

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011

CITY: VALLEY CENTER

PROJECT: CA11-0923-1752-012

VALLEY CENTER BTN MILLER & LILAC

AM Period				PM Period			
NB	SB	EB	WB	NB	SB	EB	WB
00:00	22	31		12:00	151	156	
00:15	19	26		12:15	176	152	
00:30	17	23		12:30	168	146	
00:45	11	69	27 107	12:45	170	665 159 613	1278
01:00	9	19		13:00	162	167	
01:15	12	16		13:15	152	160	
01:30	7	10		13:30	171	167	
01:45	6	34	9 54	13:45	159	644 139 633	1277
02:00	5	12		14:00	186	146	
02:15	6	7		14:15	170	182	
02:30	10	9		14:30	202	165	
02:45	9	30	5 33	14:45	189	747 177 670	1417
03:00	10	11		15:00	193	167	
03:15	11	16		15:15	227	198	
03:30	6	21		15:30	218	194	
03:45	14	41	16 64	15:45	247	885 190 749	1634
04:00	16	22		16:00	264	196	
04:15	19	33		16:15	218	221	
04:30	23	45		16:30	279	297	
04:45	22	80	53 153	16:45	247	1008 269 983	1991
05:00	27	87		17:00	272	273	
05:15	40	93		17:15	252	259	
05:30	46	111		17:30	302	240	
05:45	53	166	118 409	17:45	268	1094 194 966	2060
06:00	69	135		18:00	227	166	
06:15	109	173		18:15	234	180	
06:30	120	182		18:30	215	190	
06:45	131	429	190 680	18:45	193	869 170 706	1575
07:00	135	209		19:00	176	182	
07:15	175	245		19:15	180	145	
07:30	191	235		19:30	155	156	
07:45	203	704	207 896	19:45	161	672 139 622	1294
08:00	167	242		20:00	132	122	
08:15	176	233		20:15	113	112	
08:30	147	185		20:30	119	119	
08:45	162	652	173 833	20:45	100	464 125 478	942
09:00	154	155		21:00	101	108	
09:15	147	167		21:15	98	93	
09:30	140	139		21:30	106	102	
09:45	138	579	152 613	21:45	97	402 87 390	792
10:00	154	157		22:00	81	91	
10:15	157	167		22:15	79	73	
10:30	152	182		22:30	71	70	
10:45	150	613	149 655	22:45	54	285 62 296	581
11:00	157	148		23:00	46	57	
11:15	154	158		23:15	29	41	
11:30	157	173		23:30	23	41	
11:45	148	616	157 636	23:45	20	118 36 175	293
Total Vol.				9146	7853	7281	15134
				Daily Totals			
				NB	SB	EB	WB
				11866	12414		
				Combined			
				24280			
				Split %			
				AM	PM		
				43.9%	56.1%	37.7%	62.3%
				Peak Hour	07:30	07:15	07:15
				Volume	737	929	1665
				P.H.F.	0.91	0.95	0.98

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

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PROJECT: CA11-0923-1752-012

VALLEY CENTER BTN MILLER & LILAC

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	22	31			12:00	151	156		
00:15	19	26			12:15	176	152		
00:30	17	23			12:30	168	146		
00:45	11	69	27	107	12:45	170	665	159	613
									1278
01:00	9	19			13:00	162	167		
01:15	12	16			13:15	152	160		
01:30	7	10			13:30	171	167		
01:45	6	34	9	54	13:45	159	644	139	633
									1277
02:00	5	12			14:00	186	146		
02:15	6	7			14:15	170	182		
02:30	10	9			14:30	202	165		
02:45	9	30	5	33	14:45	189	747	177	670
									1417
03:00	10	11			15:00	193	167		
03:15	11	16			15:15	227	198		
03:30	6	21			15:30	218	194		
03:45	14	41	16	64	15:45	247	885	190	749
									1634
04:00	16	22			16:00	264	196		
04:15	19	33			16:15	218	221		
04:30	23	45			16:30	279	297		
04:45	22	80	53	153	16:45	247	1008	269	983
									1991
05:00	27	87			17:00	272	273		
05:15	40	93			17:15	252	259		
05:30	46	111			17:30	302	240		
05:45	53	166	118	409	17:45	268	1094	194	966
									2060
06:00	69	135			18:00	227	166		
06:15	109	173			18:15	234	180		
06:30	120	182			18:30	215	190		
06:45	131	429	190	680	18:45	193	869	170	706
									1575
07:00	135	209			19:00	176	182		
07:15	175	245			19:15	180	145		
07:30	191	235			19:30	155	156		
07:45	203	704	207	896	19:45	161	672	139	622
									1294
08:00	167	242			20:00	132	122		
08:15	176	233			20:15	113	112		
08:30	147	185			20:30	119	119		
08:45	162	652	173	833	20:45	100	464	125	478
									942
09:00	154	155			21:00	101	108		
09:15	147	167			21:15	98	93		
09:30	140	139			21:30	106	102		
09:45	138	579	152	613	21:45	97	402	87	390
									792
10:00	154	157			22:00	81	91		
10:15	157	167			22:15	79	73		
10:30	152	182			22:30	71	70		
10:45	150	613	149	655	22:45	54	285	62	296
									581
11:00	157	148			23:00	46	57		
11:15	154	158			23:15	29	41		
11:30	157	173			23:30	23	41		
11:45	148	616	157	636	23:45	20	118	36	175
									293
Total Vol.	4013	5133		9146		7853	7281		15134
					Daily Totals				
					NB	SB	EB	WB	Combined
					11866	12414			24280
AM					PM				
Split %	43.9%	56.1%		37.7%	51.9%	48.1%			62.3%
Peak Hour	07:30	07:15		07:15	17:00	16:30			16:30
Volume	737	929		1665	1094	1098			2148
P.H.F.	0.91	0.95		0.98	0.93	0.92			0.93

TUESDAY - AUGUST 23, 2011

CITY: VALLEY CENTER

PROJECT: CA11-0826-02-006

CIRCLE R DRIVE BTN OLD HWY 395 & CIRCLE R VALLEY LANE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			2	0	12:00			35	37
00:15			4	1	12:15			29	38
00:30			3	0	12:30			27	31
00:45			3	12	12:45			27	118
				1				25	131
				2					249
				14					
01:00			1	0	13:00			36	26
01:15			0	0	13:15			28	27
01:30			2	1	13:30			22	22
01:45			0	3	13:45			27	113
				0				26	101
				1				26	214
				4					
02:00			1	0	14:00			32	28
02:15			1	0	14:15			33	37
02:30			0	1	14:30			26	18
02:45			0	2	14:45			29	120
				0				18	101
				1				221	
				3					
03:00			1	1	15:00			30	17
03:15			0	2	15:15			22	19
03:30			2	1	15:30			30	29
03:45			1	4	15:45			21	103
				0				24	89
				4					192
				8					
04:00			0	1	16:00			23	44
04:15			0	0	16:15			68	42
04:30			2	1	16:30			55	35
04:45			1	3	16:45			62	208
				2				38	159
				4					367
				7					
05:00			4	4	17:00			65	26
05:15			8	7	17:15			51	40
05:30			5	11	17:30			68	33
05:45			10	27	17:45			61	245
				16				35	134
				38					379
				65					
06:00			7	20	18:00			54	31
06:15			9	28	18:15			42	32
06:30			12	30	18:30			35	28
06:45			18	46	18:45			41	172
				32				26	117
				110					289
				156					
07:00			11	50	19:00			33	17
07:15			21	74	19:15			36	18
07:30			20	55	19:30			35	20
07:45			20	72	19:45			31	135
				75				15	70
				254					205
				326					
08:00			16	68	20:00			28	11
08:15			22	55	20:15			26	9
08:30			22	48	20:30			31	7
08:45			21	81	20:45			25	110
				43				12	39
				214					149
				295					
09:00			27	40	21:00			22	5
09:15			20	29	21:15			18	6
09:30			13	41	21:30			16	8
09:45			17	77	21:45			11	67
				39				4	23
				149					90
				226					
10:00			24	38	22:00			9	2
10:15			21	33	22:15			7	1
10:30			23	53	22:30			9	1
10:45			25	93	22:45			8	33
				38				2	6
				162					39
				255					
11:00			17	33	23:00			4	0
11:15			32	38	23:15			5	1
11:30			29	36	23:30			4	2
11:45			32	110	23:45			2	15
				40				0	3
				147					18
				257					

Total Vol.		530	1086	1616			1439	973	2412
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Daily Totals				
NB	SB	EB	WB	Combined
		1969	2059	4028

AM				PM		
Split %				59.7%	40.3%	59.9%
	32.8%	67.2%	40.1%			
Peak Hour	11:15	07:15	07:15	16:15	16:00	16:15
Volume	128	272	349	250	159	391
P.H.F.	0.91	0.91	0.92	0.92	0.90	0.89

080609

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011

CITY: VALLEY CENTER

PROJECT: CA11-0923-1752-011

VALLEY CENTER BTN COLE GRADE & MILLER

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			44	38	12:00			154	141
00:15			41	41	12:15			161	137
00:30			34	44	12:30			166	133
00:45			32	151	12:45			172	653
				31	154			154	565
					305				1218
01:00			33	35	13:00			151	158
01:15			23	33	13:15			142	151
01:30			19	23	13:30			162	162
01:45			22	97	13:45			160	615
				18	109			154	625
					206				1240
02:00			16	18	14:00			157	150
02:15			20	22	14:15			164	149
02:30			18	16	14:30			166	132
02:45			20	74	14:45			162	649
				20	76			151	582
					150				1231
03:00			25	28	15:00			170	168
03:15			28	41	15:15			175	154
03:30			31	44	15:30			184	160
03:45			28	112	15:45			176	705
				48	161			175	657
					273				1362
04:00			33	54	16:00			191	180
04:15			35	51	16:15			235	216
04:30			40	68	16:30			268	235
04:45			48	156	16:45			241	935
				60	233			241	872
					389				1807
05:00			41	68	17:00			229	205
05:15			55	77	17:15			218	200
05:30			51	90	17:30			225	191
05:45			68	215	17:45			251	923
				108	343			212	808
					558				1731
06:00			99	118	18:00			226	184
06:15			95	135	18:15			208	180
06:30			108	141	18:30			212	187
06:45			130	432	18:45			201	847
				188	582			162	713
					1014				1560
07:00			151	201	19:00			184	135
07:15			168	189	19:15			177	144
07:30			158	235	19:30			162	141
07:45			192	669	19:45			142	665
				169	794			132	552
					1463				1217
08:00			177	215	20:00			135	100
08:15			184	222	20:15			108	95
08:30			152	199	20:30			115	90
08:45			149	662	20:45			90	448
				175	811			84	369
					1473				817
09:00			131	161	21:00			77	82
09:15			128	154	21:15			76	62
09:30			122	135	21:30			84	35
09:45			135	516	21:45			65	302
				133	583			44	223
					1099				525
10:00			134	141	22:00			44	41
10:15			148	128	22:15			51	35
10:30			136	135	22:30			40	30
10:45			127	545	22:45			35	170
				144	548			33	139
					1093				309
11:00			122	151	23:00			42	28
11:15			141	152	23:15			37	26
11:30			151	156	23:30			31	21
11:45			142	556	23:45			33	143
				142	601			25	100
					1157				243

Total Vol.	4185	4995	9180	7055	6205	13260
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Split %	AM			PM		
	NB	SB	EB	WB	Combined	
			11240	11200	22440	
Peak Hour	07:30	07:30	07:30	16:15	16:15	16:15
Volume	711	841	1552	973	897	1870
P.H.F.	0.93	0.89	0.96	0.91	0.93	0.93

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

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THURSDAY, SEPTEMBER 22 2011

CITY: VALLEY CENTER

PROJECT: CA11-0923-1752-011

VALLEY CENTER BTN COLE GRADE & MILLER

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			44	38	12:00			154	141
00:15			41	41	12:15			161	137
00:30			34	44	12:30			166	133
00:45			32	151	12:45			172	653
01:00			33	35	13:00			151	158
01:15			23	33	13:15			142	151
01:30			19	23	13:30			162	162
01:45			22	97	13:45			160	615
02:00			16	18	14:00			157	150
02:15			20	22	14:15			164	149
02:30			18	16	14:30			166	132
02:45			20	74	14:45			162	649
03:00			25	28	15:00			170	168
03:15			28	41	15:15			175	154
03:30			31	44	15:30			184	160
03:45			28	112	15:45			176	705
04:00			33	54	16:00			191	180
04:15			35	51	16:15			235	216
04:30			40	68	16:30			268	235
04:45			48	156	16:45			241	935
05:00			41	68	17:00			229	205
05:15			55	77	17:15			218	200
05:30			51	90	17:30			225	191
05:45			68	215	17:45			251	923
06:00			99	118	18:00			226	184
06:15			95	135	18:15			208	180
06:30			108	141	18:30			212	187
06:45			130	432	18:45			201	847
07:00			151	201	19:00			184	135
07:15			168	189	19:15			177	144
07:30			158	235	19:30			162	141
07:45			192	669	19:45			142	665
08:00			177	215	20:00			135	100
08:15			184	222	20:15			108	95
08:30			152	199	20:30			115	90
08:45			149	662	20:45			90	448
09:00			131	161	21:00			77	82
09:15			128	154	21:15			76	62
09:30			122	135	21:30			84	35
09:45			135	516	21:45			65	302
10:00			134	141	22:00			44	41
10:15			148	128	22:15			51	35
10:30			136	135	22:30			40	30
10:45			127	545	22:45			35	170
11:00			122	151	23:00			42	28
11:15			141	152	23:15			37	26
11:30			151	156	23:30			31	21
11:45			142	556	23:45			33	143

Total Vol. 4185 4995 **9180**

NB	SB	Daily Totals		Combined
		EB	WB	
		11240	11200	22440
		PM		
		53.2%	46.8%	59.1%

Split %	AM			PM		
	45.6%	54.4%	40.9%	16:15	16:15	16:15
Peak Hour	07:30	07:30	07:30	973	897	1870
Volume	711	841	1552	0.91	0.93	0.93
P.H.F.	0.93	0.89	0.96			

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

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THURSDAY, SEPTEMBER 22 2011

CITY: VALLEY CENTER

PROJECT: CA11-0923-1752-010

VALLEY CENTER BTN LIZARD RACKS & COLE GRADE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			12	12	12:00			66	70
00:15			5	18	12:15			68	74
00:30			6	11	12:30			70	84
00:45			5	28	12:45			81	285
			10	51				88	316
				79					601
01:00			13	9	13:00			75	74
01:15			5	7	13:15			70	85
01:30			1	2	13:30			82	88
01:45			2	21	13:45			88	315
			1	19				74	321
				40					636
02:00			1	2	14:00			75	80
02:15			0	1	14:15			70	81
02:30			1	0	14:30			82	88
02:45			1	3	14:45			87	314
			1	4				95	344
				7					658
03:00			2	1	15:00			91	105
03:15			1	5	15:15			88	111
03:30			0	4	15:30			98	115
03:45			1	4	15:45			104	381
			5	15				109	440
				19					821
04:00			2	6	16:00			101	131
04:15			4	7	16:15			151	128
04:30			5	15	16:30			162	151
04:45			11	22	16:45			168	582
			11	39				162	572
				61					1154
05:00			12	19	17:00			121	108
05:15			11	22	17:15			155	115
05:30			18	26	17:30			130	121
05:45			28	69	17:45			162	568
			30	97				133	477
				166					1045
06:00			33	35	18:00			151	134
06:15			35	41	18:15			132	131
06:30			40	54	18:30			141	118
06:45			51	159	18:45			108	532
			88	218				106	489
				377					1021
07:00			66	111	19:00			116	121
07:15			70	80	19:15			90	88
07:30			112	95	19:30			74	64
07:45			131	379	19:45			70	350
			106	392				66	339
				771					689
08:00			124	151	20:00			65	60
08:15			130	135	20:15			51	51
08:30			90	80	20:30			42	55
08:45			105	449	20:45			35	193
			71	437				42	208
				886					401
09:00			90	84	21:00			44	35
09:15			77	65	21:15			31	30
09:30			70	66	21:30			28	28
09:45			65	302	21:45			33	136
			70	285				20	113
				587					249
10:00			51	61	22:00			31	26
10:15			55	68	22:15			28	19
10:30			48	54	22:30			22	21
10:45			50	204	22:45			26	107
			50	233				22	88
				437					195
11:00			56	44	23:00			19	25
11:15			54	51	23:15			22	15
11:30			51	62	23:30			20	18
11:45			55	216	23:45			15	76
			66	223				13	71
				439					147

Total Vol.

