:30	25	98			123	19:30	37	13			50		
07:45	26	86	123	400	149 486	19:45	36	149	15	57	51 206		
08:00	37	83			120	20:00	24	7			31		
08:15	22	67			89	20:15	28	3			31		
08:30	31	39			70	20:30	32	8			40		
08:45	27	117	27	216	54 333	20:45	15	99	7	25	22 124		
09:00	14	29			43	21:00	20	6			26		
09:15	29	22			51	21:15	21	8			29		
09:30	24	23			47	21:30	19	9			28		
09:45	22	89	24	98	46 187	21:45	22	82	3	26	25 108		
10:00	23	20			43	22:00	11	8			19		
10:15	25	17			42	22:15	18	7			25		
10:30	22	21			43	22:30	13	5			18		
10:45	37	107	17	75	54 182	22:45	11	53	3	23	14 76		
11:00	26	35			61	23:00	4	2			6		
11:15	36	16			52	23:15	6	0			6		
11:30	34	17			51	23:30	7	1			8		
11:45	22	118	22	90	44 208	23:45	7	24	3	6	10 30		
TOTALS	715	1287			2002	TOTALS	2745	876			3621		
SPLIT %	35.7%	64.3%			35.6%	SPLIT %	75.8%	24.2%			64.4%		

DAILY TOTALS					NB	SB	EB	WB	Total
					3,460	2,163	0	0	5,623
AM Peak Hour	10:45	07:00		07:15	PM Peak Hour	15:45	15:30		15:45
AM Pk Volume	133	400		488	PM Pk Volume	799	124		916
Pk Hr Factor	0.899	0.813		0.819	Pk Hr Factor	0.872	0.912		0.884
7 - 9 Volume	203	616	0	0	819	4 - 6 Volume	1123	228	0 0 1351
7 - 9 Peak Hour	08:00	07:00		07:15	4 - 6 Peak Hour	16:00	16:00		16:00
7 - 9 Pk Volume	117	400	0	0	488	4 - 6 Pk Volume	744	124	0 0 868
Pk Hr Factor	0.791	0.813	0.000	0.000	0.819	Pk Hr Factor	0.812	0.886	0.000 0.000 0.838

VOLUME

Old Hwy 395 Bet. I-15 SB & I-15 NB

Day: Thursday
Date: 9/28/2017City: Escondido
Project #: CA17_4298_007

DAILY TOTALS					NB	SB						EB	WB	Total	
					2,971	2,329						0	0	5,300	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	6	2			8		12:00	33	13			46			
00:15	1	0			1		12:15	38	21			59			
00:30	3	1			4		12:30	43	25			68			
00:45	3	13	1	4	4	17	12:45	40	154	23	82	63	236		
01:00	3	4			7		13:00	56	21			77			
01:15	1	1			2		13:15	40	21			61			
01:30	0	2			2		13:30	48	22			70			
01:45	2	6	1	8	3	14	13:45	53	197	30	94	83	291		
02:00	1	0			1		14:00	41	31			72			
02:15	0	0			0		14:15	50	31			81			
02:30	0	0			0		14:30	54	24			78			
02:45	1	2	0		1	2	14:45	69	214	29	115	98	329		
03:00	6	0			6		15:00	70	21			91			
03:15	2	3			5		15:15	79	32			111			
03:30	1	0			1		15:30	90	26			116			
03:45	0	9	0	3	0	12	15:45	109	348	33	112	142	460		
04:00	2	0			2		16:00	74	23			97			
04:15	1	2			3		16:15	98	31			129			
04:30	6	4			10		16:30	105	45			150			
04:45	6	15	10	16	16	31	16:45	83	360	30	129	113	489		
05:00	6	12			18		17:00	84	28			112			
05:15	3	16			19		17:15	85	23			108			
05:30	11	22			33		17:30	77	20			97			
05:45	14	34	33	83	47	117	17:45	79	325	13	84	92	409		
06:00	15	46			61		18:00	71	24			95			
06:15	46	58			104		18:15	51	20			71			
06:30	17	99			116		18:30	65	24			89			
06:45	31	109	145	348	176	457	18:45	49	236	14	82	63	318		
07:00	24	170			194		19:00	43	10			53			
07:15	17	124			141		19:15	40	17			57			
07:30	20	125			145		19:30	34	9			43			
07:45	31	92	113	532	144	624	19:45	37	154	8	44	45	198		
08:00	33	99			132		20:00	44	15			59			
08:15	35	78			113		20:15	26	7			33			
08:30	33	37			70		20:30	17	4			21			
08:45	17	118	30	244	47	362	20:45	25	112	4	30	29	142		
09:00	22	15			37		21:00	32	9			41			
09:15	22	24			46		21:15	22	6			28			
09:30	17	26			43		21:30	16	13			29			
09:45	31	92	14	79	45	171	21:45	14	84	9	37	23	121		
10:00	21	15			36		22:00	20	8			28			
10:15	29	25			54		22:15	12	5			17			
10:30	24	20			44		22:30	14	3			17			
10:45	13	87	24	84	37	171	22:45	4	50	1	17	5	67		
11:00	34	20			54		23:00	6	3			9			
11:15	34	19			53		23:15	6	2			8			
11:30	34	33			67		23:30	2	6			8			
11:45	37	139	16	88	53	227	23:45	7	21	3	14	10	35		
TOTALS	716	1489			2205		TOTALS	2255	840			3095			
SPLIT %	32.5%	67.5%			41.6%		SPLIT %	72.9%	27.1%			58.4%			

DAILY TOTALS					NB	SB					EB	WB	Total	
					2,971	2,329					0	0	5,300	
AM Peak Hour	11:45	06:45		06:45			PM Peak Hour	15:45	16:15			15:45		
AM Pk Volume	151	564		656			PM Pk Volume	386	134			518		
Pk Hr Factor	0.878	0.829		0.845			Pk Hr Factor	0.885	0.744			0.863		
7 - 9 Volume	210	776	0	0	986		4 - 6 Volume	685	213	0	0	898		
7 - 9 Peak Hour	07:45	07:00		07:00			4 - 6 Peak Hour	16:15	16:15			16:15		
7 - 9 Pk Volume	132	532	0	0	624		4 - 6 Pk Volume	370	134	0	0	504		
Pk Hr Factor	0.943	0.782	0.000	0.000	0.804		Pk Hr Factor	0.881	0.744	0.000	0.000	0.840		

VOLUME

Old Hwy 395 Bet. I-15 NB Ramps & Camino Del Rey

Day: Tuesday
Date: 8/29/2017City: Escondido
Project #: CA17_4281_006

DAILY TOTALS					NB	SB	EB					WB	Total
					1,793	2,287						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	3			6		12:00	21	23			44	
00:15	2	1			3		12:15	20	21			41	
00:30	4	2			6		12:30	14	22			36	
00:45	2	11	0	6	2	17	12:45	18	73	22	88	40	161
01:00	1	0			1		13:00	19	23			42	
01:15	2	1			3		13:15	29	25			54	
01:30	1	2			3		13:30	26	30			56	
01:45	2	6	0	3	2	9	13:45	28	102	21	99	49	201
02:00	0	1			1		14:00	28	25			53	
02:15	2	1			3		14:15	23	23			46	
02:30	3	0			3		14:30	30	25			55	
02:45	1	6	2	4	3	10	14:45	63	144	17	90	80	234
03:00	5	1			6		15:00	48	27			75	
03:15	0	1			1		15:15	62	23			85	
03:30	1	0			1		15:30	56	33			89	
03:45	0	6	0	2	0	8	15:45	69	235	30	113	99	348
04:00	0	1			1		16:00	54	27			81	
04:15	8	1			9		16:15	61	20			81	
04:30	3	3			6		16:30	47	31			78	
04:45	2	13	4	9	6	22	16:45	54	216	33	111	87	327
05:00	2	12			14		17:00	43	25			68	
05:15	4	18			22		17:15	40	18			58	
05:30	4	33			37		17:30	54	27			81	
05:45	14	24	22	85	36	109	17:45	40	177	16	86	56	263
06:00	12	40			52		18:00	43	14			57	
06:15	19	65			84		18:15	34	12			46	
06:30	17	120			137		18:30	40	20			60	
06:45	25	73	153	378	178	451	18:45	26	143	15	61	41	204
07:00	26	162			188		19:00	16	13			29	
07:15	24	122			146		19:15	13	7			20	
07:30	32	130			162		19:30	14	13			27	
07:45	21	103	110	524	131	627	19:45	13	56	12	45	25	101
08:00	26	91			117		20:00	8	11			19	
08:15	22	59			81		20:15	9	7			16	
08:30	19	58			77		20:30	9	8			17	
08:45	20	87	25	233	45	320	20:45	11	37	6	32	17	69
09:00	15	30			45		21:00	11	10			21	
09:15	17	22			39		21:15	9	8			17	
09:30	21	20			41		21:30	6	1			7	
09:45	20	73	20	92	40	165	21:45	9	35	2	21	11	56
10:00	15	33			48		22:00	6	4			10	
10:15	17	15			32		22:15	6	4			10	
10:30	12	26			38		22:30	7	4			11	
10:45	16	60	26	100	42	160	22:45	1	20	5	17	6	37
11:00	22	19			41		23:00	5	2			7	
11:15	12	20			32		23:15	1	1			2	
11:30	27	25			52		23:30	1	1			2	
11:45	20	81	20	84	40	165	23:45	5	12	0	4	5	16
TOTALS	543	1520			2063		TOTALS	1250	767			2017	
SPLIT %	26.3%	73.7%			50.6%		SPLIT %	62.0%	38.0%			49.4%	

DAILY TOTALS				NB	SB					EB	WB	Total	
				1,793	2,287					0	0		
AM Peak Hour	06:45	06:45			06:45		PM Peak Hour	15:15	15:00			15:15	
AM Pk Volume	107	567			674		PM Pk Volume	241	113			354	
Pk Hr Factor	0.836	0.875			0.896		Pk Hr Factor	0.873	0.856			0.894	
7 - 9 Volume	190	757	0	0	947		4 - 6 Volume	393	197	0	0	590	
7 - 9 Peak Hour	07:00	07:00			07:00		4 - 6 Peak Hour	16:00	16:00			16:00	
7 - 9 Pk Volume	103	524	0	0	627		4 - 6 Pk Volume	216	111	0	0	327	
Pk Hr Factor	0.805	0.809	0.000	0.000	0.834		Pk Hr Factor	0.885	0.841	0.000	0.000	0.940	

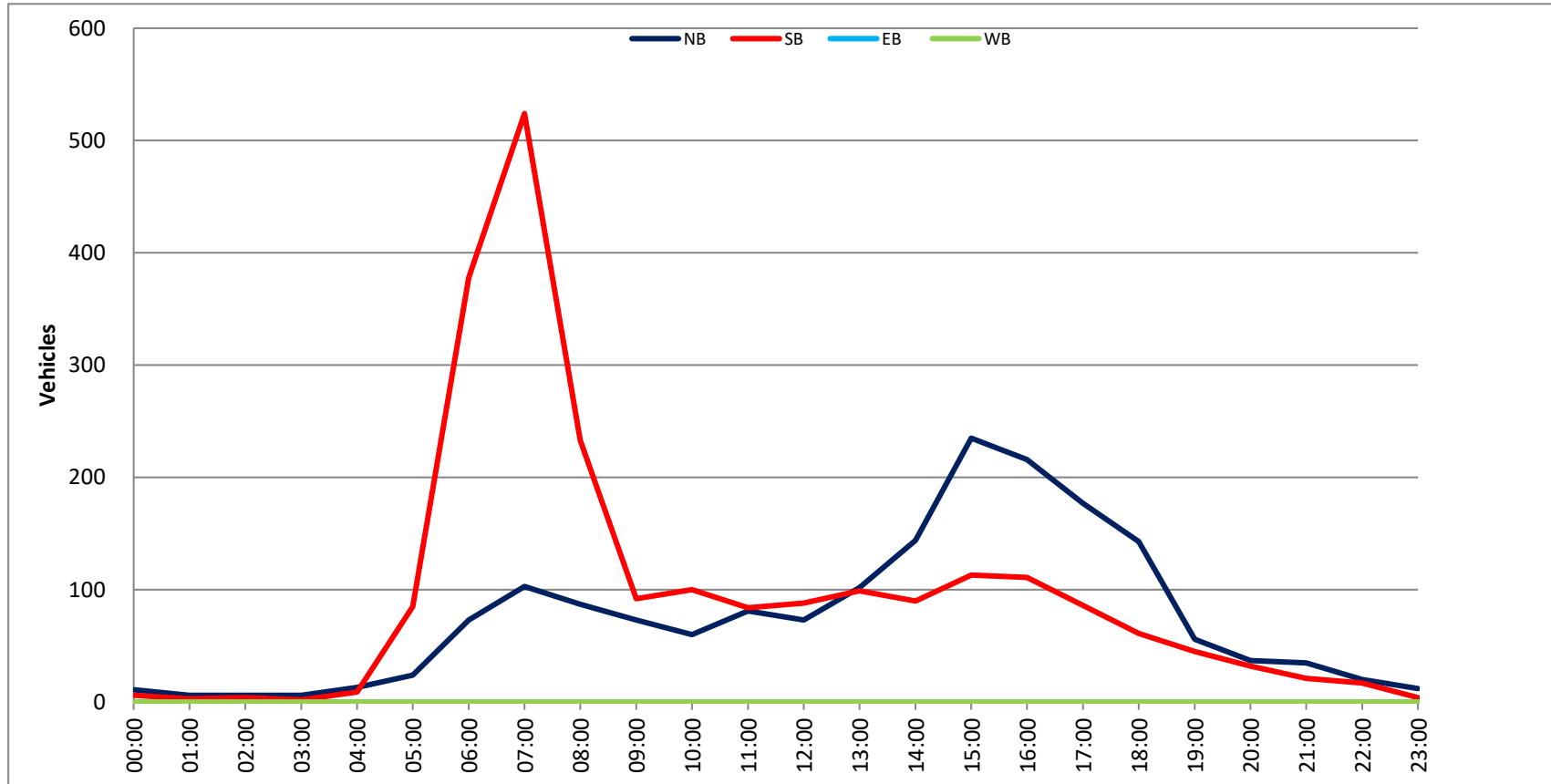
Prepared by NDS/ATD

Project #: CA17_4281_006

City: Escondido

Location: Old Hwy 395 Bet. I-15 NB Ramps & Camino

Date: 8/29/2017



Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Camino Del Rey and Circle R Drive**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **8566**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
19	15	12	31	85	326	850	772	649	432	358	367	428	391	514	695	746	715	452	216	177	162	114	40
6	6	2	5	14	60	138	269	214	107	90	98	96	101	112	159	170	186	146	57	45	41	24	6
9	2	2	11	18	66	211	208	203	108	83	90	97	92	131	155	182	185	133	65	48	48	33	13
2	6	0	8	26	75	248	124	135	123	83	102	106	94	133	191	195	180	94	48	43	36	27	14
2	1	8	7	27	125	253	171	97	94	102	77	129	104	138	190	199	164	79	46	41	37	30	7

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **8392**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
17	21	14	31	96	324	770	812	506	381	357	384	399	432	518	692	771	691	436	271	184	144	79	62
4	5	0	7	13	42	154	194	149	98	90	99	77	110	118	155	184	199	120	81	49	47	24	16
4	6	5	10	17	78	165	246	132	112	78	101	85	100	129	160	193	163	118	73	54	40	21	18
7	4	3	8	26	83	210	189	117	88	85	95	103	104	123	193	204	173	101	62	44	35	18	14
2	6	6	6	40	121	241	183	108	83	104	89	134	118	148	184	190	156	97	55	37	22	16	14

Date: **Thursday, November 16, 2017**

Total Daily Volume: **8258**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	21	14	22	96	319	776	537	544	423	422	358	369	416	527	709	760	699	454	282	175	165	86	61
4	9	1	4	12	45	120	234	82	125	96	84	88	105	109	166	161	176	121	79	47	41	25	16
7	5	5	7	25	68	180	90	176	96	104	88	93	107	129	173	211	199	126	88	49	36	30	22
8	4	3	6	20	92	238	131	136	98	111	97	90	101	147	191	194	155	119	65	41	48	16	15
4	3	5	5	39	114	238	82	150	104	111	89	98	103	142	179	194	169	88	50	38	40	15	8

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Camino Del Rey and Circle R Drive**

Description: **Northbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **4092**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
13	10	4	12	24	62	188	179	169	153	161	168	212	214	301	427	487	487	318	166	117	112	82	26
5	6	0	1	2	14	34	48	36	37	34	45	39	56	65	104	103	119	109	44	36	27	18	5
6	0	1	4	7	15	53	48	55	35	38	44	43	44	77	85	118	125	91	52	28	38	23	9
0	3	0	3	10	14	45	46	45	48	41	51	53	50	81	104	137	122	68	34	23	24	17	8
2	1	3	4	5	19	56	37	33	33	48	28	77	64	78	134	129	121	50	36	30	23	24	4

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **4066**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
11	15	9	8	31	68	178	188	156	146	151	184	207	232	306	413	510	458	298	182	128	92	48	47
3	4	0	2	7	11	32	37	37	33	28	46	36	55	69	78	121	130	87	54	35	32	15	13
2	5	4	3	4	12	42	69	40	44	34	42	40	51	78	102	122	110	79	47	33	23	11	12
4	2	3	3	10	19	42	40	35	38	43	51	55	61	65	113	137	113	56	42	30	22	13	11
2	4	2	0	10	26	62	42	44	31	46	45	76	65	94	120	130	105	76	39	30	15	9	11

Date: **Thursday, November 16, 2017**

Total Daily Volume: **4114**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
18	16	6	7	33	67	184	155	132	152	176	166	202	223	308	442	489	458	328	205	127	112	64	44
4	8	1	0	4	13	29	42	37	29	36	34	51	64	57	108	93	115	89	58	33	32	20	13
5	3	3	3	8	9	46	41	36	46	43	36	48	51	70	103	140	117	86	62	31	22	20	14
6	3	0	3	8	26	52	43	29	35	49	52	49	53	86	121	123	108	92	53	33	31	13	10
3	2	2	1	13	19	57	29	30	42	48	44	54	55	95	110	133	118	61	32	30	27	11	7

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Camino Del Rey and Circle R Drive**

Description: **Southbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **4474**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	5	8	19	61	264	662	593	480	279	197	199	216	177	213	268	259	228	134	50	60	50	32	14
1	0	2	4	12	46	104	221	178	70	56	53	57	45	47	55	67	67	37	13	9	14	6	1
3	2	1	7	11	51	158	160	148	73	45	46	54	48	54	70	64	60	42	13	20	10	10	4
2	3	0	5	16	61	203	78	90	75	42	51	53	44	52	87	58	58	26	14	20	12	10	6
0	0	5	3	22	106	197	134	64	61	54	49	52	40	60	56	70	43	29	10	11	14	6	3

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **4326**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
6	6	5	23	65	256	592	624	350	235	206	200	192	200	212	279	261	233	138	89	56	52	31	15
1	1	0	5	6	31	122	157	112	65	62	53	41	55	49	77	63	69	33	27	14	15	9	3
2	1	1	7	13	66	123	177	92	68	44	59	45	49	51	58	71	53	39	26	21	17	10	6
3	2	0	5	16	64	168	149	82	50	42	44	48	43	58	80	67	60	45	20	14	13	5	3
0	2	4	6	30	95	179	141	64	52	58	44	58	53	54	64	60	51	21	16	7	7	7	3

Date: **Thursday, November 16, 2017**

Total Daily Volume: **4144**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
5	5	8	15	63	252	592	382	412	271	246	192	167	193	219	267	271	241	126	77	48	53	22	17
0	1	0	4	8	32	91	192	45	96	60	50	37	41	52	58	68	61	32	21	14	9	5	3
2	2	2	4	17	59	134	49	140	50	61	52	45	56	59	70	71	82	40	26	18	14	10	8
2	1	3	3	12	66	186	88	107	63	62	45	41	48	61	70	71	47	27	12	8	17	3	5
1	1	3	4	26	95	181	53	120	62	63	45	44	48	47	69	61	51	27	18	8	13	4	1

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Circle R Drive and Gopher Canyon Road**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **14624**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
44	22	26	47	125	527	1400	1877	1182	730	588	636	728	661	835	1033	1132	1136	712	389	296	259	166	73
21	6	4	8	18	90	205	470	421	168	129	151	164	176	205	232	277	306	217	107	86	70	35	13
10	5	4	16	32	98	288	498	381	193	137	161	179	170	196	233	277	275	194	107	74	73	51	16
9	6	3	14	35	130	440	447	211	212	147	169	196	153	213	293	288	293	162	85	74	62	45	25
4	5	15	9	40	209	467	462	169	157	175	155	189	162	221	275	290	262	139	90	62	54	35	19

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **13914**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
38	37	29	50	152	501	1199	1420	839	657	609	692	678	730	849	1079	1208	1104	740	476	347	241	136	103
7	10	5	9	20	61	223	357	243	172	135	183	132	191	190	243	300	293	210	149	93	80	36	28
15	8	6	17	33	114	244	419	210	183	145	174	167	159	211	255	300	268	191	117	86	66	35	23
11	8	6	11	39	130	335	338	198	156	167	166	173	189	219	295	306	292	156	97	85	54	41	27
5	11	12	13	60	196	397	306	188	146	162	169	206	191	229	286	302	251	183	113	83	41	24	25

Date: **Thursday, November 16, 2017**

Total Daily Volume: **15049**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
43	36	36	34	151	485	1214	1730	1591	751	698	642	648	708	847	1085	1160	1074	773	457	311	287	163	125
11	13	5	7	19	69	207	424	433	212	172	144	149	177	202	252	265	292	204	140	86	73	43	35
11	6	10	10	39	114	258	459	434	186	166	163	167	195	199	261	303	288	215	125	80	80	50	31
12	10	6	10	32	137	345	429	430	183	187	180	167	172	228	321	295	239	186	105	74	67	40	32
9	7	15	7	61	165	404	418	294	170	173	155	165	164	218	251	297	255	168	87	71	67	30	27

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Circle R Drive and Gopher Canyon Road**

Description: **Northbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **6939**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
36	15	9	17	28	111	316	486	351	264	239	270	372	347	474	665	732	799	545	284	212	198	120	49
20	6	0	0	2	20	48	102	109	53	48	72	76	96	107	161	163	207	160	77	67	53	24	11
8	1	3	6	12	25	59	126	106	75	44	62	93	84	114	148	178	187	148	83	46	60	37	12
4	4	2	7	9	27	97	127	79	79	75	77	91	73	119	173	205	208	130	53	53	48	31	15
4	4	4	4	5	39	112	131	57	57	72	59	112	94	134	183	186	197	107	71	46	37	28	11

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **6756**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
27	27	14	17	34	120	253	298	263	248	255	337	349	379	502	639	787	743	523	331	262	174	98	76
6	7	4	5	7	12	35	70	59	67	44	86	65	94	111	130	194	191	154	108	72	57	24	24
11	7	4	5	4	27	56	80	66	67	58	81	81	76	119	158	200	176	141	79	61	48	23	14
8	6	5	4	11	34	76	73	62	59	88	85	98	106	123	172	198	202	91	72	60	37	34	19
2	7	1	3	12	47	86	75	76	55	65	85	105	103	149	179	195	174	137	72	69	32	17	19

Date: **Thursday, November 16, 2017**

Total Daily Volume: **7029**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
35	25	15	10	46	119	239	356	393	258	290	287	338	376	481	680	776	740	581	330	235	205	121	93
10	9	4	1	6	17	30	75	115	59	72	62	80	94	107	167	167	202	151	98	64	55	36	23
8	4	8	3	16	30	69	105	104	79	64	62	80	89	111	161	208	176	159	87	56	55	35	23
10	6	1	5	10	33	63	94	100	52	74	86	87	93	131	188	198	174	146	81	56	45	30	24
7	6	2	1	14	39	77	82	74	68	80	77	91	100	132	164	203	188	125	64	59	50	20	23

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Chen-Ryan Associates

3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Circle R Drive and Gopher Canyon Road**

Description: **Southbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **7702**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
8	7	17	30	97	419	1086	1392	832	467	351	366	358	316	362	368	400	338	167	106	84	61	46	24
1	0	4	8	16	70	158	368	312	115	81	79	89	81	98	71	114	99	57	30	19	17	11	2
2	4	1	10	20	74	229	373	275	119	94	99	87	87	82	85	99	88	46	25	28	13	14	4
5	2	1	7	26	104	343	320	132	133	73	92	105	80	95	120	83	85	32	32	21	14	14	10
0	1	11	5	35	171	356	331	113	100	103	96	77	68	87	92	104	66	32	19	16	17	7	8

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **7175**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
11	10	15	33	118	382	947	1124	576	409	355	356	330	352	347	441	425	362	218	147	85	67	38	27
1	3	1	4	13	49	188	288	184	105	91	97	67	98	79	113	107	103	56	41	21	23	12	4
4	1	2	12	29	87	188	340	144	116	87	93	86	83	92	97	101	92	51	39	25	18	12	9
3	2	1	7	28	96	259	265	136	97	79	82	76	83	96	123	109	90	65	26	25	17	7	8
3	4	11	10	48	150	312	231	112	91	98	84	101	88	80	108	108	77	46	41	14	9	7	6

Date: **Thursday, November 16, 2017**

Total Daily Volume: **8032**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
8	11	21	24	105	367	976	1375	1199	493	408	355	311	334	368	406	385	335	192	127	76	82	42	32
1	4	1	6	13	53	177	349	319	153	100	82	70	83	96	85	98	91	53	42	22	18	7	12
3	2	2	7	23	84	190	354	330	107	102	101	87	107	89	100	95	112	56	38	24	25	15	8
2	4	5	5	22	104	282	335	330	131	113	94	80	80	97	134	98	65	40	24	18	22	10	8
2	1	13	6	47	126	327	337	220	102	93	78	74	64	86	87	94	67	43	23	12	17	10	4

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Gopher Canyon Road and Old Castle Road**

Description: **Total Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **12749**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
41	30	34	67	114	346	952	1339	1159	558	545	601	605	632	755	965	1085	1134	645	366	278	252	155	91
12	3	13	12	9	47	151	323	415	133	138	160	159	140	173	202	284	290	211	103	69	68	34	18
9	5	6	11	28	90	233	328	359	143	112	171	151	181	183	244	260	288	176	94	78	74	48	30
12	16	6	23	33	77	264	337	224	154	165	136	150	149	180	259	283	282	158	81	66	51	40	27
8	6	9	21	44	132	304	351	161	128	130	134	145	162	219	260	258	274	100	88	65	59	33	16

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **12105**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
46	42	28	48	102	360	868	1225	783	579	526	578	643	613	734	974	1077	1064	656	408	319	224	144	64
9	15	4	7	17	60	134	302	231	137	111	139	159	151	150	252	247	282	197	122	92	64	41	24
15	9	10	15	19	94	190	340	198	168	143	163	131	151	201	238	272	263	174	93	77	64	38	15
16	8	5	10	27	90	264	300	198	156	158	134	182	148	190	259	299	252	142	106	68	51	38	12
6	10	9	16	39	116	280	283	156	118	114	142	171	163	193	225	259	267	143	87	82	45	27	13

Date: **Thursday, November 16, 2017**

Total Daily Volume: **12707**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
46	32	37	47	114	325	900	1501	1125	655	559	598	575	635	791	959	1016	1015	666	361	267	228	143	112
12	7	7	7	21	48	150	352	357	178	127	155	152	143	178	229	243	259	212	118	82	65	41	33
17	3	11	16	27	80	197	355	279	188	141	146	137	175	198	219	264	265	185	90	70	63	44	26
12	11	9	9	25	86	277	393	249	144	147	144	136	172	205	274	270	246	150	80	53	53	32	28
5	11	10	15	41	111	276	401	240	145	144	153	150	145	210	237	239	245	119	73	62	47	26	25

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Gopher Canyon Road and Old Castle Road**

Description: **Northbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **7084**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
18	16	15	20	51	201	619	961	819	288	284	302	315	331	370	477	511	516	330	214	171	133	80	42
6	1	7	4	4	29	88	229	326	74	70	77	91	66	80	93	137	127	109	55	46	38	22	7
2	3	2	3	10	42	149	237	264	72	62	88	75	95	90	124	129	125	93	58	53	36	23	15
6	11	3	9	14	50	179	239	156	74	93	69	82	76	92	122	124	126	73	55	32	25	20	12
4	1	3	4	23	80	203	256	73	68	59	68	67	94	108	138	121	138	55	46	40	34	15	8

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **6325**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
29	20	11	12	45	194	531	836	418	276	246	274	338	320	342	480	505	487	301	231	185	134	77	33
6	7	2	1	4	27	81	211	131	73	57	66	77	86	76	127	124	137	94	75	53	31	26	10
11	6	3	2	9	45	112	231	102	78	61	82	80	80	90	121	114	123	74	43	51	42	24	8
9	3	1	2	9	50	170	202	101	75	70	62	87	78	88	128	137	105	63	60	35	35	13	9
3	4	5	7	23	72	168	192	84	50	58	64	94	76	88	104	130	122	70	53	46	26	14	6