1856 2013 3869

3839 3778 7617

		Daily Totals		
NB	SB	EB	WB	Combined
		5695	5791	11486

		AM		
Split %		48.0%	52.0%	33.7%

		PM		
		50.4%	49.6%	66.3%

Peak Hour	07:30	07:30	07:30	16:30	16:00	16:00
Volume	497	487	984	606	572	1154
P.H.F.	0.95	0.81	0.89	0.90	0.88	0.87

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011

CITY: VALLEY CENTER

PROJECT: CA11-0923-1752-019

MILLER BTN JAKE & VALLEY CENTER

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	12	11		
00:15	1	1			12:15	11	15		
00:30	0	0			12:30	9	11		
00:45	0	1	0	1	12:45	9	41	16	53
									94
01:00	1	1			13:00	7	12		
01:15	0	1			13:15	6	9		
01:30	0	0			13:30	4	7		
01:45	2	3	0	2	13:45	10	27	13	41
									68
02:00	0	0			14:00	9	11		
02:15	1	0			14:15	7	10		
02:30	0	1			14:30	10	9		
02:45	0	1	1	2	14:45	14	40	7	37
									77
03:00	0	0			15:00	15	10		
03:15	0	2			15:15	10	9		
03:30	1	0			15:30	16	11		
03:45	0	1	1	3	15:45	19	60	12	42
									102
04:00	0	1			16:00	18	10		
04:15	0	2			16:15	20	15		
04:30	2	0			16:30	28	18		
04:45	2	4	1	4	16:45	18	84	14	57
									141
05:00	2	0			17:00	26	12		
05:15	1	1			17:15	25	19		
05:30	0	5			17:30	21	10		
05:45	0	3	4	10	17:45	16	88	22	63
									151
06:00	1	5			18:00	12	16		
06:15	2	9			18:15	18	11		
06:30	3	16			18:30	11	5		
06:45	4	10	12	42	18:45	9	50	10	42
									92
07:00	7	20			19:00	12	7		
07:15	5	10			19:15	7	8		
07:30	8	28			19:30	9	9		
07:45	12	32	15	73	19:45	7	35	7	31
									66
08:00	15	22			20:00	9	10		
08:15	15	27			20:15	5	5		
08:30	10	30			20:30	7	4		
08:45	13	53	22	101	20:45	6	27	5	24
									51
09:00	7	11			21:00	5	1		
09:15	10	15			21:15	4	1		
09:30	11	12			21:30	5	0		
09:45	8	36	10	48	21:45	0	14	1	3
									17
10:00	9	9			22:00	2	1		
10:15	12	9			22:15	1	0		
10:30	6	12			22:30	1	0		
10:45	7	34	10	40	22:45	2	6	1	2
									8
11:00	9	11			23:00	1	2		
11:15	11	9			23:15	2	0		
11:30	10	7			23:30	1	0		
11:45	17	47	10	37	23:45	0	4	1	3
									7
Total Vol.	225	363		588		476	398		874

Split %	AM		40.2%	PM		59.8%
	38.3%	61.7%		54.5%	45.5%	
Peak Hour	08:00	08:00	08:00	16:30	17:15	16:30
Volume	53	101	154	97	67	160
P.H.F.	0.88	0.84	0.92	0.88	0.76	0.87

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011

CITY: VALLEY CENTER

PROJECT: CA11-0923-1752-008

COLE GRADE BTN FRIUTVALE & VALLEY CENTER

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	28	20			12:00	54	70		
00:15	21	19			12:15	55	54		
00:30	26	22			12:30	57	55		
00:45	19	94	15	76	12:45	62	228	67	246
01:00	12	11			13:00	68	61		
01:15	15	14			13:15	60	74		
01:30	11	10			13:30	69	70		
01:45	9	47	9	44	13:45	70	267	55	260
02:00	10	7			14:00	77	68		
02:15	5	5			14:15	74	60		
02:30	7	5			14:30	75	72		
02:45	8	30	4	21	14:45	67	293	51	251
03:00	5	1			15:00	65	55		
03:15	4	1			15:15	79	66		
03:30	2	5			15:30	84	70		
03:45	6	17	4	11	15:45	77	305	88	279
04:00	10	5			16:00	108	99		
04:15	15	6			16:15	121	138		
04:30	12	11			16:30	141	121		
04:45	18	55	15	37	16:45	125	495	168	526
05:00	22	10			17:00	138	80		
05:15	19	19			17:15	108	115		
05:30	25	26			17:30	90	92		
05:45	32	98	22	77	17:45	109	445	98	385
06:00	40	28			18:00	101	97		
06:15	51	35			18:15	90	105		
06:30	65	54			18:30	99	90		
06:45	100	256	88	205	18:45	70	360	75	367
07:00	138	121			19:00	84	84		
07:15	208	168			19:15	80	88		
07:30	77	215			19:30	65	65		
07:45	68	491	144	648	19:45	51	280	74	311
08:00	55	138			20:00	55	70		
08:15	84	108			20:15	68	51		
08:30	70	90			20:30	54	44		
08:45	51	260	55	391	20:45	50	227	48	213
09:00	55	64			21:00	40	51		
09:15	68	66			21:15	44	52		
09:30	60	51			21:30	35	35		
09:45	42	225	48	229	21:45	38	157	28	166
10:00	55	51			22:00	31	22		
10:15	50	55			22:15	28	19		
10:30	41	50			22:30	22	25		
10:45	48	194	68	224	22:45	26	107	20	86
11:00	44	66			23:00	27	19		
11:15	68	60			23:15	20	20		
11:30	66	72			23:30	19	16		
11:45	70	248	68	266	23:45	22	88	17	72
Total Vol.	2015	2229		4244		3252	3162		6414
					Daily Totals				
					NB	SB	EB	WB	Combined
					5267	5391			10658
Split %	AM				PM				
	47.5%	52.5%		39.8%	50.7%	49.3%			60.2%
Peak Hour	06:45	07:15		07:00	16:15	16:00			16:15
Volume	523	665		1139	525	526			1032
P.H.F.	0.63	0.77		0.76	0.91	0.78			0.88

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011

CITY: VALLEY CENTER

PROJECT: CA11-0923-1752-007

COLE GRADE BTN MILLER & FRJUTVALE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	25	22			12:00	64	77		
00:15	22	15			12:15	60	74		
00:30	20	12			12:30	61	68		
00:45	16	83	15	64	12:45	55	240	60	279
									519
01:00	21	11			13:00	68	75		
01:15	18	9			13:15	78	84		
01:30	20	12			13:30	74	81		
01:45	11	70	16	48	13:45	84	304	75	315
									619
02:00	9	8			14:00	80	77		
02:15	4	7			14:15	77	84		
02:30	5	5			14:30	74	89		
02:45	7	25	1	21	14:45	84	315	68	318
									633
03:00	7	5			15:00	85	75		
03:15	9	4			15:15	74	84		
03:30	10	5			15:30	80	81		
03:45	12	38	11	25	15:45	92	331	92	332
									663
04:00	19	9			16:00	108	98		
04:15	11	15			16:15	115	121		
04:30	15	12			16:30	126	135		
04:45	20	65	18	54	16:45	122	471	168	522
									993
05:00	16	16			17:00	141	88		
05:15	22	20			17:15	108	101		
05:30	25	28			17:30	111	98		
05:45	35	98	33	97	17:45	95	455	105	392
									847
06:00	51	32			18:00	101	99		
06:15	68	51			18:15	90	91		
06:30	75	66			18:30	68	84		
06:45	95	289	84	233	18:45	75	334	88	362
									696
07:00	151	108			19:00	77	85		
07:15	210	166			19:15	70	68		
07:30	77	235			19:30	51	66		
07:45	60	498	141	650	19:45	68	266	74	293
									559
08:00	51	135			20:00	43	70		
08:15	88	109			20:15	35	51		
08:30	84	99			20:30	41	45		
08:45	56	279	56	399	20:45	44	163	35	201
									364
09:00	51	51			21:00	34	33		
09:15	55	55			21:15	30	41		
09:30	48	59			21:30	26	28		
09:45	41	195	51	216	21:45	22	112	26	128
									240
10:00	55	48			22:00	31	22		
10:15	62	44			22:15	24	19		
10:30	68	51			22:30	28	21		
10:45	77	262	62	205	22:45	20	103	22	84
									187
11:00	74	66			23:00	16	26		
11:15	74	64			23:15	22	28		
11:30	70	70			23:30	12	20		
11:45	65	283	62	262	23:45	21	71	19	93
									164
Total Vol.	2185	2274				4459	3165	3319	6484

Split %	AM			PM		
	49.0%	51.0%	40.7%	48.8%	51.2%	59.3%
Peak Hour	06:45	07:15	07:00	16:15	16:00	16:15
Volume	533	677	1148	504	522	1016
P.H.F.	0.63	0.72	0.76	0.96	0.78	0.88

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Prepared by: Field Data Services of Arizona, Inc.

COLE GRADE BTN VALLEY CENTER & TURTLE ROCK

PROJECT: CA11-0923-1752-009

Total Vol.	285	305	590	Daily Totals		
				NB	SB	Combined
				EB	WB	
				867	873	1740
				PM		
Split %	48.3%	51.7%	33.9%	50.6%	49.4%	66.1%
Peak Hour	07:45	07:45	07:45	16:30	16:45	16:45
Volume	73	89	162	109	109	214
P.H.F.	0.83	0.79	0.84	0.87	0.83	0.84

A-41

VOLUME

Gopher Canyon Rd to City of Vista City Limit

Day: Tuesday
Date: 12/18/2012City: Vista
Project #: CA12_4433_001

DAILY TOTALS					NB	SB	EB					WB	Total
					10,511	10,510						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	12	12			24		12:00	117	132			249	
00:15	20	16			36		12:15	143	128			271	
00:30	20	16			36		12:30	158	146			304	
00:45	14	66	11	55	25	121	12:45	148	566	129	535	277	1101
01:00	15	12			27		13:00	122	112			234	
01:15	14	9			23		13:15	149	123			272	
01:30	5	2			7		13:30	145	160			305	
01:45	6	40	8	31	14	71	13:45	136	552	118	513	254	1065
02:00	7	7			14		14:00	163	128			291	
02:15	6	4			10		14:15	199	143			342	
02:30	7	17			24		14:30	213	151			364	
02:45	3	23	9	37	12	60	14:45	192	767	144	566	336	1333
03:00	4	11			15		15:00	183	163			346	
03:15	7	16			23		15:15	188	139			327	
03:30	14	16			30		15:30	221	165			386	
03:45	12	37	18	61	30	98	15:45	213	805	157	624	370	1429
04:00	9	20			29		16:00	261	155			416	
04:15	14	19			33		16:15	213	194			407	
04:30	24	20			44		16:30	237	159			396	
04:45	33	80	35	94	68	174	16:45	215	926	173	681	388	1607
05:00	36	48			84		17:00	209	147			356	
05:15	53	100			153		17:15	259	184			443	
05:30	67	121			188		17:30	230	172			402	
05:45	77	233	91	360	168	593	17:45	209	907	134	637	343	1544
06:00	132	110			242		18:00	198	117			315	
06:15	116	170			286		18:15	201	102			303	
06:30	135	226			361		18:30	157	93			250	
06:45	178	561	233	739	411	1300	18:45	154	710	84	396	238	1106
07:00	172	253			425		19:00	135	71			206	
07:15	145	307			452		19:15	135	70			205	
07:30	134	330			464		19:30	86	67			153	
07:45	128	579	355	1245	483	1824	19:45	80	436	55	263	135	699
08:00	117	309			426		20:00	101	53			154	
08:15	166	207			373		20:15	106	45			151	
08:30	124	241			365		20:30	100	49			149	
08:45	119	526	267	1024	386	1550	20:45	93	400	63	210	156	610
09:00	132	190			322		21:00	71	48			119	
09:15	132	217			349		21:15	65	40			105	
09:30	149	210			359		21:30	64	63			127	
09:45	118	531	243	860	361	1391	21:45	65	265	48	199	113	464
10:00	147	189			336		22:00	63	36			99	
10:15	146	138			284		22:15	42	42			84	
10:30	164	163			327		22:30	37	34			71	
10:45	152	609	164	654	316	1263	22:45	40	182	32	144	72	326
11:00	184	133			317		23:00	37	32			69	
11:15	134	134			268		23:15	40	17			57	
11:30	113	115			228		23:30	14	17			31	
11:45	164	595	123	505	287	1100	23:45	24	115	11	77	35	192
TOTALS	3880	5665			9545		TOTALS	6631	4845			11476	
SPLIT %	40.6%	59.4%			45.4%		SPLIT %	57.8%	42.2%			54.6%	

DAILY TOTALS			NB		SB		EB		WB		Total	
			10,511		10,510		0		0		21,021	
AM Peak Hour	10:15	07:15				07:15	PM Peak Hour	16:00	16:00			
AM Pk Volume	646	1301				1825	PM Pk Volume	926	681			
Pk Hr Factor	0.878	0.916				0.945	Pk Hr Factor	0.887	0.878			
7 - 9 Volume	1105	2269	0	0	3374	4 - 6 Volume	1833	1318	0	0	3151	
7 - 9 Peak Hour	07:00	07:15				07:15	4 - 6 Peak Hour	16:00	16:00			
7 - 9 Pk Volume	579	1301	0	0	1825	4 - 6 Pk Volume	926	681	0	0	1607	
Pk Hr Factor	0.842	0.916	0.000	0.000	0.945	Pk Hr Factor	0.887	0.878	0.000	0.000	0.966	

VOLUME

Valley Center Rd N/o Woods Valley Rd

Day: Tuesday
Date: 12/18/2012City: Valley Center
Project #: CA12_4433_003

DAILY TOTALS					NB	SB						EB	WB						Total
					10,643	10,647						0	0						21,290
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00	15	25			40		12:00	142	196			338							
00:15	32	43			75		12:15	140	157			297							
00:30	23	19			42		12:30	145	141			286							
00:45	14	84	34	121	48	205	12:45	127	554	160	654	287	1208						
01:00	8	14			22		13:00	136	153			289							
01:15	14	23			37		13:15	139	153			292							
01:30	12	13			25		13:30	186	137			323							
01:45	4	38	16	66	20	104	13:45	169	630	135	578	304	1208						
02:00	4	17			21		14:00	183	175			358							
02:15	5	19			24		14:15	195	161			356							
02:30	11	20			31		14:30	175	179			354							
02:45	9	29	8	64	17	93	14:45	188	741	165	680	353	1421						
03:00	11	17			28		15:00	205	159			364							
03:15	5	16			21		15:15	225	168			393							
03:30	7	26			33		15:30	208	186			394							
03:45	6	29	21	80	27	109	15:45	221	859	185	698	406	1557						
04:00	2	23			25		16:00	214	173			387							
04:15	13	21			34		16:15	241	161			402							
04:30	16	38			54		16:30	259	177			436							
04:45	17	48	41	123	58	171	16:45	243	957	185	696	428	1653						
05:00	14	58			72		17:00	224	159			383							
05:15	30	81			111		17:15	252	192			444							
05:30	57	113			170		17:30	258	165			423							
05:45	60	161	83	335	143	496	17:45	251	985	156	672	407	1657						
06:00	70	145			215		18:00	233	135			368							
06:15	118	150			268		18:15	202	113			315							
06:30	110	175			285		18:30	190	88			278							
06:45	150	448	177	647	327	1095	18:45	178	803	92	428	270	1231						
07:00	138	171			309		19:00	176	93			269							
07:15	155	198			353		19:15	170	95			265							
07:30	122	252			374		19:30	136	85			221							
07:45	137	552	188	809	325	1361	19:45	129	611	65	338	194	949						
08:00	165	183			348		20:00	98	62			160							
08:15	130	263			393		20:15	108	65			173							
08:30	104	223			327		20:30	90	58			148							
08:45	115	514	174	843	289	1357	20:45	102	398	61	246	163	644						
09:00	93	191			284		21:00	124	50			174							
09:15	128	189			317		21:15	85	47			132							
09:30	124	173			297		21:30	99	52			151							
09:45	107	452	182	735	289	1187	21:45	60	368	59	208	119	576						
10:00	100	185			285		22:00	59	48			107							
10:15	113	173			286		22:15	77	61			138							
10:30	115	172			287		22:30	52	43			95							
10:45	123	451	137	667	260	1118	22:45	51	239	45	197	96	436						
11:00	134	147			281		23:00	36	38			74							
11:15	133	162			295		23:15	43	33			76							
11:30	141	182			323		23:30	29	23			52							
11:45	152	560	149	640	301	1200	23:45	24	132	28	122	52	254						
TOTALS	3366	5130			8496		TOTALS	7277	5517			12794							
SPLIT %	39.6%	60.4%			39.9%		SPLIT %	56.9%	43.1%			60.1%							

DAILY TOTALS					NB	SB						EB	WB						Total
					10,643	10,647						0	0						21,290
AM Peak Hour	07:15	07:30			07:30		PM Peak Hour	17:15	16:30			16:30							
AM Pk Volume	579	886			1440		PM Pk Volume	994	713			1691							
Pk Hr Factor	0.877	0.842			0.916		Pk Hr Factor	0.963	0.928			0.952							
7 - 9 Volume	1066	1652	0	0	2718		4 - 6 Volume	1942	1368	0	0	3310							
7 - 9 Peak Hour	07:15	07:30			07:30		4 - 6 Peak Hour	17:00	16:30			16:30							
7 - 9 Pk Volume	579	886	0	0	1440		4 - 6 Pk Volume	985	713	0	0	1691							
Pk Hr Factor	0.877	0.842	0.000	0.000	0.916		Pk Hr Factor	0.954	0.928	0.000	0.000	0.952							

VOLUME

Gopher Canyon Rd to City of Vista City Limit

Day: Tuesday
Date: 12/18/2012City: Vista
Project #: CA12_4433_001

DAILY TOTALS					NB	SB	EB					WB	Total
					10,511	10,510						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	12	12			24		12:00	117	132			249	
00:15	20	16			36		12:15	143	128			271	
00:30	20	16			36		12:30	158	146			304	
00:45	14	66	11	55	25	121	12:45	148	566	129	535	277	1101
01:00	15	12			27		13:00	122	112			234	
01:15	14	9			23		13:15	149	123			272	
01:30	5	2			7		13:30	145	160			305	
01:45	6	40	8	31	14	71	13:45	136	552	118	513	254	1065
02:00	7	7			14		14:00	163	128			291	
02:15	6	4			10		14:15	199	143			342	
02:30	7	17			24		14:30	213	151			364	
02:45	3	23	9	37	12	60	14:45	192	767	144	566	336	1333
03:00	4	11			15		15:00	183	163			346	
03:15	7	16			23		15:15	188	139			327	
03:30	14	16			30		15:30	221	165			386	
03:45	12	37	18	61	30	98	15:45	213	805	157	624	370	1429
04:00	9	20			29		16:00	261	155			416	
04:15	14	19			33		16:15	213	194			407	
04:30	24	20			44		16:30	237	159			396	
04:45	33	80	35	94	68	174	16:45	215	926	173	681	388	1607
05:00	36	48			84		17:00	209	147			356	
05:15	53	100			153		17:15	259	184			443	
05:30	67	121			188		17:30	230	172			402	
05:45	77	233	91	360	168	593	17:45	209	907	134	637	343	1544
06:00	132	110			242		18:00	198	117			315	
06:15	116	170			286		18:15	201	102			303	
06:30	135	226			361		18:30	157	93			250	
06:45	178	561	233	739	411	1300	18:45	154	710	84	396	238	1106
07:00	172	253			425		19:00	135	71			206	
07:15	145	307			452		19:15	135	70			205	
07:30	134	330			464		19:30	86	67			153	
07:45	128	579	355	1245	483	1824	19:45	80	436	55	263	135	699
08:00	117	309			426		20:00	101	53			154	
08:15	166	207			373		20:15	106	45			151	
08:30	124	241			365		20:30	100	49			149	
08:45	119	526	267	1024	386	1550	20:45	93	400	63	210	156	610
09:00	132	190			322		21:00	71	48			119	
09:15	132	217			349		21:15	65	40			105	
09:30	149	210			359		21:30	64	63			127	
09:45	118	531	243	860	361	1391	21:45	65	265	48	199	113	464
10:00	147	189			336		22:00	63	36			99	
10:15	146	138			284		22:15	42	42			84	
10:30	164	163			327		22:30	37	34			71	
10:45	152	609	164	654	316	1263	22:45	40	182	32	144	72	326
11:00	184	133			317		23:00	37	32			69	
11:15	134	134			268		23:15	40	17			57	
11:30	113	115			228		23:30	14	17			31	
11:45	164	595	123	505	287	1100	23:45	24	115	11	77	35	192
TOTALS	3880	5665			9545		TOTALS	6631	4845			11476	
SPLIT %	40.6%	59.4%			45.4%		SPLIT %	57.8%	42.2%			54.6%	

DAILY TOTALS			NB		SB		EB		WB		Total	
			10,511		10,510		0		0		21,021	
AM Peak Hour	10:15	07:15				07:15	PM Peak Hour	16:00	16:00			
AM Pk Volume	646	1301				1825	PM Pk Volume	926	681			
Pk Hr Factor	0.878	0.916				0.945	Pk Hr Factor	0.887	0.878			
7 - 9 Volume	1105	2269	0	0	3374	4 - 6 Volume	1833	1318	0	0	3151	
7 - 9 Peak Hour	07:00	07:15				07:15	4 - 6 Peak Hour	16:00	16:00			
7 - 9 Pk Volume	579	1301	0	0	1825	4 - 6 Pk Volume	926	681	0	0	1607	
Pk Hr Factor	0.842	0.916	0.000	0.000	0.945	Pk Hr Factor	0.887	0.878	0.000	0.000	0.966	

VOLUME

Lilac Rd from Couser Canyon Rd to W Lilac Rd

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_013

DAILY TOTALS					NB	SB						EB	WB						Total
					565	584						0	0						1,149
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00	0	0			0		12:00	6	8			14							
00:15	0	0			0		12:15	9	7			16							
00:30	1	0			1		12:30	10	8			18							
00:45	0	1	0		0	1	12:45	5	30	8	31	13	61						
01:00	0	0			0		13:00	6	12			18							
01:15	1	0			1		13:15	5	8			13							
01:30	0	0			0		13:30	11	9			20							
01:45	1	2	0		1	2	13:45	5	27	11	40	16	67						
02:00	0	0			0		14:00	13	14			27							
02:15	0	0			0		14:15	16	13			29							
02:30	0	0			0		14:30	15	11			26							
02:45	1	1	0		1	1	14:45	12	56	16	54	28	110						
03:00	1	1			2		15:00	6	11			17							
03:15	1	1			2		15:15	15	7			22							
03:30	0	0			0		15:30	15	11			26							
03:45	0	2	1	3	1	5	15:45	11	47	16	45	27	92						
04:00	1	1			2		16:00	11	4			15							
04:15	2	2			4		16:15	6	11			17							
04:30	0	0			0		16:30	14	8			22							
04:45	1	4	2	5	3	9	16:45	11	42	14	37	25	79						
05:00	1	4			5		17:00	13	12			25							
05:15	2	3			5		17:15	13	10			23							
05:30	3	4			7		17:30	11	8			19							
05:45	3	9	8	19	11	28	17:45	18	55	6	36	24	91						
06:00	1	10			11		18:00	11	5			16							
06:15	1	6			7		18:15	9	6			15							
06:30	4	11			15		18:30	12	13			25							
06:45	7	13	7	34	14	47	18:45	11	43	10	34	21	77						
07:00	5	13			18		19:00	4	4			8							
07:15	5	18			23		19:15	5	1			6							
07:30	8	13			21		19:30	4	2			6							
07:45	5	23	13	57	18	80	19:45	6	19	2	9	8	28						
08:00	11	13			24		20:00	3	2			5							
08:15	5	9			14		20:15	5	2			7							
08:30	5	13			18		20:30	2	3			5							
08:45	6	27	5	40	11	67	20:45	9	19	1	8	10	27						
09:00	9	10			19		21:00	4	1			5							
09:15	3	15			18		21:15	13	2			15							
09:30	10	18			28		21:30	8	1			9							
09:45	5	27	15	58	20	85	21:45	11	36	6	10	17	46						
10:00	6	6			12		22:00	8	1			9							
10:15	5	7			12		22:15	9	1			10							
10:30	8	6			14		22:30	3	1			4							
10:45	6	25	6	25	12	50	22:45	1	21	0	3	1	24						
11:00	5	3			8		23:00	4	0			4							
11:15	6	15			21		23:15	2	1			3							
11:30	9	7			16		23:30	2	0			2							
11:45	7	27	10	35	17	62	23:45	1	9	0	1	1	10						
TOTALS	161	276			437		TOTALS	404	308			712							
SPLIT %	36.8%	63.2%			38.0%		SPLIT %	56.7%	43.3%			62.0%							

DAILY TOTALS					NB	SB						EB	WB						Total
					565	584						0	0						1,149
AM Peak Hour	11:45	09:00			07:15		PM Peak Hour	14:00	14:00			14:00							
AM Pk Volume	32	58			86		PM Pk Volume	56	54			110							
Pk Hr Factor	0.800	0.806			0.896		Pk Hr Factor	0.875	0.844			0.948							
7 - 9 Volume	50	97	0	0	147		4 - 6 Volume	97	73	0	0	170							
7 - 9 Peak Hour	07:15	07:00			07:15		4 - 6 Peak Hour	17:00	16:15			16:30							
7 - 9 Pk Volume	29	57	0	0	86		4 - 6 Pk Volume	55	45	0	0	95							
Pk Hr Factor	0.659	0.792	0.000	0.000	0.896		Pk Hr Factor	0.764	0.804	0.000	0.000	0.950							

VOLUME

Pankey Rd from Pala Mesa Dr to SR-76

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_012

DAILY TOTALS					NB	SB	EB					WB	Total
					29	36	0					0	65
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0	12:00	1	2			3		
00:15	1	1			2	12:15	0	0			0		
00:30	0	0			0	12:30	0	1			1		
00:45	0	1	0	1	0	12:45	0	1	0	3	0	4	
01:00	0	0			0	13:00	1	3			4		
01:15	0	0			0	13:15	0	2			2		
01:30	1	1			2	13:30	1	3			4		
01:45	0	1	0	1	0	13:45	0	2	0	8	0	10	
02:00	0	0			0	14:00	0	1			1		
02:15	0	0			0	14:15	0	0			0		
02:30	0	0			0	14:30	0	1			1		
02:45	0	0			0	14:45	0	1	3		1	3	
03:00	0	0			0	15:00	0	0			0		
03:15	0	0			0	15:15	3	2			5		
03:30	0	0			0	15:30	1	2			3		
03:45	0	0			0	15:45	0	4	0	4	0	8	
04:00	0	0			0	16:00	0	0			0		
04:15	0	0			0	16:15	0	0			0		
04:30	0	0			0	16:30	1	1			2		
04:45	0	0			0	16:45	0	1	0	1	0	2	
05:00	0	0			0	17:00	1	0			1		
05:15	0	0			0	17:15	0	1			1		
05:30	0	0			0	17:30	0	0			0		
05:45	0	0			0	17:45	0	1	0	1	0	2	
06:00	0	0			0	18:00	0	0			0		
06:15	0	0			0	18:15	0	0			0		
06:30	0	0			0	18:30	0	0			0		
06:45	0	0			0	18:45	0	0			0		
07:00	0	0			0	19:00	1	1			2		
07:15	0	0			0	19:15	0	0			0		
07:30	0	0			0	19:30	0	0			0		
07:45	1	1	0		1	19:45	0	1	0	1	0	2	
08:00	0	0			0	20:00	0	0			0		
08:15	3	0			3	20:15	0	0			0		
08:30	3	0			3	20:30	0	0			0		
08:45	1	7	0		1	20:45	0	0			0		
09:00	0	0			0	21:00	0	0			0		
09:15	0	0			0	21:15	0	0			0		
09:30	3	0			3	21:30	0	0			0		
09:45	0	3	0		0	21:45	0	0			0		
10:00	0	0			0	22:00	0	0			0		
10:15	0	1			1	22:15	0	0			0		
10:30	1	1			2	22:30	0	0			0		
10:45	1	2	1	3	2	22:45	0	0			0		
11:00	2	3			5	23:00	0	0			0		
11:15	0	6			6	23:15	0	0			0		
11:30	1	0			1	23:30	0	0			0		
11:45	1	4	1	10	2	23:45	0	0			0		
TOTALS	19	15			34	TOTALS	10	21			31		
SPLIT %	55.9%	44.1%			52.3%	SPLIT %	32.3%	67.7%			47.7%		

DAILY TOTALS					NB	SB	EB					WB	Total	
					29	36						0		
AM Peak Hour	07:45	10:30			10:30		PM Peak Hour	14:45	12:45			12:45		
AM Pk Volume	7	11			15		PM Pk Volume	4	8			10		
Pk Hr Factor	0.583	0.458			0.625		Pk Hr Factor	0.333	0.667			0.625		
7 - 9 Volume	8	0	0	0	8		4 - 6 Volume	2	2	0	0	4		
7 - 9 Peak Hour	07:45				07:45		4 - 6 Peak Hour	16:15	16:30			16:30		
7 - 9 Pk Volume	7	0	0	0	7		4 - 6 Pk Volume	2	2	0	0	4		
Pk Hr Factor	0.583	0.000	0.000	0.000	0.583		Pk Hr Factor	0.500	0.500	0.000	0.000	0.500		

VOLUME

Old River Rd from SR-76 to Camino Del Rey

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_011

DAILY TOTALS					NB	SB	EB					WB	Total	
					2,250	1,818						0	0	4,068
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	3	1			4		12:00	20	31			51		
00:15	2	1			3		12:15	28	27			55		
00:30	0	0			0		12:30	19	30			49		
00:45	1	6	1	3	2	9	12:45	22	89	32	120	54	209	
01:00	1	1			2		13:00	34	31			65		
01:15	0	0			0		13:15	52	47			99		
01:30	1	0			1		13:30	153	32			185		
01:45	1	3	1	2	2	5	13:45	118	357	31	141	149	498	
02:00	1	1			2		14:00	30	22			52		
02:15	1	0			1		14:15	39	28			67		
02:30	0	0			0		14:30	57	32			89		
02:45	0	2	0	1	0	3	14:45	47	173	30	112	77	285	
03:00	0	1			1		15:00	59	32			91		
03:15	0	3			3		15:15	50	28			78		
03:30	2	0			2		15:30	45	32			77		
03:45	0	2	0	4	0	6	15:45	54	208	36	128	90	336	
04:00	0	1			1		16:00	37	31			68		
04:15	2	3			5		16:15	53	37			90		
04:30	1	3			4		16:30	50	34			84		
04:45	7	10	3	10	10	20	16:45	49	189	31	133	80	322	
05:00	1	11			12		17:00	44	25			69		
05:15	4	7			11		17:15	46	29			75		
05:30	3	8			11		17:30	31	27			58		
05:45	13	21	27	53	40	74	17:45	41	162	20	101	61	263	
06:00	7	20			27		18:00	40	14			54		
06:15	16	15			31		18:15	27	14			41		
06:30	14	34			48		18:30	22	10			32		
06:45	21	58	41	110	62	168	18:45	18	107	15	53	33	160	
07:00	30	42			72		19:00	11	14			25		
07:15	31	77			108		19:15	18	9			27		
07:30	71	87			158		19:30	8	6			14		
07:45	116	248	64	270	180	518	19:45	9	46	9	38	18	84	
08:00	122	49			171		20:00	10	9			19		
08:15	13	30			43		20:15	10	9			19		
08:30	17	40			57		20:30	11	5			16		
08:45	13	165	32	151	45	316	20:45	7	38	5	28	12	66	
09:00	25	24			49		21:00	8	6			14		
09:15	25	23			48		21:15	8	6			14		
09:30	22	25			47		21:30	8	7			15		
09:45	23	95	34	106	57	201	21:45	9	33	3	22	12	55	
10:00	31	28			59		22:00	9	5			14		
10:15	28	24			52		22:15	3	3			6		
10:30	17	33			50		22:30	2	3			5		
10:45	19	95	24	109	43	204	22:45	4	18	3	14	7	32	
11:00	31	21			52		23:00	0	2			2		
11:15	35	31			66		23:15	2	2			4		
11:30	29	21			50		23:30	3	3			6		
11:45	23	118	29	102	52	220	23:45	2	7	0	7	2	14	
TOTALS	823	921			1744		TOTALS	1427	897			2324		
SPLIT %	47.2%	52.8%			42.9%		SPLIT %	61.4%	38.6%			57.1%		