Date: **Thursday, November 16, 2017**

Total Daily Volume: **6989**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	16	12	16	46	177	568	1146	790	338	283	287	283	337	398	441	467	461	325	194	128	125	62	66
6	4	3	1	7	22	85	236	262	107	72	83	77	73	89	108	115	113	103	58	34	35	18	16
7	2	4	7	9	40	126	276	182	97	67	77	58	97	105	99	121	125	98	48	32	30	21	16
9	6	3	4	11	45	181	320	169	62	76	57	72	92	103	125	124	119	60	49	27	34	11	18
1	4	2	4	19	70	176	314	177	72	68	70	76	75	101	109	107	104	64	39	35	26	12	16

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3900 Fifth Avenue, Suite 210 | San Diego, CA 92103

Average Daily Traffic

Location: **Old Highway 395, between Gopher Canyon Road and Old Castle Road**

Description: **Southbound Volume**

Date: **Tuesday, November 14, 2017**

Total Daily Volume: **5686**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	14	20	48	65	146	333	380	341	270	262	299	290	303	386	490	575	620	317	152	107	120	76	49
6	2	6	8	5	18	63	94	89	59	68	83	68	74	93	109	147	164	102	48	23	30	12	11
7	2	5	8	19	49	84	92	95	71	51	83	76	87	93	121	132	164	84	36	25	38	26	15
6	5	3	15	20	27	85	98	68	80	72	67	68	74	89	137	159	156	85	26	34	27	20	15
4	5	6	17	21	52	101	96	89	60	71	66	78	68	111	123	137	136	46	42	25	25	18	8

Date: **Wednesday, November 15, 2017**

Total Daily Volume: **5794**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
17	22	17	36	58	166	338	389	366	306	281	305	306	294	394	494	573	577	355	177	135	90	67	31
3	8	2	6	13	33	53	91	101	65	54	73	83	65	75	125	123	145	103	47	39	33	15	14
4	3	7	13	10	49	78	109	96	91	82	81	51	72	111	117	158	140	100	50	27	22	14	7
7	5	4	8	19	40	95	98	97	82	89	72	95	70	102	131	162	147	79	46	33	16	25	3
3	6	4	9	16	44	112	91	72	68	56	79	77	87	106	121	130	145	73	34	36	19	13	7

Date: **Thursday, November 16, 2017**

Total Daily Volume: **5731**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
23	17	25	31	69	149	333	355	337	320	278	311	292	298	394	518	549	554	342	167	139	103	81	46
6	3	4	6	15	26	65	116	95	72	56	72	75	70	89	121	128	146	109	60	48	30	23	17
10	1	7	9	18	41	72	79	97	91	74	69	79	78	94	120	143	140	87	42	38	33	23	10
3	6	6	5	14	41	96	73	81	83	72	87	64	80	102	149	146	127	90	31	26	19	21	10
4	7	8	11	22	41	100	87	64	74	76	83	74	70	109	128	132	141	56	34	27	21	14	9

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APPENDIX B
PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
– EXISTING

Existing AM
1: East Vista Way & Gopher Canyon Road

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	599	0	188	0	335	272	336	574	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	631	0	136	0	353	286	354	604	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	553	0	119	1	322	261	337	1036	0
Arrive On Green	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.34	0.34	0.19	0.56	0.00
Sat Flow, veh/h	0	1863	0	1429	0	308	1774	954	773	1774	1863	0
Grp Volume(v), veh/h	0	0	0	767	0	0	0	0	639	354	604	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1737	0	0	1774	0	1726	1774	1863	0
Q Serve(g_s), s	0.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0	48.0	27.0	30.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0	48.0	27.0	30.2	0.0
Prop In Lane	0.00		0.00	0.82		0.18	1.00		0.45	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	673	0	0	1	0	584	337	1036	0
V/C Ratio(X)	0.00	0.00	0.00	1.14	0.00	0.00	0.00	0.00	1.09	1.05	0.58	0.00
Avail Cap(c_a), veh/h	0	52	0	673	0	0	50	0	584	337	1036	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	43.5	0.0	0.0	0.0	0.0	47.0	57.5	20.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	80.2	0.0	0.0	0.0	0.0	65.8	62.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	41.3	0.0	0.0	0.0	0.0	33.5	19.1	15.7	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	123.7	0.0	0.0	0.0	0.0	112.8	120.0	21.5	0.0
LnGrp LOS				F					F	F	C	
Approach Vol, veh/h		0			767			639			958	
Approach Delay, s/veh		0.0			123.7			112.8			57.9	
Approach LOS					F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	52.0		0.0	0.0	83.0		59.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	27.0	48.0		4.0	4.0	71.0		55.0				
Max Q Clear Time (g_c+I1), s	29.0	50.0		0.0	0.0	32.2		57.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	9.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			94.1									
HCM 2010 LOS			F									
Notes												
Shared L-R not supported by HCM Engine. Results calculated based on TW's interpretation of HCM 2010 to continue analysis.												

Existing AM
2: SR-76 & Old River Rd/East Vista Way

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	135	67	235	29	263	68	662	394	597	954	81
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	36	148	30	281	0	245	75	727	389	656	1048	89
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	304	64	507	0	574	178	1380	430	755	1864	158
Arrive On Green	0.12	0.12	0.12	0.14	0.00	0.14	0.10	0.27	0.27	0.22	0.39	0.39
Sat Flow, veh/h	585	2494	525	3548	0	1583	1774	5085	1583	3442	4776	405
Grp Volume(v), veh/h	113	0	101	281	0	245	75	727	389	656	743	394
Grp Sat Flow(s),veh/h/ln	1833	0	1770	1774	0	1583	1774	1695	1583	1721	1695	1791
Q Serve(g_s), s	6.1	0.0	5.7	7.8	0.0	12.4	4.2	12.9	25.3	19.6	18.2	18.3
Cycle Q Clear(g_c), s	6.1	0.0	5.7	7.8	0.0	12.4	4.2	12.9	25.3	19.6	18.2	18.3
Prop In Lane	0.32		0.30	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	224	0	216	507	0	574	178	1380	430	755	1323	699
V/C Ratio(X)	0.50	0.00	0.47	0.55	0.00	0.43	0.42	0.53	0.91	0.87	0.56	0.56
Avail Cap(c_a), veh/h	245	0	236	627	0	627	202	1390	433	1032	1558	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	43.5	42.4	0.0	25.6	45.0	33.0	37.5	40.1	25.3	25.4
Incr Delay (d2), s/veh	1.8	0.0	1.6	0.9	0.0	0.5	1.6	0.4	22.2	6.1	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	2.9	3.9	0.0	5.5	2.1	6.1	13.7	9.9	8.5	9.1
LnGrp Delay(d),s/veh	45.5	0.0	45.1	43.4	0.0	26.1	46.5	33.3	59.7	46.2	25.7	26.1
LnGrp LOS	D		D	D		C	D	C	E	D	C	C
Approach Vol, veh/h	214				526		1191				1793	
Approach Delay, s/veh	45.3				35.3		42.8				33.3	
Approach LOS	D				D		D				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	16.4	49.0			21.6	29.1	36.4	19.4				
Change Period (Y+Rc), s	5.7	7.5			6.4	* 5.7	7.5	6.4				
Max Green Setting (Gmax), s	11.2	48.9			18.8	* 32	29.1	14.2				
Max Q Clear Time (g_c+I), s	10.2	20.3			14.4	21.6	27.3	8.1				
Green Ext Time (p_c), s	0.1	15.6			0.8	1.8	1.6	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			37.3									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing AM
3: SR-76 & Olive Hill/Camino Del Rey

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑↑	↖	↖↗	↑↑↑	↖
Volume (veh/h)	123	189	168	107	102	226	85	891	0	493	1823	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	129	199	166	113	107	196	89	938	-21	519	1919	8
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	260	221	142	304	543	166	2120	660	619	2438	759
Arrive On Green	0.06	0.14	0.14	0.08	0.16	0.16	0.09	0.42	0.00	0.18	0.48	0.48
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	129	199	166	113	107	196	89	938	-21	519	1919	8
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	3.6	10.0	9.8	6.1	4.9	9.0	4.6	12.8	0.0	14.1	30.6	0.3
Cycle Q Clear(g_c), s	3.6	10.0	9.8	6.1	4.9	9.0	4.6	12.8	0.0	14.1	30.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	260	221	142	304	543	166	2120	660	619	2438	759
V/C Ratio(X)	0.67	0.76	0.75	0.80	0.35	0.36	0.54	0.44	-0.03	0.84	0.79	0.01
Avail Cap(c_a), veh/h	284	342	291	219	411	634	210	2120	660	915	2668	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	40.2	40.1	43.8	36.0	23.9	41.9	20.2	0.0	38.4	21.1	13.2
Incr Delay (d2), s/veh	3.9	7.3	7.5	10.6	0.7	0.4	2.7	0.1	0.0	4.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	5.7	4.7	3.4	2.6	4.0	2.4	6.0	0.0	7.1	14.6	0.1	
LnGrp Delay(d),s/veh	48.8	47.5	47.6	54.4	36.7	24.3	44.6	20.4	0.0	43.0	22.6	13.2
LnGrp LOS	D	D	D	D	D	C	D	C		D	C	B
Approach Vol, veh/h		494			416			1006			2446	
Approach Delay, s/veh		47.9			35.7			22.9			26.9	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.1	46.4	11.8	17.7	15.1	52.5	9.5	19.9				
Change Period (Y+Rc), s	3.7	6.0	4.0	* 4.1	6.0	* 6	4.0	4.1				
Max Green Setting (Gmax), s	25.8	37.0	12.0	* 18	11.5	* 51	8.0	21.4				
Max Q Clear Time (g_c+10), s	11.0	14.8	8.1	12.0	6.6	32.6	5.6	11.0				
Green Ext Time (p_c), s	1.3	18.3	0.1	1.6	0.1	13.9	0.1	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			29.2									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing AM
4: Old River Rd & Camino Del Rey

LHR
12/8/2017

Intersection						
Int Delay, s/veh	9.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	603	236	0	300	171	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	701	274	0	349	199	90
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	701	0	1050	701
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	896	-	252	439
Stage 1	-	0	-	-	492	-
Stage 2	-	0	-	-	714	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	896	-	252	439
Mov Cap-2 Maneuver	-	-	-	-	252	-
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	714	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		44.3	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	252	439	-	896	-	
HCM Lane V/C Ratio	0.789	0.204	-	-	-	
HCM Control Delay (s)	57.4	15.3	-	0	-	
HCM Lane LOS	F	C	-	A	-	
HCM 95th %tile Q(veh)	5.9	0.8	-	0	-	

Existing AM
5: Camino Del Rey & W Lilac Rd

LHR
12/8/2017

Intersection							
Int Delay, s/veh	4.9						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Vol, veh/h	271	401	349	13	11	222	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage, #	-	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	88	88	88	88	88	88	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	308	456	397	15	12	252	
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	411	0	-	0	1476	404	
Stage 1	-	-	-	-	404	-	
Stage 2	-	-	-	-	1072	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1148	-	-	-	139	647	
Stage 1	-	-	-	-	674	-	
Stage 2	-	-	-	-	329	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1148	-	-	-	89	647	
Mov Cap-2 Maneuver	-	-	-	-	89	-	
Stage 1	-	-	-	-	674	-	
Stage 2	-	-	-	-	211	-	
Approach	EB		WB		SB		
HCM Control Delay, s	3.7		0		15.9		
HCM LOS					C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	1148	-	-	-	89	647	
HCM Lane V/C Ratio	0.268	-	-	-	0.14	0.39	
HCM Control Delay (s)	9.3	0	-	-	52	14.1	
HCM Lane LOS	A	A	-	-	F	B	
HCM 95th %tile Q(veh)	1.1	-	-	-	0.5	1.8	

Existing AM
6: Old Highway 395 & SR-76

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	637	99	67	966	106	156	73	23	258	257	154
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	62	671	99	71	1017	101	164	77	19	272	271	157
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	1126	504	158	1198	695	192	514	578	347	298	172
Arrive On Green	0.05	0.32	0.32	0.09	0.34	0.34	0.11	0.28	0.28	0.10	0.27	0.27
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3442	1108	642
Grp Volume(v), veh/h	62	671	99	71	1017	101	164	77	19	272	0	428
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1721	0	1749
Q Serve(g_s), s	4.2	19.5	5.6	4.6	32.6	2.8	11.1	3.8	0.9	9.4	0.0	29.0
Cycle Q Clear(g_c), s	4.2	19.5	5.6	4.6	32.6	2.8	11.1	3.8	0.9	9.4	0.0	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	96	1126	504	158	1198	695	192	514	578	347	0	470
V/C Ratio(X)	0.64	0.60	0.20	0.45	0.85	0.15	0.86	0.15	0.03	0.78	0.00	0.91
Avail Cap(c_a), veh/h	135	1126	504	464	1620	884	251	514	578	900	0	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.7	35.1	30.3	52.8	37.6	8.3	53.6	33.5	24.9	53.7	0.0	43.3
Incr Delay (d2), s/veh	6.9	0.9	0.2	2.0	3.4	0.1	19.6	0.1	0.0	3.9	0.0	16.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.2	9.6	2.5	2.4	16.5	1.5	6.5	2.0	0.4	4.7	0.0	16.1
LnGrp Delay(d),s/veh	63.6	35.9	30.5	54.8	40.9	8.4	73.3	33.6	25.0	57.6	0.0	59.3
LnGrp LOS	E	D	C	D	D	A	E	C	C	E		E
Approach Vol, veh/h		832			1189			260			700	
Approach Delay, s/veh		37.4			39.0			58.0			58.7	
Approach LOS		D			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	46.4	18.9	40.4	14.2	48.9	18.0	41.2				
Change Period (Y+Rc), s	* 5.7	7.5	* 5.7	7.5	7.5	* 7.5	* 5.7	7.5				
Max Green Setting (Gmax), s	* 32	33.3	* 17	41.0	9.3	* 56	* 32	26.3				
Max Q Clear Time (g_c+I1), s	6.6	21.5	13.1	31.0	6.2	34.6	11.4	5.8				
Green Ext Time (p_c), s	0.1	3.5	0.1	1.9	0.1	6.8	0.9	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			44.8									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	9	261	11	11	388	26	26	0	8	31	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	530	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	297	12	12	441	30	30	0	9	35	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	470	0	0	309	0	0	568	818	155	650	811	235
Stage 1	-	-	-	-	-	-	323	323	-	481	481	-
Stage 2	-	-	-	-	-	-	245	495	-	169	330	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1088	-	-	1248	-	-	406	309	863	354	312	767
Stage 1	-	-	-	-	-	-	663	649	-	535	552	-
Stage 2	-	-	-	-	-	-	737	544	-	816	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1088	-	-	1248	-	-	400	303	863	345	306	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	303	-	345	306	-
Stage 1	-	-	-	-	-	-	657	643	-	530	546	-
Stage 2	-	-	-	-	-	-	729	538	-	800	638	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			13.6			16.6		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	458	1088	-	-	1248	-	-	345				
HCM Lane V/C Ratio	0.084	0.009	-	-	0.01	-	-	0.102				
HCM Control Delay (s)	13.6	8.3	-	-	7.9	-	-	16.6				
HCM Lane LOS	B	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3				

Existing AM
8: Old Highway 395 & Dulin Rd

LHR
12/8/2017

Intersection						
Int Delay, s/veh	6.6					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	211	166		121	35	33 377
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	400	0		-	100	- -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	94	94		94	94	94 94
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	224	177		129	37	35 401
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	600	129		0	0	129 0
Stage 1	129	-		-	-	- -
Stage 2	471	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	464	921		-	-	1457 -
Stage 1	897	-		-	-	- -
Stage 2	628	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	450	921		-	-	1457 -
Mov Cap-2 Maneuver	450	-		-	-	- -
Stage 1	897	-		-	-	- -
Stage 2	609	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	15.9		0		0.6	
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	450	921	1457	-
HCM Lane V/C Ratio	-	-	0.499	0.192	0.024	-
HCM Control Delay (s)	-	-	20.7	9.8	7.5	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q(veh)	-	-	2.7	0.7	0.1	-

Existing AM
9: Old Highway 395 & W Lilac Rd

LHR
12/8/2017

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	106	9	69	25	14	17	45	46	9	13	390	150
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	9	73	26	15	18	47	48	9	14	411	158
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	672	670	284	385	744	53	568	0	0	58	0	0
Stage 1	517	517	-	148	148	-	-	-	-	-	-	-
Stage 2	155	153	-	237	596	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.22	-	-	2.218	-	-
Pot Cap-1 Maneuver	355	377	714	561	342	1014	1000	-	-	1546	-	-
Stage 1	510	533	-	854	774	-	-	-	-	-	-	-
Stage 2	847	770	-	746	491	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	322	356	714	473	323	1014	1000	-	-	1546	-	-
Mov Cap-2 Maneuver	322	356	-	473	323	-	-	-	-	-	-	-
Stage 1	486	528	-	814	738	-	-	-	-	-	-	-
Stage 2	777	734	-	652	487	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	18.1			13			4			0.2		
HCM LOS	C			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1000	-	-	324	714	405	1014	1546	-	-		
HCM Lane V/C Ratio	0.047	-	-	0.374	0.102	0.101	0.018	0.009	-	-		
HCM Control Delay (s)	8.8	-	-	22.6	10.6	14.9	8.6	7.3	-	-		
HCM Lane LOS	A	-	-	C	B	B	A	A	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	1.7	0.3	0.3	0.1	0	-	-		

Existing AM
10: Old Highway 395 & I-15 SB Off-Ramp

LHR
12/8/2017

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	266	305	8	79	0	0	0	0	100	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	292	335	9	87	0	0	0	0	110	13	5
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	87	0	-	292	0	0	396	396	87			
Stage 1	-	-	-	-	-	-	104	104	-			
Stage 2	-	-	-	-	-	-	292	292	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	1509	-	0	1270	-	-	609	541	971			
Stage 1	-	-	0	-	-	-	920	809	-			
Stage 2	-	-	0	-	-	-	758	671	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1509	-	-	1270	-	-	605	0	971			
Mov Cap-2 Maneuver	-	-	-	-	-	-	605	0	-			
Stage 1	-	-	-	-	-	-	913	0	-			
Stage 2	-	-	-	-	-	-	758	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.7			5.2					
HCM LOS							A					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	1509	-	1270	-	-	22721						
HCM Lane V/C Ratio	-	-	0.007	-	-	0.006						
HCM Control Delay (s)	0	-	7.9	-	-	5.2						
HCM Lane LOS	A	-	A	-	-	A						
HCM 95th %tile Q(veh)	0	-	0	-	-	0						

Existing AM
11: Old Highway 395 & I-15 NB Off Ramp

LHR
12/8/2017

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	51	6	0	144	530	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	250	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	7	0	169	624	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	709	624	624	0	-	0
Stage 1	624	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.218	-	-	-
Pot Cap-1 Maneuver	384	484	957	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	384	484	957	-	-	-
Mov Cap-2 Maneuver	384	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.7	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	957	-	384	484	-	-
HCM Lane V/C Ratio	-	-	0.156	0.015	-	-
HCM Control Delay (s)	0	-	16.1	12.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0	-	-

Existing AM
12: Old Highway 395 & Camino Del Rey

LHR
12/8/2017

Intersection						
Int Delay, s/veh	10.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	14	337	125	75	395	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	392	145	87	459	33
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	837	459	459	0	-	0
Stage 1	459	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	337	602	1102	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	293	602	1102	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	24.8	5.5		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1102	-	578	-	-	
HCM Lane V/C Ratio	0.132	-	0.706	-	-	
HCM Control Delay (s)	8.8	-	24.8	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.5	-	5.7	-	-	

Existing AM
13: Old Highway 395 & Circle R Road

LHR
12/8/2017

Intersection

Int Delay, s/veh 44.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	256	22	185	47	11	712
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	301	26	218	55	13	838

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1082	218	0
Stage 1	218	-	-
Stage 2	864	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 241	822	1352
Stage 1	818	-	-
Stage 2	413	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 239	822	1352
Mov Cap-2 Maneuver	~ 239	-	-
Stage 1	818	-	-
Stage 2	409	-	-

Approach	WB	NB	SB
HCM Control Delay, s	197.4	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 253	1352	-
HCM Lane V/C Ratio	-	- 1.293	0.01	-
HCM Control Delay (s)	-	- 197.4	7.7	-
HCM Lane LOS	-	- F	A	-
HCM 95th %tile Q(veh)	-	- 16.6	0	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Existing AM
14: I-15 SB Ramps & Gopher Canyon Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	9.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	261	391	442	505	0	0	0	0	51	0	300
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	278	416	470	537	0	0	0	0	54	0	319

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	537	0	-	278	0	0	1756	1756	269
Stage 1	-	-	-	-	-	-	1478	1478	-
Stage 2	-	-	-	-	-	-	278	278	-
Critical Hdwy	4.14	-	-	4.12	-	-	6.63	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	5.83	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	1027	-	0	1285	-	-	84	85	730
Stage 1	-	-	0	-	-	-	177	189	-
Stage 2	-	-	0	-	-	-	768	680	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1027	-	-	1285	-	-	~ 53	0	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 53	0	-
Stage 1	-	-	-	-	-	-	112	0	-
Stage 2	-	-	-	-	-	-	768	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.4	31.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1027	-	1285	-	-	495
HCM Lane V/C Ratio	-	-	0.366	-	-	0.754
HCM Control Delay (s)	0	-	9.4	-	-	31.3
HCM Lane LOS	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0	-	1.7	-	-	6.5

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Existing AM
15: I-15 NB Ramps & Gopher Canyon Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	10.9											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	106	206	0	0	689	60	285	2	185	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Stop	-	-	None
Storage Length	220	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	226	0	0	757	66	313	2	203	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	757	0	0	226	0	0	838	1216	113
Stage 1	-	-	-	-	-	-	459	459	-
Stage 2	-	-	-	-	-	-	379	757	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	850	-	-	1340	-	0	~ 305	180	918
Stage 1	-	-	-	-	-	0	603	565	-
Stage 2	-	-	-	-	-	0	662	414	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	850	-	-	1340	-	-	~ 263	0	918
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 263	0	-
Stage 1	-	-	-	-	-	-	521	0	-
Stage 2	-	-	-	-	-	-	662	0	-

Approach	EB	WB	NB
HCM Control Delay, s	3.4	0	31.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	629	850	-	-	1340	-
HCM Lane V/C Ratio	0.825	0.137	-	-	-	-
HCM Control Delay (s)	31.9	9.9	-	-	0	-
HCM Lane LOS	D	A	-	-	A	-
HCM 95th %tile Q(veh)	8.7	0.5	-	-	0	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Existing AM
16: Old Highway 395 & Gopher Canyon Road

LHR
12/8/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	167	237	298	91	534	449		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	188	187	335	102	600	335		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	278	600	394	1263	696	592		
Arrive On Green	0.16	0.16	0.22	0.68	0.37	0.37		
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583		
Grp Volume(v), veh/h	188	187	335	102	600	335		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583		
Q Serve(g_s), s	4.8	4.0	8.8	0.9	14.4	8.1		
Cycle Q Clear(g_c), s	4.8	4.0	8.8	0.9	14.4	8.1		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	278	600	394	1263	696	592		
V/C Ratio(X)	0.68	0.31	0.85	0.08	0.86	0.57		
Avail Cap(c_a), veh/h	604	890	428	1364	761	646		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	19.3	10.6	18.1	2.7	14.0	12.1		
Incr Delay (d2), s/veh	2.9	0.3	14.1	0.0	9.4	1.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	2.6	4.1	5.8	0.5	9.1	3.7		
LnGrp Delay(d),s/veh	22.1	10.9	32.2	2.7	23.4	13.0		
LnGrp LOS	C	B	C	A	C	B		
Approach Vol, veh/h	375			437	935			
Approach Delay, s/veh	16.5			25.3	19.7			
Approach LOS	B			C	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.9		11.6	14.8	22.1		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		35.5		16.5	11.7	19.8		
Max Q Clear Time (g_c+l1), s		2.9		6.8	10.8	16.4		
Green Ext Time (p_c), s		5.7		0.8	0.1	1.7		
Intersection Summary								
HCM 2010 Ctrl Delay			20.4					
HCM 2010 LOS			C					

Existing AM
17: Old Highway 395 & Old Castle Road

LHR
12/8/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	183	301	66	32	200	572		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	206	209	74	15	225	643		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	274	491	760	154	276	1346		
Arrive On Green	0.15	0.15	0.51	0.51	0.16	0.72		
Sat Flow, veh/h	1774	1583	1504	305	1774	1863		
Grp Volume(v), veh/h	206	209	0	89	225	643		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1809	1774	1863		
Q Serve(g_s), s	7.2	6.8	0.0	1.7	8.0	9.5		
Cycle Q Clear(g_c), s	7.2	6.8	0.0	1.7	8.0	9.5		
Prop In Lane	1.00	1.00		0.17	1.00			
Lane Grp Cap(c), veh/h	274	491	0	914	276	1346		
V/C Ratio(X)	0.75	0.43	0.00	0.10	0.81	0.48		
Avail Cap(c_a), veh/h	464	661	0	914	464	1346		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.67	0.67		
Uniform Delay (d), s/veh	26.3	17.8	0.0	8.4	26.5	3.8		
Incr Delay (d2), s/veh	4.2	0.6	0.0	0.2	3.9	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	3.0	3.0	0.0	0.9	4.2	5.1		
LnGrp Delay(d),s/veh	30.5	18.4	0.0	8.6	30.5	4.6		
LnGrp LOS	C	B		A	C	A		
Approach Vol, veh/h	415		89		868			
Approach Delay, s/veh	24.4		8.6		11.3			
Approach LOS	C		A		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.1	36.8				51.0		14.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	17.0	19.0				40.0		17.0
Max Q Clear Time (g_c+10), s	10.0	3.7				11.5		9.2
Green Ext Time (p_c), s	0.3	3.8				4.6		0.8
Intersection Summary								
HCM 2010 Ctrl Delay			15.1					
HCM 2010 LOS			B					

Existing AM
18: W Lilac Rd & Covey Lane

LHR
12/8/2017

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	1	13	2	3	7	3	10	3	2	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	15	2	4	8	4	12	4	2	13	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	46	42	15	49	43	14	18	0	0	15	0	0
Stage 1	20	20	-	21	21	-	-	-	-	-	-	-
Stage 2	26	22	-	28	22	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	955	850	1065	951	849	1066	1599	-	-	1603	-	-
Stage 1	999	879	-	998	878	-	-	-	-	-	-	-
Stage 2	992	877	-	989	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	942	847	1065	933	846	1066	1599	-	-	1603	-	-
Mov Cap-2 Maneuver	942	847	-	933	846	-	-	-	-	-	-	-
Stage 1	996	878	-	995	875	-	-	-	-	-	-	-
Stage 2	977	874	-	973	876	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	8.7			8.7			1.4			0.9		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1599	-	-	1009	979	1603	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.024	0.014	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	8.7	8.7	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Existing AM
19: Mountain Ridge Road & Circle R Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	0.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	31	0	0	108	3	1	0	0	4	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	0	0	124	3	1	0	0	5	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	36	0	0	166	164	36	162	162	126
Stage 1	-	-	-	-	-	-	36	36	-	126	126	-
Stage 2	-	-	-	-	-	-	130	128	-	36	36	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1458	-	-	1575	-	-	798	729	1037	803	730	924
Stage 1	-	-	-	-	-	-	980	865	-	878	792	-
Stage 2	-	-	-	-	-	-	874	790	-	980	865	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1458	-	-	1575	-	-	791	729	1037	803	730	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	791	729	-	803	730	-
Stage 1	-	-	-	-	-	-	980	865	-	878	792	-
Stage 2	-	-	-	-	-	-	866	790	-	980	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.6	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	791	1458	-	-	1575	-	-	876
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	0.014
HCM Control Delay (s)	9.6	0	-	-	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	56	16		16	30	19 40
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	0	-		-	-	- -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	89	89		89	89	89 89
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	63	18		18	34	21 45
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	123	35		0	0	52 0
Stage 1	35	-		-	-	- -
Stage 2	88	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	872	1038		-	-	1554 -
Stage 1	987	-		-	-	- -
Stage 2	935	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	860	1038		-	-	1554 -
Mov Cap-2 Maneuver	860	-		-	-	- -
Stage 1	987	-		-	-	- -
Stage 2	922	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	9.4		0		2.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	894	1554	-	
HCM Lane V/C Ratio	-	-	0.09	0.014	-	
HCM Control Delay (s)	-	-	9.4	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	14	55	19	39	105	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	58	20	41	111	37
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	210	129	147	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	778	921	1435	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	767	921	1435	-	-	-
Mov Cap-2 Maneuver	767	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	2.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1435	-	885	-	-	
HCM Lane V/C Ratio	0.014	-	0.082	-	-	
HCM Control Delay (s)	7.5	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	66	142	249	154	210	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	80	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	165	290	179	244	85
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	290	0	-	0	609	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1272	-	-	-	458	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1272	-	-	-	430	749
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	692	-
Approach	EB		WB		SB	
HCM Control Delay, s	2.5		0		20.3	
HCM LOS					C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1272	-	-	-	430	749
HCM Lane V/C Ratio	0.06	-	-	-	0.568	0.113
HCM Control Delay (s)	8	-	-	-	23.8	10.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	3.4	0.4

Existing AM
23: Valley Center Rd & Lilac Road/Private Driveway

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	273	1	200	4	0	0	133	550	0	1	729	228
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	320	0	70	4	0	0	140	579	0	1	767	223
Adj No. of Lanes	2	0	1	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	509	0	227	8	0	0	237	1879	0	4	1254	364
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.00	0.07	0.53	0.00	0.00	0.46	0.46
Sat Flow, veh/h	3548	0	1583	1774	0	0	3442	3632	0	1774	2707	787
Grp Volume(v), veh/h	320	0	70	4	0	0	140	579	0	1	501	489
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	0	1721	1770	0	1774	1770	1724
Q Serve(g_s), s	4.2	0.0	2.0	0.1	0.0	0.0	2.0	4.6	0.0	0.0	10.6	10.6
Cycle Q Clear(g_c), s	4.2	0.0	2.0	0.1	0.0	0.0	2.0	4.6	0.0	0.0	10.6	10.6
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		0.46
Lane Grp Cap(c), veh/h	509	0	227	8	0	0	237	1879	0	4	820	798
V/C Ratio(X)	0.63	0.00	0.31	0.52	0.00	0.00	0.59	0.31	0.00	0.28	0.61	0.61
Avail Cap(c_a), veh/h	1179	0	526	586	0	0	344	2571	0	163	1272	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	19.2	24.8	0.0	0.0	22.6	6.6	0.0	24.9	10.0	10.0
Incr Delay (d2), s/veh	1.3	0.0	0.8	45.6	0.0	0.0	2.3	0.1	0.0	38.4	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.1	0.0	0.9	0.2	0.0	0.0	1.0	2.2	0.0	0.1	5.3	5.2
LnGrp Delay(d),s/veh	21.4	0.0	19.9	70.4	0.0	0.0	24.9	6.7	0.0	63.3	10.8	10.8
LnGrp LOS	C		B	E			C	A		E	B	B
Approach Vol, veh/h		390			4			719			991	
Approach Delay, s/veh		21.2			70.4			10.2			10.9	
Approach LOS		C			E			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	30.5		11.2	7.4	27.1		4.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.6	36.3		16.6	5.0	35.9		16.5				
Max Q Clear Time (g_c+I1), s	2.0	6.6		6.2	4.0	12.6		2.1				
Green Ext Time (p_c), s	0.0	11.7		1.0	0.0	10.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			12.7									
HCM 2010 LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	22	782	880	15	17	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	832	936	16	18	87
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	952	0	-	0	1407	476
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	463	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	717	-	-	-	130	535
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	717	-	-	-	126	535
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	581	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.3		0		15.5	
HCM LOS					C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	717	-	-	-	446	
HCM Lane V/C Ratio	0.033	-	-	-	0.236	
HCM Control Delay (s)	10.2	-	-	-	15.5	
HCM Lane LOS	B	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	

Existing AM
25: Cole Grade Road & Valley Center Rd

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	412	366	31	13	339	167	37	23	15	237	16	570
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	434	385	6	14	357	107	39	24	5	249	17	389
Adj No. of Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	573	708	681	25	613	181	51	31	7	366	25	613
Arrive On Green	0.17	0.38	0.38	0.01	0.23	0.23	0.05	0.05	0.05	0.22	0.22	0.22
Sat Flow, veh/h	3442	1863	1583	1774	2695	797	1026	631	131	1666	114	2787
Grp Volume(v), veh/h	434	385	6	14	233	231	68	0	0	266	0	389
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1722	1788	0	0	1779	0	1393
Q Serve(g_s), s	5.7	7.7	0.1	0.4	5.6	5.7	1.8	0.0	0.0	6.5	0.0	6.0
Cycle Q Clear(g_c), s	5.7	7.7	0.1	0.4	5.6	5.7	1.8	0.0	0.0	6.5	0.0	6.0
Prop In Lane	1.00		1.00	1.00		0.46	0.57		0.07	0.94		1.00
Lane Grp Cap(c), veh/h	573	708	681	25	403	392	89	0	0	391	0	613
V/C Ratio(X)	0.76	0.54	0.01	0.56	0.58	0.59	0.76	0.00	0.00	0.68	0.00	0.63
Avail Cap(c_a), veh/h	650	821	777	168	613	597	638	0	0	617	0	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	11.5	7.8	23.3	16.4	16.4	22.3	0.0	0.0	17.0	0.0	16.8
Incr Delay (d2), s/veh	4.5	0.7	0.0	17.7	1.3	1.4	12.6	0.0	0.0	2.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.1	4.1	0.0	0.3	2.9	2.9	1.2	0.0	0.0	3.4	0.0	2.4
LnGrp Delay(d),s/veh	23.4	12.2	7.8	41.1	17.7	17.8	34.9	0.0	0.0	19.1	0.0	17.9
LnGrp LOS	C	B	A	D	B	B	C			B		B
Approach Vol, veh/h		825			478			68			655	
Approach Delay, s/veh		18.1			18.4			34.9			18.4	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.4	4.7	22.1		14.5	11.9	14.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		17.0	4.5	21.0		16.5	9.0	16.5				
Max Q Clear Time (g_c+I1), s		3.8	2.4	9.7		8.5	7.7	7.7				
Green Ext Time (p_c), s		0.2	0.0	3.6		1.9	0.2	3.1				
Intersection Summary												
HCM 2010 Ctrl Delay			18.8									
HCM 2010 LOS			B									

Existing PM
1: East Vista Way & Gopher Canyon Road

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	11	0	469	6	252	2	516	574	610	620	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	12	0	494	6	176	2	543	499	642	653	13
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	20	0	302	4	107	4	340	312	382	1094	22
Arrive On Green	0.00	0.01	0.00	0.24	0.24	0.24	0.00	0.38	0.38	0.22	0.60	0.60
Sat Flow, veh/h	0	1863	0	1258	15	448	1774	895	823	1774	1820	36
Grp Volume(v), veh/h	0	12	0	676	0	0	2	0	1042	642	0	666
Grp Sat Flow(s),veh/h/ln	0	1863	0	1721	0	0	1774	0	1718	1774	0	1856
Q Serve(g_s), s	0.0	0.9	0.0	35.4	0.0	0.0	0.2	0.0	56.0	31.8	0.0	32.9
Cycle Q Clear(g_c), s	0.0	0.9	0.0	35.4	0.0	0.0	0.2	0.0	56.0	31.8	0.0	32.9
Prop In Lane	0.00		0.00	0.73		0.26	1.00		0.48	1.00		0.02
Lane Grp Cap(c), veh/h	0	20	0	413	0	0	4	0	652	382	0	1116
V/C Ratio(X)	0.00	0.61	0.00	1.64	0.00	0.00	0.53	0.00	1.60	1.68	0.00	0.60
Avail Cap(c_a), veh/h	0	50	0	413	0	0	48	0	652	382	0	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	72.7	0.0	56.1	0.0	0.0	73.5	0.0	45.8	57.9	0.0	18.3
Incr Delay (d2), s/veh	0.0	27.0	0.0	297.6	0.0	0.0	82.8	0.0	276.5	316.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.6	0.0	50.9	0.0	0.0	0.2	0.0	76.5	49.2	0.0	17.1
LnGrp Delay(d),s/veh	0.0	99.7	0.0	353.7	0.0	0.0	156.4	0.0	322.3	374.7	0.0	19.2
LnGrp LOS		F		F			F		F	F		B
Approach Vol, veh/h		12			676			1044			1308	
Approach Delay, s/veh		99.7			353.7			322.0			193.7	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	64.0		5.6	4.3	96.7		41.0				
Change Period (Y+Rc), s	* 5.2	8.0		4.0	4.0	* 8		5.6				
Max Green Setting (Gmax), s	* 32	56.0		4.0	4.0	* 87		35.4				
Max Q Clear Time (g_c+I1), s	33.8	58.0		2.9	2.2	34.9		37.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	19.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			273.0									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing PM
2: SR-76 & Old River Rd/East Vista Way

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	53	61	196	21	470	56	1596	304	566	783	78
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	27	56	59	222	0	432	59	1680	278	596	824	77
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	148	157	429	0	489	181	1834	571	647	2113	197
Arrive On Green	0.11	0.11	0.11	0.12	0.00	0.12	0.10	0.36	0.36	0.19	0.45	0.45
Sat Flow, veh/h	653	1355	1432	3548	0	1583	1774	5085	1583	3442	4735	441
Grp Volume(v), veh/h	76	0	66	222	0	432	59	1680	278	596	589	312
Grp Sat Flow(s),veh/h/ln	1830	0	1610	1774	0	1583	1774	1695	1583	1721	1695	1785
Q Serve(g_s), s	4.5	0.0	4.5	6.9	0.0	14.2	3.6	37.1	16.0	20.0	13.7	13.8
Cycle Q Clear(g_c), s	4.5	0.0	4.5	6.9	0.0	14.2	3.6	37.1	16.0	20.0	13.7	13.8
Prop In Lane	0.36		0.89	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	200	0	176	429	0	489	181	1834	571	647	1513	797
V/C Ratio(X)	0.38	0.00	0.38	0.52	0.00	0.88	0.33	0.92	0.49	0.92	0.39	0.39
Avail Cap(c_a), veh/h	221	0	195	429	0	489	219	1873	583	653	1513	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	0.0	48.6	48.5	0.0	38.6	49.0	35.9	29.1	46.9	21.8	21.8
Incr Delay (d2), s/veh	1.2	0.0	1.3	1.1	0.0	17.2	1.0	7.5	0.6	18.6	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	2.1	3.5	0.0	15.7	1.8	18.5	7.1	11.2	6.4	6.8
LnGrp Delay(d),s/veh	49.8	0.0	49.9	49.6	0.0	55.9	50.0	43.4	29.8	65.4	22.0	22.1
LnGrp LOS	D		D	D		E	D	D	C	E	C	C
Approach Vol, veh/h	142				654		2017				1497	
Approach Delay, s/veh	49.8				53.7		41.7				39.3	
Approach LOS	D				D		D				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	17.7	60.0			20.6	27.8	49.9	19.3				
Change Period (Y+Rc), s	5.7	7.5			6.4	* 5.7	7.5	6.4				
Max Green Setting (Gmax), s	15	51.1			14.2	* 22	43.3	14.2				
Max Q Clear Time (g_c+I), s	15.6	15.8			16.2	22.0	39.1	6.5				
Green Ext Time (p_c), s	0.1	24.7			0.0	0.1	3.3	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			43.0									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing PM
3: SR-76 & Olive Hill/Camino Del Rey

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑	↰	↰	↑	↰	↰	↑↑↑	↰	↰↱	↑↑↑	↰
Volume (veh/h)	132	66	92	108	99	319	138	1972	0	197	1249	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	145	73	96	119	109	285	152	2167	-5	216	1373	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	243	207	199	250	360	183	2220	691	321	2038	634
Arrive On Green	0.11	0.13	0.13	0.11	0.13	0.13	0.10	0.44	0.00	0.09	0.40	0.40
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	145	73	96	119	109	285	152	2167	-5	216	1373	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	4.2	3.8	6.0	6.8	5.8	14.4	9.0	44.8	0.0	6.5	23.8	1.0
Cycle Q Clear(g_c), s	4.2	3.8	6.0	6.8	5.8	14.4	9.0	44.8	0.0	6.5	23.8	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	243	207	199	250	360	183	2220	691	321	2038	634
V/C Ratio(X)	0.38	0.30	0.46	0.60	0.44	0.79	0.83	0.98	-0.01	0.67	0.67	0.04
Avail Cap(c_a), veh/h	475	257	219	238	250	360	265	2220	691	321	2038	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	42.2	43.1	45.3	42.7	39.0	47.2	29.6	0.0	47.0	26.4	19.5
Incr Delay (d2), s/veh	0.6	0.7	1.6	2.9	1.2	11.4	13.7	13.9	0.0	5.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.0	2.7	3.5	3.1	9.0	5.1	23.7	0.0	3.3	11.2	0.4	
LnGrp Delay(d),s/veh	44.7	42.8	44.7	48.2	43.8	50.4	60.9	43.5	0.0	52.5	27.3	19.6
LnGrp LOS	D	D	D	D	D	D	E	D		D	C	B
Approach Vol, veh/h		314			513			2314			1613	
Approach Delay, s/veh		44.3			48.5			44.7			30.5	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	54.8	17.6	19.6	19.0	50.9	17.2	20.0				
Change Period (Y+Rc), s	5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6				
Max Green Setting (Gmax), s	10	46.8	14.4	* 15	16.0	* 40	* 15	14.4				
Max Q Clear Time (g_c+1), s	10.5	46.8	8.8	8.0	11.0	25.8	6.2	16.4				
Green Ext Time (p_c), s	0.1	0.0	0.1	1.4	0.1	13.8	0.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			40.3									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing PM
4: Old River Rd & Camino Del Rey

LHR
12/8/2017

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	418	97	0	473	138	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	445	103	0	503	147	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	445	0	948	445
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	503	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1115	-	289	613
Stage 1	-	0	-	-	646	-
Stage 2	-	0	-	-	607	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1115	-	289	613
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	607	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		27.9	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	289	613	-	1115	-	
HCM Lane V/C Ratio	0.508	0.024	-	-	-	
HCM Control Delay (s)	29.6	11	-	0	-	
HCM Lane LOS	D	B	-	A	-	
HCM 95th %tile Q(veh)	2.7	0.1	-	0	-	

Existing PM
5: Camino Del Rey & W Lilac Rd

LHR
12/8/2017

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	100	325	405	5	5	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	346	431	5	5	135
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	436	0	-	0	993	434
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1124	-	-	-	272	622
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1124	-	-	-	240	622
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	505	-
Approach	EB		WB		SB	
HCM Control Delay, s	2		0		12.7	
HCM LOS					B	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1124	-	-	-	240	622
HCM Lane V/C Ratio	0.095	-	-	-	0.022	0.217
HCM Control Delay (s)	8.5	0	-	-	20.3	12.4
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0.8

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	838	328	264	932	86	184	74	57	84	177	59
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	59	911	352	287	1013	50	200	80	57	91	192	59
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	1066	477	315	1461	803	228	343	572	326	206	63
Arrive On Green	0.07	0.30	0.30	0.18	0.41	0.41	0.13	0.18	0.18	0.09	0.15	0.15
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3442	1368	420
Grp Volume(v), veh/h	59	911	352	287	1013	50	200	80	57	91	0	251
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1721	0	1789
Q Serve(g_s), s	3.7	28.2	23.2	18.5	27.4	1.9	12.9	4.3	2.8	2.9	0.0	16.1
Cycle Q Clear(g_c), s	3.7	28.2	23.2	18.5	27.4	1.9	12.9	4.3	2.8	2.9	0.0	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	117	1066	477	315	1461	803	228	343	572	326	0	269
V/C Ratio(X)	0.50	0.85	0.74	0.91	0.69	0.06	0.88	0.23	0.10	0.28	0.00	0.93
Avail Cap(c_a), veh/h	172	1111	497	340	1461	803	237	343	572	459	0	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	38.2	36.5	46.9	28.1	14.6	49.8	40.4	24.6	48.9	0.0	48.8
Incr Delay (d2), s/veh	3.3	6.5	5.5	26.8	1.4	0.0	28.6	0.3	0.1	0.5	0.0	37.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.9	14.7	10.8	11.3	13.7	0.8	8.1	2.2	1.2	1.4	0.0	10.7
LnGrp Delay(d),s/veh	55.8	44.7	42.0	73.7	29.5	14.6	78.3	40.8	24.7	49.4	0.0	85.9
LnGrp LOS	E	D	D	E	C	B	E	D	C	D		F
Approach Vol, veh/h		1322			1350			337			342	
Approach Delay, s/veh		44.5			38.4			60.3			76.2	
Approach LOS		D			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.3	42.5	22.4	25.0	13.4	55.5	18.5	28.9				
Change Period (Y+Rc), s	* 5.7	7.5	7.5	7.5	* 5.7	7.5	7.5	7.5				
Max Green Setting (Gmax), s	* 22	36.5	15.5	17.5	* 11	47.5	15.5	17.5				
Max Q Clear Time (g_c+I1), s	20.5	30.2	14.9	18.1	5.7	29.4	4.9	6.3				
Green Ext Time (p_c), s	0.2	4.9	0.0	0.0	0.0	12.4	0.2	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			46.8									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	1121	38	11	338	0	10	0	14	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	530	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1274	43	12	384	0	11	0	16	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	384	0	0	1317	0	0	1526	1718	659	1060	1740	192
Stage 1	-	-	-	-	-	-	1309	1309	-	409	409	-
Stage 2	-	-	-	-	-	-	217	409	-	651	1331	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1171	-	-	521	-	-	81	89	406	178	86	817
Stage 1	-	-	-	-	-	-	168	227	-	590	594	-
Stage 2	-	-	-	-	-	-	765	594	-	424	222	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1171	-	-	521	-	-	79	86	406	167	83	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	86	-	167	83	-
Stage 1	-	-	-	-	-	-	167	226	-	586	579	-
Stage 2	-	-	-	-	-	-	746	579	-	405	221	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			34.5			26.7		
HCM LOS							D			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	149	1171	-	-	521	-	-	167				
HCM Lane V/C Ratio	0.183	0.006	-	-	0.024	-	-	0.007				
HCM Control Delay (s)	34.5	8.1	-	-	12.1	-	-	26.7				
HCM Lane LOS	D	A	-	-	B	-	-	D				
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0				

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	43	64		238	108	119 131
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	400	0		-	100	- -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	94	94		94	94	94 94
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	46	68		253	115	127 139
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	646	253		0	0	253 0
Stage 1	253	-		-	-	- -
Stage 2	393	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	436	786		-	-	1312 -
Stage 1	789	-		-	-	- -
Stage 2	682	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	390	786		-	-	1312 -
Mov Cap-2 Maneuver	390	-		-	-	- -
Stage 1	789	-		-	-	- -
Stage 2	610	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	12.2		0		3.8	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	390	786	1312	-
HCM Lane V/C Ratio	-	-	0.117	0.087	0.096	-
HCM Control Delay (s)	-	-	15.5	10	8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.3	0.3	-

Existing PM
9: Old Highway 395 & W Lilac Rd

LHR
12/8/2017

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	38	10	33	17	6	26	0	62	271	28	94	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	12	39	20	7	31	0	73	319	33	111	107
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	466	622	109	359	516	232	218	0	0	392	0	0
Stage 1	230	230	-	232	232	-	-	-	-	-	-	-
Stage 2	236	392	-	127	284	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.22	-	-	2.218	-	-
Pot Cap-1 Maneuver	493	402	924	584	462	806	1349	-	-	1167	-	-
Stage 1	753	713	-	770	712	-	-	-	-	-	-	-
Stage 2	766	606	-	864	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	459	391	924	535	449	806	1349	-	-	1167	-	-
Mov Cap-2 Maneuver	459	391	-	535	449	-	-	-	-	-	-	-
Stage 1	753	693	-	770	712	-	-	-	-	-	-	-
Stage 2	730	606	-	791	657	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.2			11			0			1.1		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1349	-	-	443	924	510	806	1167	-	-		
HCM Lane V/C Ratio	-	-	-	0.127	0.042	0.053	0.038	0.028	-	-		
HCM Control Delay (s)	0	-	-	14.3	9.1	12.5	9.6	8.2	-	-		
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0.2	0.1	0.1	-	-		

Existing PM
10: Old Highway 395 & I-15 SB Off-Ramp

LHR
12/8/2017

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	53	128	8	326	0	0	0	0	71	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	58	139	9	354	0	0	0	0	77	2	11
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	354	0	-	58	0	0	430	430	354			
Stage 1	-	-	-	-	-	-	372	372	-			
Stage 2	-	-	-	-	-	-	58	58	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	1205	-	0	1546	-	-	582	518	690			
Stage 1	-	-	0	-	-	-	697	619	-			
Stage 2	-	-	0	-	-	-	965	847	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1205	-	-	1546	-	-	579	0	690			
Mov Cap-2 Maneuver	-	-	-	-	-	-	579	0	-			
Stage 1	-	-	-	-	-	-	693	0	-			
Stage 2	-	-	-	-	-	-	965	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.2			5.6					
HCM LOS							A					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	1205	-	1546	-	-	5727						
HCM Lane V/C Ratio	-	-	0.006	-	-	0.016						
HCM Control Delay (s)	0	-	7.3	-	-	5.6						
HCM Lane LOS	A	-	A	-	-	A						
HCM 95th %tile Q(veh)	0	-	0	-	-	0						

Existing PM
11: Old Highway 395 & I-15 NB Off Ramp

LHR
12/8/2017

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	182	16	0	161	113	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	250	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	192	17	0	169	119	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	204	119	119	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.218	-	-	-
Pot Cap-1 Maneuver	775	932	1469	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	775	932	1469	-	-	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1469	-	775	932	-	-
HCM Lane V/C Ratio	-	-	0.247	0.018	-	-
HCM Control Delay (s)	0	-	11.2	8.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	1	0.1	-	-

Existing PM
12: Old Highway 395 & Camino Del Rey

LHR
12/8/2017

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	17	159	317	259	135	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	167	334	273	142	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1082	142	142	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	241	906	1441	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	185	906	1441	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.6	4.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1441	-	658	-	-	
HCM Lane V/C Ratio	0.232	-	0.282	-	-	
HCM Control Delay (s)	8.2	-	12.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.9	-	1.2	-	-	

Existing PM
13: Old Highway 395 & Circle R Road

LHR
12/8/2017

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	124	38		569	184	44 285
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	0	-		-	100	170 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	131	40		599	194	46 300
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	992	599		0	0	599 0
Stage 1	599	-		-	-	- -
Stage 2	393	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	272	502		-	-	978 -
Stage 1	549	-		-	-	- -
Stage 2	682	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	259	502		-	-	978 -
Mov Cap-2 Maneuver	259	-		-	-	- -
Stage 1	549	-		-	-	- -
Stage 2	650	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	33.3		0		1.2	
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	292	978	-	
HCM Lane V/C Ratio	-	-	0.584	0.047	-	
HCM Control Delay (s)	-	-	33.3	8.9	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	3.4	0.1	-	

Existing PM
14: I-15 SB Ramps & Gopher Canyon Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	330	574	280	568	0	0	0	0	40	0	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	347	604	295	598	0	0	0	0	42	0	143
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	598	0	-	347	0	0	1534	1534	299			
Stage 1	-	-	-	-	-	-	1187	1187	-			
Stage 2	-	-	-	-	-	-	347	347	-			
Critical Hdwy	4.14	-	-	4.12	-	-	6.63	6.53	6.93			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.83	5.53	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-			
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319			
Pot Cap-1 Maneuver	975	-	0	1212	-	-	117	116	698			
Stage 1	-	-	0	-	-	-	253	261	-			
Stage 2	-	-	0	-	-	-	715	634	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	975	-	-	1212	-	-	89	0	698			
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	0	-			
Stage 1	-	-	-	-	-	-	191	0	-			
Stage 2	-	-	-	-	-	-	715	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			2.9			10					
HCM LOS							B					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	975	-	1212	-	-	903						
HCM Lane V/C Ratio	-	-	0.243	-	-	0.205						
HCM Control Delay (s)	0	-	8.9	-	-	10						
HCM Lane LOS	A	-	A	-	-	B						
HCM 95th %tile Q(veh)	0	-	1	-	-	0.8						

Existing PM
15: I-15 NB Ramps & Gopher Canyon Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	173.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	126	240	0	0	529	30	361	1	551	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Stop	-	-	None
Storage Length	220	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	133	253	0	0	557	32	380	1	580	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	557	0	0	254	0	0	797	1076	127
Stage 1	-	-	-	-	-	-	519	519	-
Stage 2	-	-	-	-	-	-	278	557	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1010	-	-	1308	-	0	~ 324	218	900
Stage 1	-	-	-	-	-	0	562	531	-
Stage 2	-	-	-	-	-	0	744	510	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1010	-	-	1308	-	-	~ 281	0	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 281	0	-
Stage 1	-	-	-	-	-	-	488	0	-
Stage 2	-	-	-	-	-	-	744	0	-

Approach	EB	WB	NB
HCM Control Delay, s	3.1	0	\$ 341.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	565	1010	-	-	1308	-
HCM Lane V/C Ratio	1.701	0.131	-	-	-	-
HCM Control Delay (s)	\$ 341.6	9.1	-	-	0	-
HCM Lane LOS	F	A	-	-	A	-
HCM 95th %tile Q(veh)	55.9	0.5	-	-	0	-

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Existing PM
16: Old Highway 395 & Gopher Canyon Road

LHR
12/8/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	473	327	257	325	156	248		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	498	276	271	342	164	193		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	601	850	336	891	368	313		
Arrive On Green	0.34	0.34	0.19	0.48	0.20	0.20		
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583		
Grp Volume(v), veh/h	498	276	271	342	164	193		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583		
Q Serve(g_s), s	12.7	4.8	7.2	5.8	3.8	5.5		
Cycle Q Clear(g_c), s	12.7	4.8	7.2	5.8	3.8	5.5		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	601	850	336	891	368	313		
V/C Ratio(X)	0.83	0.32	0.81	0.38	0.45	0.62		
Avail Cap(c_a), veh/h	918	1133	522	1342	624	530		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	15.0	6.4	19.1	8.2	17.4	18.1		
Incr Delay (d2), s/veh	3.9	0.2	5.2	0.3	0.8	2.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	6.7	3.0	4.0	3.0	2.0	2.5		
LnGrp Delay(d),s/veh	18.8	6.6	24.3	8.5	18.2	20.0		
LnGrp LOS	B	A	C	A	B	C		
Approach Vol, veh/h	774			613	357			
Approach Delay, s/veh	14.5			15.5	19.2			
Approach LOS	B			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.8	14.2		21.2		28.1		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	14.5	16.5		25.5		35.5		
Max Q Clear Time (g_c+I1), s	9.2	7.5		14.7		7.8		
Green Ext Time (p_c), s	0.4	2.3		2.0		3.3		
Intersection Summary								
HCM 2010 Ctrl Delay			15.8					
HCM 2010 LOS			B					

Existing PM
17: Old Highway 395 & Old Castle Road

LHR
12/8/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	42	211	361	173	366	103		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	46	99	392	167	398	112		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	139	533	476	203	458	1370		
Arrive On Green	0.08	0.08	0.38	0.38	0.26	0.74		
Sat Flow, veh/h	1774	1583	1241	529	1774	1863		
Grp Volume(v), veh/h	46	99	0	559	398	112		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1769	1774	1863		
Q Serve(g_s), s	1.2	2.1	0.0	13.7	10.4	0.8		
Cycle Q Clear(g_c), s	1.2	2.1	0.0	13.7	10.4	0.8		
Prop In Lane	1.00	1.00		0.30	1.00			
Lane Grp Cap(c), veh/h	139	533	0	679	458	1370		
V/C Ratio(X)	0.33	0.19	0.00	0.82	0.87	0.08		
Avail Cap(c_a), veh/h	570	917	0	679	496	1370		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	21.1	11.3	0.0	13.4	17.1	1.8		
Incr Delay (d2), s/veh	1.4	0.2	0.0	10.8	14.4	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	1.0	1.0	0.0	8.7	6.8	0.4		
LnGrp Delay(d),s/veh	22.4	11.5	0.0	24.2	31.6	1.9		
LnGrp LOS	C	B		C	C	A		
Approach Vol, veh/h	145		559		510			
Approach Delay, s/veh	15.0		24.2		25.1			
Approach LOS	B		C		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.0	23.0				40.0		8.3
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	17.5	17.5				35.5		15.5
Max Q Clear Time (g_c+12, s)	12.4	15.7				2.8		4.1
Green Ext Time (p_c), s	0.2	0.7				4.2		0.3
Intersection Summary								
HCM 2010 Ctrl Delay			23.5					
HCM 2010 LOS			C					