DAILY TOTALS				NB	SB	EB				WB	Total			
				2,250	1,818					0				
AM Peak Hour	07:15	07:15			07:15		PM Peak Hour	13:00	12:45			13:00		
AM Pk Volume	340	277			617		PM Pk Volume	357	142			498		
Pk Hr Factor	0.697	0.796			0.857		Pk Hr Factor	0.583	0.755			0.673		
7 - 9 Volume	413	421	0	0	834		4 - 6 Volume	351	234	0	0	585		
7 - 9 Peak Hour	07:15	07:15			07:15		4 - 6 Peak Hour	16:15	16:00			16:15		
7 - 9 Pk Volume	340	277	0	0	617		4 - 6 Pk Volume	196	133	0	0	323		
Pk Hr Factor	0.697	0.796	0.000	0.000	0.857		Pk Hr Factor	0.925	0.899	0.000	0.000	0.897		

VOLUME

E Vista Way from SR-76 to Gopher Canyon Rd

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_009

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						7,593	7,521						15,114
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			7	13	20		12:00			97	101	198							
00:15			10	13	23		12:15			116	99	215							
00:30			5	12	17		12:30			100	84	184							
00:45			5	27	7	45	12:45			92	405	92	376	184	781				
01:00			6	6	12		13:00			109	103	212							
01:15			7	5	12		13:15			106	114	220							
01:30			8	9	17		13:30			108	105	213							
01:45			4	25	7	27	13:45			118	441	95	417	213	858				
02:00			5	5	10		14:00			112	114	226							
02:15			3	7	10		14:15			112	127	239							
02:30			2	7	9		14:30			125	112	237							
02:45			9	19	6	25	14:45			159	508	120	473	279	981				
03:00			7	4	11		15:00			163	131	294							
03:15			7	9	16		15:15			152	139	291							
03:30			6	4	10		15:30			145	126	271							
03:45			8	28	16	33	15:45			154	614	133	529	287	1143				
04:00			12	9	21		16:00			166	155	321							
04:15			15	13	28		16:15			157	146	303							
04:30			21	26	47		16:30			163	146	309							
04:45			28	76	23	71	16:45			175	661	156	603	331	1264				
05:00			40	43	83		17:00			161	144	305							
05:15			61	48	109		17:15			161	154	315							
05:30			68	67	135		17:30			145	142	287							
05:45			85	254	73	231	17:45			124	591	161	601	285	1192				
06:00			83	95	178		18:00			124	126	250							
06:15			132	121	253		18:15			98	136	234							
06:30			134	160	294		18:30			87	105	192							
06:45			120	469	145	521	18:45			72	381	98	465	170	846				
07:00			171	167	338		19:00			75	79	154							
07:15			191	158	349		19:15			53	82	135							
07:30			178	157	335		19:30			42	70	112							
07:45			148	688	121	603	19:45			44	214	71	302	115	516				
08:00			120	106	226		20:00			48	80	128							
08:15			139	110	249		20:15			35	69	104							
08:30			128	105	233		20:30			43	64	107							
08:45			111	498	101	422	20:45			29	155	53	266	82	421				
09:00			105	99	204		21:00			41	64	105							
09:15			98	83	181		21:15			37	57	94							
09:30			114	102	216		21:30			40	76	116							
09:45			110	427	70	354	21:45			41	159	43	240	84	399				
10:00			100	94	194		22:00			30	46	76							
10:15			97	83	180		22:15			20	34	54							
10:30			102	88	190		22:30			22	29	51							
10:45			108	407	91	356	22:45			27	99	28	137	55	236				
11:00			83	88	171		23:00			17	15	32							
11:15			102	93	195		23:15			11	15	26							
11:30			96	86	182		23:30			18	11	29							
11:45			111	392	101	368	23:45			9	55	15	56	24	111				
TOTALS			3310	3056	6366		TOTALS			4283	4465	8748							
SPLIT %			52.0%	48.0%	42.1%		SPLIT %			49.0%	51.0%	57.9%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						7,593	7,521						15,114
AM Peak Hour			07:00	06:30	07:00		PM Peak Hour			16:00	16:00	16:00							
AM Pk Volume			688	630	1291		PM Pk Volume			661	603	1264							
Pk Hr Factor			0.901	0.943	0.925		Pk Hr Factor			0.944	0.966	0.955							
7 - 9 Volume	0	0	1186	1025	2211		4 - 6 Volume	0	0	1252	1204	2456							
7 - 9 Peak Hour			07:00	07:00	07:00		4 - 6 Peak Hour			16:00	16:00	16:00							
7 - 9 Pk Volume	0	0	688	603	1291		4 - 6 Pk Volume	0	0	661	603	1264							
Pk Hr Factor	0.000	0.000	0.901	0.903	0.925		Pk Hr Factor	0.000	0.000	0.944	0.966	0.955							

VOLUME

Gopher Canyon Rd from E Vista Way to I-15 SB Ramps

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_008

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						8,164	7,150
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			10	13	23		12:00			83	58	141	
00:15			15	13	28		12:15			85	80	165	
00:30			4	13	17		12:30			83	80	163	
00:45			4	33	9	48	12:45			83	334	82	300
01:00			7	9	16		13:00			91	76	167	
01:15			7	11	18		13:15			90	89	179	
01:30			5	9	14		13:30			101	85	186	
01:45			5	24	11	40	13:45			111	393	66	316
02:00			4	8	12		14:00			84	85	169	
02:15			4	7	11		14:15			136	86	222	
02:30			5	8	13		14:30			117	105	222	
02:45			5	18	7	30	14:45			162	499	78	354
03:00			8	9	17		15:00			152	101	253	
03:15			4	10	14		15:15			186	125	311	
03:30			8	4	12		15:30			252	113	365	
03:45			7	27	14	37	15:45			216	806	136	475
04:00			9	16	25		16:00			259	131	390	
04:15			15	20	35		16:15			262	143	405	
04:30			19	26	45		16:30			260	154	414	
04:45			33	76	34	96	16:45			269	1050	117	545
05:00			31	51	82		17:00			249	138	387	
05:15			46	60	106		17:15			277	139	416	
05:30			42	107	149		17:30			260	131	391	
05:45			65	184	85	303	17:45			214	1000	93	501
06:00			83	92	175		18:00			152	162	314	
06:15			112	171	283		18:15			161	104	265	
06:30			125	183	308		18:30			110	86	196	
06:45			122	442	226	672	18:45			95	518	65	417
07:00			122	204	326		19:00			81	54	135	
07:15			126	234	360		19:15			75	53	128	
07:30			176	166	342		19:30			57	49	106	
07:45			150	574	158	762	19:45			48	261	37	193
08:00			117	156	273		20:00			66	41	107	
08:15			101	179	280		20:15			56	24	80	
08:30			103	184	287		20:30			45	36	81	
08:45			98	419	142	661	20:45			38	205	23	124
09:00			86	122	208		21:00			54	39	93	
09:15			70	98	168		21:15			60	31	91	
09:30			76	106	182		21:30			52	24	76	
09:45			73	305	92	418	21:45			35	201	42	136
10:00			64	63	127		22:00			46	29	75	
10:15			89	57	146		22:15			26	25	51	
10:30			75	73	148		22:30			28	21	49	
10:45			70	298	93	286	22:45			15	115	20	95
11:00			60	70	130		23:00			21	13	34	
11:15			95	67	162		23:15			16	9	25	
11:30			83	76	159		23:30			16	15	31	
11:45			80	318	71	284	23:45			11	64	20	57
TOTALS			2718	3637	6355		TOTALS			5446	3513	8959	
SPLIT %			42.8%	57.2%	41.5%		SPLIT %			60.8%	39.2%	58.5%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						8,164	7,150						15,314
AM Peak Hour			07:00	06:30	06:45		PM Peak Hour			16:30	15:45	16:30							
AM Pk Volume			574	847	1376		PM Pk Volume			1055	564	1603							
Pk Hr Factor			0.815	0.905	0.956		Pk Hr Factor			0.952	0.916	0.963							
7 - 9 Volume	0	0	993	1423	2416		4 - 6 Volume	0	0	2050	1046	3096							
7 - 9 Peak Hour			07:00	07:00	07:00		4 - 6 Peak Hour			16:30	16:15	16:30							
7 - 9 Pk Volume	0	0	574	762	1336		4 - 6 Pk Volume	0	0	1055	552	1603							
Pk Hr Factor	0.000	0.000	0.815	0.814	0.928		Pk Hr Factor	0.000	0.000	0.952	0.896	0.963							

VOLUME

Camino Del Rey from Camino Del Cielo to Old Hwy 395

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_007

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						2,463	2,383						4,846
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			0	2	2		12:00			31	28	59							
00:15			0	1	1		12:15			40	30	70							
00:30			0	2	2		12:30			29	31	60							
00:45			2	2	3	8	12:45			43	143	80	269						
01:00			0	3	3		13:00			31	40	71							
01:15			1	1	2		13:15			24	42	66							
01:30			1	1	2		13:30			43	30	73							
01:45			2	4	4	11	13:45			40	138	70	280						
02:00			0	1	1		14:00			40	38	78							
02:15			0	0	0		14:15			38	36	74							
02:30			0	1	1		14:30			36	45	81							
02:45			0	1	1	3	14:45			43	157	91	324						
03:00			0	2	2		15:00			46	38	84							
03:15			4	0	4		15:15			55	50	105							
03:30			2	1	3		15:30			35	87	122							
03:45			2	8	2	11	15:45			47	183	104	415						
04:00			3	1	4		16:00			49	49	98							
04:15			8	3	11		16:15			41	41	82							
04:30			10	4	14		16:30			26	74	100							
04:45			23	44	26	55	16:45			34	150	79	359						
05:00			26	7	33		17:00			36	72	108							
05:15			19	10	29		17:15			38	63	101							
05:30			20	8	28		17:30			35	62	97							
05:45			33	98	44	134	17:45			27	136	71	377						
06:00			40	17	57		18:00			12	53	65							
06:15			51	19	70		18:15			26	65	91							
06:30			63	37	100		18:30			20	30	50							
06:45			59	213	99	326	18:45			17	75	32	238						
07:00			62	37	99		19:00			22	32	54							
07:15			53	33	86		19:15			19	28	47							
07:30			65	41	106		19:30			17	17	34							
07:45			69	249	100	391	19:45			25	83	49	184						
08:00			59	20	79		20:00			22	18	40							
08:15			45	35	80		20:15			16	15	31							
08:30			41	25	66		20:30			19	10	29							
08:45			44	189	62	287	20:45			23	80	43	143						
09:00			34	27	61		21:00			17	17	34							
09:15			50	31	81		21:15			18	21	39							
09:30			37	29	66		21:30			17	16	33							
09:45			33	154	67	275	21:45			16	68	26	132						
10:00			33	34	67		22:00			3	16	19							
10:15			37	37	74		22:15			2	6	8							
10:30			44	36	80		22:30			2	14	16							
10:45			28	142	73	294	22:45			1	8	6	49						
11:00			34	37	71		23:00			0	7	7							
11:15			36	31	67		23:15			3	1	4							
11:30			30	30	60		23:30			1	3	4							
11:45			34	134	61	259	23:45			1	5	7	22						
TOTALS			1237	817	2054		TOTALS			1226	1566	2792							
SPLIT %			60.2%	39.8%	42.4%		SPLIT %			43.9%	56.1%	57.6%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						2,463	2,383						4,846
AM Peak Hour			07:00	10:15	07:00		PM Peak Hour			15:15	16:30	15:15							
AM Pk Volume			249	155	391		PM Pk Volume			186	254	429							
Pk Hr Factor			0.902	0.861	0.922		Pk Hr Factor			0.845	0.858	0.879							
7 - 9 Volume	0	0	438	240	678		4 - 6 Volume	0	0	286	450	736							
7 - 9 Peak Hour			07:00	07:00	07:00		4 - 6 Peak Hour			16:00	16:30	16:30							
7 - 9 Pk Volume	0	0	249	142	391		4 - 6 Pk Volume	0	0	150	254	388							
Pk Hr Factor	0.000	0.000	0.902	0.866	0.922		Pk Hr Factor	0.000	0.000	0.765	0.858	0.898							

VOLUME

Camino Del Rey from W Lilac Rd to Camino Del Cielo

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_006

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						3,247	3,482						6,729
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			3	2	5		12:00			40	46	86							
00:15			1	2	3		12:15			43	49	92							
00:30			1	0	1		12:30			49	42	91							
00:45			1	6	4	8	12:45			53	185	63	200	116	385				
01:00			4	4	8		13:00			56	47	103							
01:15			1	1	2		13:15			59	42	101							
01:30			1	2	3		13:30			57	93	150							
01:45			2	8	3	10	13:45			49	221	74	256	123	477				
02:00			1	1	2		14:00			40	73	113							
02:15			1	0	1		14:15			48	52	100							
02:30			0	0	0		14:30			59	61	120							
02:45			4	6	0	1	14:45			56	203	67	253	123	456				
03:00			3	2	5		15:00			49	66	115							
03:15			2	3	5		15:15			73	74	147							
03:30			2	2	4		15:30			90	63	153							
03:45			2	9	3	10	15:45			61	273	81	284	142	557				
04:00			3	1	4		16:00			56	72	128							
04:15			6	6	12		16:15			60	74	134							
04:30			9	10	19		16:30			71	51	122							
04:45			8	26	22	39	16:45			58	245	69	266	127	511				
05:00			12	20	32		17:00			70	71	141							
05:15			17	17	34		17:15			67	73	140							
05:30			16	23	39		17:30			70	60	130							
05:45			24	69	28	88	17:45			57	264	54	258	111	522				
06:00			39	38	77		18:00			59	33	92							
06:15			33	47	80		18:15			66	58	124							
06:30			65	50	115		18:30			36	45	81							
06:45			64	201	51	186	18:45			28	189	35	171	63	360				
07:00			71	60	131		19:00			30	35	65							
07:15			77	63	140		19:15			26	31	57							
07:30			75	71	146		19:30			20	30	50							
07:45			67	290	79	273	19:45			28	104	22	118	50	222				
08:00			46	76	122		20:00			20	24	44							
08:15			55	50	105		20:15			20	27	47							
08:30			41	45	86		20:30			16	29	45							
08:45			31	173	59	230	20:45			20	76	26	106	46	182				
09:00			44	39	83		21:00			14	23	37							
09:15			49	59	108		21:15			20	25	45							
09:30			51	46	97		21:30			12	24	36							
09:45			53	197	46	190	21:45			10	56	30	102	40	158				
10:00			50	43	93		22:00			19	21	40							
10:15			50	57	107		22:15			7	14	21							
10:30			48	45	93		22:30			14	8	22							
10:45			58	206	35	180	22:45			7	47	9	52	16	99				
11:00			41	46	87		23:00			7	6	13							
11:15			50	51	101		23:15			2	6	8							
11:30			41	39	80		23:30			3	4	7							
11:45			41	173	45	181	23:45			8	20	4	20	12	40				
TOTALS			1364	1396	2760		TOTALS			1883	2086	3969							
SPLIT %			49.4%	50.6%	41.0%		SPLIT %			47.4%	52.6%	59.0%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						3,247	3,482						6,729
AM Peak Hour			07:00	07:15	07:00		PM Peak Hour			15:15	13:30	15:15							
AM Pk Volume			290	289	563		PM Pk Volume			280	292	570							
Pk Hr Factor			0.942	0.915	0.964		Pk Hr Factor			0.778	0.785	0.931							
7 - 9 Volume	0	0	463	503	966		4 - 6 Volume	0	0	509	524	1033							
7 - 9 Peak Hour			07:00	07:15	07:00		4 - 6 Peak Hour			16:30	16:45	16:45							
7 - 9 Pk Volume	0	0	290	289	563		4 - 6 Pk Volume	0	0	266	273	538							
Pk Hr Factor	0.000	0.000	0.942	0.915	0.964		Pk Hr Factor	0.000	0.000	0.937	0.935	0.954							