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	0	6	2	0	2	11	18	5	3	14	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	7	2	0	2	13	21	6	4	16	13
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	81	83	23	84	86	24	29	0	0	27	0	0
Stage 1	30	30	-	50	50	-	-	-	-	-	-	-
Stage 2	51	53	-	34	36	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	907	807	1054	903	804	1052	1584	-	-	1587	-	-
Stage 1	987	870	-	963	853	-	-	-	-	-	-	-
Stage 2	962	851	-	982	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	798	1054	889	795	1052	1584	-	-	1587	-	-
Mov Cap-2 Maneuver	897	798	-	889	795	-	-	-	-	-	-	-
Stage 1	979	867	-	955	846	-	-	-	-	-	-	-
Stage 2	952	844	-	972	862	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	8.8			8.8			2.4			0.8		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1584	-	-	963	964	1587	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.016	0.005	0.002	-	-				
HCM Control Delay (s)	7.3	0	-	8.8	8.8	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Existing PM
19: Mountain Ridge Road & Circle R Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	4	98	2	0	63	2	0	0	1	2	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	113	2	0	72	2	0	0	1	2	0	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	115	0	0	199	198	114	198	198	74
Stage 1	-	-	-	-	-	-	123	123	-	74	74	-
Stage 2	-	-	-	-	-	-	76	75	-	124	124	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1524	-	-	1474	-	-	760	698	939	761	698	988
Stage 1	-	-	-	-	-	-	881	794	-	935	833	-
Stage 2	-	-	-	-	-	-	933	833	-	880	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1524	-	-	1474	-	-	753	695	939	758	695	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	753	695	-	758	695	-
Stage 1	-	-	-	-	-	-	877	791	-	931	833	-
Stage 2	-	-	-	-	-	-	928	833	-	875	790	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			8.8			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	939	1524	-	-	1474	-	-	909				
HCM Lane V/C Ratio	0.001	0.003	-	-	-	-	-	0.009				
HCM Control Delay (s)	8.8	7.4	0	-	0	-	-	9				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	30	9		41	65	19 25
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	0	-		-	-	- -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	89	89		89	89	89 89
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	34	10		46	73	21 28
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	154	83		0	0	119 0
Stage 1	83	-		-	-	- -
Stage 2	71	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	838	976		-	-	1469 -
Stage 1	940	-		-	-	- -
Stage 2	952	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	825	976		-	-	1469 -
Mov Cap-2 Maneuver	825	-		-	-	- -
Stage 1	940	-		-	-	- -
Stage 2	938	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	9.4		0		3.2	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	856	1469	-	
HCM Lane V/C Ratio	-	-	0.051	0.015	-	
HCM Control Delay (s)	-	-	9.4	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	34	44	26	110	78	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	46	27	116	82	23
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	265	94	105	0	-	0
Stage 1	94	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	724	963	1486	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	710	963	1486	-	-	-
Mov Cap-2 Maneuver	710	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	1.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1486	-	834	-	-	
HCM Lane V/C Ratio	0.018	-	0.098	-	-	
HCM Control Delay (s)	7.5	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	62	426	190	114	122	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	80	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	448	200	120	128	33
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	200	0	-	0	779	200
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1372	-	-	-	364	841
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1372	-	-	-	347	841
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	533	-
Approach	EB		WB		SB	
HCM Control Delay, s	1		0		18.9	
HCM LOS					C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1372	-	-	-	347	841
HCM Lane V/C Ratio	0.048	-	-	-	0.37	0.039
HCM Control Delay (s)	7.8	-	-	-	21.3	9.5
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7	0.1

Existing PM
23: Valley Center Rd & Lilac Road/Private Driveway

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	389	3	200	0	0	0	198	856	1	1	710	231
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	488	0	138	0	0	0	215	930	1	1	772	179
Adj No. of Lanes	2	0	1	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	679	0	303	0	4	0	329	2006	2	3	1308	303
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.10	0.55	0.55	0.00	0.46	0.46
Sat Flow, veh/h	3548	0	1583	0	1863	0	3442	3628	4	1774	2854	662
Grp Volume(v), veh/h	488	0	138	0	0	0	215	454	477	1	479	472
Grp Sat Flow(s),veh/h/ln	1774	0	1583	0	1863	0	1721	1770	1862	1774	1770	1746
Q Serve(g_s), s	6.8	0.0	4.1	0.0	0.0	0.0	3.2	8.2	8.2	0.0	10.7	10.7
Cycle Q Clear(g_c), s	6.8	0.0	4.1	0.0	0.0	0.0	3.2	8.2	8.2	0.0	10.7	10.7
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.38
Lane Grp Cap(c), veh/h	679	0	303	0	4	0	329	978	1029	3	811	800
V/C Ratio(X)	0.72	0.00	0.46	0.00	0.00	0.00	0.65	0.46	0.46	0.30	0.59	0.59
Avail Cap(c_a), veh/h	1037	0	463	0	545	0	435	978	1029	134	811	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	19.0	0.0	0.0	0.0	23.1	7.1	7.1	26.4	10.7	10.7
Incr Delay (d2), s/veh	1.4	0.0	1.1	0.0	0.0	0.0	2.2	1.6	1.5	43.5	3.1	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.5	0.0	1.8	0.0	0.0	0.0	1.6	4.3	4.5	0.1	5.9	5.8
LnGrp Delay(d),s/veh	21.5	0.0	20.1	0.0	0.0	0.0	25.3	8.7	8.6	70.0	13.8	13.9
LnGrp LOS	C		C				C	A	A	E	B	B
Approach Vol, veh/h		626			0			1146			952	
Approach Delay, s/veh		21.2			0.0			11.8			13.9	
Approach LOS		C						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	33.8		14.6	9.6	28.8		0.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	4.0	27.0		15.5	6.7	24.3		15.5				
Max Q Clear Time (g_c+I1), s	2.0	10.2		8.8	5.2	12.7		0.0				
Green Ext Time (p_c), s	0.0	10.2		1.3	0.1	7.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.7									
HCM 2010 LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	68	1142	994	27	3	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	1215	1057	29	3	30
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1086	0	-	0	1824	543
Stage 1	-	-	-	-	1072	-
Stage 2	-	-	-	-	752	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	638	-	-	-	69	484
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	426	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	638	-	-	-	61	484
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	378	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.6		0		14.4	
HCM LOS					B	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	638	-	-	-	414	
HCM Lane V/C Ratio	0.113	-	-	-	0.08	
HCM Control Delay (s)	11.4	-	-	-	14.4	
HCM Lane LOS	B	-	-	-	B	
HCM 95th %tile Q(veh)	0.4	-	-	-	0.3	

Existing PM
25: Cole Grade Road & Valley Center Rd

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	616	502	47	24	469	95	51	31	27	148	10	473
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	648	528	23	25	494	47	54	33	12	156	11	435
Adj No. of Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	767	771	774	40	698	66	73	44	16	330	23	553
Arrive On Green	0.22	0.41	0.41	0.02	0.21	0.21	0.07	0.07	0.07	0.20	0.20	0.20
Sat Flow, veh/h	3442	1863	1583	1774	3268	310	969	592	215	1662	117	2787
Grp Volume(v), veh/h	648	528	23	25	267	274	99	0	0	167	0	435
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1808	1776	0	0	1780	0	1393
Q Serve(g_s), s	11.2	14.4	0.5	0.9	8.7	8.7	3.4	0.0	0.0	5.2	0.0	9.2
Cycle Q Clear(g_c), s	11.2	14.4	0.5	0.9	8.7	8.7	3.4	0.0	0.0	5.2	0.0	9.2
Prop In Lane	1.00		1.00	1.00		0.17	0.55		0.12	0.93		1.00
Lane Grp Cap(c), veh/h	767	771	774	40	378	386	133	0	0	353	0	553
V/C Ratio(X)	0.84	0.68	0.03	0.62	0.71	0.71	0.74	0.00	0.00	0.47	0.00	0.79
Avail Cap(c_a), veh/h	860	810	807	114	442	452	444	0	0	444	0	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	14.9	8.2	30.1	22.6	22.6	28.1	0.0	0.0	22.0	0.0	23.6
Incr Delay (d2), s/veh	7.1	2.3	0.0	14.8	4.2	4.2	7.9	0.0	0.0	1.0	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	6.1	7.8	0.2	0.6	4.7	4.8	1.9	0.0	0.0	2.6	0.0	3.9
LnGrp Delay(d),s/veh	30.2	17.1	8.2	44.9	26.8	26.9	36.1	0.0	0.0	23.0	0.0	28.3
LnGrp LOS	C	B	A	D	C	C	D			C		C
Approach Vol, veh/h	1199				566			99			602	
Approach Delay, s/veh	24.0				27.6			36.1			26.8	
Approach LOS	C				C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.2	5.9	30.2		16.8	18.3	17.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		15.5	4.0	27.0		15.5	15.5	15.5				
Max Q Clear Time (g_c+l1), s		5.4	2.9	16.4		11.2	13.2	10.7				
Green Ext Time (p_c), s		0.3	0.0	4.5		1.1	0.6	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay	26.0											
HCM 2010 LOS	C											

APPENDIX C

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – EXISTING + PROJECT

Existing + Proj AM
1: East Vista Way & Gopher Canyon Road

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	615	0	198	0	335	281	342	574	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	647	0	146	0	353	296	360	604	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	548	0	124	1	317	266	337	1036	0
Arrive On Green	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.34	0.34	0.19	0.56	0.00
Sat Flow, veh/h	0	1863	0	1416	0	320	1774	938	786	1774	1863	0
Grp Volume(v), veh/h	0	0	0	793	0	0	0	0	649	360	604	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1736	0	0	1774	0	1724	1774	1863	0
Q Serve(g_s), s	0.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0	48.0	27.0	30.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0	48.0	27.0	30.2	0.0
Prop In Lane	0.00		0.00	0.82		0.18	1.00		0.46	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	672	0	0	1	0	583	337	1036	0
V/C Ratio(X)	0.00	0.00	0.00	1.18	0.00	0.00	0.00	0.00	1.11	1.07	0.58	0.00
Avail Cap(c_a), veh/h	0	52	0	672	0	0	50	0	583	337	1036	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	43.5	0.0	0.0	0.0	0.0	47.0	57.5	20.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	95.7	0.0	0.0	0.0	0.0	72.5	68.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	0.0	44.2	0.0	0.0	0.0	0.0	34.6	19.6	15.7	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	139.2	0.0	0.0	0.0	0.0	119.5	125.5	21.5	0.0
LnGrp LOS				F					F	F	C	
Approach Vol, veh/h		0			793			649			964	
Approach Delay, s/veh		0.0			139.2			119.5			60.3	
Approach LOS					F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.0	52.0		0.0	0.0	83.0		59.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	27.0	48.0		4.0	4.0	71.0		55.0				
Max Q Clear Time (g_c+I1), s	29.0	50.0		0.0	0.0	32.2		57.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	9.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			102.3									
HCM 2010 LOS			F									
Notes												
Shared L-R not supported by HCM Engine. Results calculated based on TW's interpretation of HCM 2010 to continue analysis.												

Existing + Proj AM
2: SR-76 & Old River Rd/East Vista Way

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔	↔	↔	↔↔↔	↔	↔↔↔	↔↔	
Volume (veh/h)	33	135	92	240	29	263	83	669	397	597	966	81
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	36	148	57	287	0	245	91	735	392	656	1062	89
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	264	105	508	0	574	186	1381	430	755	1845	154
Arrive On Green	0.12	0.12	0.12	0.14	0.00	0.14	0.11	0.27	0.27	0.22	0.39	0.39
Sat Flow, veh/h	516	2168	863	3548	0	1583	1774	5085	1583	3442	4782	400
Grp Volume(v), veh/h	128	0	113	287	0	245	91	735	392	656	753	398
Grp Sat Flow(s),veh/h/ln	1837	0	1710	1774	0	1583	1774	1695	1583	1721	1695	1792
Q Serve(g_s), s	7.0	0.0	6.6	8.0	0.0	12.4	5.2	13.1	25.5	19.6	18.7	18.7
Cycle Q Clear(g_c), s	7.0	0.0	6.6	8.0	0.0	12.4	5.2	13.1	25.5	19.6	18.7	18.7
Prop In Lane	0.28		0.50	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	224	0	209	508	0	574	186	1381	430	755	1308	692
V/C Ratio(X)	0.57	0.00	0.54	0.57	0.00	0.43	0.49	0.53	0.91	0.87	0.58	0.58
Avail Cap(c_a), veh/h	245	0	228	626	0	627	202	1389	433	1031	1556	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	0.0	44.0	42.6	0.0	25.6	45.0	33.0	37.6	40.1	25.8	25.8
Incr Delay (d2), s/veh	2.7	0.0	2.2	1.0	0.0	0.5	2.0	0.4	23.3	6.1	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	3.3	4.0	0.0	5.5	2.6	6.2	13.9	9.9	8.7	9.3
LnGrp Delay(d),s/veh	46.8	0.0	46.1	43.5	0.0	26.1	46.9	33.4	60.9	46.2	26.2	26.6
LnGrp LOS	D		D	D		C	D	C	E	D	C	C
Approach Vol, veh/h	241				532				1218		1807	
Approach Delay, s/veh	46.5				35.5				43.3		33.6	
Approach LOS	D				D				D		C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	16.9	48.6			21.6	29.1	36.4	19.4				
Change Period (Y+Rc), s	5.7	7.5			6.4	* 5.7	7.5	6.4				
Max Green Setting (Gmax), s	11.2	48.9			18.8	* 32	29.1	14.2				
Max Q Clear Time (g_c+I), s	17.2	20.7			14.4	21.6	27.5	9.0				
Green Ext Time (p_c), s	0.1	15.7			0.8	1.8	1.4	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			37.8									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing + Proj AM
3: SR-76 & Olive Hill/Camino Del Rey

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑↑	↖	↖↗	↑↑↑	↖
Volume (veh/h)	123	192	168	122	106	227	85	891	9	493	1823	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	129	202	166	128	112	197	89	938	-12	519	1919	8
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	262	222	158	323	558	164	2088	650	617	2410	750
Arrive On Green	0.06	0.14	0.14	0.09	0.17	0.17	0.09	0.41	0.00	0.18	0.47	0.47
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	129	202	166	128	112	197	89	938	-12	519	1919	8
Grp Sat Flow(s), veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	3.6	10.3	9.9	7.0	5.2	9.1	4.7	13.1	0.0	14.4	31.4	0.3
Cycle Q Clear(g_c), s	3.6	10.3	9.9	7.0	5.2	9.1	4.7	13.1	0.0	14.4	31.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	262	222	158	323	558	164	2088	650	617	2410	750
V/C Ratio(X)	0.67	0.77	0.75	0.81	0.35	0.35	0.54	0.45	-0.02	0.84	0.80	0.01
Avail Cap(c_a), veh/h	279	336	286	216	404	628	207	2088	650	901	2626	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	40.8	40.7	44.1	35.8	23.6	42.7	21.0	0.0	39.1	21.9	13.7
Incr Delay (d2), s/veh	3.9	8.1	7.7	14.9	0.6	0.4	2.8	0.2	0.0	4.9	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	5.9	4.8	4.1	2.7	4.0	2.4	6.2	0.0	7.3	14.9	0.1	
LnGrp Delay(d),s/veh	49.6	48.9	48.3	58.9	36.5	24.0	45.5	21.1	0.0	43.9	23.6	13.7
LnGrp LOS	D	D	D	E	D	C	D	C		D	C	B
Approach Vol, veh/h		497			437			1015			2446	
Approach Delay, s/veh		48.9			37.4			23.5			27.9	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	46.5	12.8	17.9	15.1	52.7	9.5	21.2				
Change Period (Y+Rc), s	3.7	6.0	4.0	* 4.1	6.0	* 6	4.0	4.1				
Max Green Setting (Gmax), s	25.8	37.0	12.0	* 18	11.5	* 51	8.0	21.4				
Max Q Clear Time (g_c+10), s	10.4	15.1	9.0	12.3	6.7	33.4	5.6	11.1				
Green Ext Time (p_c), s	1.3	18.0	0.1	1.5	0.1	13.3	0.1	2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			30.2									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing + Proj AM
4: Old River Rd & Camino Del Rey

LHR
12/8/2017

Intersection						
Int Delay, s/veh	10.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	615	236	0	320	171	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	715	274	0	372	199	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	715	0	1087	715
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	885	-	239	431
Stage 1	-	0	-	-	485	-
Stage 2	-	0	-	-	697	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	885	-	239	431
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	697	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		48.7	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	239	431	-	885	-	
HCM Lane V/C Ratio	0.832	0.248	-	-	-	
HCM Control Delay (s)	66.3	16.1	-	0	-	
HCM Lane LOS	F	C	-	A	-	
HCM 95th %tile Q(veh)	6.5	1	-	0	-	

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	297	401	349	13	11	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	338	456	397	15	12	303
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	411	0	-	0	1535	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	1131	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1148	-	-	-	128	647
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	308	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1148	-	-	-	78	647
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	187	-
Approach	EB		WB		SB	
HCM Control Delay, s	4		0		17.2	
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1148	-	-	-	78	647
HCM Lane V/C Ratio	0.294	-	-	-	0.16	0.469
HCM Control Delay (s)	9.4	0	-	-	59.8	15.4
HCM Lane LOS	A	A	-	-	F	C
HCM 95th %tile Q(veh)	1.2	-	-	-	0.5	2.5

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	637	112	84	966	106	179	94	53	258	269	154
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	62	671	113	88	1017	101	188	99	51	272	283	157
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	1105	494	159	1184	687	214	545	605	343	306	170
Arrive On Green	0.05	0.31	0.31	0.09	0.33	0.33	0.12	0.29	0.29	0.10	0.27	0.27
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3442	1127	625
Grp Volume(v), veh/h	62	671	113	88	1017	101	188	99	51	272	0	440
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1721	0	1752
Q Serve(g_s), s	4.4	20.6	6.8	6.1	34.4	3.1	13.4	5.1	2.6	9.9	0.0	31.3
Cycle Q Clear(g_c), s	4.4	20.6	6.8	6.1	34.4	3.1	13.4	5.1	2.6	9.9	0.0	31.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	94	1105	494	159	1184	687	214	545	605	343	0	476
V/C Ratio(X)	0.66	0.61	0.23	0.55	0.86	0.15	0.88	0.18	0.08	0.79	0.00	0.92
Avail Cap(c_a), veh/h	129	1105	494	443	1532	843	253	545	605	859	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.6	37.4	32.7	55.9	39.9	9.3	55.5	33.9	25.3	56.4	0.0	45.4
Incr Delay (d2), s/veh	7.5	1.0	0.2	3.0	4.1	0.1	24.9	0.2	0.1	4.1	0.0	19.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.4	10.2	3.0	3.1	17.5	1.6	8.1	2.6	1.2	4.9	0.0	17.8
LnGrp Delay(d),s/veh	67.1	38.4	32.9	58.9	44.0	9.4	80.3	34.0	25.3	60.6	0.0	65.1
LnGrp LOS	E	D	C	E	D	A	F	C	C	E		E
Approach Vol, veh/h		846			1206			338			712	
Approach Delay, s/veh		39.8			42.2			58.5			63.4	
Approach LOS		D			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	47.5	21.2	42.4	14.3	50.4	18.5	45.0				
Change Period (Y+Rc), s	* 5.7	7.5	* 5.7	7.5	7.5	* 7.5	* 5.7	7.5				
Max Green Setting (Gmax), s	* 32	32.8	* 18	40.5	9.3	* 56	* 32	26.8				
Max Q Clear Time (g_c+I1), s	8.1	22.6	15.4	33.3	6.4	36.4	11.9	7.1				
Green Ext Time (p_c), s	0.2	3.2	0.1	1.6	0.1	6.5	0.9	3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			48.2									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	9	273	11	24	395	26	26	0	30	31	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	530	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	310	12	27	449	30	30	0	34	35	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	478	0	0	323	0	0	616	870	161	694	861	239
Stage 1	-	-	-	-	-	-	337	337	-	518	518	-
Stage 2	-	-	-	-	-	-	279	533	-	176	343	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1081	-	-	1234	-	-	375	288	855	329	292	762
Stage 1	-	-	-	-	-	-	651	640	-	509	531	-
Stage 2	-	-	-	-	-	-	704	523	-	809	636	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1081	-	-	1234	-	-	366	279	855	308	283	762
Mov Cap-2 Maneuver	-	-	-	-	-	-	366	279	-	308	283	-
Stage 1	-	-	-	-	-	-	645	634	-	504	519	-
Stage 2	-	-	-	-	-	-	689	512	-	770	630	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.4			12.8			18.2		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	528	1081	-	-	1234	-	-	308				
HCM Lane V/C Ratio	0.121	0.009	-	-	0.022	-	-	0.114				
HCM Control Delay (s)	12.8	8.4	-	-	8	-	-	18.2				
HCM Lane LOS	B	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.4				

Intersection

Int Delay, s/veh 10.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	272	166	195	139	33	420
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	400	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	289	177	207	148	35	447

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	724	207	0
Stage 1	207	-	-
Stage 2	517	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	393	833	1364
Stage 1	828	-	-
Stage 2	598	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	380	833	1364
Mov Cap-2 Maneuver	380	-	-
Stage 1	828	-	-
Stage 2	578	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.3	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	380	833	1364	-
HCM Lane V/C Ratio	-	-	0.761	0.212	0.026	-
HCM Control Delay (s)	-	-	39.1	10.5	7.7	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	6.2	0.8	0.1	-

Existing + Proj AM
9: Old Highway 395 & W Lilac Rd

LHR
12/8/2017

Intersection												
Int Delay, s/veh	169.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	106	40	70	373	67	196	46	46	213	117	390	150
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	42	74	393	71	206	48	48	224	123	411	158

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1029	1105	284	730	1072	161	568	0	0	273	0	0
Stage 1	736	736	-	257	257	-	-	-	-	-	-	-
Stage 2	293	369	-	473	815	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.22	-	-	2.218	-	-
Pot Cap-1 Maneuver	200	210	714	~ 324	220	883	1000	-	-	1290	-	-
Stage 1	378	424	-	747	694	-	-	-	-	-	-	-
Stage 2	714	620	-	542	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 98	181	714	~ 214	189	883	1000	-	-	1290	-	-
Mov Cap-2 Maneuver	~ 98	181	-	~ 214	189	-	-	-	-	-	-	-
Stage 1	360	384	-	711	661	-	-	-	-	-	-	-
Stage 2	465	590	-	~ 392	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	195.9	\$ 414.4	1.3	1.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	112	714	210	883	1290	-	-
HCM Lane V/C Ratio	0.048	-	-	1.372	0.103	2.206	0.234	0.095	-	-
HCM Control Delay (s)	8.8	-	-	284.8	10.6	594.4	10.3	8.1	-	-
HCM Lane LOS	A	-	-	F	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	10.6	0.3	36.4	0.9	0.3	-	-

Notes										
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined				*: All major volume in platoon				

Existing + Proj AM
10: Old Highway 395 & I-15 SB Off-Ramp

LHR
12/8/2017

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	389	531	8	229	0	0	0	0	115	12	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	427	584	9	252	0	0	0	0	126	13	59
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	252	0	-	427	0	0	696	696	252			
Stage 1	-	-	-	-	-	-	269	269	-			
Stage 2	-	-	-	-	-	-	427	427	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	1313	-	0	1132	-	-	408	365	787			
Stage 1	-	-	0	-	-	-	776	687	-			
Stage 2	-	-	0	-	-	-	658	585	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1313	-	-	1132	-	-	405	0	787			
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	0	-			
Stage 1	-	-	-	-	-	-	770	0	-			
Stage 2	-	-	-	-	-	-	658	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.3			6.5					
HCM LOS							A					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	1313	-	1132	-	-	2638						
HCM Lane V/C Ratio	-	-	0.008	-	-	0.075						
HCM Control Delay (s)	0	-	8.2	-	-	6.5						
HCM Lane LOS	A	-	A	-	-	A						
HCM 95th %tile Q(veh)	0	-	0	-	-	0.2						

Existing + Proj AM
11: Old Highway 395 & I-15 NB Off Ramp

LHR
12/8/2017

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	166	6	0	167	583	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	250	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	7	0	196	686	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	784	686	686	0	-	0
Stage 1	686	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.218	-	-	-
Pot Cap-1 Maneuver	346	447	908	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	447	908	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	27.6	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	908	-	346	447	-	-
HCM Lane V/C Ratio	-	-	0.564	0.016	-	-
HCM Control Delay (s)	0	-	28.1	13.2	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	3.3	0	-	-

Existing + Proj AM
12: Old Highway 395 & Camino Del Rey

LHR
12/8/2017

Intersection						
Int Delay, s/veh	11					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	16	337	126	124	432	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	392	147	144	502	37
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	939	502	502	0	-	0
Stage 1	502	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	293	569	1062	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	252	569	1062	-	-	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	30.1	4.5		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1062	-	538	-	-	
HCM Lane V/C Ratio	0.138	-	0.763	-	-	
HCM Control Delay (s)	8.9	-	30.1	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.5	-	6.8	-	-	

Existing + Proj AM
13: Old Highway 395 & Circle R Road

LHR
12/8/2017

Intersection

Int Delay, s/veh 108

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	305	53	194	76	37	728
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	359	62	228	89	44	856

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1172	228	0
Stage 1	228	-	-
Stage 2	944	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 213	811	1340
Stage 1	810	-	-
Stage 2	378	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 206	811	1340
Mov Cap-2 Maneuver	~ 206	-	-
Stage 1	810	-	-
Stage 2	366	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 419.2	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 232	1340	-
HCM Lane V/C Ratio	-	- 1.815	0.032	-
HCM Control Delay (s)	-	\$ 419.2	7.8	-
HCM Lane LOS	-	- F	A	-
HCM 95th %tile Q(veh)	-	- 29.1	0.1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Existing + Proj AM
14: I-15 SB Ramps & Gopher Canyon Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	13.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	278	391	460	534	0	0	0	0	51	0	300
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	296	416	489	568	0	0	0	0	54	0	319

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	568	0	-	296	0	0	1843	1843	284
Stage 1	-	-	-	-	-	-	1547	1547	-
Stage 2	-	-	-	-	-	-	296	296	-
Critical Hdwy	4.14	-	-	4.12	-	-	6.63	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	5.83	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	1000	-	0	1265	-	-	74	75	714
Stage 1	-	-	0	-	-	-	162	175	-
Stage 2	-	-	0	-	-	-	754	668	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1000	-	-	1265	-	-	~ 45	0	714
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 45	0	-
Stage 1	-	-	-	-	-	-	99	0	-
Stage 2	-	-	-	-	-	-	754	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.5	48.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1000	-	1265	-	-	429
HCM Lane V/C Ratio	-	-	0.387	-	-	0.87
HCM Control Delay (s)	0	-	9.6	-	-	48.6
HCM Lane LOS	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0	-	1.9	-	-	8.9

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Existing + Proj AM
15: I-15 NB Ramps & Gopher Canyon Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	17.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	106	223	0	0	735	60	285	2	195	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Stop	-	-	None
Storage Length	220	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	245	0	0	808	66	313	2	214	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	808	0	0	245	0	0	882	1286	123
Stage 1	-	-	-	-	-	-	478	478	-
Stage 2	-	-	-	-	-	-	404	808	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	813	-	-	1318	-	0	~ 286	163	905
Stage 1	-	-	-	-	-	0	590	554	-
Stage 2	-	-	-	-	-	0	643	392	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	813	-	-	1318	-	-	~ 245	0	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 245	0	-
Stage 1	-	-	-	-	-	-	506	0	-
Stage 2	-	-	-	-	-	-	643	0	-

Approach	EB	WB	NB
HCM Control Delay, s	3.3	0	53.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	558	813	-	-	1318	-
HCM Lane V/C Ratio	0.949	0.143	-	-	-	-
HCM Control Delay (s)	53.8	10.2	-	-	0	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	12.4	0.5	-	-	0	-

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Existing + Proj AM
16: Old Highway 395 & Gopher Canyon Road

LHR
12/8/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	194	237	298	102	553	495		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	218	187	335	115	621	387		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	303	619	390	1252	696	591		
Arrive On Green	0.17	0.17	0.22	0.67	0.37	0.37		
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583		
Grp Volume(v), veh/h	218	187	335	115	621	387		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583		
Q Serve(g_s), s	5.9	4.2	9.2	1.1	16.0	10.3		
Cycle Q Clear(g_c), s	5.9	4.2	9.2	1.1	16.0	10.3		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	303	619	390	1252	696	591		
V/C Ratio(X)	0.72	0.30	0.86	0.09	0.89	0.65		
Avail Cap(c_a), veh/h	575	861	407	1298	724	615		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.0	10.7	19.1	2.9	15.0	13.2		
Incr Delay (d2), s/veh	3.2	0.3	16.1	0.0	13.2	2.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	3.2	4.3	6.2	0.6	10.6	4.9		
LnGrp Delay(d),s/veh	23.1	11.0	35.2	3.0	28.2	15.6		
LnGrp LOS	C	B	D	A	C	B		
Approach Vol, veh/h	405			450	1008			
Approach Delay, s/veh	17.5			27.0	23.3			
Approach LOS	B			C	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		38.2		12.7	15.2	23.0		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		35.5		16.5	11.7	19.8		
Max Q Clear Time (g_c+l1), s		3.1		7.9	11.2	18.0		
Green Ext Time (p_c), s		6.3		0.8	0.1	1.1		
Intersection Summary								
HCM 2010 Ctrl Delay			23.0					
HCM 2010 LOS			C					

Existing + Proj AM
17: Old Highway 395 & Old Castle Road

LHR
12/8/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	183	304	74	32	206	585		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	206	213	83	15	231	657		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	274	497	771	139	283	1346		
Arrive On Green	0.15	0.15	0.50	0.50	0.16	0.72		
Sat Flow, veh/h	1774	1583	1536	278	1774	1863		
Grp Volume(v), veh/h	206	213	0	98	231	657		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1814	1774	1863		
Q Serve(g_s), s	7.2	6.9	0.0	1.9	8.2	9.8		
Cycle Q Clear(g_c), s	7.2	6.9	0.0	1.9	8.2	9.8		
Prop In Lane	1.00	1.00		0.15	1.00			
Lane Grp Cap(c), veh/h	274	497	0	910	283	1346		
V/C Ratio(X)	0.75	0.43	0.00	0.11	0.82	0.49		
Avail Cap(c_a), veh/h	464	666	0	910	464	1346		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.58	0.58		
Uniform Delay (d), s/veh	26.3	17.7	0.0	8.5	26.4	3.9		
Incr Delay (d2), s/veh	4.2	0.6	0.0	0.2	3.4	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	3.1	0.0	1.0	4.2	5.2			
LnGrp Delay(d),s/veh	30.4	18.3	0.0	8.8	29.8	4.6		
LnGrp LOS	C	B		A	C	A		
Approach Vol, veh/h	419		98		888			
Approach Delay, s/veh	24.3		8.8		11.2			
Approach LOS	C		A		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.4	36.6				51.0		14.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	17.0	19.0				40.0		17.0
Max Q Clear Time (g_c+10), s	10.2	3.9				11.8		9.2
Green Ext Time (p_c), s	0.3	3.9				4.7		0.8
Intersection Summary								
HCM 2010 Ctrl Delay			14.9					
HCM 2010 LOS			B					

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	1	77	2	3	7	44	20	3	21	19	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	91	2	4	8	52	24	4	25	22	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	209	205	25	249	205	25	27	0	0	27	0	0
Stage 1	74	74	-	129	129	-	-	-	-	-	-	-
Stage 2	135	131	-	120	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	748	691	1051	705	691	1051	1587	-	-	1587	-	-
Stage 1	935	833	-	875	789	-	-	-	-	-	-	-
Stage 2	868	788	-	884	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	712	658	1051	620	658	1051	1587	-	-	1587	-	-
Mov Cap-2 Maneuver	712	658	-	620	658	-	-	-	-	-	-	-
Stage 1	904	820	-	846	763	-	-	-	-	-	-	-
Stage 2	829	762	-	794	819	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9			9.4			4.8			3.5		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1587	-	-	1005	831	1587	-	-				
HCM Lane V/C Ratio	0.033	-	-	0.1	0.017	0.016	-	-				
HCM Control Delay (s)	7.3	0	-	9	9.4	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-				

Existing + Proj AM
19: Mountain Ridge Road & Circle R Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	23	44	0	0	129	5	1	0	0	7	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	51	0	0	148	6	1	0	0	8	0	55
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	51	0	0	282	257	51	254	254	151
Stage 1	-	-	-	-	-	-	103	103	-	151	151	-
Stage 2	-	-	-	-	-	-	179	154	-	103	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-	1555	-	-	670	647	1017	699	650	895
Stage 1	-	-	-	-	-	-	903	810	-	851	772	-
Stage 2	-	-	-	-	-	-	823	770	-	903	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1426	-	-	1555	-	-	620	635	1017	689	638	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	620	635	-	689	638	-
Stage 1	-	-	-	-	-	-	886	795	-	835	772	-
Stage 2	-	-	-	-	-	-	772	770	-	886	795	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0			10.8			9.5		
HCM LOS							B			A		

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	65	46	29	45	70	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	52	33	51	79	69
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	284	58	0	0	83	0
Stage 1	58	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	706	1008	-	-	1514	-
Stage 1	965	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	668	1008	-	-	1514	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.5	0		4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	777	1514	-	
HCM Lane V/C Ratio	-	-	0.161	0.052	-	
HCM Control Delay (s)	-	-	10.5	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-	

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	25	108	50	39	105	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	114	53	41	111	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	278	132	154	0	-	0
Stage 1	132	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	712	917	1426	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	685	917	1426	-	-	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	4.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1426	-	862	-	-	
HCM Lane V/C Ratio	0.037	-	0.162	-	-	
HCM Control Delay (s)	7.6	0	10	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

Intersection						
Int Delay, s/veh	9.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	67	142	249	183	260	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	80	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	165	290	213	302	87
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	290	0	-	0	611	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1272	-	-	-	457	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1272	-	-	-	429	749
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	690	-
Approach	EB		WB		SB	
HCM Control Delay, s	2.6		0		26.5	
HCM LOS					D	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1272	-	-	-	429	749
HCM Lane V/C Ratio	0.061	-	-	-	0.705	0.116
HCM Control Delay (s)	8	-	-	-	31.1	10.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.2	-	-	-	5.4	0.4

Existing + Proj AM
23: Valley Center Rd & Lilac Road/Private Driveway

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	292	1	204	4	0	0	135	550	0	1	729	239
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	341	0	73	4	0	0	142	579	0	1	767	235
Adj No. of Lanes	2	0	1	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	529	0	236	8	0	0	238	1880	0	3	1236	379
Arrive On Green	0.15	0.00	0.15	0.00	0.00	0.00	0.07	0.53	0.00	0.00	0.46	0.46
Sat Flow, veh/h	3548	0	1583	1774	0	0	3442	3632	0	1774	2670	818
Grp Volume(v), veh/h	341	0	73	4	0	0	142	579	0	1	508	494
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	0	1721	1770	0	1774	1770	1718
Q Serve(g_s), s	4.6	0.0	2.1	0.1	0.0	0.0	2.0	4.7	0.0	0.0	11.0	11.0
Cycle Q Clear(g_c), s	4.6	0.0	2.1	0.1	0.0	0.0	2.0	4.7	0.0	0.0	11.0	11.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		0.48
Lane Grp Cap(c), veh/h	529	0	236	8	0	0	238	1880	0	3	819	796
V/C Ratio(X)	0.64	0.00	0.31	0.52	0.00	0.00	0.60	0.31	0.00	0.29	0.62	0.62
Avail Cap(c_a), veh/h	1157	0	516	575	0	0	338	2523	0	160	1248	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	19.3	25.3	0.0	0.0	23.0	6.7	0.0	25.4	10.3	10.3
Incr Delay (d2), s/veh	1.3	0.0	0.7	45.7	0.0	0.0	2.4	0.1	0.0	40.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.3	0.0	1.0	0.2	0.0	0.0	1.0	2.3	0.0	0.1	5.5	5.4
LnGrp Delay(d),s/veh	21.7	0.0	20.1	71.0	0.0	0.0	25.4	6.8	0.0	65.4	11.1	11.1
LnGrp LOS	C		C	E			C	A		E	B	B
Approach Vol, veh/h		414			4			721			1003	
Approach Delay, s/veh		21.4			71.0			10.4			11.1	
Approach LOS		C			E			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	31.0		11.6	7.5	27.6		4.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.6	36.3		16.6	5.0	35.9		16.5				
Max Q Clear Time (g_c+l1), s	2.0	6.7		6.6	4.0	13.0		2.1				
Green Ext Time (p_c), s	0.0	11.8		1.0	0.0	10.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.0									
HCM 2010 LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	23	800	891	15	17	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	851	948	16	18	87
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	964	0	-	0	1430	482
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	710	-	-	-	125	530
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	710	-	-	-	121	530
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	572	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.3		0		15.7	
HCM LOS					C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	710	-	-	-	441	
HCM Lane V/C Ratio	0.034	-	-	-	0.239	
HCM Control Delay (s)	10.3	-	-	-	15.7	
HCM Lane LOS	B	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	

Existing + Proj AM
25: Cole Grade Road & Valley Center Rd

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	418	377	32	13	345	167	38	23	15	237	16	573
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	440	397	7	14	363	107	40	24	5	249	17	392
Adj No. of Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	577	713	686	25	620	180	52	31	7	365	25	611
Arrive On Green	0.17	0.38	0.38	0.01	0.23	0.23	0.05	0.05	0.05	0.22	0.22	0.22
Sat Flow, veh/h	3442	1863	1583	1774	2706	787	1037	622	130	1666	114	2787
Grp Volume(v), veh/h	440	397	7	14	236	234	69	0	0	266	0	392
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1724	1788	0	0	1779	0	1393
Q Serve(g_s), s	5.9	8.0	0.1	0.4	5.7	5.8	1.8	0.0	0.0	6.6	0.0	6.1
Cycle Q Clear(g_c), s	5.9	8.0	0.1	0.4	5.7	5.8	1.8	0.0	0.0	6.6	0.0	6.1
Prop In Lane	1.00		1.00	1.00		0.46	0.58		0.07	0.94		1.00
Lane Grp Cap(c), veh/h	577	713	686	25	405	395	91	0	0	390	0	611
V/C Ratio(X)	0.76	0.56	0.01	0.56	0.58	0.59	0.76	0.00	0.00	0.68	0.00	0.64
Avail Cap(c_a), veh/h	645	815	773	166	608	592	633	0	0	612	0	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	11.6	7.7	23.5	16.5	16.5	22.5	0.0	0.0	17.2	0.0	17.0
Incr Delay (d2), s/veh	4.8	0.7	0.0	17.8	1.3	1.4	12.4	0.0	0.0	2.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.1	4.2	0.1	0.3	2.9	2.9	1.2	0.0	0.0	3.4	0.0	2.4
LnGrp Delay(d),s/veh	23.9	12.3	7.8	41.3	17.8	17.9	34.9	0.0	0.0	19.3	0.0	18.2
LnGrp LOS	C	B	A	D	B	B	C			B		B
Approach Vol, veh/h		844			484			69			658	
Approach Delay, s/veh		18.3			18.5			34.9			18.6	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.4	4.7	22.4		14.5	12.0	15.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		17.0	4.5	21.0		16.5	9.0	16.5				
Max Q Clear Time (g_c+I1), s		3.8	2.4	10.0		8.6	7.9	7.8				
Green Ext Time (p_c), s		0.2	0.0	3.7		1.9	0.2	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			19.0									
HCM 2010 LOS			B									

Existing + Proj PM
1: East Vista Way & Gopher Canyon Road

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	11	0	480	6	259	2	516	593	623	620	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	12	0	505	6	184	2	543	519	656	653	13
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	20	0	300	4	109	4	333	318	382	1094	22
Arrive On Green	0.00	0.01	0.00	0.24	0.24	0.24	0.00	0.38	0.38	0.22	0.60	0.60
Sat Flow, veh/h	0	1863	0	1250	15	455	1774	877	838	1774	1820	36
Grp Volume(v), veh/h	0	12	0	695	0	0	2	0	1062	656	0	666
Grp Sat Flow(s),veh/h/ln	0	1863	0	1720	0	0	1774	0	1715	1774	0	1856
Q Serve(g_s), s	0.0	0.9	0.0	35.4	0.0	0.0	0.2	0.0	56.0	31.8	0.0	32.9
Cycle Q Clear(g_c), s	0.0	0.9	0.0	35.4	0.0	0.0	0.2	0.0	56.0	31.8	0.0	32.9
Prop In Lane	0.00		0.00	0.73		0.26	1.00		0.49	1.00		0.02
Lane Grp Cap(c), veh/h	0	20	0	413	0	0	4	0	651	382	0	1116
V/C Ratio(X)	0.00	0.61	0.00	1.68	0.00	0.00	0.53	0.00	1.63	1.72	0.00	0.60
Avail Cap(c_a), veh/h	0	50	0	413	0	0	48	0	651	382	0	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	72.7	0.0	56.1	0.0	0.0	73.5	0.0	45.8	57.9	0.0	18.3
Incr Delay (d2), s/veh	0.0	27.0	0.0	318.3	0.0	0.0	82.8	0.0	291.3	333.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.6	0.0	53.2	0.0	0.0	0.2	0.0	79.1	50.9	0.0	17.1
LnGrp Delay(d),s/veh	0.0	99.7	0.0	374.4	0.0	0.0	156.4	0.0	337.0	390.9	0.0	19.2
LnGrp LOS		F		F			F		F	F		B
Approach Vol, veh/h		12			695			1064			1322	
Approach Delay, s/veh		99.7			374.4			336.7			203.6	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	64.0		5.6	4.3	96.7		41.0				
Change Period (Y+Rc), s	* 5.2	8.0		4.0	4.0	* 8		5.6				
Max Green Setting (Gmax), s	* 32	56.0		4.0	4.0	* 87		35.4				
Max Q Clear Time (g_c+I1), s	33.8	58.0		2.9	2.2	34.9		37.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	19.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			287.4									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing + Proj PM
2: SR-76 & Old River Rd/East Vista Way

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕	↕	↕	↕↕↕	↕	↕↕↕↕	↕↕↕	
Volume (veh/h)	26	53	79	200	21	470	87	1610	310	566	791	78
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	27	56	78	227	0	432	92	1695	284	596	833	77
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	136	174	428	0	488	181	1834	571	646	2116	195
Arrive On Green	0.11	0.11	0.11	0.12	0.00	0.12	0.10	0.36	0.36	0.19	0.45	0.45
Sat Flow, veh/h	596	1237	1583	3548	0	1583	1774	5085	1583	3442	4740	436
Grp Volume(v), veh/h	83	0	78	227	0	432	92	1695	284	596	595	315
Grp Sat Flow(s),veh/h/ln	1833	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1786
Q Serve(g_s), s	5.0	0.0	5.4	7.1	0.0	14.2	5.8	37.6	16.4	20.0	13.9	14.0
Cycle Q Clear(g_c), s	5.0	0.0	5.4	7.1	0.0	14.2	5.8	37.6	16.4	20.0	13.9	14.0
Prop In Lane	0.33		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	201	0	174	428	0	488	181	1834	571	646	1513	797
V/C Ratio(X)	0.41	0.00	0.45	0.53	0.00	0.88	0.51	0.92	0.50	0.92	0.39	0.40
Avail Cap(c_a), veh/h	221	0	191	428	0	488	219	1872	583	652	1513	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	49.0	48.6	0.0	38.7	50.0	36.1	29.3	46.9	21.9	21.9
Incr Delay (d2), s/veh	1.3	0.0	1.8	1.2	0.0	17.3	2.2	8.2	0.7	18.6	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	2.5	3.5	0.0	15.7	2.9	19.0	7.3	11.2	6.5	6.9
LnGrp Delay(d),s/veh	50.2	0.0	50.8	49.8	0.0	56.0	52.2	44.3	30.0	65.5	22.0	22.2
LnGrp LOS	D		D	D		E	D	D	C	E	C	C
Approach Vol, veh/h	161				659		2071				1506	
Approach Delay, s/veh	50.5				53.9		42.7				39.3	
Approach LOS	D				D		D				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	17.7	60.0	20.6		27.8	49.9	19.3					
Change Period (Y+Rc), s	5.7	7.5	6.4		* 5.7	7.5	6.4					
Max Green Setting (Gmax), s	15	51.1	14.2		* 22	43.3	14.2					
Max Q Clear Time (g_c+I), s	17.8	16.0	16.2		22.0	39.6	7.4					
Green Ext Time (p_c), s	0.1	24.9	0.0		0.1	2.8	0.4					
Intersection Summary												
HCM 2010 Ctrl Delay			43.5									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	132	71	92	118	102	320	138	1972	18	198	1249	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	145	78	96	130	112	286	152	2167	15	218	1373	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	243	207	199	250	360	183	2220	691	321	2038	634
Arrive On Green	0.11	0.13	0.13	0.11	0.13	0.13	0.10	0.44	0.44	0.09	0.40	0.40
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	145	78	96	130	112	286	152	2167	15	218	1373	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	4.2	4.1	6.0	7.5	5.9	14.4	9.0	44.8	0.6	6.6	23.8	1.0
Cycle Q Clear(g_c), s	4.2	4.1	6.0	7.5	5.9	14.4	9.0	44.8	0.6	6.6	23.8	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	243	207	199	250	360	183	2220	691	321	2038	634
V/C Ratio(X)	0.38	0.32	0.46	0.65	0.45	0.79	0.83	0.98	0.02	0.68	0.67	0.04
Avail Cap(c_a), veh/h	475	257	219	238	250	360	265	2220	691	321	2038	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	42.3	43.1	45.6	42.7	39.0	47.2	29.6	17.2	47.1	26.4	19.5
Incr Delay (d2), s/veh	0.6	0.8	1.6	4.8	1.3	11.6	13.7	13.9	0.0	5.7	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.2	2.7	3.9	3.1	9.2	5.1	23.7	0.3	3.4	11.2	0.4	
LnGrp Delay(d),s/veh	44.7	43.0	44.7	50.4	44.0	50.6	60.9	43.5	17.2	52.8	27.3	19.6
LnGrp LOS	D	D	D	D	D	D	E	D	B	D	C	B
Approach Vol, veh/h		319			528			2334			1615	
Approach Delay, s/veh		44.3			49.2			44.5			30.6	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	54.8	17.6	19.6	19.0	50.9	17.2	20.0				
Change Period (Y+Rc), s	5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6				
Max Green Setting (Gmax), s	10	46.8	14.4	* 15	16.0	* 40	* 15	14.4				
Max Q Clear Time (g_c+I), s	10	46.8	9.5	8.0	11.0	25.8	6.2	16.4				
Green Ext Time (p_c), s	0.1	0.0	0.1	1.4	0.1	13.8	0.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			40.3									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing + Proj PM
4: Old River Rd & Camino Del Rey

LHR
12/8/2017

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	442	97	0	487	138	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	470	103	0	518	147	48
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	470	0	988	470
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1092	-	274	594
Stage 1	-	0	-	-	629	-
Stage 2	-	0	-	-	598	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1092	-	274	594
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	598	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		27.2	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	274	594	-	1092	-	
HCM Lane V/C Ratio	0.536	0.081	-	-	-	
HCM Control Delay (s)	32.3	11.6	-	0	-	
HCM Lane LOS	D	B	-	A	-	
HCM 95th %tile Q(veh)	2.9	0.3	-	0	-	

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	155	325	405	5	5	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	346	431	5	5	169
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	436	0	-	0	1110	434
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	676	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1124	-	-	-	232	622
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1124	-	-	-	190	622
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	413	-
Approach	EB		WB		SB	
HCM Control Delay, s	2.8		0		13.3	
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1124	-	-	-	190	622
HCM Lane V/C Ratio	0.147	-	-	-	0.028	0.272
HCM Control Delay (s)	8.8	0	-	-	24.5	12.9
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1	1.1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	838	356	301	932	86	200	89	78	84	203	59
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	59	911	382	327	1013	50	217	97	80	91	221	59
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	986	441	349	1452	796	232	361	619	319	221	59
Arrive On Green	0.07	0.28	0.28	0.20	0.41	0.41	0.13	0.19	0.19	0.09	0.16	0.16
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3442	1418	378
Grp Volume(v), veh/h	59	911	382	327	1013	50	217	97	80	91	0	280
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1721	0	1796
Q Serve(g_s), s	3.8	29.6	27.2	21.5	28.0	1.9	14.4	5.2	3.8	2.9	0.0	18.5
Cycle Q Clear(g_c), s	3.8	29.6	27.2	21.5	28.0	1.9	14.4	5.2	3.8	2.9	0.0	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	115	986	441	349	1452	796	232	361	619	319	0	280
V/C Ratio(X)	0.51	0.92	0.87	0.94	0.70	0.06	0.94	0.27	0.13	0.28	0.00	1.00
Avail Cap(c_a), veh/h	169	1030	461	349	1452	796	232	361	619	450	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.6	41.5	40.6	46.9	28.9	15.1	51.0	40.6	23.2	50.1	0.0	50.0
Incr Delay (d2), s/veh	3.5	13.1	15.4	32.5	1.5	0.0	41.5	0.4	0.1	0.5	0.0	53.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.0	16.2	13.7	13.7	13.9	0.8	9.7	2.7	1.7	1.4	0.0	13.3
LnGrp Delay(d),s/veh	57.1	54.6	56.0	79.3	30.4	15.2	92.5	41.0	23.3	50.6	0.0	103.4
LnGrp LOS	E	D	E	E	C	B	F	D	C	D		F
Approach Vol, veh/h	1352			1390			394			371		
Approach Delay, s/veh	55.1			41.3			65.8			90.4		
Approach LOS	E			D			E			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.0	40.5	23.0	26.0	13.4	56.1	18.5	30.5				
Change Period (Y+Rc), s	* 5.7	7.5	7.5	7.5	* 5.7	7.5	7.5	7.5				
Max Green Setting (Gmax), s	* 23	34.5	15.5	18.5	* 11	46.5	15.5	18.5				
Max Q Clear Time (g_c+I1), s	23.5	31.6	16.4	20.5	5.8	30.0	4.9	7.2				
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	11.7	0.2	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay	54.6											
HCM 2010 LOS	D											
Notes												

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	1129	38	38	353	0	10	0	30	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	530	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1283	43	43	401	0	11	0	34	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	401	0	0	1326	0	0	1605	1806	663	1143	1828	201
Stage 1	-	-	-	-	-	-	1318	1318	-	488	488	-
Stage 2	-	-	-	-	-	-	287	488	-	655	1340	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1154	-	-	517	-	-	70	78	404	155	76	806
Stage 1	-	-	-	-	-	-	166	225	-	530	548	-
Stage 2	-	-	-	-	-	-	696	548	-	421	220	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1154	-	-	517	-	-	65	71	404	132	69	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	71	-	132	69	-
Stage 1	-	-	-	-	-	-	165	224	-	527	502	-
Stage 2	-	-	-	-	-	-	638	502	-	383	219	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			32.6			32.5		
HCM LOS							D			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	175	1154	-	-	517	-	-	132				
HCM Lane V/C Ratio	0.26	0.006	-	-	0.084	-	-	0.009				
HCM Control Delay (s)	32.6	8.1	-	-	12.6	-	-	32.5				
HCM Lane LOS	D	A	-	-	B	-	-	D				
HCM 95th %tile Q(veh)	1	0	-	-	0.3	-	-	0				

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	171	64		291	182	119 222
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	400	0		-	100	- -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	94	94		94	94	94 94
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	182	68		310	194	127 236
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	799	310		0	0	310 0
Stage 1	310	-		-	-	- -
Stage 2	489	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	355	730		-	-	1250 -
Stage 1	744	-		-	-	- -
Stage 2	616	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	313	730		-	-	1250 -
Mov Cap-2 Maneuver	313	-		-	-	- -
Stage 1	744	-		-	-	- -
Stage 2	544	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	25.6		0		2.9	
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	313	730	1250	-
HCM Lane V/C Ratio	-	-	0.581	0.093	0.101	-
HCM Control Delay (s)	-	-	31.3	10.4	8.2	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	3.4	0.3	0.3	-

Existing + Proj PM
9: Old Highway 395 & W Lilac Rd

LHR
12/8/2017

Intersection												
Int Delay, s/veh	56.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	38	75	34	264	44	153	1	62	699	248	94	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	88	40	311	52	180	1	73	822	292	111	107

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1260	1646	109	1169	1287	484	218	0	0	895	0	0
Stage 1	748	748	-	486	486	-	-	-	-	-	-	-
Stage 2	512	898	-	683	801	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.22	-	-	2.218	-	-
Pot Cap-1 Maneuver	137	99	924	~ 159	164	582	1349	-	-	758	-	-
Stage 1	371	419	-	562	550	-	-	-	-	-	-	-
Stage 2	544	357	-	406	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 41	~ 61	924	-	101	582	1349	-	-	758	-	-
Mov Cap-2 Maneuver	~ 41	~ 61	-	-	101	-	-	-	-	-	-	-
Stage 1	371	258	-	562	550	-	-	-	-	-	-	-
Stage 2	340	357	-	~ 157	243	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 674.1		0	7.3
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1349	-	-	52	924	-	582	758	-	-
HCM Lane V/C Ratio	0.001	-	-	2.557	0.043	-	0.309	0.385	-	-
HCM Control Delay (s)	7.7	-	-	\$ 874.2	9.1	-	13.9	12.7	-	-
HCM Lane LOS	A	-	-	F	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	13.7	0.1	-	1.3	1.8	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Existing + Proj PM
10: Old Highway 395 & I-15 SB Off-Ramp

LHR
12/8/2017

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	151	288	8	631	0	0	0	0	103	2	114
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	164	313	9	686	0	0	0	0	112	2	124
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	686	0	-	164	0	0	867	867	686			
Stage 1	-	-	-	-	-	-	703	703	-			
Stage 2	-	-	-	-	-	-	164	164	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	908	-	0	1414	-	-	323	291	447			
Stage 1	-	-	0	-	-	-	491	440	-			
Stage 2	-	-	0	-	-	-	865	762	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	908	-	-	1414	-	-	321	0	447			
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	0	-			
Stage 1	-	-	-	-	-	-	488	0	-			
Stage 2	-	-	-	-	-	-	865	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.1			10.8					
HCM LOS							B					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	908	-	1414	-	-	859						
HCM Lane V/C Ratio	-	-	0.006	-	-	0.277						
HCM Control Delay (s)	0	-	7.6	-	-	10.8						
HCM Lane LOS	A	-	A	-	-	B						
HCM 95th %tile Q(veh)	0	-	0	-	-	1.1						

Existing + Proj PM
11: Old Highway 395 & I-15 NB Off Ramp

LHR
12/8/2017

Intersection						
Int Delay, s/veh	10.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	425	16	0	208	173	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	250	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	447	17	0	219	182	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	291	182	182	0	-	0
Stage 1	182	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.218	-	-	-
Pot Cap-1 Maneuver	688	860	1393	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	860	1393	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1393	-	688	860	-	-
HCM Lane V/C Ratio	-	-	0.65	0.02	-	-
HCM Control Delay (s)	0	-	19.4	9.3	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	4.8	0.1	-	-

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	22	160	318	311	193	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	168	335	327	203	18
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1200	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	204	838	1369	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	838	1369	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	15.1		4.3		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1369	-	545	-	-	
HCM Lane V/C Ratio	0.245	-	0.352	-	-	
HCM Control Delay (s)	8.5	-	15.1	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	1	-	1.6	-	-	

Existing + Proj PM
13: Old Highway 395 & Circle R Road

LHR
12/8/2017

Intersection						
Int Delay, s/veh	13.8					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	158	72		588	246	83 296
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	0	-		-	100	170 -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	95	95		95	95	95 95
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	166	76		619	259	87 312
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1105	619		0	0	619 0
Stage 1	619	-		-	-	- -
Stage 2	486	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	233	489		-	-	961 -
Stage 1	537	-		-	-	- -
Stage 2	618	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	489		-	-	961 -
Mov Cap-2 Maneuver	212	-		-	-	- -
Stage 1	537	-		-	-	- -
Stage 2	562	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	83.1		0		2	
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	258	961	-	
HCM Lane V/C Ratio	-	-	0.938	0.091	-	
HCM Control Delay (s)	-	-	83.1	9.1	-	
HCM Lane LOS	-	-	F	A	-	
HCM 95th %tile Q(veh)	-	-	8.6	0.3	-	

Existing + Proj PM
14: I-15 SB Ramps & Gopher Canyon Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	366	574	293	590	0	0	0	0	40	0	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	385	604	308	621	0	0	0	0	42	0	143
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	621	0	-	385	0	0	1623	1623	311			
Stage 1	-	-	-	-	-	-	1238	1238	-			
Stage 2	-	-	-	-	-	-	385	385	-			
Critical Hdwy	4.14	-	-	4.12	-	-	6.63	6.53	6.93			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.83	5.53	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-			
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319			
Pot Cap-1 Maneuver	956	-	0	1173	-	-	103	102	686			
Stage 1	-	-	0	-	-	-	238	247	-			
Stage 2	-	-	0	-	-	-	687	610	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	956	-	-	1173	-	-	76	0	686			
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	0	-			
Stage 1	-	-	-	-	-	-	176	0	-			
Stage 2	-	-	-	-	-	-	687	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			3			10.1					
HCM LOS							B					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	956	-	1173	-	-	888						
HCM Lane V/C Ratio	-	-	0.263	-	-	0.209						
HCM Control Delay (s)	0	-	9.2	-	-	10.1						
HCM Lane LOS	A	-	A	-	-	B						
HCM 95th %tile Q(veh)	0	-	1.1	-	-	0.8						

Existing + Proj PM
15: I-15 NB Ramps & Gopher Canyon Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh	209.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	126	276	0	0	561	30	361	1	573	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Stop	-	-	None
Storage Length	220	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	133	291	0	0	591	32	380	1	603	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	591	0	0	292	0	0	852	1148	146
Stage 1	-	-	-	-	-	-	557	557	-
Stage 2	-	-	-	-	-	-	295	591	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	981	-	-	1267	-	0	~ 299	197	875
Stage 1	-	-	-	-	-	0	537	510	-
Stage 2	-	-	-	-	-	0	730	493	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	981	-	-	1267	-	-	~ 258	0	874
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 258	0	-
Stage 1	-	-	-	-	-	-	464	0	-
Stage 2	-	-	-	-	-	-	730	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.9	0	\$ 424.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	522	981	-	-	1267	-
HCM Lane V/C Ratio	1.885	0.135	-	-	-	-
HCM Control Delay (s)	\$ 424.5	9.2	-	-	0	-
HCM Lane LOS	F	A	-	-	A	-
HCM 95th %tile Q(veh)	63.6	0.5	-	-	0	-