VOLUME

Camino Del Rey from Old River Rd to W Lilac Rd

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_005

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0						4,392					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			3	4	7		12:00			62	60	122					
00:15			4	1	5		12:15			60	55	115					
00:30			0	1	1		12:30			43	65	108					
00:45			5	12	2	8	12:45			73	238	73	253				
01:00			4	4	8		13:00			57	68	125					
01:15			1	1	2		13:15			60	82	142					
01:30			2	1	3		13:30			190	80	270					
01:45			3	10	2	8	13:45			122	429	65	295				
02:00			2	1	3		14:00			98	89	187					
02:15			1	1	2		14:15			62	110	172					
02:30			1	1	2		14:30			73	76	149					
02:45			0	4	3	6	14:45			87	320	70	345				
03:00			3	3	6		15:00			81	67	148					
03:15			2	2	4		15:15			81	94	175					
03:30			3	2	5		15:30			73	109	182					
03:45			3	11	2	9	15:45			93	328	91	361				
04:00			1	3	4		16:00			85	78	163					
04:15			7	8	15		16:15			91	74	165					
04:30			14	11	25		16:30			59	89	148					
04:45			25	47	10	32	16:45			86	321	74	315				
05:00			22	13	35		17:00			82	82	164					
05:15			21	16	37		17:15			79	83	162					
05:30			30	19	49		17:30			66	78	144					
05:45			36	109	25	73	17:45			70	297	72	315				
06:00			56	41	97		18:00			46	66	112					
06:15			58	44	102		18:15			65	67	132					
06:30			59	74	133		18:30			49	40	89					
06:45			66	239	74	233	18:45			39	199	39	212				
07:00			74	90	164		19:00			38	31	69					
07:15			78	110	188		19:15			37	28	65					
07:30			130	122	252		19:30			27	25	52					
07:45			173	455	119	441	19:45			37	139	29	113				
08:00			133	125	258		20:00			36	24	60					
08:15			54	86	140		20:15			33	22	55					
08:30			48	57	105		20:30			30	18	48					
08:45			63	298	51	319	20:45			28	127	22	86				
09:00			50	51	101		21:00			25	14	39					
09:15			63	62	125		21:15			29	21	50					
09:30			47	60	107		21:30			31	15	46					
09:45			47	207	63	236	21:45			33	118	9	59				
10:00			51	63	114		22:00			21	19	40					
10:15			58	61	119		22:15			16	7	23					
10:30			47	55	102		22:30			8	15	23					
10:45			41	197	64	243	22:45			11	56	6	47				
11:00			49	50	99		23:00			6	8	14					
11:15			58	66	124		23:15			8	4	12					
11:30			51	48	99		23:30			4	5	9					
11:45			47	205	50	214	23:45			8	26	8	25				
TOTALS			1794	1822	3616		TOTALS			2598	2426	5024					
SPLIT %			49.6%	50.4%	41.9%		SPLIT %			51.7%	48.3%	58.1%					

DAILY TOTALS			NB	SB	EB			WB			Total
			0	0							4,392
AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			13:30	15:15	13:30
AM Pk Volume			514	476	990	PM Pk Volume			472	372	816
Pk Hr Factor			0.743	0.952	0.848	Pk Hr Factor			0.621	0.853	0.756
7 - 9 Volume	0	0	753	760	1513	4 - 6 Volume	0	0	618	630	1248
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:00	16:30	16:15
7 - 9 Pk Volume	0	0	514	476	990	4 - 6 Pk Volume	0	0	321	328	637
Pk Hr Factor	0.000	0.000	0.743	0.952	0.848	Pk Hr Factor	0.000	0.000	0.882	0.921	0.965

VOLUME

Olive Hill Rd from Shamrock to SR-76

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_004

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,636	1,746						3,382
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			3	7	10		12:00			24	23	47							
00:15			0	1	1		12:15			26	19	45							
00:30			1	1	2		12:30			28	30	58							
00:45			1	5	6	9	12:45			38	116	154	233						
01:00			0	1	1		13:00			17	25	42							
01:15			0	1	1		13:15			35	30	65							
01:30			0	1	1		13:30			34	32	66							
01:45			1	1	2	4	13:45			26	112	138	232						
02:00			0	2	2		14:00			31	36	67							
02:15			1	0	1		14:15			28	44	72							
02:30			1	0	1		14:30			18	25	43							
02:45			0	2	0	2	14:45			24	101	125	232						
03:00			3	1	4		15:00			27	44	71							
03:15			1	0	1		15:15			22	32	54							
03:30			2	0	2		15:30			40	37	77							
03:45			5	11	6	2	15:45			19	108	127	254						
04:00			1	0	1		16:00			30	35	65							
04:15			4	2	6		16:15			30	48	78							
04:30			4	2	6		16:30			15	39	54							
04:45			10	19	10	4	16:45			25	100	125	258						
05:00			12	2	14		17:00			22	37	59							
05:15			9	5	14		17:15			29	49	78							
05:30			20	0	20		17:30			25	38	63							
05:45			19	60	21	9	17:45			23	99	122	262						
06:00			23	7	30		18:00			13	32	45							
06:15			21	6	27		18:15			12	31	43							
06:30			25	23	48		18:30			14	33	47							
06:45			30	99	56	62	18:45			11	50	61	174						
07:00			38	17	55		19:00			6	19	25							
07:15			46	16	62		19:15			7	31	38							
07:30			72	17	89		19:30			10	17	27							
07:45			50	206	79	79	19:45			3	26	29	114						
08:00			40	33	73		20:00			2	15	17							
08:15			28	19	47		20:15			10	18	28							
08:30			26	14	40		20:30			3	17	20							
08:45			25	119	41	82	20:45			6	21	26	91						
09:00			25	12	37		21:00			3	15	18							
09:15			43	20	63		21:15			6	14	20							
09:30			35	18	53		21:30			1	21	22							
09:45			33	136	46	63	21:45			4	14	18	74						
10:00			26	20	46		22:00			5	16	21							
10:15			38	26	64		22:15			2	12	14							
10:30			26	32	58		22:30			4	11	15							
10:45			27	117	56	107	22:45			0	11	8	58						
11:00			28	25	53		23:00			1	7	8							
11:15			21	24	45		23:15			0	0	0							
11:30			26	18	44		23:30			3	2	5							
11:45			24	99	44	87	23:45			0	4	3	16						
TOTALS			874	510	1384		TOTALS			762	1236	1998							
SPLIT %			63.2%	36.8%	40.9%		SPLIT %			38.1%	61.9%	59.1%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,636	1,746						3,382
AM Peak Hour			07:15	10:15	07:15		PM Peak Hour			13:15	17:00	15:30							
AM Pk Volume			208	112	303		PM Pk Volume			126	163	272							
Pk Hr Factor			0.722	0.875	0.851		Pk Hr Factor			0.900	0.832	0.872							
7 - 9 Volume	0	0	325	161	486		4 - 6 Volume	0	0	199	321	520							
7 - 9 Peak Hour			07:15	07:30	07:15		4 - 6 Peak Hour			16:45	17:00	17:00							
7 - 9 Pk Volume	0	0	208	98	303		4 - 6 Pk Volume	0	0	101	163	262							
Pk Hr Factor	0.000	0.000	0.722	0.742	0.851		Pk Hr Factor	0.000	0.000	0.871	0.832	0.840							

VOLUME

Camino Del Cielo from Camino Del Rey to W Lilac Rd

Day: Tuesday

City: Bonsall

Date: 12/11/2012

Project #: CA12_4415_003

DAILY TOTALS					NB	SB	EB					WB	Total
					318	313						0	0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	1	0			1	12:00	5	2			7		
00:15	1	0			1	12:15	2	4			6		
00:30	0	0			0	12:30	4	3			7		
00:45	1	3	1	1	2	12:45	7	18	4	13	11	31	
01:00	0	0			0	13:00	6	5			11		
01:15	0	0			0	13:15	6	6			12		
01:30	0	0			0	13:30	5	5			10		
01:45	0	0			0	13:45	5	22	4	20	9	42	
02:00	1	0			1	14:00	5	4			9		
02:15	0	0			0	14:15	6	11			17		
02:30	0	0			0	14:30	6	2			8		
02:45	0	1	0		0	14:45	5	22	2	19	7	41	
03:00	0	0			0	15:00	9	14			23		
03:15	0	0			0	15:15	9	11			20		
03:30	0	0			0	15:30	3	4			7		
03:45	0	0			0	15:45	8	29	5	34	13	63	
04:00	0	0			0	16:00	5	3			8		
04:15	1	1			2	16:15	6	5			11		
04:30	1	1			2	16:30	6	3			9		
04:45	0	2	1	3	1	16:45	10	27	6	17	16	44	
05:00	0	1			1	17:00	8	9			17		
05:15	0	2			2	17:15	4	2			6		
05:30	0	2			2	17:30	5	4			9		
05:45	2	2	3	8	5	17:45	5	22	2	17	7	39	
06:00	0	0			0	18:00	7	1			8		
06:15	1	8			9	18:15	8	3			11		
06:30	4	10			14	18:30	9	3			12		
06:45	1	6	6	24	7	18:45	5	29	3	10	8	39	
07:00	3	6			9	19:00	5	3			8		
07:15	7	11			18	19:15	4	2			6		
07:30	8	13			21	19:30	9	0			9		
07:45	15	33	13	43	28	19:45	4	22	3	8	7	30	
08:00	11	8			19	20:00	1	2			3		
08:15	4	10			14	20:15	2	0			2		
08:30	2	5			7	20:30	4	2			6		
08:45	2	19	5	28	7	20:45	0	7	0	4	0	11	
09:00	3	6			9	21:00	4	2			6		
09:15	1	10			11	21:15	2	1			3		
09:30	6	6			12	21:30	3	1			4		
09:45	2	12	3	25	5	21:45	4	13	3	7	7	20	
10:00	1	3			4	22:00	0	1			1		
10:15	2	3			5	22:15	0	0			0		
10:30	3	3			6	22:30	2	0			2		
10:45	5	11	3	12	8	22:45	0	2	0	1	0	3	
11:00	2	0			2	23:00	0	1			1		
11:15	4	5			9	23:15	0	0			0		
11:30	5	7			12	23:30	1	0			1		
11:45	3	14	6	18	9	23:45	1	2	0	1	1	3	
TOTALS	103	162			265	TOTALS	215	151			366		
SPLIT %	38.9%	61.1%			42.0%	SPLIT %	58.7%	41.3%			58.0%		

DAILY TOTALS			NB	SB		EB	WB				Total
			318	313		0	0				631
AM Peak Hour	07:15	07:15		07:15		PM Peak Hour	16:15	15:00			15:00
AM Pk Volume	41	45		86		PM Pk Volume	30	34			63
Pk Hr Factor	0.683	0.865		0.768		Pk Hr Factor	0.750	0.607			0.685
7 - 9 Volume	52	71	0	0	123	4 - 6 Volume	49	34	0	0	83
7 - 9 Peak Hour	07:15	07:15		07:15		4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	41	45	0	0	86	4 - 6 Pk Volume	30	23	0	0	53
Pk Hr Factor	0.683	0.865	0.000	0.000	0.768	Pk Hr Factor	0.750	0.639	0.000	0.000	0.779

VOLUME

W Lilac Rd from Camino Del Rey to Camino Del Cielo

Day: Thursday
Date: 11/29/2012City: Bonsall
Project #: CA12_4415_002

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	1,085					1,180	2,265		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			1	0	1		12:00			13	21	34			
00:15			2	0	2		12:15			17	10	27			
00:30			0	0	0		12:30			5	23	28			
00:45			0	3	1	4	12:45			10	45	22	76		
01:00			2	0	2		13:00			13	16	29			
01:15			0	0	0		13:15			20	27	47			
01:30			0	0	0		13:30			94	29	123			
01:45			0	2	0	2	13:45			52	179	10	82		
02:00			0	0	0		14:00			33	60	93			
02:15			1	0	1		14:15			15	63	78			
02:30			0	0	0		14:30			14	20	34			
02:45			0	1	0	1	14:45			20	82	13	156		
03:00			0	0	0		15:00			21	17	38			
03:15			0	0	0		15:15			11	27	38			
03:30			0	0	0		15:30			21	19	40			
03:45			1	1	1	2	15:45			16	69	32	95		
04:00			0	0	0		16:00			19	19	38			
04:15			1	1	2		16:15			17	20	37			
04:30			2	3	5		16:30			16	21	37			
04:45			2	5	1	5	16:45			16	68	22	82		
05:00			0	3	3		17:00			19	13	32			
05:15			3	2	5		17:15			12	20	32			
05:30			3	2	5		17:30			14	16	30			
05:45			13	19	3	10	17:45			19	64	11	60		
06:00			14	5	19		18:00			17	7	24			
06:15			10	10	20		18:15			10	2	12			
06:30			11	11	22		18:30			9	7	16			
06:45			20	55	16	42	18:45			6	42	12	28		
07:00			12	21	33		19:00			5	2	7			
07:15			19	41	60		19:15			7	2	9			
07:30			42	60	102		19:30			3	7	10			
07:45			86	159	91	213	19:45			10	25	2	13		
08:00			75	77	152		20:00			12	2	14			
08:15			10	34	44		20:15			7	1	8			
08:30			6	12	18		20:30			3	4	7			
08:45			7	98	23	146	20:45			4	26	4	11		
09:00			18	14	32		21:00			2	2	4			
09:15			6	17	23		21:15			4	0	4			
09:30			5	13	18		21:30			12	2	14			
09:45			5	34	11	55	21:45			5	23	1	5		
10:00			8	15	23		22:00			3	0	3			
10:15			11	12	23		22:15			0	1	1			
10:30			8	13	21		22:30			0	2	2			
10:45			7	34	9	49	22:45			4	7	0	3		
11:00			11	7	18		23:00			0	0	0			
11:15			12	15	27		23:15			2	2	4			
11:30			13	8	21		23:30			2	2	4			
11:45			4	40	13	43	23:45			0	4	0	4		
TOTALS	451					565	1016	TOTALS	634					615	1249
SPLIT %	44.4%					55.6%	44.9%	SPLIT %	50.8%					49.2%	55.1%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,085	1,180						2,265
AM Peak Hour			07:15	07:15	07:15		PM Peak Hour			13:15	13:30	13:30							
AM Pk Volume			222	269	491		PM Pk Volume			199	162	356							
Pk Hr Factor			0.645	0.739	0.694		Pk Hr Factor			0.529	0.643	0.724							
7 - 9 Volume	0	0	257	359	616		4 - 6 Volume	0	0	132	142	274							
7 - 9 Peak Hour			07:15	07:15	07:15		4 - 6 Peak Hour			16:00	16:00	16:00							
7 - 9 Pk Volume	0	0	222	269	491		4 - 6 Pk Volume	0	0	68	82	150							
Pk Hr Factor	0.000	0.000	0.645	0.739	0.694		Pk Hr Factor	0.000	0.000	0.895	0.932	0.987							

VOLUME

E Dulin Rd from Old Hwy 395 to SR-76

Day: Tuesday
Date: 12/11/2012City: Bonsall
Project #: CA12_4415_001

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	905					920	1,825
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			2	0	2		12:00			13	8	21	
00:15			1	1	2		12:15			10	15	25	
00:30			2	1	3		12:30			6	5	11	
00:45			2	7	3	10	12:45			9	38	7	35
01:00			3	0	3		13:00			13	9	22	
01:15			0	0	0		13:15			8	12	20	
01:30			0	0	0		13:30			5	14	19	
01:45			0	3	1	4	13:45			9	35	16	51
02:00			0	0	0		14:00			12	13	25	
02:15			0	0	0		14:15			7	19	26	
02:30			0	1	1		14:30			17	16	33	
02:45			0	0	1	1	14:45			28	64	12	60
03:00			2	0	2		15:00			23	12	35	
03:15			1	0	1		15:15			39	19	58	
03:30			1	2	3		15:30			22	7	29	
03:45			2	6	4	6	15:45			22	106	6	44
04:00			0	2	2		16:00			21	10	31	
04:15			0	2	2		16:15			31	12	43	
04:30			0	6	6		16:30			23	13	36	
04:45			0	3	3	13	16:45			23	98	8	43
05:00			0	11	11		17:00			27	13	40	
05:15			2	16	18		17:15			30	10	40	
05:30			1	14	15		17:30			41	14	55	
05:45			2	5	9	50	17:45			18	116	8	45
06:00			1	25	26		18:00			32	6	38	
06:15			5	24	29		18:15			22	7	29	
06:30			4	20	24		18:30			17	14	31	
06:45			2	12	31	100	18:45			18	89	3	30
07:00			8	53	61		19:00			16	7	23	
07:15			2	43	45		19:15			13	7	20	
07:30			9	55	64		19:30			15	4	19	
07:45			16	35	20	171	19:45			12	56	4	22
08:00			25	17	42		20:00			11	7	18	
08:15			14	14	28		20:15			12	7	19	
08:30			4	11	15		20:30			10	4	14	
08:45			3	46	16	58	20:45			12	45	7	25
09:00			8	17	25		21:00			6	6	12	
09:15			8	12	20		21:15			13	4	17	
09:30			3	12	15		21:30			3	0	3	
09:45			8	27	12	53	21:45			5	27	1	11
10:00			4	10	14		22:00			4	3	7	
10:15			8	7	15		22:15			6	5	11	
10:30			6	13	19		22:30			5	3	8	
10:45			10	28	9	39	22:45			5	20	3	14
11:00			10	8	18		23:00			3	0	3	
11:15			6	10	16		23:15			2	2	4	
11:30			6	9	15		23:30			2	2	4	
11:45			12	34	14	41	23:45			1	8	0	4
TOTALS	203				536	739	TOTALS	702				384	1086
SPLIT %	27.5%				72.5%	40.5%	SPLIT %	64.6%				35.4%	59.5%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						905	920						1,825
AM Peak Hour			07:30	06:45	07:00		PM Peak Hour			16:45	13:45	14:30							
AM Pk Volume			64	182	206		PM Pk Volume			121	64	166							
Pk Hr Factor			0.640	0.827	0.805		Pk Hr Factor			0.738	0.842	0.716							
7 - 9 Volume	0	0	81	229	310		4 - 6 Volume	0	0	214	88	302							
7 - 9 Peak Hour			07:30	07:00	07:00		4 - 6 Peak Hour			16:45	16:15	16:45							
7 - 9 Pk Volume	0	0	64	171	206		4 - 6 Pk Volume	0	0	121	46	166							
Pk Hr Factor	0.000	0.000	0.640	0.777	0.805		Pk Hr Factor	0.000	0.000	0.738	0.885	0.755							

PEAK HOUR VOLUME DATA

Peak hour volume data consists of hourly volume relationships and data location. The hourly volumes are expressed as a percentage of the Annual Average Daily Traffic (AADT). The percentages are shown for both the AM and the PM peak periods.