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	531	327	257	349	170	280		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	559	276	271	367	179	227		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	642	903	329	885	388	330		
Arrive On Green	0.36	0.36	0.19	0.48	0.21	0.21		
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583		
Grp Volume(v), veh/h	559	276	271	367	179	227		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583		
Q Serve(g_s), s	16.2	5.0	8.1	7.1	4.7	7.3		
Cycle Q Clear(g_c), s	16.2	5.0	8.1	7.1	4.7	7.3		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	642	903	329	885	388	330		
V/C Ratio(X)	0.87	0.31	0.82	0.41	0.46	0.69		
Avail Cap(c_a), veh/h	818	1060	465	1196	556	472		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.4	6.2	21.6	9.5	19.2	20.2		
Incr Delay (d2), s/veh	8.3	0.2	8.0	0.3	0.9	2.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	9.4	3.3	4.7	3.6	2.5	3.4		
LnGrp Delay(d),s/veh	24.7	6.4	29.6	9.8	20.0	22.8		
LnGrp LOS	C	A	C	A	C	C		
Approach Vol, veh/h	835			638	406			
Approach Delay, s/veh	18.6			18.2	21.6			
Approach LOS	B			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.8	16.0		24.5		30.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	14.5	16.5		25.5		35.5		
Max Q Clear Time (g_c+l1), s	10.1	9.3		18.2		9.1		
Green Ext Time (p_c), s	0.3	2.2		1.8		3.7		
Intersection Summary								
HCM 2010 Ctrl Delay			19.1					
HCM 2010 LOS			B					

Existing + Proj PM
17: Old Highway 395 & Old Castle Road

LHR
12/8/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	42	218	377	173	370	112		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	46	107	410	167	402	122		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	147	542	477	194	461	1363		
Arrive On Green	0.08	0.08	0.38	0.38	0.26	0.73		
Sat Flow, veh/h	1774	1583	1259	513	1774	1863		
Grp Volume(v), veh/h	46	107	0	577	402	122		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1772	1774	1863		
Q Serve(g_s), s	1.2	2.3	0.0	14.5	10.5	0.9		
Cycle Q Clear(g_c), s	1.2	2.3	0.0	14.5	10.5	0.9		
Prop In Lane	1.00	1.00		0.29	1.00			
Lane Grp Cap(c), veh/h	147	542	0	672	461	1363		
V/C Ratio(X)	0.31	0.20	0.00	0.86	0.87	0.09		
Avail Cap(c_a), veh/h	567	917	0	672	494	1363		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	21.0	11.2	0.0	13.9	17.2	1.9		
Incr Delay (d2), s/veh	1.2	0.2	0.0	13.4	14.9	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	1.0	1.0	0.0	9.6	7.1	0.5		
LnGrp Delay(d),s/veh	22.2	11.4	0.0	27.3	32.1	2.0		
LnGrp LOS	C	B		C	C	A		
Approach Vol, veh/h	153		577			524		
Approach Delay, s/veh	14.6		27.3			25.1		
Approach LOS	B		C			C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.1	22.9				40.0		8.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	17.5	17.5				35.5		15.5
Max Q Clear Time (g_c+12, s)	12.5	16.5				2.9		4.3
Green Ext Time (p_c), s	0.1	0.4				4.4		0.3
Intersection Summary								
HCM 2010 Ctrl Delay			24.8					
HCM 2010 LOS			C					

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	0	51	2	0	2	90	28	5	26	20	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	60	2	0	2	106	33	6	31	24	13
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	340	342	30	369	346	36	36	0	0	39	0	0
Stage 1	91	91	-	248	248	-	-	-	-	-	-	-
Stage 2	249	251	-	121	98	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	614	580	1044	588	577	1037	1575	-	-	1571	-	-
Stage 1	916	820	-	756	701	-	-	-	-	-	-	-
Stage 2	755	699	-	883	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	572	529	1044	517	526	1037	1575	-	-	1571	-	-
Mov Cap-2 Maneuver	572	529	-	517	526	-	-	-	-	-	-	-
Stage 1	853	804	-	704	653	-	-	-	-	-	-	-
Stage 2	701	651	-	816	798	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.1			10.3			5.5			3.3		
HCM LOS	A			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1575	-	-	949	690	1571	-	-				
HCM Lane V/C Ratio	0.067	-	-	0.072	0.007	0.019	-	-				
HCM Control Delay (s)	7.5	0	-	9.1	10.3	7.3	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0	0.1	-	-				

Existing + Proj PM
19: Mountain Ridge Road & Circle R Road

LHR
12/8/2017

Intersection												
Int Delay, s/veh		2.7										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	65	124	2	0	78	6	0	0	1	4	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	143	2	0	90	7	0	0	1	5	0	39
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	145	0	0	406	390	144	387	387	93
Stage 1	-	-	-	-	-	-	293	293	-	93	93	-
Stage 2	-	-	-	-	-	-	113	97	-	294	294	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1496	-	-	1437	-	-	555	545	903	572	547	964
Stage 1	-	-	-	-	-	-	715	670	-	914	818	-
Stage 2	-	-	-	-	-	-	892	815	-	714	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1496	-	-	1437	-	-	510	515	903	547	517	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	510	515	-	547	517	-
Stage 1	-	-	-	-	-	-	676	633	-	864	818	-
Stage 2	-	-	-	-	-	-	856	815	-	674	633	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0			9			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	903	1496	-	-	1437	-	-	892				
HCM Lane V/C Ratio	0.001	0.05	-	-	-	-	-	0.049				
HCM Control Delay (s)	9	7.5	0	-	0	-	-	9.2				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.2				

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	48	72		67	75	55 40
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	0	-		-	-	- -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	89	89		89	89	89 89
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	54	81		75	84	62 45
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	286	117		0	0	160 0
Stage 1	117	-		-	-	- -
Stage 2	169	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	704	935		-	-	1419 -
Stage 1	908	-		-	-	- -
Stage 2	861	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	672	935		-	-	1419 -
Mov Cap-2 Maneuver	672	-		-	-	- -
Stage 1	908	-		-	-	- -
Stage 2	822	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	10.3		0		4.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	808	1419	-	
HCM Lane V/C Ratio	-	-	0.167	0.044	-	
HCM Control Delay (s)	-	-	10.3	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	42	82	91	110	78	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	86	96	116	82	38
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	408	101	120	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	599	954	1468	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	954	1468	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.6	3.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1468	-	768	-	-	
HCM Lane V/C Ratio	0.065	-	0.17	-	-	
HCM Control Delay (s)	7.6	0	10.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-	

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	65	426	190	176	158	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	80	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	448	200	185	166	35
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	200	0	-	0	785	200
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1372	-	-	-	361	841
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1372	-	-	-	343	841
Mov Cap-2 Maneuver	-	-	-	-	343	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	529	-
Approach	EB		WB		SB	
HCM Control Delay, s	1		0		22.3	
HCM LOS					C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1372	-	-	-	343	841
HCM Lane V/C Ratio	0.05	-	-	-	0.485	0.041
HCM Control Delay (s)	7.8	-	-	-	25	9.5
HCM Lane LOS	A	-	-	-	D	A
HCM 95th %tile Q(veh)	0.2	-	-	-	2.5	0.1

Existing + Proj PM
23: Valley Center Rd & Lilac Road/Private Driveway

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	403	3	203	0	0	0	203	856	1	1	710	255
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	505	0	141	0	0	0	221	930	1	1	772	205
Adj No. of Lanes	2	0	1	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	694	0	310	0	3	0	335	1998	2	3	1258	334
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.10	0.55	0.55	0.00	0.45	0.45
Sat Flow, veh/h	3548	0	1583	0	1863	0	3442	3628	4	1774	2768	735
Grp Volume(v), veh/h	505	0	141	0	0	0	221	454	477	1	494	483
Grp Sat Flow(s),veh/h/ln	1774	0	1583	0	1863	0	1721	1770	1862	1774	1770	1733
Q Serve(g_s), s	7.1	0.0	4.2	0.0	0.0	0.0	3.3	8.3	8.3	0.0	11.3	11.3
Cycle Q Clear(g_c), s	7.1	0.0	4.2	0.0	0.0	0.0	3.3	8.3	8.3	0.0	11.3	11.3
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.42
Lane Grp Cap(c), veh/h	694	0	310	0	3	0	335	975	1026	3	804	788
V/C Ratio(X)	0.73	0.00	0.46	0.00	0.00	0.00	0.66	0.47	0.47	0.30	0.61	0.61
Avail Cap(c_a), veh/h	1029	0	459	0	540	0	431	975	1026	133	804	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	19.0	0.0	0.0	0.0	23.3	7.3	7.3	26.7	11.0	11.0
Incr Delay (d2), s/veh	1.5	0.0	1.0	0.0	0.0	0.0	2.4	1.6	1.5	44.3	3.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	3.6	0.0	1.9	0.0	0.0	0.0	1.7	4.5	4.7	0.1	6.3	6.1
LnGrp Delay(d),s/veh	21.6	0.0	20.0	0.0	0.0	0.0	25.7	8.9	8.8	71.0	14.5	14.6
LnGrp LOS	C		C				C	A	A	E	B	B
Approach Vol, veh/h		646			0			1152			978	
Approach Delay, s/veh		21.3			0.0			12.0			14.6	
Approach LOS		C						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	33.9		15.0	9.7	28.8		0.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	4.0	27.0		15.5	6.7	24.3		15.5				
Max Q Clear Time (g_c+I1), s	2.0	10.3		9.1	5.3	13.3		0.0				
Green Ext Time (p_c), s	0.0	10.3		1.3	0.1	7.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			15.1									
HCM 2010 LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	69	1155	1017	27	3	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	1229	1082	29	3	31
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1111	0	-	0	1857	555
Stage 1	-	-	-	-	1096	-
Stage 2	-	-	-	-	761	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	624	-	-	-	65	475
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	422	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	624	-	-	-	57	475
Mov Cap-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	373	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.7		0		14.6	
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	624	-	-	-	408	
HCM Lane V/C Ratio	0.118	-	-	-	0.083	
HCM Control Delay (s)	11.5	-	-	-	14.6	
HCM Lane LOS	B	-	-	-	B	
HCM 95th %tile Q(veh)	0.4	-	-	-	0.3	

Existing + Proj PM
25: Cole Grade Road & Valley Center Rd

LHR
12/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 			 				 
Volume (veh/h)	620	510	48	24	483	95	53	31	27	148	10	480
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	653	537	25	25	508	47	56	33	12	156	11	442
Adj No. of Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	768	774	779	40	704	65	75	44	16	332	23	556
Arrive On Green	0.22	0.42	0.42	0.02	0.21	0.21	0.08	0.08	0.08	0.20	0.20	0.20
Sat Flow, veh/h	3442	1863	1583	1774	3277	302	985	580	211	1662	117	2787
Grp Volume(v), veh/h	653	537	25	25	274	281	101	0	0	167	0	442
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1809	1776	0	0	1780	0	1393
Q Serve(g_s), s	11.4	14.9	0.5	0.9	9.0	9.1	3.5	0.0	0.0	5.2	0.0	9.5
Cycle Q Clear(g_c), s	11.4	14.9	0.5	0.9	9.0	9.1	3.5	0.0	0.0	5.2	0.0	9.5
Prop In Lane	1.00		1.00	1.00		0.17	0.55		0.12	0.93		1.00
Lane Grp Cap(c), veh/h	768	774	779	40	380	389	136	0	0	355	0	556
V/C Ratio(X)	0.85	0.69	0.03	0.63	0.72	0.72	0.74	0.00	0.00	0.47	0.00	0.79
Avail Cap(c_a), veh/h	848	799	800	113	436	446	437	0	0	438	0	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	15.1	8.3	30.5	22.9	23.0	28.5	0.0	0.0	22.2	0.0	24.0
Incr Delay (d2), s/veh	7.7	2.5	0.0	15.0	4.9	4.9	7.8	0.0	0.0	1.0	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	6.3	8.1	0.3	0.6	4.9	5.1	2.0	0.0	0.0	2.6	0.0	4.0
LnGrp Delay(d),s/veh	31.1	17.6	8.3	45.5	27.8	27.9	36.2	0.0	0.0	23.2	0.0	29.2
LnGrp LOS	C	B	A	D	C	C	D			C		C
Approach Vol, veh/h	1215				580			101			609	
Approach Delay, s/veh	24.7				28.6			36.2			27.5	
Approach LOS	C				C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	9.3		5.9	30.6	17.1		18.5	18.0				
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5		4.5	4.5				
Max Green Setting (Gmax), s	15.5		4.0	27.0	15.5		15.5	15.5				
Max Q Clear Time (g_c+l1), s	5.5		2.9	16.9	11.5		13.4	11.1				
Green Ext Time (p_c), s	0.3		0.0	4.5	1.1		0.6	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay	26.8											
HCM 2010 LOS	C											

APPENDIX D

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – EXISTING + PROJECT + CUMULATIVE PROJECTS

Existing + Cuml + Proj AM
1: East Vista Way & Gopher Canyon Road

LHR
12/11/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	10	5	655	10	276	0	489	335	416	822	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	5	11	5	689	11	229	0	515	353	438	865	11
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	14	7	474	8	158	1	355	243	287	978	12
Arrive On Green	0.02	0.02	0.02	0.37	0.37	0.37	0.00	0.34	0.34	0.16	0.53	0.53
Sat Flow, veh/h	421	926	421	1278	20	425	1774	1031	707	1774	1835	23
Grp Volume(v), veh/h	21	0	0	929	0	0	0	0	868	438	0	876
Grp Sat Flow(s),veh/h/ln	1767	0	0	1724	0	0	1774	0	1738	1774	0	1859
Q Serve(g_s), s	1.8	0.0	0.0	55.0	0.0	0.0	0.0	0.0	51.0	24.0	0.0	61.8
Cycle Q Clear(g_c), s	1.8	0.0	0.0	55.0	0.0	0.0	0.0	0.0	51.0	24.0	0.0	61.8
Prop In Lane	0.24		0.24	0.74		0.25	1.00		0.41	1.00		0.01
Lane Grp Cap(c), veh/h	28	0	0	639	0	0	1	0	598	287	0	990
V/C Ratio(X)	0.76	0.00	0.00	1.45	0.00	0.00	0.00	0.00	1.45	1.53	0.00	0.88
Avail Cap(c_a), veh/h	48	0	0	639	0	0	48	0	598	287	0	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	0.0	0.0	46.7	0.0	0.0	0.0	0.0	48.7	62.2	0.0	30.6
Incr Delay (d2), s/veh	34.1	0.0	0.0	212.6	0.0	0.0	0.0	0.0	212.8	253.6	0.0	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.1	0.0	0.0	63.9	0.0	0.0	0.0	0.0	59.7	31.9	0.0	34.3
LnGrp Delay(d),s/veh	106.8	0.0	0.0	259.3	0.0	0.0	0.0	0.0	261.5	315.7	0.0	40.3
LnGrp LOS	F			F					F	F		D
Approach Vol, veh/h	21			929			868			1314		
Approach Delay, s/veh	106.8			259.3			261.5			132.1		
Approach LOS	F			F			F			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	55.0		6.3	0.0	83.0		59.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	24.0	51.0		4.0	4.0	71.0		55.0				
Max Q Clear Time (g_c+I1), s	26.0	53.0		3.8	0.0	63.8		57.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	205.5											
HCM 2010 LOS	F											
Notes												

Existing + Cuml + Proj AM
2: SR-76 & Old River Rd/East Vista Way

LHR
12/11/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↗	↖	↗	↗	↕↕↕	↗	↗↗↗↕	↕↕↕	
Volume (veh/h)	43	167	126	316	60	345	128	1117	544	812	1871	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	47	184	94	394	0	335	141	1227	554	892	2056	132
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	220	117	447	0	628	177	1391	433	933	2173	139
Arrive On Green	0.11	0.11	0.11	0.13	0.00	0.13	0.10	0.27	0.27	0.27	0.44	0.44
Sat Flow, veh/h	495	1973	1047	3548	0	1583	1774	5085	1583	3442	4886	312
Grp Volume(v), veh/h	174	0	151	394	0	335	141	1227	554	892	1423	765
Grp Sat Flow(s),veh/h/ln	1838	0	1678	1774	0	1583	1774	1695	1583	1721	1695	1808
Q Serve(g_s), s	11.1	0.0	10.4	13.0	0.0	15.0	9.3	27.5	32.6	30.4	47.9	48.5
Cycle Q Clear(g_c), s	11.1	0.0	10.4	13.0	0.0	15.0	9.3	27.5	32.6	30.4	47.9	48.5
Prop In Lane	0.27		0.62	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	205	0	187	447	0	628	177	1391	433	933	1508	804
V/C Ratio(X)	0.85	0.00	0.81	0.88	0.00	0.53	0.80	0.88	1.28	0.96	0.94	0.95
Avail Cap(c_a), veh/h	217	0	199	447	0	628	183	1391	433	933	1508	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	0.0	51.7	51.2	0.0	27.5	52.5	41.4	43.3	42.7	31.7	31.8
Incr Delay (d2), s/veh	25.2	0.0	20.2	18.3	0.0	0.9	20.8	7.0	142.4	19.7	12.3	20.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	5.9	7.5	0.0	8.6	5.6	13.7	31.3	16.9	24.9	28.6
LnGrp Delay(d),s/veh	77.2	0.0	71.9	69.5	0.0	28.4	73.2	48.4	185.7	62.4	44.0	52.5
LnGrp LOS	E		E	E		C	E	D	F	E	D	D
Approach Vol, veh/h	325				729		1922				3080	
Approach Delay, s/veh	74.8				50.6		89.8				51.4	
Approach LOS	E				D		F				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	7.6	60.5	21.4		38.0	40.1	19.7					
Change Period (Y+Rc), s	5.7	7.5	6.4		* 5.7	7.5	6.4					
Max Green Setting (Gmax), s	12	52.6	15.0		* 32	32.6	14.1					
Max Q Clear Time (g_c+1), s	11	50.5	17.0		32.4	34.6	13.1					
Green Ext Time (p_c), s	0.0	2.1	0.0		0.0	0.0	0.2					
Intersection Summary												
HCM 2010 Ctrl Delay			64.8									
HCM 2010 LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	179	364	269	271	242	362	136	1390	132	587	2759	207
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	188	383	272	285	255	339	143	1463	118	618	2904	213
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	324	276	203	407	657	167	1878	585	676	2304	717
Arrive On Green	0.07	0.17	0.17	0.11	0.22	0.22	0.09	0.37	0.37	0.20	0.45	0.45
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	188	383	272	285	255	339	143	1463	118	618	2904	213
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	6.6	21.3	20.9	14.0	15.2	19.5	9.7	31.2	6.2	21.5	55.4	10.4
Cycle Q Clear(g_c), s	6.6	21.3	20.9	14.0	15.2	19.5	9.7	31.2	6.2	21.5	55.4	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	324	276	203	407	657	167	1878	585	676	2304	717
V/C Ratio(X)	0.78	1.18	0.99	1.40	0.63	0.52	0.86	0.78	0.20	0.91	1.26	0.30
Avail Cap(c_a), veh/h	253	324	276	203	407	657	167	1878	585	718	2304	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	50.5	50.4	54.2	43.3	26.6	54.6	34.1	26.3	48.1	33.5	21.1
Incr Delay (d2), s/veh	13.7	108.4	50.3	208.4	3.0	0.7	33.2	2.2	0.2	15.7	121.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	20.7	13.0	18.6	8.1	8.7	6.3	14.9	2.8	11.7	51.6	4.6	
LnGrp Delay(d),s/veh	69.6	158.9	100.6	262.5	46.3	27.3	87.8	36.3	26.4	63.8	154.4	21.4
LnGrp LOS	E	F	F	F	D	C	F	D	C	E	F	C
Approach Vol, veh/h	843			879			1724			3735		
Approach Delay, s/veh	120.2			109.1			39.9			131.8		
Approach LOS	F			F			D			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.7	51.2	18.0	25.4	17.5	61.4	12.6	30.8				
Change Period (Y+Rc), s	3.7	6.0	4.0	* 4.1	6.0	* 6	4.0	4.1				
Max Green Setting (Gmax), s	25.5	41.8	14.0	* 21	11.5	* 55	9.0	25.9				
Max Q Clear Time (g_c+2.5), s	23.5	33.2	16.0	23.3	11.7	57.4	8.6	21.5				
Green Ext Time (p_c), s	0.5	8.6	0.0	0.0	0.0	0.0	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay	105.6											
HCM 2010 LOS	F											
Notes												

Intersection

Int Delay, s/veh 83.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	860	269	0	795	174	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1000	313	0	924	202	170

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	1000
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	692
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	692
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	\$ 516.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	73	295	-	692	-
HCM Lane V/C Ratio	2.772	0.575	-	-	-
HCM Control Delay (s)	\$ 922.4	32.5	-	0	-
HCM Lane LOS	F	D	-	A	-
HCM 95th %tile Q(veh)	20	3.4	-	0	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection							
Int Delay, s/veh	12.2						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Vol, veh/h	261	693	565	23	17	351	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage, #	-	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	88	88	88	88	88	88	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	297	788	642	26	19	399	
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	668	0	-	0	2036	655	
Stage 1	-	-	-	-	655	-	
Stage 2	-	-	-	-	1381	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	922	-	-	-	62	466	
Stage 1	-	-	-	-	517	-	
Stage 2	-	-	-	-	233	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	922	-	-	-	26	466	
Mov Cap-2 Maneuver	-	-	-	-	26	-	
Stage 1	-	-	-	-	517	-	
Stage 2	-	-	-	-	99	-	
Approach	EB		WB		SB		
HCM Control Delay, s	2.9		0		56		
HCM LOS					F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	922	-	-	-	26	466	
HCM Lane V/C Ratio	0.322	-	-	-	0.743	0.856	
HCM Control Delay (s)	10.7	0	-	-	308.4	43.8	
HCM Lane LOS	B	A	-	-	F	E	
HCM 95th %tile Q(veh)	1.4	-	-	-	2.3	8.7	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	98	1023	279	178	1289	174	380	288	207	438	485	208
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	103	1077	289	187	1357	172	400	303	213	461	511	214
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	1105	494	213	1239	798	276	444	567	529	295	124
Arrive On Green	0.07	0.31	0.31	0.12	0.35	0.35	0.16	0.24	0.24	0.15	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3442	1248	523
Grp Volume(v), veh/h	103	1077	289	187	1357	172	400	303	213	461	0	725
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1721	0	1771
Q Serve(g_s), s	8.6	45.1	23.0	15.6	52.5	5.3	23.3	22.2	15.0	19.6	0.0	35.5
Cycle Q Clear(g_c), s	8.6	45.1	23.0	15.6	52.5	5.3	23.3	22.2	15.0	19.6	0.0	35.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	124	1105	494	213	1239	798	276	444	567	529	0	419
V/C Ratio(X)	0.83	0.97	0.58	0.88	1.10	0.22	1.45	0.68	0.38	0.87	0.00	1.73
Avail Cap(c_a), veh/h	145	1105	494	417	1239	798	276	444	567	810	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.9	51.0	43.4	65.0	48.8	8.2	63.4	52.0	35.7	62.0	0.0	57.3
Incr Delay (d2), s/veh	27.8	21.1	1.8	11.1	55.9	0.1	222.5	4.3	0.4	6.7	0.0	338.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	5.2	25.2	10.3	8.3	35.2	2.3	28.4	12.0	6.6	9.8	0.0	56.7
LnGrp Delay(d),s/veh	96.7	72.1	45.2	76.1	104.6	8.3	285.8	56.3	36.1	68.7	0.0	395.8
LnGrp LOS	F	E	D	E	F	A	F	E	D	E		F
Approach Vol, veh/h		1469			1716			916			1186	
Approach Delay, s/veh		68.5			91.9			151.8			268.7	
Approach LOS		E			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.7	54.3	29.0	43.0	18.0	60.0	28.8	43.2				
Change Period (Y+Rc), s	* 5.7	7.5	* 5.7	7.5	7.5	* 7.5	* 5.7	7.5				
Max Green Setting (Gmax), s	* 35	29.5	* 23	35.5	12.3	* 53	* 35	23.5				
Max Q Clear Time (g_c+I1), s	17.6	47.1	25.3	37.5	10.6	54.5	21.6	24.2				
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.1	0.0	1.4	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			135.4									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	338	618	77	214	721	88	107	114	200	66	115	205
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	530	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	384	702	88	243	819	100	122	130	227	75	131	233

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	919	0	0	790	0	0	2475	2920	395	2540	2914	460
Stage 1	-	-	-	-	-	-	1514	1514	-	1356	1356	-
Stage 2	-	-	-	-	-	-	961	1406	-	1184	1558	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	738	-	-	826	-	-	~ 15	~ 15	604	~ 14	~ 15	548
Stage 1	-	-	-	-	-	-	125	181	-	157	216	-
Stage 2	-	-	-	-	-	-	275	204	-	201	172	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	738	-	-	826	-	-	-	~ 5	604	-	~ 5	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 5	-	-	~ 5	-
Stage 1	-	-	-	-	-	-	~ 60	~ 87	-	75	152	-
Stage 2	-	-	-	-	-	-	~ 16	144	-	-	~ 83	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.9	2.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	738	-	-	826	-	-	-
HCM Lane V/C Ratio	-	0.52	-	-	0.294	-	-	-
HCM Control Delay (s)	-	15	-	-	11.2	-	-	-
HCM Lane LOS	-	C	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	3	-	-	1.2	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 142.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	300	226	599	196	60	767
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	400	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	319	240	637	209	64	816

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1581	637	0
Stage 1	637	-	-
Stage 2	944	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 120	477	947
Stage 1	527	-	-
Stage 2	378	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 105	477	947
Mov Cap-2 Maneuver	~ 105	-	-
Stage 1	527	-	-
Stage 2	331	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 582.1	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	105	477	947	-
HCM Lane V/C Ratio	-	-	3.04	0.504	0.067	-
HCM Control Delay (s)	-	\$	1005.6	20	9.1	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	30.7	2.8	0.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Existing + Cuml + Proj AM
9: Old Highway 395 & W Lilac Rd

LHR
12/11/2017

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	166	44	164	377	72	201	118	350	245	142	680	215
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	175	46	173	397	76	212	124	368	258	149	716	226
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1912	2003	471	1426	1987	497	942	0	0	626	0	0
Stage 1	1128	1128	-	746	746	-	-	-	-	-	-	-
Stage 2	784	875	-	680	1241	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.22	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 46	59	540	~ 104	~ 61	572	724	-	-	956	-	-
Stage 1	218	278	-	405	420	-	-	-	-	-	-	-
Stage 2	385	366	-	408	246	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 41	540	-	~ 43	572	724	-	-	956	-	-
Mov Cap-2 Maneuver	-	~ 41	-	-	~ 43	-	-	-	-	-	-	-
Stage 1	181	235	-	~ 336	348	-	-	-	-	-	-	-
Stage 2	~ 157	303	-	~ 188	208	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s							1.8			1.3		
HCM LOS	-											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	724	-	-	-	540	-	572	956	-	-		
HCM Lane V/C Ratio	0.172	-	-	-	0.32	-	0.37	0.156	-	-		
HCM Control Delay (s)	11	-	-	-	14.8	-	14.9	9.5	-	-		
HCM Lane LOS	B	-	-	-	B	-	B	A	-	-		
HCM 95th %tile Q(veh)	0.6	-	-	-	1.4	-	1.7	0.6	-	-		
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Existing + Cuml + Proj AM
10: Old Highway 395 & I-15 SB Off-Ramp

LHR
12/11/2017

Intersection												
Int Delay, s/veh	1.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	522	761	26	418	0	0	0	0	144	12	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	574	836	29	459	0	0	0	0	158	13	64

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	459	0	-	574	0	0	1090	1090	459
Stage 1	-	-	-	-	-	-	516	516	-
Stage 2	-	-	-	-	-	-	574	574	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1102	-	0	999	-	-	238	215	602
Stage 1	-	-	0	-	-	-	599	534	-
Stage 2	-	-	0	-	-	-	563	503	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1102	-	-	999	-	-	231	0	602
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	0	-
Stage 1	-	-	-	-	-	-	582	0	-
Stage 2	-	-	-	-	-	-	563	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.5	7.7
HCM LOS	A		

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1102	-	999	-	-	1574
HCM Lane V/C Ratio	-	-	0.029	-	-	0.149
HCM Control Delay (s)	0	-	8.7	-	-	7.7
HCM Lane LOS	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	-	0.1	-	-	0.5

Existing + Cuml + Proj AM
11: Old Highway 395 & I-15 NB Off Ramp

LHR
12/11/2017

Intersection

Int Delay, s/veh 50.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	276	51	0	441	708	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	250	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	325	60	0	519	833	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1092	833	0
Stage 1	833	-	-
Stage 2	259	-	-
Critical Hdwy	6.63	6.23	4.12
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.83	-	-
Follow-up Hdwy	3.519	3.319	2.218
Pot Cap-1 Maneuver	~ 223	368	800
Stage 1	426	-	-
Stage 2	761	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 223	368	800
Mov Cap-2 Maneuver	~ 223	-	-
Stage 1	426	-	-
Stage 2	761	-	-

Approach	EB	NB	SB
HCM Control Delay, s	229.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	800	-	223	368	-	-
HCM Lane V/C Ratio	-	-	1.456	0.163	-	-
HCM Control Delay (s)	0	-	269	16.7	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0	-	19.1	0.6	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 48.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	41	378	142	305	548	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	440	165	355	637	48

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1322	637	0
Stage 1	637	-	-
Stage 2	685	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	173	477	947
Stage 1	527	-	-
Stage 2	500	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	143	477	947
Mov Cap-2 Maneuver	143	-	-
Stage 1	527	-	-
Stage 2	413	-	-

Approach	EB	NB	SB
HCM Control Delay, s	164.3	3.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	947	-	388	-	-
HCM Lane V/C Ratio	0.174	-	1.256	-	-
HCM Control Delay (s)	9.6	-	164.3	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.6	-	21.1	-	-

Existing + Cuml + Proj AM
13: Old Highway 395 & Circle R Road

LHR
12/11/2017

Intersection

Int Delay, s/veh 321.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	366	71	379	102	50	843
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	431	84	446	120	59	992

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1555	446	0
Stage 1	446	-	-
Stage 2	1109	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 124	612	1114
Stage 1	645	-	-
Stage 2	~ 316	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 117	612	1114
Mov Cap-2 Maneuver	~ 117	-	-
Stage 1	645	-	-
Stage 2	~ 299	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 1330.6	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 135	1114	-
HCM Lane V/C Ratio	-	- 3.808	0.053	-
HCM Control Delay (s)	-	\$ 1330.6	8.4	-
HCM Lane LOS	-	- F	A	-
HCM 95th %tile Q(veh)	-	- 51.2	0.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Existing + Cuml + Proj AM
14: I-15 SB Ramps & Gopher Canyon Road

LHR
12/11/2017

Intersection												
Int Delay, s/veh	376.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	386	405	476	595	0	0	0	0	123	3	377
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	411	431	506	633	0	0	0	0	131	3	401

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	633	0	-	411	0	0	2057	2057	316
Stage 1	-	-	-	-	-	-	1646	1646	-
Stage 2	-	-	-	-	-	-	411	411	-
Critical Hdwy	4.14	-	-	4.12	-	-	6.63	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	5.83	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	946	-	0	1148	-	-	~ 54	55	681
Stage 1	-	-	0	-	-	-	143	156	-
Stage 2	-	-	0	-	-	-	668	594	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	946	-	-	1148	-	-	~ 30	0	681
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 30	0	-
Stage 1	-	-	-	-	-	-	~ 80	0	-
Stage 2	-	-	-	-	-	-	668	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.7	\$ 1456.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	946	-	1148	-	-	131
HCM Lane V/C Ratio	-	-	0.441	-	-	4.085
HCM Control Delay (s)	0	-	10.6	-	\$ 1456.1	
HCM Lane LOS	A	-	B	-	-	F
HCM 95th %tile Q(veh)	0	-	2.3	-	-	54.2

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Existing + Cuml + Proj AM
15: I-15 NB Ramps & Gopher Canyon Road

LHR
12/11/2017

Intersection												
Int Delay, s/veh	189.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	158	351	0	0	820	123	303	5	270	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Stop	-	-	None
Storage Length	220	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	174	386	0	0	901	135	333	5	297	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	901	0	0	386	0	0	1184	1634	193
Stage 1	-	-	-	-	-	-	733	733	-
Stage 2	-	-	-	-	-	-	451	901	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	750	-	-	1169	-	0	~ 182	100	816
Stage 1	-	-	-	-	-	0	436	424	-
Stage 2	-	-	-	-	-	0	609	355	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	750	-	-	1169	-	-	~ 140	0	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 140	0	-
Stage 1	-	-	-	-	-	-	335	0	-
Stage 2	-	-	-	-	-	-	609	0	-

Approach	EB	WB	NB
HCM Control Delay, s	3.5	0	\$ 622.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	750	-	-	1169	-
HCM Lane V/C Ratio	2.293	0.232	-	-	-	-
HCM Control Delay (s)	\$ 622.1	11.2	-	-	0	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	49.6	0.9	-	-	0	-

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Existing + Cuml + Proj AM
16: Old Highway 395 & Gopher Canyon Road

LHR
12/11/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	287	347	316	220	615	615		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	322	311	355	247	691	522		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	379	673	375	1245	740	629		
Arrive On Green	0.21	0.21	0.21	0.67	0.40	0.40		
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583		
Grp Volume(v), veh/h	322	311	355	247	691	522		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583		
Q Serve(g_s), s	11.8	9.5	13.3	3.4	24.0	20.0		
Cycle Q Clear(g_c), s	11.8	9.5	13.3	3.4	24.0	20.0		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	379	673	375	1245	740	629		
V/C Ratio(X)	0.85	0.46	0.95	0.20	0.93	0.83		
Avail Cap(c_a), veh/h	433	721	375	1254	749	637		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.5	13.9	26.3	4.3	19.5	18.3		
Incr Delay (d2), s/veh	13.4	0.5	32.8	0.1	18.5	8.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	7.1	9.2	9.9	1.7	16.1	10.3		
LnGrp Delay(d),s/veh	39.0	14.4	59.0	4.4	38.0	27.3		
LnGrp LOS	D	B	E	A	D	C		
Approach Vol, veh/h	633			602	1213			
Approach Delay, s/veh	26.9			36.6	33.4			
Approach LOS	C			D	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		49.2		18.4	18.3	30.9		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		45.5		16.5	14.3	27.2		
Max Q Clear Time (g_c+l1), s		5.4		13.8	15.3	26.0		
Green Ext Time (p_c), s		9.2		0.6	0.0	0.8		
Intersection Summary								
HCM 2010 Ctrl Delay			32.5					
HCM 2010 LOS			C					

Existing + Cuml + Proj AM
17: Old Highway 395 & Old Castle Road

LHR
12/11/2017

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	280	341	173	53	242	721		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	315	254	194	39	272	810		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	380	628	631	127	323	1234		
Arrive On Green	0.21	0.21	0.42	0.42	0.18	0.66		
Sat Flow, veh/h	1774	1583	1506	303	1774	1863		
Grp Volume(v), veh/h	315	254	0	233	272	810		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1809	1774	1863		
Q Serve(g_s), s	11.0	7.5	0.0	5.6	9.6	16.9		
Cycle Q Clear(g_c), s	11.0	7.5	0.0	5.6	9.6	16.9		
Prop In Lane	1.00	1.00		0.17	1.00			
Lane Grp Cap(c), veh/h	380	628	0	758	323	1234		
V/C Ratio(X)	0.83	0.40	0.00	0.31	0.84	0.66		
Avail Cap(c_a), veh/h	491	727	0	758	437	1234		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.54	0.54		
Uniform Delay (d), s/veh	24.4	14.1	0.0	12.6	25.7	6.5		
Incr Delay (d2), s/veh	9.0	0.4	0.0	1.1	6.1	1.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	3.3	0.0	3.0	5.2	9.1			
LnGrp Delay(d),s/veh	33.4	14.5	0.0	13.6	31.7	8.0		
LnGrp LOS	C	B		B	C	A		
Approach Vol, veh/h	569		233		1082			
Approach Delay, s/veh	25.0		13.6		14.0			
Approach LOS	C		B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.8	31.2				47.1		17.9
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	10.0	19.0				39.0		18.0
Max Q Clear Time (g_c+1), s	11.6	7.6				18.9		13.0
Green Ext Time (p_c), s	0.3	4.9				6.5		0.9
Intersection Summary								
HCM 2010 Ctrl Delay			17.3					
HCM 2010 LOS			B					

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	6	77	4	8	10	42	92	7	26	98	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	7	91	5	9	12	49	108	8	31	115	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	401	394	118	439	392	112	120	0	0	116	0	0
Stage 1	179	179	-	211	211	-	-	-	-	-	-	-
Stage 2	222	215	-	228	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	560	542	934	528	544	941	1468	-	-	1473	-	-
Stage 1	823	751	-	791	728	-	-	-	-	-	-	-
Stage 2	780	725	-	775	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	521	510	934	451	512	941	1468	-	-	1473	-	-
Mov Cap-2 Maneuver	521	510	-	451	512	-	-	-	-	-	-	-
Stage 1	793	734	-	763	702	-	-	-	-	-	-	-
Stage 2	733	699	-	677	733	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10			11			2.2			1.5		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1468	-	-	831	626	1473	-	-				
HCM Lane V/C Ratio	0.034	-	-	0.129	0.041	0.021	-	-				
HCM Control Delay (s)	7.5	0	-	10	11	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0.1	-	-				

Existing + Cuml + Proj AM
19: Mountain Ridge Road & Circle R Road

LHR
12/11/2017

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	26	126	10	5	234	9	6	5	5	12	5	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	145	11	6	269	10	7	6	6	14	6	59
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	279	0	0	156	0	0	528	501	151	502	502	274
Stage 1	-	-	-	-	-	-	210	210	-	286	286	-
Stage 2	-	-	-	-	-	-	318	291	-	216	216	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1284	-	-	1424	-	-	461	472	895	480	471	765
Stage 1	-	-	-	-	-	-	792	728	-	721	675	-
Stage 2	-	-	-	-	-	-	693	672	-	786	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1284	-	-	1424	-	-	412	457	895	461	456	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	412	457	-	461	456	-
Stage 1	-	-	-	-	-	-	771	709	-	702	672	-
Stage 2	-	-	-	-	-	-	631	669	-	754	705	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.2			12.2			11.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	515	1284	-	-	1424	-	-	656				
HCM Lane V/C Ratio	0.036	0.023	-	-	0.004	-	-	0.119				
HCM Control Delay (s)	12.2	7.9	0	-	7.5	0	-	11.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4				

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	124	69		61	80	102 131
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	0	-		-	-	- -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	89	89		89	89	89 89
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	139	78		69	90	115 147
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	489	113		0	0	158 0
Stage 1	113	-		-	-	- -
Stage 2	376	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	538	940		-	-	1422 -
Stage 1	912	-		-	-	- -
Stage 2	694	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	491	940		-	-	1422 -
Mov Cap-2 Maneuver	491	-		-	-	- -
Stage 1	912	-		-	-	- -
Stage 2	633	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	14.6		0		3.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	592	1422	-	
HCM Lane V/C Ratio	-	-	0.366	0.081	-	
HCM Control Delay (s)	-	-	14.6	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.7	0.3	-	

Intersection

Int Delay, s/veh 5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	54	178	68	63	139	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	187	72	66	146	55

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	383	174	201 0
Stage 1	174	-	- -
Stage 2	209	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	620	869	1371 -
Stage 1	856	-	- -
Stage 2	826	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	586	869	1371 -
Mov Cap-2 Maneuver	586	-	- -
Stage 1	856	-	- -
Stage 2	781	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.7	4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	781	-	-
HCM Lane V/C Ratio	0.052	-	0.313	-	-
HCM Control Delay (s)	7.8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

Intersection

Int Delay, s/veh 30.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	76	228	336	238	301	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	80	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	265	391	277	350	95

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	391	0	833
Stage 1	-	-	391
Stage 2	-	-	442
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1168	-	~ 339
Stage 1	-	-	683
Stage 2	-	-	648
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1168	-	~ 313
Mov Cap-2 Maneuver	-	-	~ 313
Stage 1	-	-	683
Stage 2	-	-	599

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	99.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1168	-	-	-	313	658
HCM Lane V/C Ratio	0.076	-	-	-	1.118	0.145
HCM Control Delay (s)	8.3	-	-	-	123.7	11.4
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	14	0.5

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Existing + Cuml + Proj AM
23: Valley Center Rd & Lilac Road/Private Driveway

LHR
12/11/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	597	31	407	11	10	5	288	885	5	8	1194	423
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	741	0	225	12	11	5	303	932	5	8	1257	428
Adj No. of Lanes	2	0	1	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	814	0	363	16	15	7	329	2125	11	14	1311	433
Arrive On Green	0.23	0.00	0.23	0.02	0.02	0.02	0.10	0.59	0.59	0.01	0.50	0.50
Sat Flow, veh/h	3548	0	1583	758	695	316	3442	3610	19	1774	2616	864
Grp Volume(v), veh/h	741	0	225	28	0	0	303	457	480	8	838	847
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1769	0	0	1721	1770	1859	1774	1770	1710
Q Serve(g_s), s	21.3	0.0	13.4	1.6	0.0	0.0	9.1	15.0	15.0	0.5	47.0	51.3
Cycle Q Clear(g_c), s	21.3	0.0	13.4	1.6	0.0	0.0	9.1	15.0	15.0	0.5	47.0	51.3
Prop In Lane	1.00		1.00	0.43		0.18	1.00		0.01	1.00		0.51
Lane Grp Cap(c), veh/h	814	0	363	38	0	0	329	1042	1094	14	887	857
V/C Ratio(X)	0.91	0.00	0.62	0.74	0.00	0.00	0.92	0.44	0.44	0.57	0.94	0.99
Avail Cap(c_a), veh/h	847	0	378	279	0	0	329	1042	1094	196	887	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	36.3	51.0	0.0	0.0	47.0	11.9	11.9	51.8	24.8	25.8
Incr Delay (d2), s/veh	13.5	0.0	2.9	24.7	0.0	0.0	30.5	0.3	0.3	31.4	18.3	27.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	11.9	0.0	6.2	1.1	0.0	0.0	5.7	7.3	7.7	0.4	27.3	30.6
LnGrp Delay(d),s/veh	52.8	0.0	39.2	75.7	0.0	0.0	77.5	12.2	12.2	83.2	43.1	53.6
LnGrp LOS	D		D	E			E	B	B	F	D	D
Approach Vol, veh/h		966			28			1240			1693	
Approach Delay, s/veh		49.6			75.7			28.2			48.5	
Approach LOS		D			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	65.7		28.0	14.0	56.5		6.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	11.6	50.9		25.0	10.0	52.5		16.5				
Max Q Clear Time (g_c+I1), s	2.5	17.0		23.3	11.1	53.3		3.6				
Green Ext Time (p_c), s	0.0	24.1		0.7	0.0	0.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			42.6									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	80	1242	1325	37	30	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	1321	1410	39	32	115
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1449	0	-	0	2260	724
Stage 1	-	-	-	-	1429	-
Stage 2	-	-	-	-	831	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	463	-	-	-	35	368
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	388	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	463	-	-	-	~ 29	368
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	317	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.9		0		36.9	
HCM LOS					E	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	463	-	-	-	254	
HCM Lane V/C Ratio	0.184	-	-	-	0.578	
HCM Control Delay (s)	14.5	-	-	-	36.9	
HCM Lane LOS	B	-	-	-	E	
HCM 95th %tile Q(veh)	0.7	-	-	-	3.3	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Existing + Cuml + Proj AM
25: Cole Grade Road & Valley Center Rd

LHR
12/11/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	546	596	74	22	573	298	167	106	35	344	30	683
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	575	627	51	23	603	245	176	112	26	362	32	508
Adj No. of Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	589	738	919	34	601	244	185	118	27	364	32	619
Arrive On Green	0.17	0.40	0.40	0.02	0.24	0.24	0.18	0.18	0.18	0.22	0.22	0.22
Sat Flow, veh/h	3442	1863	1583	1774	2459	998	1001	637	148	1636	145	2787
Grp Volume(v), veh/h	575	627	51	23	434	414	314	0	0	394	0	508
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1687	1787	0	0	1781	0	1393
Q Serve(g_s), s	15.0	27.6	1.3	1.2	22.0	22.0	15.7	0.0	0.0	19.9	0.0	15.6
Cycle Q Clear(g_c), s	15.0	27.6	1.3	1.2	22.0	22.0	15.7	0.0	0.0	19.9	0.0	15.6
Prop In Lane	1.00		1.00	1.00		0.59	0.56		0.08	0.92		1.00
Lane Grp Cap(c), veh/h	589	738	919	34	433	412	330	0	0	396	0	619
V/C Ratio(X)	0.98	0.85	0.06	0.67	1.00	1.00	0.95	0.00	0.00	1.00	0.00	0.82
Avail Cap(c_a), veh/h	589	738	919	89	433	412	330	0	0	396	0	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	24.7	8.2	43.8	34.0	34.0	36.3	0.0	0.0	35.0	0.0	33.3
Incr Delay (d2), s/veh	31.0	9.3	0.0	19.9	44.0	45.4	37.2	0.0	0.0	44.0	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	9.6	16.0	0.8	0.8	16.0	15.4	11.1	0.0	0.0	14.6	0.0	6.7
LnGrp Delay(d),s/veh	68.2	34.0	8.2	63.8	78.0	79.5	73.5	0.0	0.0	78.9	0.0	41.9
LnGrp LOS	E	C	A	E	F	F	E			E		D
Approach Vol, veh/h	1253				871			314			902	
Approach Delay, s/veh	48.6				78.3			73.5			58.1	
Approach LOS	D				E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.6	5.7	39.7		24.0	19.4	26.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		16.6	4.5	32.9		20.0	15.4	22.0				
Max Q Clear Time (g_c+l1), s		17.7	3.2	29.6		21.9	17.0	24.0				
Green Ext Time (p_c), s		0.0	0.0	2.4		0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	61.3											
HCM 2010 LOS	E											

Existing + Cuml + Proj PM
1: East Vista Way & Gopher Canyon Road

LHR
12/11/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	21	5	495	16	300	6	730	601	663	902	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	22	5	521	17	227	6	768	528	698	949	18
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	28	6	276	9	120	10	399	274	353	1071	20
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.01	0.39	0.39	0.20	0.59	0.59
Sat Flow, veh/h	449	1098	249	1168	38	509	1774	1030	708	1774	1822	35
Grp Volume(v), veh/h	36	0	0	765	0	0	6	0	1296	698	0	967
Grp Sat Flow(s),veh/h/ln	1796	0	0	1715	0	0	1774	0	1738	1774	0	1857
Q Serve(g_s), s	3.0	0.0	0.0	35.4	0.0	0.0	0.5	0.0	58.0	29.8	0.0	67.1
Cycle Q Clear(g_c), s	3.0	0.0	0.0	35.4	0.0	0.0	0.5	0.0	58.0	29.8	0.0	67.1
Prop In Lane	0.25		0.14	0.68		0.30	1.00		0.41	1.00		0.02
Lane Grp Cap(c), veh/h	46	0	0	405	0	0	10	0	673	353	0	1092
V/C Ratio(X)	0.78	0.00	0.00	1.89	0.00	0.00	0.57	0.00	1.93	1.98	0.00	0.89
Avail Cap(c_a), veh/h	48	0	0	405	0	0	47	0	673	353	0	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.6	0.0	0.0	57.2	0.0	0.0	74.3	0.0	45.9	60.0	0.0	26.6
Incr Delay (d2), s/veh	53.5	0.0	0.0	409.3	0.0	0.0	41.1	0.0	422.7	450.5	0.0	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	2.2	0.0	0.0	62.7	0.0	0.0	0.4	0.0	106.6	58.6	0.0	36.8
LnGrp Delay(d),s/veh	126.0	0.0	0.0	466.5	0.0	0.0	115.4	0.0	468.6	510.6	0.0	35.5
LnGrp LOS	F			F			F		F	F		D
Approach Vol, veh/h		36			765			1302			1665	
Approach Delay, s/veh		126.0			466.5			467.0			234.7	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.0	66.0		7.9	4.9	96.1		41.0				
Change Period (Y+Rc), s	* 5.2	8.0		4.0	4.0	* 8		5.6				
Max Green Setting (Gmax), s	* 30	58.0		4.0	4.0	* 87		35.4				
Max Q Clear Time (g_c+I1), s	31.8	60.0		5.0	2.5	69.1		37.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	15.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			361.0									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing + Cuml + Proj PM
2: SR-76 & Old River Rd/East Vista Way

LHR
12/11/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	92	96	268	88	570	182	2546	551	618	1769	83
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	40	97	96	188	225	537	192	2680	538	651	1862	82
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	124	125	186	195	435	215	2355	733	585	2557	112
Arrive On Green	0.09	0.09	0.09	0.10	0.10	0.10	0.12	0.46	0.46	0.17	0.51	0.51
Sat Flow, veh/h	585	1423	1435	1774	1863	1583	1774	5085	1583	3442	4995	220
Grp Volume(v), veh/h	125	0	108	188	225	537	192	2680	538	651	1263	681
Grp Sat Flow(s),veh/h/ln	1833	0	1610	1774	1863	1583	1774	1695	1583	1721	1695	1824
Q Serve(g_s), s	10.0	0.0	9.7	15.6	15.6	15.6	15.9	68.9	41.1	25.3	43.1	43.3
Cycle Q Clear(g_c), s	10.0	0.0	9.7	15.6	15.6	15.6	15.9	68.9	41.1	25.3	43.1	43.3
Prop In Lane	0.32		0.89	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	160	0	141	186	195	435	215	2355	733	585	1736	934
V/C Ratio(X)	0.78	0.00	0.77	1.01	1.15	1.23	0.89	1.14	0.73	1.11	0.73	0.73
Avail Cap(c_a), veh/h	175	0	154	186	195	435	252	2355	733	585	1736	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	0.0	66.4	66.6	66.6	53.9	64.4	39.9	32.5	61.7	28.2	28.3
Incr Delay (d2), s/veh	18.8	0.0	18.9	68.8	111.4	123.8	28.0	67.9	3.8	72.0	1.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.0	0.0	5.1	11.2	14.0	32.8	9.5	46.9	18.7	17.8	20.6	22.5
LnGrp Delay(d),s/veh	85.3	0.0	85.3	135.5	178.0	177.8	92.4	107.9	36.3	133.8	29.8	31.2
LnGrp LOS	F		F	F	F	F	F	F	D	F	C	C
Approach Vol, veh/h	233				950		3410				2595	
Approach Delay, s/veh	85.3				169.4		95.7				56.2	
Approach LOS	F				F		F				E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	23.7	83.7			22.0	31.0	76.4	19.4				
Change Period (Y+Rc), s	5.7	7.5			6.4	* 5.7	7.5	6.4				
Max Green Setting (Gmax), s	21.5	73.1			15.6	* 25	68.9	14.2				
Max Q Clear Time (g_c+1/9), s	17.9	45.3			17.6	27.3	70.9	12.0				
Green Ext Time (p_c), s	0.1	27.4			0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			90.9									
HCM 2010 LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	160	262	319	236	200	517	271	2800	247	389	1876	157
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	176	288	346	259	220	502	298	3077	266	427	2062	168
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	311	236	200	206	289	410	267	2389	744	358	2045	637
Arrive On Green	0.09	0.13	0.13	0.12	0.16	0.16	0.15	0.47	0.47	0.10	0.40	0.40
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	176	288	346	259	220	502	298	3077	266	427	2062	168
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	6.5	16.8	16.8	15.4	15.0	20.6	20.0	62.4	14.2	13.8	53.4	9.4
Cycle Q Clear(g_c), s	6.5	16.8	16.8	15.4	15.0	20.6	20.0	62.4	14.2	13.8	53.4	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	236	200	206	289	410	267	2389	744	358	2045	637
V/C Ratio(X)	0.57	1.22	1.73	1.26	0.76	1.22	1.12	1.29	0.36	1.19	1.01	0.26
Avail Cap(c_a), veh/h	384	236	200	206	289	410	267	2389	744	358	2045	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	58.0	58.0	58.7	53.7	49.2	56.4	35.2	22.4	59.5	39.7	26.6
Incr Delay (d2), s/veh	1.6	131.8	347.4	149.7	11.3	120.8	89.6	132.8	0.3	111.5	22.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	17.2	26.7	16.0	8.7	28.8	16.4	58.6	6.3	12.1	29.2	4.2	
LnGrp Delay(d),s/veh	59.5	189.8	405.4	208.4	65.0	170.0	146.0	168.0	22.7	171.0	61.7	26.8
LnGrp LOS	E	F	F	F	E	F	F	F	C	F	F	C
Approach Vol, veh/h	810			981			3641			2657		
Approach Delay, s/veh	253.6			156.6			155.6			77.0		
Approach LOS	F			F			F			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	70.4	21.0	22.4	28.0	61.4	17.2	26.2				
Change Period (Y+Rc), s	5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6				
Max Green Setting (Gmax), s	14	60.0	15.4	* 17	20.0	* 53	* 15	17.4				
Max Q Clear Time (g_c+1.5), s	15.8	64.4	17.4	18.8	22.0	55.4	8.5	22.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	139.7											
HCM 2010 LOS	F											
Notes												

Existing + Cuml + Proj PM
4: Old River Rd & Camino Del Rey

LHR
12/11/2017

Intersection						
Int Delay, s/veh	147.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	954	231	0	890	242	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	Free	-	Stop
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1015	246	0	947	257	123
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	1015	0	1962	1015
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	947	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	683	-	~ 70	289
Stage 1	-	0	-	-	350	-
Stage 2	-	0	-	-	377	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	683	-	~ 70	289
Mov Cap-2 Maneuver	-	-	-	-	~ 70	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	377	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		\$ 906.5	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT	
Capacity (veh/h)	70	289	-	683	-	
HCM Lane V/C Ratio	3.678	0.427	-	-	-	
HCM Control Delay (s)	\$ 1328.4	26.4	-	0	-	
HCM Lane LOS	F	D	-	A	-	
HCM 95th %tile Q(veh)	27	2	-	0	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection							
Int Delay, s/veh	5.9						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Vol, veh/h	267	665	617	25	17	222	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage, #	-	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	284	707	656	27	18	236	
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	683	0	-	0	1946	670	
Stage 1	-	-	-	-	670	-	
Stage 2	-	-	-	-	1276	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	910	-	-	-	71	457	
Stage 1	-	-	-	-	509	-	
Stage 2	-	-	-	-	262	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	910	-	-	-	35	457	
Mov Cap-2 Maneuver	-	-	-	-	35	-	
Stage 1	-	-	-	-	509	-	
Stage 2	-	-	-	-	127	-	
Approach	EB		WB		SB		
HCM Control Delay, s	3.1		0		32.9		
HCM LOS					D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	910	-	-	-	35	457	
HCM Lane V/C Ratio	0.312	-	-	-	0.517	0.517	
HCM Control Delay (s)	10.7	0	-	-	188.2	21	
HCM Lane LOS	B	A	-	-	F	C	
HCM 95th %tile Q(veh)	1.3	-	-	-	1.8	2.9	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	110	1065	440	359	1480	228	373	272	145	213	380	93
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	120	1158	473	390	1609	205	405	296	153	232	413	96
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	900	402	271	1149	659	288	497	664	315	286	67
Arrive On Green	0.08	0.25	0.25	0.15	0.32	0.32	0.16	0.27	0.27	0.09	0.20	0.20
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	3442	1463	340
Grp Volume(v), veh/h	120	1158	473	390	1609	205	405	296	153	232	0	509
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1721	0	1803
Q Serve(g_s), s	8.0	30.5	30.5	18.3	39.0	10.4	19.5	16.6	7.5	7.9	0.0	23.5
Cycle Q Clear(g_c), s	8.0	30.5	30.5	18.3	39.0	10.4	19.5	16.6	7.5	7.9	0.0	23.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	145	900	402	271	1149	659	288	497	664	315	0	353
V/C Ratio(X)	0.82	1.29	1.18	1.44	1.40	0.31	1.40	0.60	0.23	0.74	0.00	1.44
Avail Cap(c_a), veh/h	167	900	402	271	1149	659	288	497	664	445	0	353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.2	44.8	44.8	50.8	40.5	23.5	50.3	38.4	22.4	53.1	0.0	48.3
Incr Delay (d2), s/veh	24.8	137.7	102.1	218.5	185.4	0.3	201.8	1.9	0.2	3.8	0.0	214.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	4.9	32.1	24.8	25.4	48.6	4.6	25.7	8.8	3.3	3.9	0.0	32.7
LnGrp Delay(d),s/veh	79.0	182.5	146.8	269.3	226.0	23.7	252.0	40.3	22.6	56.9	0.0	262.5
LnGrp LOS	E	F	F	F	F	C	F	D	C	E		F
Approach Vol, veh/h		1751			2204			854			741	
Approach Delay, s/veh		165.7			214.8			137.5			198.1	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	38.0	27.0	31.0	15.5	46.5	18.5	39.5				
Change Period (Y+Rc), s	* 5.7	7.5	7.5	7.5	* 5.7	7.5	7.5	7.5				
Max Green Setting (Gmax), s	* 18	30.5	19.5	23.5	* 11	37.5	15.5	27.5				
Max Q Clear Time (g_c+I1), s	20.3	32.5	21.5	25.5	10.0	41.0	9.9	18.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	3.6				
Intersection Summary												
HCM 2010 Ctrl Delay			185.2									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 49.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	491	2571	286	252	968	78	236	164	304	91	150	480
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	550	-	-	530	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	558	2922	325	286	1100	89	268	186	345	103	170	545