The principle data described here are the K factor, the D factor and their product (KD). The K factor is the percentage of AADT during the peak hour for both directions of travel. The D factor is the percentage of the peak hour travel in the peak direction. KD multiplied with the AADT gives the one way peak period directional flow rate or the design hourly volume (DHV). The design hourly volume is used for either Operational Analysis or Design Analysis. Refer to the 2000 Highway Capacity Manual for more details.

Following is a glossary of terms used in this listing of peak hour volume data:

Dir	Indicates direction of travel for peak volume
AADT	Annual Average Daily Traffic in vehicles per day (vpd).
AM Peak	Represents the morning peak period for traffic analysis
CS	Control Station Number, Caltrans identification number for monitoring site.
CO	County abbreviation used by Caltrans
D	D factor. The percentage of traffic in the peak direction during the peak hour. Values in this book are derived by dividing the measured PHV by the sum of both directions of travel during the peak hour.
DAY	Day of week for the peak volume.
DDHV	The directional design hour volume, in vehicles per hour (vph) $DDHV = AADT \times K \times D$. See equation (8-1) on page 8-11 of the 2000 Highway Capacity Manual.
DI	Caltrans has twelve transportation districts statewide. This abbreviation identifies the district in which the count station is located.
HR	The ending time for the peak hour volume listed. The volume observed from 1 to 2 would be recorded as 2.

K	The percentage of the AADT in both directions during the peak hour. Values in this table are derived by dividing the measured 2-way PHV by the AADT.
KD	The product of K and D. The percentage of AADT in the peak direction during the peak hour. Values in this table are derived by dividing the measured 1-way PHV by the AADT.
LEG	For traffic counting purposes, a highway intersection or interchange is assigned two legs according to increasing postmiles (route direction) and with a postmile reference at the center of the intersection or interchange. The volume of traffic on each leg is denoted by an A, B or O. A = ahead leg, B = back leg, and O – traffic volume being same for both back and ahead legs.
MNTH	The month that the peak volume occurred.
PHV	Peak Hour Volume in the peak direction. A one way volume in vehicles per hour (vph) as used here. The PHV is analogous to the DDHV as used for design purposes.
PM	The Post Mile is the mileage measured from the county line, or from the beginning of a route. Each postmile along a route in a county is a unique location on the state highway system.
PM Peak	Represents the afternoon peak period for traffic analysis.
PRE	The postmile may have a prefix like R, T, L, M, etc. When a length of highway is changed due to construction or realignment, new postmile values are assigned. To distinguish the new values from the old, an alpha code is prefixed to the new postmile.
RTE	The state highway route number
YR	The year when the count was made. Traffic counting is on a 3-year cycle.

CALIFORNIA DEPARTMENT OF TRANSPORT

REPORT : OTM32420

REPORT TITLE : PRINT TRAFFIC BOOK

PARAMETERS

YEAR : 2011

OTM32420			CALTRANS TRAFFIC VOLUMES														PAGE # 7						
06/29/2012			LATEST TRAFFIC YEAR SELECTED																				
08:07:16			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
08	010	RIV		43.36	109	A	10	E	3929	7.13	58.93	4.2	9	WED	NOV	W	4533	8.17	59.38	4.85	13	SUN	JAN
08	010	RIV	R	58.92	873	A	09	E	1748	14.91	54.52	8.13	12	MON	SEP	E	2061	15.53	61.73	9.58	13	SAT	NOV
04	012	SON		9.23	66	A	11	E	1408	9.23	62.16	5.74	8	WED	FEB	E	1168	8.55	55.7	4.76	15	WED	FEB
04	012	SON	R	15.3	67	A	11	E	3237	7.57	56.39	4.27	8	TUE	FEB	W	3772	8.73	57.01	4.98	16	MON	NOV
04	012	SON	T	17.53	69	B	11	W	2915	7.78	59.8	4.65	8	WED	NOV	E	3732	8.51	69.93	5.95	19	TUE	AUG
04	012	SON		20.1	71	A	11	W	1479	8.23	64.22	5.28	7	TUE	FEB	W	1558	9.33	59.67	5.57	16	TUE	FEB
04	012	SON		30.65	72	A	11	W	665	8.77	52.08	4.57	4	WED	MAY	W	714	9.35	52.46	4.9	16	THU	AUG
04	012	SON		37.51	73	B	11	E	650	8.05	56.18	4.52	12	MON	NOV	W	643	8.3	53.9	4.47	14	SAT	NOV
04	012	NAP		0	6	A	11	E	1156	7.1	67.33	4.78	12	FRI	JUN	E	1494	8.48	72.88	6.18	16	TUE	DEC
04	012	NAP		2.3	906	B	11	W	1548	7.86	62.45	4.91	7	MON	OCT	E	1522	8.66	55.71	4.82	15	THU	AUG
04	012	SOL	L	1.801	313	A	11	W	1839	10.35	59.61	6.17	7	MON	DEC	E	1739	9.42	61.93	5.83	17	TUE	DEC
04	012	SOL		19.17	315	B	11	E	786	12.56	61.41	7.71	12	SAT	SEP	E	793	12.04	64.63	7.78	13	SAT	SEP
04	012	SOL		19.17	316	A	11	W	757	7.74	71.96	5.57	7	THU	MAR	E	874	9.91	64.89	6.43	16	THU	SEP
04	012	SOL		26.28	317	B	11	W	839	7.54	62.66	4.73	7	MON	SEP	E	987	9.31	59.71	5.56	16	THU	SEP
04	013	ALA		4.262	27	A	09	N	2611	9.27	60	5.56	8	THU	MAR	N	2537	10.24	52.78	5.41	17	TUE	SEP
07	014	LA	R	26	779	A	10	S	8133	6.65	76.65	5.1	6	MON	MAY	N	7721	7.25	66.78	4.84	16	THU	MAR
07	014	LA	R	32.24	403	B	10	S	6245	6.89	78.08	5.38	5	THU	APR	N	6115	7.78	67.72	5.27	16	THU	APR
07	014	LA	R	54.2	712	B	09	S	5054	6.15	84.63	5.21	5	TUE	MAR	N	5044	7.73	67.26	5.2	17	FRI	OCT
07	014	LA	R	59.80	338	A	11	S	3137	7.07	51.78	3.66	6	TUE	MAR	S	3914	8.08	56.59	4.57	17	FRI	MAY
07	014	LA	R	73	63	O	09	S	1410	6.09	65.89	4.01	11	MON	MAY	S	1797	9.18	55.69	5.11	16	THU	AUG
06	014	KER	L	16.87	912	O	11	S	853	8.78	60.37	5.3	12	FRI	FEB	N	1114	11.53	60.02	6.92	15	MON	FEB
06	014	KER		22.15	298	A	10	N	495	13.32	58.51	7.79	12	WED	DEC	S	797	15.85	79.15	12.55	16	SUN	NOV
06	014	KER		57.77	301	B	11	S	379	11.69	60.45	7.06	11	SUN	JAN	S	556	13.51	76.69	10.36	15	MON	JAN
06	014	KER		57.77	302	A	11	S	391	10.28	79.31	8.16	10	MON	JUL	S	564	15.87	74.11	11.76	14	SUN	AUG
06	014	KER		64.56	971	B	11	S	299	14.18	68.89	9.77	12	SUN	JUN	S	461	19.47	77.35	15.06	14	SUN	AUG
11	015	SD		.405	909	A	11	S	4746	8.09	61.23	4.95	6	WED	NOV	N	5025	9.64	54.38	5.24	15	TUE	MAY
11	015	SD		2.226	836	B	11	S	5202	7.62	59.5	4.53	6	TUE	MAY	N	6120	9.66	55.18	5.33	15	TUE	MAY
11	015	SD	R	3.367	910	A	11	N	7630	7.96	60.3	4.8	7	TUE	APR	N	6802	8.39	51	4.28	15	MON	FEB
11	015	SD	R	6.132	813	B	11	N	8470	8.25	63.22	5.22	7	WED	MAY	S	7856	8.32	58.17	4.84	16	WED	FEB
11	015	SD	R	6.132	911	A	11	N	10239	8.29	62.3	5.16	7	MON	MAY	S	9319	8.19	57.37	4.7	17	THU	SEP
11	015	SD	M	20.57	980	B	11	S	9806	7.72	56.42	4.36	7	TUE	MAY	N	9631	7.97	53.68	4.28	17	WED	OCT
11	015	SD	M	26.03	934	B	11	S	9281	7.39	63.34	4.68	7	WED	APR	N	9700	7.91	61.91	4.89	16	TUE	MAY
11	015	SD	M	26.03	935	A	11	S	9417	7.44	61.87	4.61	7	MON	SEP	N	10095	8.43	58.59	4.94	16	FRI	APR

OTM32420			CALTRANS TRAFFIC VOLUMES																PAGE # 8				
06/29/2012			LATEST TRAFFIC YEAR SELECTED																				
08:07:16			PEAK HOUR VOLUME DATA																				
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK			HR	DAY	Mnth	Dir	PM PEAK			HR	DAY	Mnth		
									1 WAY	%	%					%	1 WAY	%				%	%
									PHV	K	D	KD				PHV	K	D	KD				
11	015	SD	R	31.52	915	A	11	S	6316	6.36	78.19	4.98	6	THU	MAY	N	6605	8.18	63.64	5.2	15	FRI	FEB
11	015	SD	R	36.64	916	A	11	S	6963	7.58	78.3	5.93	6	WED	JAN	N	6546	6.86	81.35	5.58	19	MON	APR
11	015	SD	R	46.49	967	B	11	S	6844	8.02	80.02	6.41	6	MON	APR	N	6277	8.58	68.58	5.88	16	WED	AUG
11	015	SD	R	46.49	969	A	11	S	7240	7.94	80.53	6.39	6	MON	APR	N	6483	8.35	68.57	5.72	16	TUE	AUG
11	015	SD	R	54.07	917	B	11	S	8019	7.47	80.03	5.98	6	TUE	DEC	N	7164	7.69	69.4	5.34	16	MON	MAY
11	015	SD	R	54.07	919	A	11	S	7568	7.33	77.34	5.67	6	TUE	FEB	N	7032	7.77	67.79	5.27	16	TUE	MAR
08	015	RIV		8.737	901	B	10	S	7131	6.94	56.56	3.92	10	SAT	MAY	N	7654	7.12	59.12	4.21	17	MON	MAR
08	015	RIV		38.69	849	A	11	N	6068	6.89	53.69	3.7	11	SAT	JUL	N	6355	6.83	56.68	3.87	14	WED	MAR
08	015	RIV		51.47	159	X	10	S	6035	7.2	57.83	4.16	7	MON	FEB	N	5904	7.13	57.1	4.07	16	MON	FEB
08	015	SBD		70.10	515	B	11	S	3459	9.55	62.12	5.94	12	SUN	SEP	S	3582	10.11	60.77	6.15	13	SUN	JUL
08	015	SBD	R	81.83	604	B	09	N	2793	11.17	62.57	6.99	9	THU	NOV	N	2941	12.2	60.34	7.36	13	FRI	JUL
08	015	SBD	R	138.5	907	A	11	S	2894	10.91	69.04	7.53	11	MON	SEP	N	2897	10.9	69.19	7.54	15	FRI	FEB
03	016	COL		0	100	A	11	W	170	23.94	97.14	23.26	11	SUN	OCT	W	218	30.1	99.09	29.82	13	FRI	OCT
03	016	YOL		18.13	104	O	10	W	233	15.37	78.45	12.05	11	SAT	OCT	E	206	13.55	78.63	10.66	18	SAT	OCT
03	016	YOL		25.15	332	O	10	W	469	6.01	73.51	4.42	11	SAT	OCT	W	616	8.24	70.4	5.8	13	SAT	OCT
03	016	YOL		31.87	103	B	10	W	661	7.21	67.18	4.85	12	SAT	OCT	W	695	8.54	59.66	5.1	16	SAT	APR
03	016	YOL		32.23	102	A	10	W	311	6.79	61.46	4.17	11	SAT	OCT	W	374	8.57	58.53	5.02	17	TUE	APR
03	016	YOL		40.57	101	B	10	E	493	8.06	55.71	4.49	12	WED	APR	E	568	9.86	52.5	5.17	16	FRI	JAN
03	016	YOL	R	40.57	105	A	10	W	334	8.79	51.94	4.56	8	MON	OCT	E	385	9.67	54.38	5.26	15	FRI	OCT
03	016	YOL	R	43.42	111	B	10	W	191	7.51	63.88	4.8	11	SAT	OCT	W	198	9.92	50.13	4.97	16	FRI	OCT
03	016	SAC	R	22.85	910	A	11	W	326	7.52	69.36	5.22	7	THU	OCT	E	363	9.39	61.84	5.81	17	FRI	OCT
10	016	AMA		9.093	84	A	09	W	509	8.13	73.77	6	6	FRI	OCT	E	565	10.26	64.94	6.66	17	WED	NOV
10	016	AMA		9.093	129	B	09	E	438	10.59	57.33	6.07	12	SAT	NOV	E	490	10.43	65.16	6.79	17	WED	NOV
05	017	SCR		5.453	173	A	11	N	2960	8.64	67.08	5.8	7	WED	FEB	S	2634	8.27	62.37	5.16	17	TUE	FEB
05	017	SCR		5.453	550	B	11	S	2803	8.47	60.88	5.16	11	SAT	SEP	N	2839	9.55	54.74	5.23	15	SUN	JUN
08	018	SBD		84.33	914	B	11	N	446	7.14	66.07	4.72	11	MON	SEP	N	523	10.19	54.31	5.53	18	FRI	FEB
07	018	LA		4.5	64	B	11	S	255	7.98	58.76	4.69	12	FRI	OCT	S	361	10.6	62.57	6.63	16	FRI	OCT
07	019	LA		5.888	66	B	10	S	1560	7.52	57.06	4.29	11	SAT	OCT	S	1806	8.27	60.06	4.97	17	MON	OCT
01	020	MEN		17.29	117	O	11	E	180	12.26	69.77	8.55	10	SUN	AUG	E	170	13.83	58.42	8.08	15	SUN	AUG
01	020	MEN		31.1	765	B	11	E	204	13.66	60.36	8.24	12	SUN	AUG	E	192	13.9	55.81	7.76	14	SUN	AUG
01	020	MEN		33.32	721	A	11	E	766	7.83	86.85	6.8	7	THU	NOV	E	1000	9.82	90.42	8.88	17	THU	NOV
03	020	COL	R	22.12	127	B	10	E	285	8.58	56.44	4.84	12	SUN	APR	W	364	11.37	54.41	6.18	16	FRI	OCT
03	020	COL		28.69	129	A	10	E	318	7.05	56.99	4.02	8	TUE	OCT	E	425	10.08	53.26	5.37	15	FRI	OCT

2010

**Annual Average Daily Truck Traffic
on the
California State Highway System**

Compiled by
Traffic and Vehicle Data Systems

State of California
Business, Transportation and Housing Agency
Department of Transportation

Prepared in cooperation with the
U.S. Department of Transportation
Federal Highway Administration

PREFACE

The annual average daily truck traffic is shown for selected locations on the State Highway System. Truck traffic is classified by number of axles. The two-axle class includes 11/2-ton trucks with dual rear tires and excludes pickups and vans with only four tires. Total vehicle AADT for the same year is taken from the Traffic Volumes on California State Highways booklet also published by the California Department of Transportation.