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1189	0	0	3247	0	0	5408	5961	1623	4387	6080	594
Stage 1	-	-	-	-	-	-	4200	4200	-	1717	1717	-
Stage 2	-	-	-	-	-	-	1208	1761	-	2670	4363	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	583	-	-	~ 90	-	-	0	0	~ 92	0	0	~ 448
Stage 1	-	-	-	-	-	-	~ 2	~ 7	-	~ 93	~ 143	-
Stage 2	-	-	-	-	-	-	~ 194	~ 136	-	~ 23	~ 5	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	583	-	-	~ 90	-	-	-	0	~ 92	-	0	~ 448
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	0	0	-	~ 4	~ 143	-
Stage 2	-	-	-	-	-	-	~ 8	~ 136	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.9	210.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	583	-	-	~ 90	-	-	-
HCM Lane V/C Ratio	-	0.957	-	-	3.182	-	-	-
HCM Control Delay (s)	-	54	-	-	\$ 1082	-	-	-
HCM Lane LOS	-	F	-	-	F	-	-	-
HCM 95th %tile Q(veh)	-	13	-	-	28.3	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 61.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	223	172	513	265	143	497
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	400	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	237	183	546	282	152	529

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1379	546	0
Stage 1	546	-	-
Stage 2	833	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 159	538	1023
Stage 1	580	-	-
Stage 2	427	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 126	538	1023
Mov Cap-2 Maneuver	~ 126	-	-
Stage 1	580	-	-
Stage 2	337	-	-

Approach	WB	NB	SB
HCM Control Delay, s	280.1	0	2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	126	538	1023	-
HCM Lane V/C Ratio	-	-	1.883	0.34	0.149	-
HCM Control Delay (s)	-	-	\$ 484.5	15.1	9.1	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	18.7	1.5	0.5	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	162	91	91	283	50	158	158	197	695	262	259	202
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	191	107	107	333	59	186	186	232	818	308	305	238

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2082	2461	271	1834	2171	641	542	0	0	1049	0	0
Stage 1	1040	1040	-	1012	1012	-	-	-	-	-	-	-
Stage 2	1042	1421	-	822	1159	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.22	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 35	~ 30	728	~ 53	~ 46	474	1023	-	-	663	-	-
Stage 1	247	306	-	~ 288	316	-	-	-	-	-	-	-
Stage 2	277	201	-	335	269	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 13	728	-	~ 20	474	1023	-	-	663	-	-
Mov Cap-2 Maneuver	-	~ 13	-	-	~ 20	-	-	-	-	-	-	-
Stage 1	202	164	-	~ 236	259	-	-	-	-	-	-	-
Stage 2	~ 106	164	-	~ 53	144	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.4	5.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1023	-	-	-	728	-	474	663	-	-
HCM Lane V/C Ratio	0.182	-	-	-	0.147	-	0.392	0.465	-	-
HCM Control Delay (s)	9.3	-	-	-	10.8	-	17.4	15.1	-	-
HCM Lane LOS	A	-	-	-	B	-	C	C	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-	0.5	-	1.8	2.5	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Existing + Cuml + Proj PM
10: Old Highway 395 & I-15 SB Off-Ramp

LHR
12/11/2017

Intersection												
Int Delay, s/veh	42.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	298	422	49	801	0	0	0	0	143	2	273
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	324	459	53	871	0	0	0	0	155	2	297

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	871	0	-	324	0	0	1301	1301	871
Stage 1	-	-	-	-	-	-	977	977	-
Stage 2	-	-	-	-	-	-	324	324	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	774	-	0	1236	-	-	178	161	350
Stage 1	-	-	0	-	-	-	365	329	-
Stage 2	-	-	0	-	-	-	733	650	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	774	-	-	1236	-	-	170	0	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	0	-
Stage 1	-	-	-	-	-	-	349	0	-
Stage 2	-	-	-	-	-	-	733	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.5	156.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	774	-	1236	-	-	369
HCM Lane V/C Ratio	-	-	0.043	-	-	1.231
HCM Control Delay (s)	0	-	8	-	-	156.9
HCM Lane LOS	A	-	A	-	-	F
HCM 95th %tile Q(veh)	0	-	0.1	-	-	19.4

Existing + Cuml + Proj PM
11: Old Highway 395 & I-15 NB Off Ramp

LHR
12/11/2017

Intersection

Int Delay, s/veh 73.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	607	74	0	323	328	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	250	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	639	78	0	340	345	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	515	345	0
Stage 1	345	-	-
Stage 2	170	-	-
Critical Hdwy	6.63	6.23	4.12
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.83	-	-
Follow-up Hdwy	3.519	3.319	2.218
Pot Cap-1 Maneuver	~ 504	697	1214
Stage 1	716	-	-
Stage 2	843	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 504	697	1214
Mov Cap-2 Maneuver	~ 504	-	-
Stage 1	716	-	-
Stage 2	843	-	-

Approach	EB	NB	SB
HCM Control Delay, s	144	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1214	-	504	697	-	-
HCM Lane V/C Ratio	-	-	1.268	0.112	-	-
HCM Control Delay (s)	0	-	160.2	10.8	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0	-	26.1	0.4	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 9.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	32	216	369	426	334	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	227	388	448	352	82

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1577	352	0
Stage 1	352	-	-
Stage 2	1225	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	121	692	1207
Stage 1	712	-	-
Stage 2	278	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	82	692	1207
Mov Cap-2 Maneuver	82	-	-
Stage 1	712	-	-
Stage 2	189	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.2	4.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1207	-	353	-	-
HCM Lane V/C Ratio	0.322	-	0.74	-	-
HCM Control Delay (s)	9.4	-	39.2	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	1.4	-	5.7	-	-

Existing + Cuml + Proj PM
13: Old Highway 395 & Circle R Road

LHR
12/11/2017

Intersection

Int Delay, s/veh 96.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	198	116	638	355	162	453
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	208	122	672	374	171	477

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1490	672	0
Stage 1	672	-	-
Stage 2	818	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 136	456	919
Stage 1	508	-	-
Stage 2	434	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 111	456	919
Mov Cap-2 Maneuver	~ 111	-	-
Stage 1	508	-	-
Stage 2	353	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 584.8	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 154	919	-
HCM Lane V/C Ratio	-	- 2.146	0.186	-
HCM Control Delay (s)	-	\$ 584.8	9.8	-
HCM Lane LOS	-	- F	A	-
HCM 95th %tile Q(veh)	-	- 26.7	0.7	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Existing + Cuml + Proj PM
14: I-15 SB Ramps & Gopher Canyon Road

LHR
12/11/2017

Intersection												
Int Delay, s/veh	74.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	382	586	384	617	0	0	0	0	118	4	162
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	402	617	404	649	0	0	0	0	124	4	171

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	649	0	-	402	0	0	1860	1860	325
Stage 1	-	-	-	-	-	-	1458	1458	-
Stage 2	-	-	-	-	-	-	402	402	-
Critical Hdwy	4.14	-	-	4.12	-	-	6.63	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	5.83	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	933	-	0	1157	-	-	~ 72	73	671
Stage 1	-	-	0	-	-	-	181	193	-
Stage 2	-	-	0	-	-	-	675	600	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	933	-	-	1157	-	-	~ 47	0	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 47	0	-
Stage 1	-	-	-	-	-	-	~ 118	0	-
Stage 2	-	-	-	-	-	-	675	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.7	\$ 425.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	933	-	1157	-	-	167
HCM Lane V/C Ratio	-	-	0.349	-	-	1.79
HCM Control Delay (s)	0	-	9.8	-	-	\$ 425.6
HCM Lane LOS	A	-	A	-	-	F
HCM 95th %tile Q(veh)	0	-	1.6	-	-	21.7

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Existing + Cuml + Proj PM
15: I-15 NB Ramps & Gopher Canyon Road

LHR
12/11/2017

Intersection												
Int Delay, s/veh	500.9											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	194	302	0	0	636	108	416	5	670	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	Stop	-	-	None
Storage Length	220	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	204	318	0	0	669	114	438	5	705	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	669	0	0	319	0	0	1062	1396	160
Stage 1	-	-	-	-	-	-	727	727	-
Stage 2	-	-	-	-	-	-	335	669	-
Critical Hdwy	4.14	-	-	4.14	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	917	-	-	1238	-	0	~ 219	140	857
Stage 1	-	-	-	-	-	0	439	427	-
Stage 2	-	-	-	-	-	0	697	454	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	917	-	-	1238	-	-	~ 170	0	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 170	0	-
Stage 1	-	-	-	-	-	-	~ 341	0	-
Stage 2	-	-	-	-	-	-	697	0	-

Approach	EB	WB	NB
HCM Control Delay, s	3.9	0	\$ 1018.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	917	-	-	1238	-
HCM Lane V/C Ratio	3.199	0.223	-	-	-	-
HCM Control Delay (s)	\$ 1018.9	10	-	-	0	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	102.9	0.9	-	-	0	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	643	338	280	375	250	400		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	677	288	295	395	263	353		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	697	991	322	891	434	369		
Arrive On Green	0.39	0.39	0.18	0.48	0.23	0.23		
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583		
Grp Volume(v), veh/h	677	288	295	395	263	353		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583		
Q Serve(g_s), s	26.2	5.8	11.4	9.8	8.8	15.4		
Cycle Q Clear(g_c), s	26.2	5.8	11.4	9.8	8.8	15.4		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	697	991	322	891	434	369		
V/C Ratio(X)	0.97	0.29	0.92	0.44	0.61	0.96		
Avail Cap(c_a), veh/h	697	991	322	891	434	369		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.9	6.0	28.1	12.1	24.0	26.5		
Incr Delay (d2), s/veh	27.0	0.2	29.8	0.3	2.4	35.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	18.0	4.1	8.2	5.1	4.8	10.3		
LnGrp Delay(d),s/veh	47.9	6.2	57.9	12.4	26.4	62.3		
LnGrp LOS	D	A	E	B	C	E		
Approach Vol, veh/h	965			690	616			
Approach Delay, s/veh	35.4			31.9	46.9			
Approach LOS	D			C	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	17.2	20.8		32.0		38.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	12.7	16.3		27.5		33.5		
Max Q Clear Time (g_c+I1), s	13.4	17.4		28.2		11.8		
Green Ext Time (p_c), s	0.0	0.0		0.0		4.8		
Intersection Summary								
HCM 2010 Ctrl Delay			37.5					
HCM 2010 LOS			D					

Existing + Cuml + Proj PM
17: Old Highway 395 & Old Castle Road

LHR
12/11/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	171	245	399	201	388	185		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	186	136	434	197	422	201		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	249	639	466	211	467	1337		
Arrive On Green	0.14	0.14	0.38	0.38	0.26	0.72		
Sat Flow, veh/h	1774	1583	1214	551	1774	1863		
Grp Volume(v), veh/h	186	136	0	631	422	201		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1765	1774	1863		
Q Serve(g_s), s	6.4	3.6	0.0	21.7	14.6	2.2		
Cycle Q Clear(g_c), s	6.4	3.6	0.0	21.7	14.6	2.2		
Prop In Lane	1.00	1.00		0.31	1.00			
Lane Grp Cap(c), veh/h	249	639	0	677	467	1337		
V/C Ratio(X)	0.75	0.21	0.00	0.93	0.90	0.15		
Avail Cap(c_a), veh/h	434	804	0	677	484	1337		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	26.2	12.3	0.0	18.8	22.6	2.8		
Incr Delay (d2), s/veh	4.4	0.2	0.0	21.5	19.8	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	1.6	0.0	0.0	14.6	9.7	1.2		
LnGrp Delay(d),s/veh	30.6	12.5	0.0	40.2	42.4	3.1		
LnGrp LOS	C	B		D	D	A		
Approach Vol, veh/h	322		631			623		
Approach Delay, s/veh	22.9		40.2			29.7		
Approach LOS	C		D			C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	21.2	28.8				50.0		13.4
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	17.3	23.7				45.5		15.5
Max Q Clear Time (g_c+10.6)	17.3	23.7				4.2		8.4
Green Ext Time (p_c), s	0.1	0.0				5.6		0.6
Intersection Summary								
HCM 2010 Ctrl Delay			32.5					
HCM 2010 LOS			C					

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	3	52	7	3	6	92	100	9	30	124	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	4	61	8	4	7	108	118	11	35	146	16
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	570	570	154	596	572	123	162	0	0	128	0	0
Stage 1	225	225	-	339	339	-	-	-	-	-	-	-
Stage 2	345	345	-	257	233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	432	431	892	415	430	928	1417	-	-	1458	-	-
Stage 1	778	718	-	676	640	-	-	-	-	-	-	-
Stage 2	671	636	-	748	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	391	385	892	353	384	928	1417	-	-	1458	-	-
Mov Cap-2 Maneuver	391	385	-	353	384	-	-	-	-	-	-	-
Stage 1	714	699	-	621	588	-	-	-	-	-	-	-
Stage 2	608	584	-	675	693	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.7			13			3.5			1.3		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1417	-	-	709	469	1458	-	-				
HCM Lane V/C Ratio	0.076	-	-	0.108	0.04	0.024	-	-				
HCM Control Delay (s)	7.8	0	-	10.7	13	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.1	0.1	-	-				

Existing + Cuml + Proj PM
19: Mountain Ridge Road & Circle R Road

LHR
12/11/2017

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	55	183	6	5	148	9	4	10	6	7	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	210	7	6	170	10	5	11	7	8	6	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	217	0	0	553	532	214	536	531	175
Stage 1	-	-	-	-	-	-	340	340	-	187	187	-
Stage 2	-	-	-	-	-	-	213	192	-	349	344	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1396	-	-	1353	-	-	444	453	826	455	454	868
Stage 1	-	-	-	-	-	-	675	639	-	815	745	-
Stage 2	-	-	-	-	-	-	789	742	-	667	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1396	-	-	1353	-	-	398	428	826	423	429	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	428	-	423	429	-
Stage 1	-	-	-	-	-	-	641	606	-	773	741	-
Stage 2	-	-	-	-	-	-	737	738	-	616	605	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0.2			12.7			10.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	492	1396	-	-	1353	-	-	703				
HCM Lane V/C Ratio	0.047	0.045	-	-	0.004	-	-	0.087				
HCM Control Delay (s)	12.7	7.7	0	-	7.7	0	-	10.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3				

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	117	110		90	90	64 58
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	0	-		-	-	- -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	89	89		89	89	89 89
Heavy Vehicles, %	2	2		2	2	2 2
Mvmt Flow	131	124		101	101	72 65
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	361	152		0	0	202 0
Stage 1	152	-		-	-	- -
Stage 2	209	-		-	-	- -
Critical Hdwy	6.42	6.22		-	-	4.12 -
Critical Hdwy Stg 1	5.42	-		-	-	- -
Critical Hdwy Stg 2	5.42	-		-	-	- -
Follow-up Hdwy	3.518	3.318		-	-	2.218 -
Pot Cap-1 Maneuver	638	894		-	-	1370 -
Stage 1	876	-		-	-	- -
Stage 2	826	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	603	894		-	-	1370 -
Mov Cap-2 Maneuver	603	-		-	-	- -
Stage 1	876	-		-	-	- -
Stage 2	781	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	12.8		0		4.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	716	1370	-	
HCM Lane V/C Ratio	-	-	0.356	0.052	-	
HCM Control Delay (s)	-	-	12.8	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.6	0.2	-	

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	67	120	125	154	132	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	126	132	162	139	53
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	590	165	192	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	470	879	1381	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	421	879	1381	-	-	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.3	3.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1381	-	632	-	-	
HCM Lane V/C Ratio	0.095	-	0.311	-	-	
HCM Control Delay (s)	7.9	0	13.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.3	-	-	

Intersection

Int Delay, s/veh 16.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	70	572	351	271	209	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	80	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	602	369	285	220	68

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	369	0	1118
Stage 1	-	-	369
Stage 2	-	-	749
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1190	-	229
Stage 1	-	-	699
Stage 2	-	-	467
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1190	-	~ 215
Mov Cap-2 Maneuver	-	-	~ 215
Stage 1	-	-	699
Stage 2	-	-	438

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	90.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1190	-	-	-	215	677
HCM Lane V/C Ratio	0.062	-	-	-	1.023	0.101
HCM Control Delay (s)	8.2	-	-	-	114.9	10.9
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	9.4	0.3

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Existing + Cuml + Proj PM
23: Valley Center Rd & Lilac Road/Private Driveway

LHR
12/11/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	667	37	356	10	4	5	340	1323	14	6	1204	526
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	858	0	264	11	4	5	370	1438	15	7	1309	500
Adj No. of Lanes	2	0	1	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	827	0	369	15	6	7	367	2159	23	12	1276	465
Arrive On Green	0.23	0.00	0.23	0.02	0.02	0.02	0.11	0.60	0.60	0.01	0.50	0.50
Sat Flow, veh/h	3548	0	1583	956	348	435	3442	3588	37	1774	2542	927
Grp Volume(v), veh/h	858	0	264	20	0	0	370	709	744	7	893	916
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1738	0	0	1721	1770	1856	1774	1770	1699
Q Serve(g_s), s	29.5	0.0	19.4	1.4	0.0	0.0	13.5	33.7	33.7	0.5	63.5	63.5
Cycle Q Clear(g_c), s	29.5	0.0	19.4	1.4	0.0	0.0	13.5	33.7	33.7	0.5	63.5	63.5
Prop In Lane	1.00		1.00	0.55		0.25	1.00		0.02	1.00		0.55
Lane Grp Cap(c), veh/h	827	0	369	28	0	0	367	1065	1117	12	888	853
V/C Ratio(X)	1.04	0.00	0.72	0.72	0.00	0.00	1.01	0.67	0.67	0.57	1.00	1.07
Avail Cap(c_a), veh/h	827	0	369	213	0	0	367	1065	1117	130	888	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	44.6	62.0	0.0	0.0	56.5	16.7	16.8	62.6	31.5	31.5
Incr Delay (d2), s/veh	41.3	0.0	6.4	29.3	0.0	0.0	48.9	1.6	1.5	35.9	31.4	52.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	19.1	0.0	9.2	0.9	0.0	0.0	8.9	16.8	17.6	0.4	38.6	42.1
LnGrp Delay(d),s/veh	89.8	0.0	51.1	91.3	0.0	0.0	105.4	18.3	18.3	98.5	62.9	84.4
LnGrp LOS	F		D	F			F	B	B	F	F	F
Approach Vol, veh/h	1122			20			1823			1816		
Approach Delay, s/veh	80.7			91.3			36.0			73.9		
Approach LOS	F			F			D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	80.6		34.0	18.0	68.0		6.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.3	67.7		29.5	13.5	63.5		15.5				
Max Q Clear Time (g_c+I1), s	2.5	35.7		31.5	15.5	65.5		3.4				
Green Ext Time (p_c), s	0.0	27.7		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	61.1											
HCM 2010 LOS	E											
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	130	1831	1776	58	23	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	138	1948	1889	62	24	81

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1951	0	3171
Stage 1	-	-	1920
Stage 2	-	-	1251
Critical Hdwy	4.14	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	296	-	~ 8
Stage 1	-	-	101
Stage 2	-	-	233
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	296	-	~ 4
Mov Cap-2 Maneuver	-	-	53
Stage 1	-	-	101
Stage 2	-	-	124

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	92.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	296	-	-	-	134
HCM Lane V/C Ratio	0.467	-	-	-	0.786
HCM Control Delay (s)	27.4	-	-	-	92.4
HCM Lane LOS	D	-	-	-	F
HCM 95th %tile Q(veh)	2.4	-	-	-	4.7

Notes

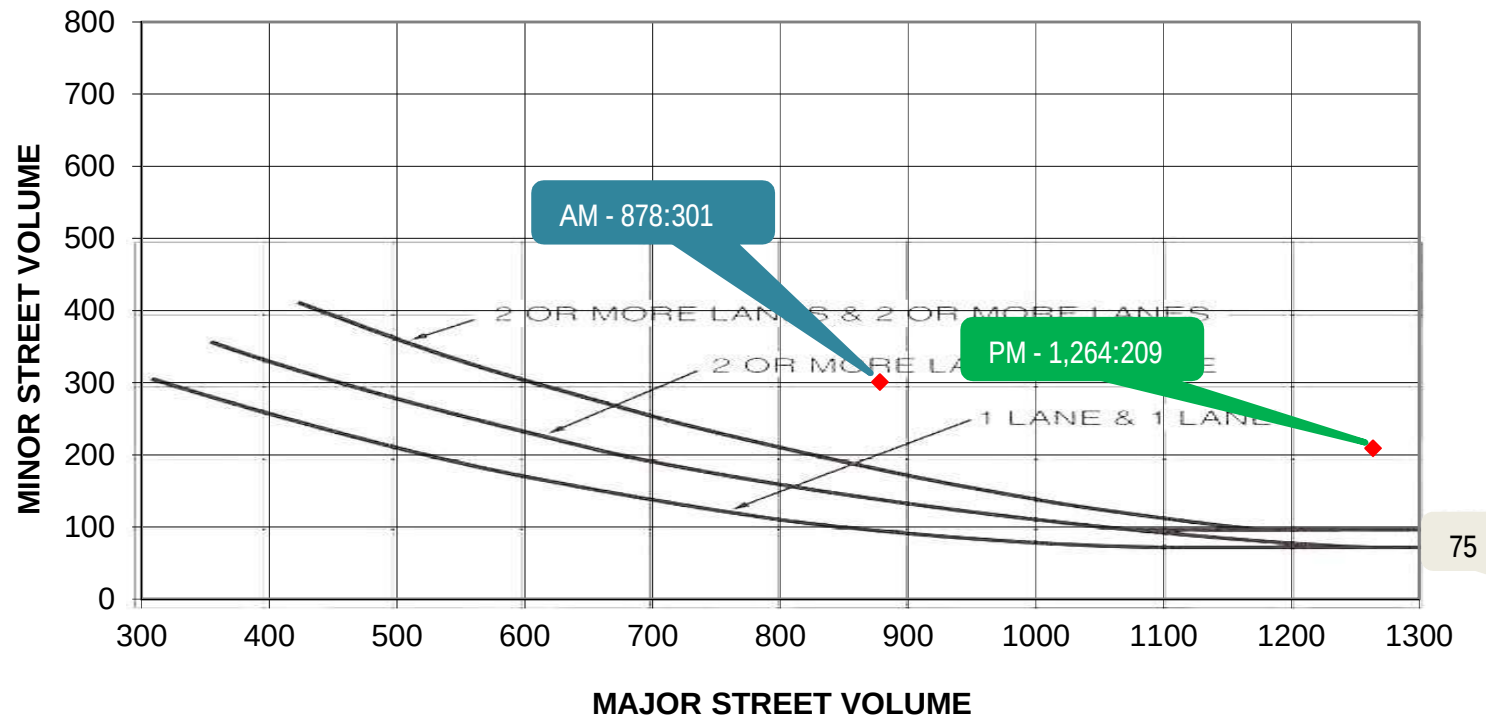
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	770	783	133	36	894	206	194	136	52	278	84	725
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	811	824	114	38	941	164	204	143	39	293	88	700
Adj No. of Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	700	855	1059	49	854	149	198	139	38	253	76	511
Arrive On Green	0.20	0.46	0.46	0.03	0.28	0.28	0.21	0.21	0.21	0.18	0.18	0.18
Sat Flow, veh/h	3442	1863	1583	1774	3015	525	943	661	180	1379	414	2787
Grp Volume(v), veh/h	811	824	114	38	552	553	386	0	0	381	0	700
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1770	1784	0	0	1794	0	1393
Q Serve(g_s), s	30.5	64.4	3.9	3.2	42.5	42.5	31.5	0.0	0.0	27.5	0.0	27.5
Cycle Q Clear(g_c), s	30.5	64.4	3.9	3.2	42.5	42.5	31.5	0.0	0.0	27.5	0.0	27.5
Prop In Lane	1.00		1.00	1.00		0.30	0.53		0.10	0.77		1.00
Lane Grp Cap(c), veh/h	700	855	1059	49	501	502	375	0	0	329	0	511
V/C Ratio(X)	1.16	0.96	0.11	0.78	1.10	1.10	1.03	0.00	0.00	1.16	0.00	1.37
Avail Cap(c_a), veh/h	700	855	1059	51	501	502	375	0	0	329	0	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.8	39.3	8.8	72.5	53.8	53.8	59.3	0.0	0.0	61.3	0.0	61.3
Incr Delay (d2), s/veh	86.9	22.2	0.0	51.6	70.7	71.1	54.5	0.0	0.0	99.9	0.0	178.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	22.9	38.2	2.8	2.3	30.6	30.7	21.2	0.0	0.0	22.7	0.0	23.3
LnGrp Delay(d),s/veh	146.7	61.6	8.9	124.1	124.5	124.8	113.8	0.0	0.0	161.2	0.0	240.0
LnGrp LOS	F	E	A	F	F	F	F			F		F
Approach Vol, veh/h		1749			1143			386			1081	
Approach Delay, s/veh		97.6			124.6			113.8			212.2	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.0	8.6	73.4		32.0	35.0	47.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		31.5	4.3	68.7		27.5	30.5	42.5				
Max Q Clear Time (g_c+l1), s		33.5	5.2	66.4		29.5	32.5	44.5				
Green Ext Time (p_c), s		0.0	0.0	2.0		0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			134.5									
HCM 2010 LOS			F									

APPENDIX E

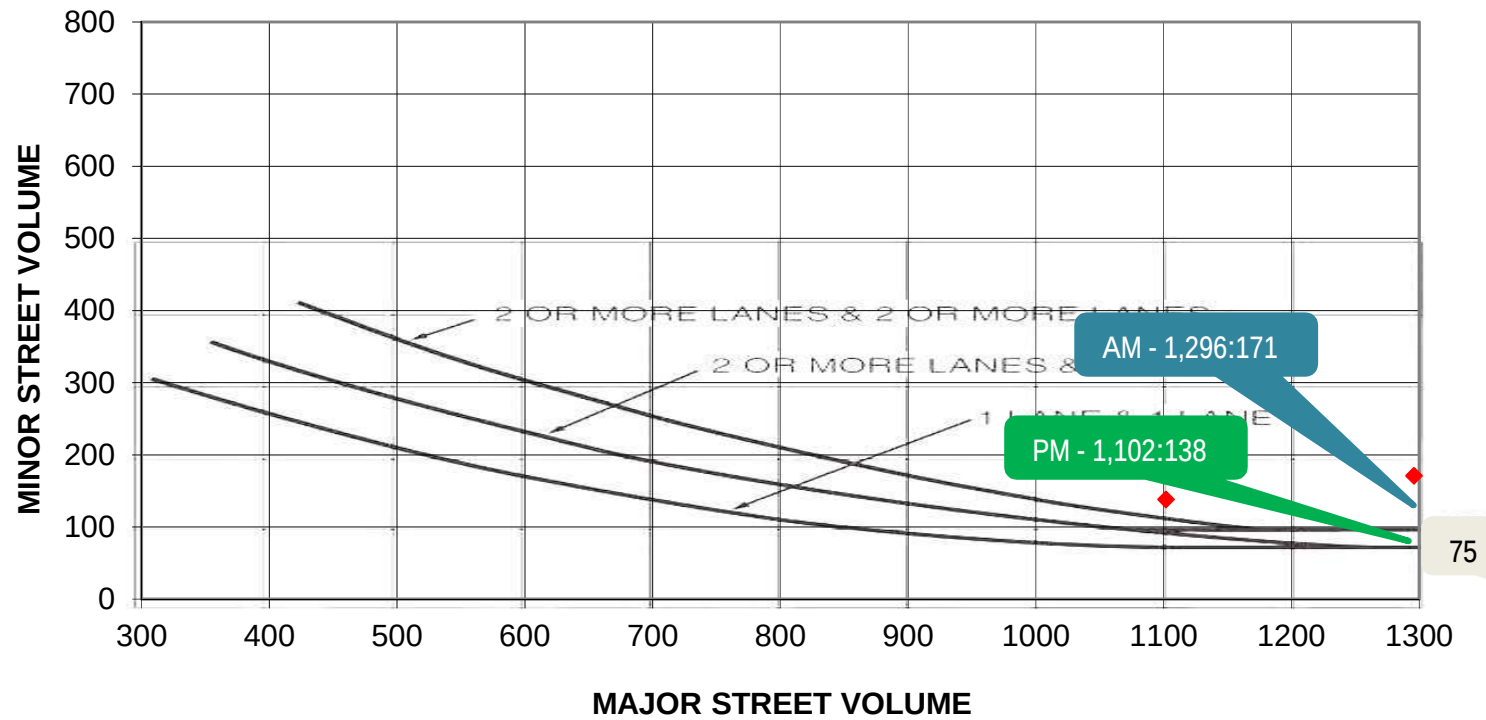
PEAK HOUR SIGNAL WARRANT ANALYSIS WORKSHEETS

Old Castle Road / W. Lilac Road
Figure 4C-4, Warrant 3, Peak Hour (70% Factor)
Existing + Project



	Major Street	Minor Street
AM Peak Hour:	878	301
PM Peak Hour:	1264	209

Camino del Rey / Old River Road
Figure 4C-4, Warrant 3, Peak Hour (70% Factor)
Existing + Project



	Major Street	Minor Street
AM Peak Hour:	1296	171
PM Peak Hour:	1102	138