Annual average daily truck traffic is the total truck traffic volume divided by 365 days. Truck counting is done throughout the state in a program of continuous truck count sampling. The sampling includes a partial day, 24-hour, 7-day and continuous vehicle classification counts. The partial day and 24-hour counts are usually made on high volume, urban highways. The 7-day counts are made on low volume, rural highways. The counts are usually taken only once in the year. About one-sixth of the locations are counted annually. The resulting counts are adjusted to an estimate of annual average daily truck traffic by compensating for seasonal influence, weekly variation, and other variables that may be present. Annual average daily truck traffic is necessary for presenting a statewide picture of truck flow, evaluating truck trends, planning and designing highways and for other purposes.

The column entitled "Year Ver/Est" indicates the year the truck percents were either verified (V) or estimated (E). It represents the year the truck percentages were verified (counted continuously or quarterly) or estimated. Selected points on a route will be counted and the ones in between will be estimated. At some locations, truck volumes are static and no new counts are made until there is a change in traffic on the route. All truck AADT's listed are for 2010.

California State Highways are listed in legislative route number order. The legislative route number is the same as the signed route number in most cases.

Each count location is identified by the post mile value corresponding to that point on the highway. The post mile values increase from the beginning of a route within a county to the next county line. The post mile values start over again at each county line. Post mile values increase usually from south to north or west to east depending on the general direction the route follows within the state.

The post mile at a given location will remain the same year after year except in a few cases when the route was relocated/redesignated. When a section of road is relocated, new post miles (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "post mile equations" are introduced so that post miles on the remainder of the route within the county will remain unchanged. Post mile equations are not shown on this listing.

A leg is given for each count location and is denoted by an A, B or O. For traffic volumes purposes, a highway intersection or interchange has two legs. According to ascending post miles (route direction) and a post mile reference at the center of the intersection or interchange, B = back leg, A = ahead leg, and O = traffic volume is equal for the back and ahead legs.

Truck AADT's are shown as two-way traffic. Equivalent axle loading (EAL) are calculated to represent two-way travel.

Data compiled by:

Division of Traffic Operations, Office of System Planning Management
Traffic Data Branch
(916) 654-3072

Price: \$15.00

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL				% TRUCK AADT				EAL 2-WAY (1000)	YEAR VER/ EST
									----	By Axle	----		----	By Axle	----			
									2	3	4	5+	2	3	4	5+		
015	11	SD	2.226	B	JCT. RTE. 94	116,000	5,916	5.10	3,029	1,006	296	1,585	51.20	17.00	5.00	26.80	789	85V
015	11	SD	R 3.367	B	JCT. RTE. 805	109,000	5,559	5.10	2,846	945	278	1,490	51.20	17.00	5.00	26.80	741	85E
015	11	SD	R 3.367	A	JCT. RTE. 805	159,000	3,498	2.20	2,526	357	108	507	72.20	10.20	3.10	14.50	312	85V
015	11	SD	R 6.132	B	JCT. RTE. 8	162,000	3,564	2.20	2,573	367	110	513	72.20	10.30	3.10	14.40	317	85E
015	11	SD	R 6.132	A	JCT. RTE. 8	200,000	9,960	4.98	6,219	712	234	2,794	62.44	7.15	2.35	28.05	1,281	07V
015	11	SD	M 12.124	A	JCT. RTE. 163	296,000	11,041	3.73	6,784	795	305	3,158	61.44	7.20	2.76	28.60	1,445	07E
015	11	SD	M 14.285	B	SAN DIEGO, MIRAMAR/ POMERADO ROADS	293,000	11,017	3.76	6,769	793	304	3,151	61.44	7.20	2.76	28.60	1,442	07E
015	11	SD	M 14.285	A	SAN DIEGO, MIRAMAR/ POMERADO ROADS	275,000	10,725	3.90	6,285	1,126	418	2,896	58.60	10.50	3.90	27.00	1,384	85V
015	11	SD	M 18.176	B	SAN DIEGO, POWAY ROAD	236,000	16,756	7.10	8,177	1,893	938	5,747	48.80	11.30	5.60	34.30	2,581	96E
015	11	SD	M 18.176	A	SAN DIEGO, POWAY ROAD	208,000	14,768	7.10	7,207	1,669	827	5,065	48.80	11.30	5.60	34.30	2,275	96E
015	11	SD	M 27.65	A	ESCONDIDO, SOUTH JUNCTION OF CENTRE CITY PARKWAY	176,000	12,496	7.10	6,098	1,412	700	4,286	48.80	11.30	5.60	34.30	1,925	96E
015	11	SD	R 30.627	B	VALLEY PARKWAY	181,000	12,851	7.10	6,271	1,452	720	4,408	48.80	11.30	5.60	34.30	1,980	96E
015	11	SD	R 31.517	B	JCT. RTE. 78	194,000	13,774	7.10	6,722	1,556	771	4,724	48.80	11.30	5.60	34.30	2,122	96E
015	11	SD	R 31.517	A	JCT. RTE. 78	128,000	12,928	10.10	5,714	1,112	672	5,430	44.20	8.60	5.20	42.00	2,274	80V
015	11	SD	R 36.636	A	DEER SPRINGS ROAD	120,000	15,840	13.20	5,592	1,283	665	8,300	35.30	8.10	4.20	52.40	3,275	86V
015	11	SD	R 46.491	B	JCT. RTE. 76	110,000	11,253	10.23	3,581	895	384	6,394	31.82	7.95	3.41	56.82	2,470	00E
015	11	SD	R 46.491	A	JCT. RTE. 76	116,000	9,442	8.14	3,068	720	320	5,335	32.49	7.63	3.39	56.50	2,061	00E

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4261_001 DB

Day: THURSDAY

City: City of Bonsall

Date: 11/17/2011

AM

NS/EW Streets:		East Vista Way			East Vista Way			Gopher Canyon Rd/Ormsby St			Gopher Canyon Rd/Ormsby St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM		0	61	78	33	112				0	210		90	584
7:15 AM		0	83	81	44	135				0	194		58	595
7:30 AM		0	78	77	43	125				0	198		61	582
7:45 AM		6	69	105	31	88				0	198		63	560
8:00 AM		0	54	66	31	97				0	148		60	456
8:15 AM		0	71	84	27	92				0	135		41	450
8:30 AM		0	78	73	32	100				0	99		34	416
8:45 AM		0	62	56	28	82				1	119		43	391
TOTAL VOLUMES :		6	556	620	269	831	0	0	0	1	1301	0	450	4034
APPROACH %'s :		0.51%	47.04%	52.45%	24.45%	75.55%	0.00%	0.00%	0.00%	100.00%	74.30%	0.00%	25.70%	
PEAK HR START TIME :		700 AM												TOTAL
PEAK HR VOL :		6	291	341	151	460	0	0	0	0	800	0	272	2321
PEAK HR FACTOR :		0.886			0.853			0.000			0.893			0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4261_001 DB

Day: THURSDAY

City: City of Bonsall

Date: 11/17/2011

PM													
NS/EW Streets:	East Vista Way			East Vista Way			Gopher Canyon Rd/Ormsby St			Gopher Canyon Rd/Ormsby St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
4:00 PM	1	109	171	66	84	1	0		1	98	1	24	556
4:15 PM	0	85	227	73	87	1	0		0	96	0	38	607
4:30 PM	0	94	208	68	94	2	1		0	96	0	53	616
4:45 PM	0	93	195	83	78	0	0		0	110	0	46	605
5:00 PM	0	87	230	84	97	1	0		0	96	0	35	630
5:15 PM	0	105	234	75	111	2	0		0	98	0	50	675
5:30 PM	0	109	230	59	79	0	0		0	85	1	45	608
5:45 PM	1	128	208	59	91	0	0		0	23	0	23	533
TOTAL VOLUMES :	NL 2	NT 810	NR 1703	SL 567	ST 721	SR 7	EL 1	ET 0	ER 1	WL 702	WT 2	WR 314	TOTAL 4830
APPROACH %'s :	0.08%	32.21%	67.71%	43.78%	55.68%	0.54%	50.00%	0.00%	50.00%	68.96%	0.20%	30.84%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	379	867	310	380	5	1	0	0	400	0	184	2526
PEAK HR FACTOR :	0.919			0.924			0.250			0.936			0.936

CONTROL : Signalized

LOS Engineering, Inc.

5629 Willowmere Lane, San Diego, CA 92130

Counted By: Emp. #03

Start Date: 11/13/2008

Location: Old River Road/ East Vista Way & SR-76 (Mission Road)

File Name: 932-06-2

	East Vista Way Northbound				Old River Road Southbound				SR-76 (Mission Road) Eastbound				SR-76 (Mission Road) Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
16:00	50	6	95	0	1	14	14	0	11	244	52	0	91	169	3	0	750
16:15	54	13	85	0	2	22	13	0	18	253	59	0	100	174	2	0	795
16:30	37	20	94	0	0	15	17	0	21	251	49	0	89	175	6	0	774
16:45	41	23	74	0	0	17	14	0	20	233	39	0	95	175	4	0	735
Total	182	62	348	0	3	68	58	0	70	981	199	0	375	693	15	0	3054
17:00	45	25	79	0	0	12	16	0	15	206	52	0	95	182	4	0	731
17:15	49	15	88	0	0	28	19	0	25	213	40	0	102	164	5	0	748
17:30	40	20	93	0	2	16	9	0	27	218	52	0	97	174	2	0	750
17:45	50	16	95	0	2	11	7	0	13	215	45	0	92	150	3	0	699
Total	184	76	355	0	4	67	51	0	80	852	189	0	386	670	14	0	2928
Grand Total	366	138	703	0	7	135	109	0	150	1833	388	0	761	1363	29	0	5982
Approach%	30.3	11.4	58.2	-	2.8	53.8	43.4	-	6.3	77.3	16.4	-	35.3	63.3	1.3	-	
Total%	6.1	2.3	11.8	-	0.1	2.3	1.8	-	2.5	30.6	6.5	-	12.7	22.8	0.5	-	

Peak hour analysis for the period 16:00 to 16:45

Volume	182	62	348	-	3	68	58	-	70	981	199	-	375	693	15	-	3,054
Approach%	30.7	10.5	58.8	-	2.3	52.7	45.0	-	5.6	78.5	15.9	-	34.6	64.0	1.4	-	
Total%	6.0	2.0	11.4	-	0.1	2.2	1.9	-	2.3	32.1	6.5	-	12.3	22.7	0.5	-	
PHF				0.97				0.87				0.95				0.98	

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LOS Engineering, Inc.

5629 Willowmere Lane, San Diego, CA 92130

Counted By: Emp. #03

Start Date: 11/13/2008

Location: Old River Road/ East Vista Way & SR-76 (Mission Road)

File Name: 932-06-1

	East Vista Way Northbound				Old River Road Southbound				SR-76 (Mission Road) Eastbound				SR-76 (Mission Road) Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
7:00	66	7	73	0	0	45	68	0	7	124	59	0	63	187	0	0	699
7:15	49	11	67	0	2	44	53	0	7	111	70	0	64	183	1	0	662
7:30	60	10	66	0	0	40	25	0	8	143	53	3	80	206	4	0	695
7:45	74	18	72	0	3	38	55	1	8	142	56	0	61	223	1	0	751
Total	249	46	278	0	5	167	201	1	30	520	238	3	268	799	6	0	2807
8:00	44	7	57	0	1	41	48	0	6	121	46	0	68	225	0	0	664
8:15	35	5	50	0	0	27	29	0	9	153	31	1	74	234	1	0	648
8:30	42	3	49	0	1	16	19	0	6	104	32	0	84	190	4	0	550
8:45	40	15	53	0	1	14	18	0	1	118	39	0	62	185	0	0	546
Total	161	30	209	0	3	98	114	0	22	496	148	1	288	834	5	0	2408
Grand Total	410	76	487	0	8	265	315	1	52	1016	386	4	556	1633	11	0	5215
Approach%	42.1	7.8	50.1	-	1.4	45.0	53.5	0.2	3.6	69.7	26.5	0.3	25.3	74.2	0.5	-	
Total%	7.9	1.5	9.3	-	0.2	5.1	6.0	0.0	1.0	19.5	7.4	0.1	10.7	31.3	0.2	-	

Peak hour analysis for the period 07:00 to 07:45

Volume	249	46	278	-	5	167	201	1	30	520	238	3	268	799	6	-	2,807
Approach%	43.5	8.0	48.5	-	1.3	44.7	53.7	0.3	3.8	65.7	30.1	0.4	25.0	74.5	0.6	-	
Total%	8.9	1.6	9.9	-	0.2	5.9	7.2	0.0	1.1	18.5	8.5	0.1	9.5	28.5	0.2	-	
PHF				0.87				0.83				0.96				0.93	

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4416_001

Day: THURSDAY

City: City of Bonsall

Date: 11/29/2012

AM

NS/EW Streets:		Old River Rd			Old River Rd			Camino Del Rey			Camino Del Rey			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL
7:00 AM		22		10					66	22	26	59		205
7:15 AM		24		9					70	40	29	56		228
7:30 AM		51		23					144	58	18	33		327
7:45 AM		61		25					183	50	16	40		375
8:00 AM		82		16					47	19	35	88		287
8:15 AM		9		3					51	10	17	68		158
8:30 AM		12		5					44	17	19	39		136
8:45 AM		11		5					53	15	19	35		138
TOTAL VOLUMES :		272	0	96	0	0	0	0	658	231	179	418	0	1854
APPROACH %'s :		73.91%	0.00%	26.09%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	74.02%	25.98%	29.98%	70.02%	0.00%	
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		218	0	73	0	0	0	0	444	167	98	217	0	1217
PEAK HR FACTOR :		0.742			0.000			0.656			0.640			0.811

CONTROL : 3-Way Stop (NB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4416_001

Day: THURSDAY

City: City of Bonsall

Date: 11/29/2012

PM													
NS/EW Streets:	Old River Rd			Old River Rd			Camino Del Rey			Camino Del Rey			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL
4:00 PM	22		17					72	12	20	55		198
4:15 PM	30		24					54	19	19	57		203
4:30 PM	33		16					45	17	16	69		196
4:45 PM	24		28					63	18	10	67		210
5:00 PM	18		29					57	12	15	69		200
5:15 PM	24		19					50	11	18	65		187
5:30 PM	12		18					53	12	18	65		178
5:45 PM	26		18					43	8	11	59		165
TOTAL VOLUMES :	NL 189	NT 0	NR 169	SL 0	ST 0	SR 0	EL 0	ET 437	ER 109	WL 127	WT 506	WR 0	TOTAL 1537
APPROACH %'s :	52.79%	0.00%	47.21%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	80.04%	19.96%	20.06%	79.94%	0.00%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	105	0	97	0	0	0	0	219	66	60	262	0	809
PEAK HR FACTOR :	0.935			0.000			0.880			0.947			0.963

CONTROL : 3-Way Stop (NB/EB/WB)

ITM Peak Hour Summary

Prepared by:



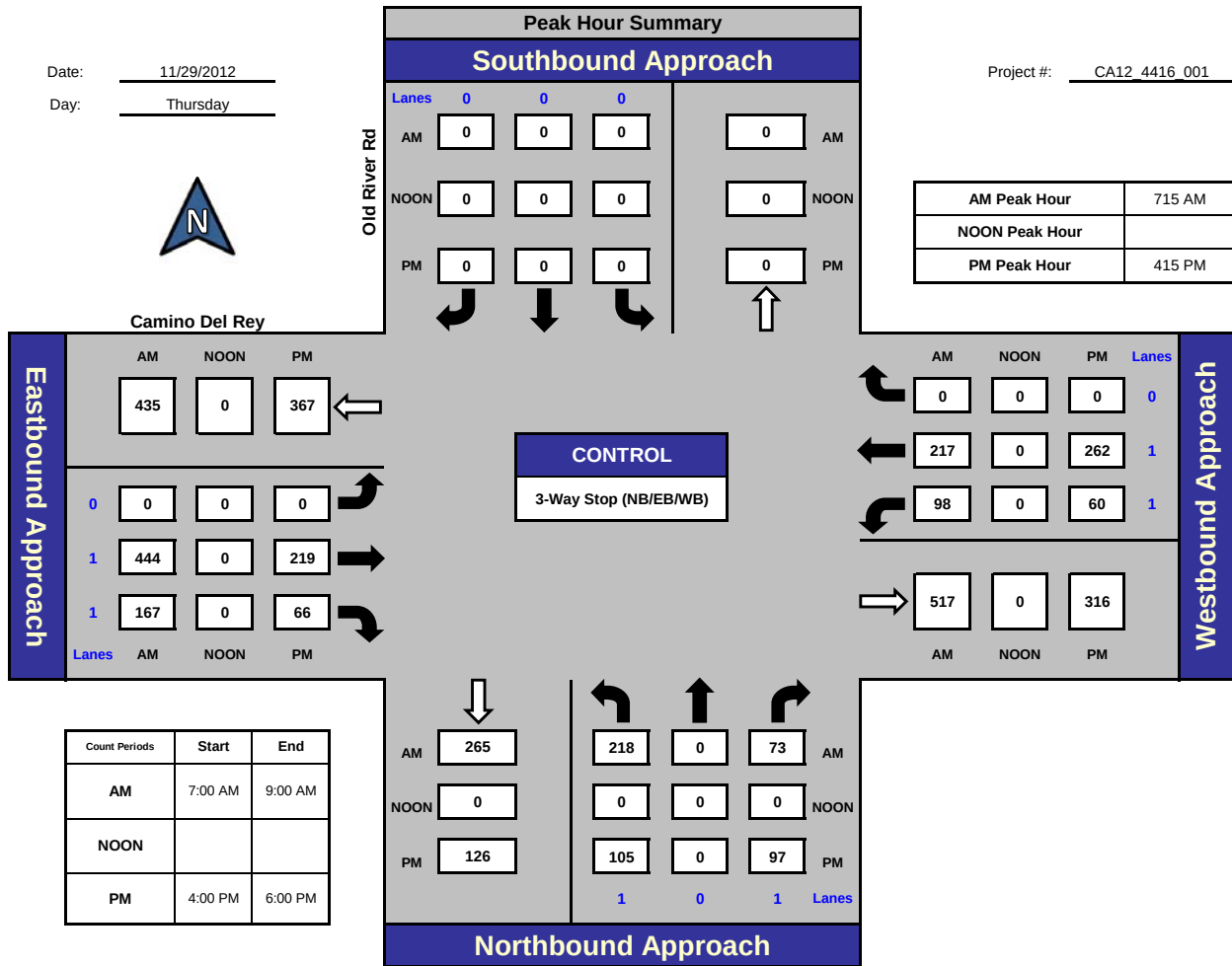
National Data & Surveying Services

Old River Rd and Camino Del Rey, City of Bonsall

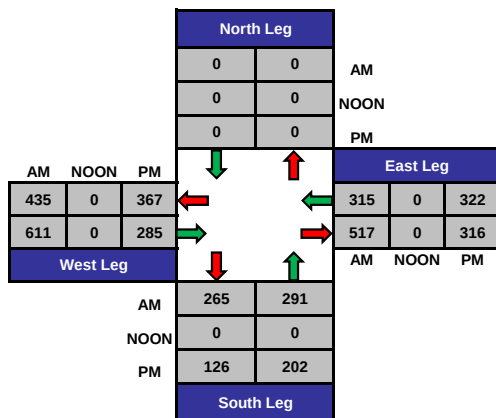
Date: 11/29/2012

Day: Thursday

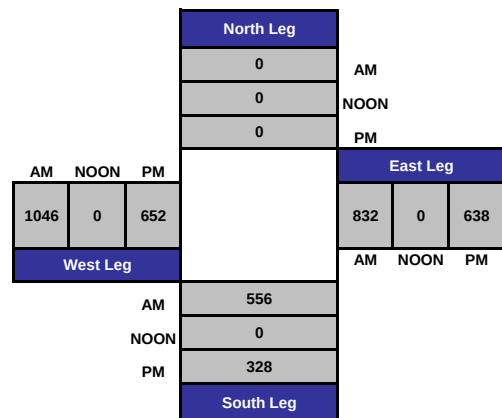
Project #: CA12 4416 001



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4364_001

Day: TUESDAY

City: City of Escondido

Date: 10/16/2012

AM													
NS/EW Streets:	Lilac Rd			Lilac Rd			Covey Lane			Covey Lane			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	1	1	0		1	0	1	0	1	0	0	0	5
7:15 AM	2	4	0		3	1	1	0	5	0	1	0	17
7:30 AM	0	0	0		2	0	2	1	0	0	0	0	5
7:45 AM	1	2	0		1	3	2	0	1	0	0	0	10
8:00 AM	2	2	0		3	2	1	0	1	0	0	1	12
8:15 AM	0	5	1		0	0	1	0	3	2	0	1	13
8:30 AM	1	4	0		2	0	5	0	0	1	0	0	13
8:45 AM	0	0	0		4	0	2	0	1	1	0	1	9
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	7	18	1	0	16	6	15	1	12	4	1	3	84
	26.92%	69.23%	3.85%	0.00%	72.73%	27.27%	53.57%	3.57%	42.86%	50.00%	12.50%	37.50%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	4	13	1	0	6	5	9	0	5	3	0	2	48
PEAK HR FACTOR :	0.750			0.550			0.700			0.417			0.923

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4364_001

Day: TUESDAY

City: City of Escondido

Date: 10/16/2012

PM													
NS/EW Streets:	Lilac Rd			Lilac Rd			Covey Lane			Covey Lane			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	1	3	0	0	5	2	2	0	1	1	0	0	15
4:15 PM	0	2	1	1	5	3	0	0	1	0	0	0	13
4:30 PM	1	3	0	0	3	2	1	0	1	0	0	0	11
4:45 PM	2	3	0	0	1	3	0	1	1	0	0	0	11
5:00 PM	1	6	0	0	2	2	1	1	1	0	1	0	15
5:15 PM	3	5	1	0	5	0	0	0	1	0	1	0	16
5:30 PM	2	4	0	1	3	2	1	0	6	0	0	1	20
5:45 PM	1	1	1	0	0	1	1	0	2	0	0	0	7
TOTAL VOLUMES :	NL 11	NT 27	NR 3	SL 2	ST 24	SR 15	EL 6	ET 2	ER 14	WL 1	WT 2	WR 1	TOTAL 108
APPROACH %'s :	26.83%	65.85%	7.32%	4.88%	58.54%	36.59%	27.27%	9.09%	63.64%	25.00%	50.00%	25.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	8	18	1	1	11	7	2	2	9	0	2	1	62
PEAK HR FACTOR :	0.750			0.792			0.464			0.750			0.775

CONTROL : No Control

ITM Peak Hour Summary

Prepared by:



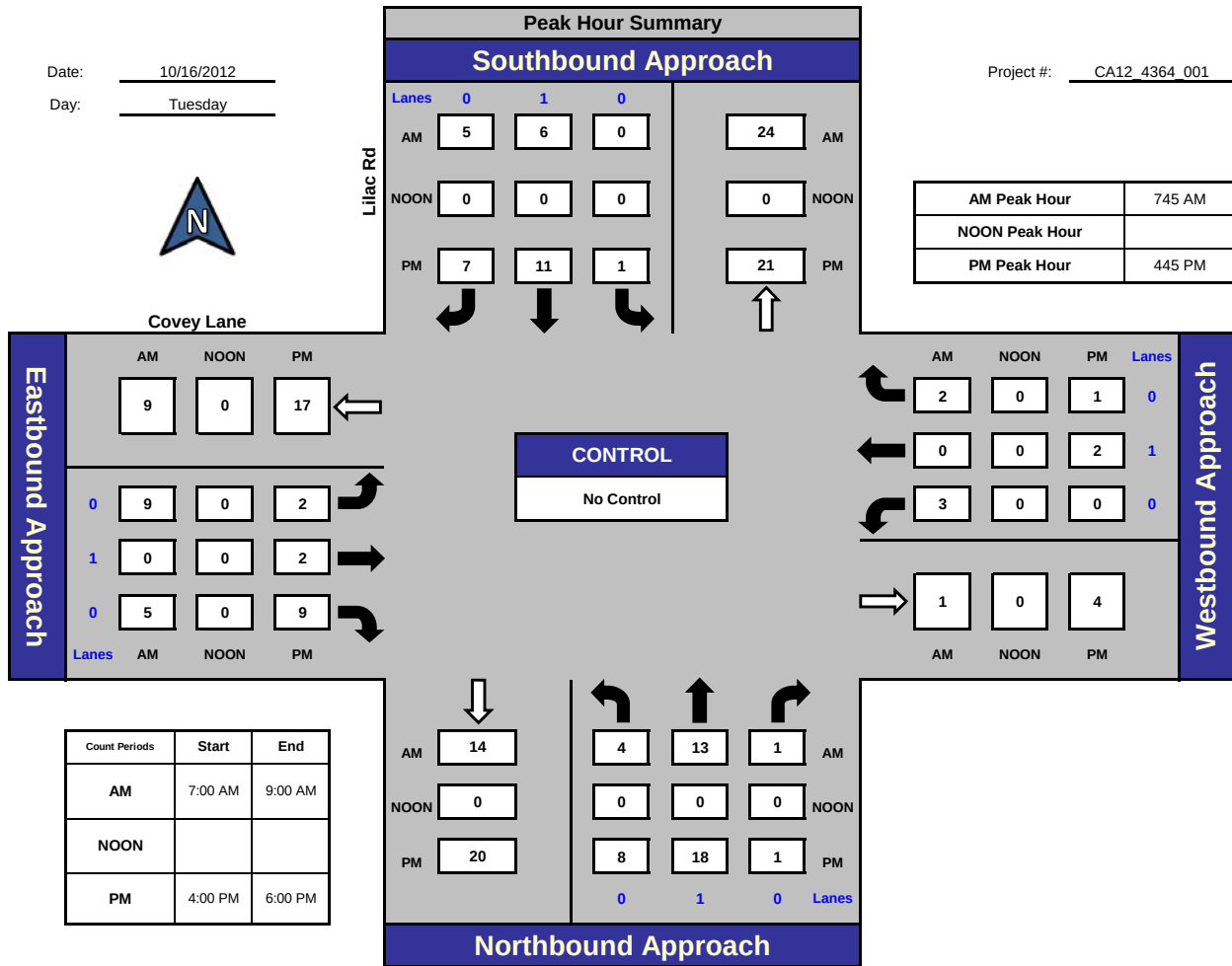
National Data & Surveying Services

Lilac Rd and Covey Lane, City of Escondido

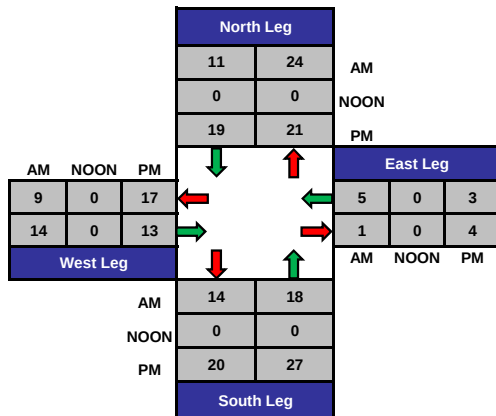
Date: 10/16/2012

Day: Tuesday

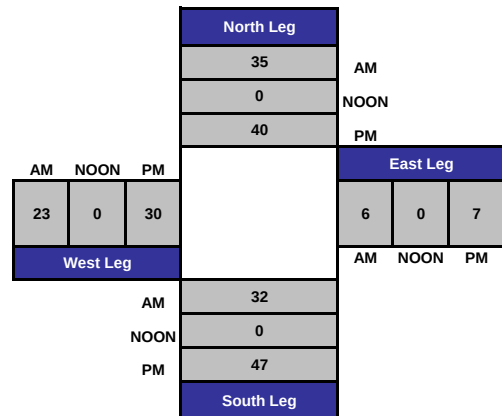
Project #: CA12 4364 001



Total Ins & Outs



Total Volume Per Leg

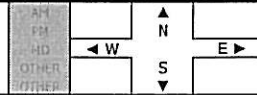


INTERSECTION TURNING MOVEMENT COUNTS

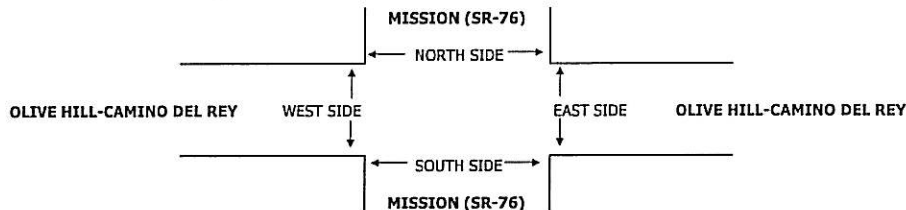
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 9/22/11 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	BONSALL MISSION (SR-76) OLIVE HILL-CAMINO DEL REY	PROJECT #: CA11-0923-1782 LOCATION #: 1 CONTROL: SIGNAL
------------------------------	---	---	--

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS					
	MISSION (SR-76)			MISSION (SR-76)			OLIVE HILL-CAMINO DEL REY			OLIVE HILL-CAMINO DEL REY				NB X	SB X	EB X	WB X	TTL	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 1							
AM	7:00 AM	12	144	10	39	217	5	16	29	21	7	12	54	566				0	
	7:15 AM	7	176	24	57	197	4	16	33	19	15	8	45	601				0	
	7:30 AM	20	158	26	114	166	4	8	66	13	13	26	58	672				0	
	7:45 AM	8	140	23	50	175	6	14	43	21	14	29	88	611				0	
	8:00 AM	4	152	11	32	181	12	21	23	21	25	20	64	566				0	
	8:15 AM	9	168	4	26	209	6	22	18	23	7	17	37	546				0	
	8:30 AM	13	150	9	36	199	3	26	8	19	8	10	29	510				0	
	8:45 AM	11	154	7	30	190	5	20	12	17	10	15	31	502				0	
	VOLUMES	84	1,242	114	384	1,534	45	143	232	154	99	137	406	4,574	0	0	0	0	0
	APPROACH %	6%	86%	8%	20%	78%	2%	27%	44%	29%	15%	21%	63%						
APP/DEPART	1,440	/	1,791	1,963	/	1,787	529	/	730	642	/	266	0						
BEGIN PEAK HR	7:15 AM												2,450						
VOLUMES	39	626	84	253	719	26	59	165	74	67	83	255							
APPROACH %	5%	84%	11%	25%	72%	3%	20%	55%	25%	17%	20%	63%							
PEAK HR FACTOR	0.905			0.879			0.856			0.773									0.911
APP/DEPART	749	/	940	998	/	860	298	/	502	405	/	148	0						
PM	4:00 PM	15	266	15	44	200	9	21	13	11	15	25	71	705				0	
	4:15 PM	13	283	13	49	213	8	27	16	13	19	24	78	756				0	
	4:30 PM	17	247	13	53	176	8	15	16	15	14	25	79	678				0	
	4:45 PM	14	277	17	50	187	11	23	19	18	21	32	88	757				0	
	5:00 PM	13	288	13	48	211	13	26	13	15	14	22	81	757				0	
	5:15 PM	8	268	14	42	222	8	28	14	19	10	11	74	718				0	
	5:30 PM	12	254	18	55	203	11	20	17	21	15	19	71	716				0	
	5:45 PM	11	261	12	41	207	9	22	13	14	11	18	72	691				0	
	VOLUMES	103	2,144	115	382	1,619	77	182	121	126	119	176	614	5,778	0	0	0	0	0
	APPROACH %	4%	91%	5%	18%	78%	4%	42%	28%	29%	13%	19%	68%						
APP/DEPART	2,362	/	2,940	2,078	/	1,864	429	/	618	909	/	356	0						
BEGIN PEAK HR	4:45 PM												2,948						
VOLUMES	47	1,087	62	195	823	43	97	63	73	60	84	314							
APPROACH %	4%	91%	5%	18%	78%	4%	42%	27%	31%	13%	18%	69%							
PEAK HR FACTOR	0.952			0.975			0.955			0.812									0.974
APP/DEPART	1,196	/	1,498	1,061	/	956	233	/	320	458	/	174	0						



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

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

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

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

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

File Name : 1104.12.W.LILAC RD.CAMINO DEL REY
Site Code : 00000000
Start Date : 1/11/2011
Page No : 1

Groups Printed- Vehicles

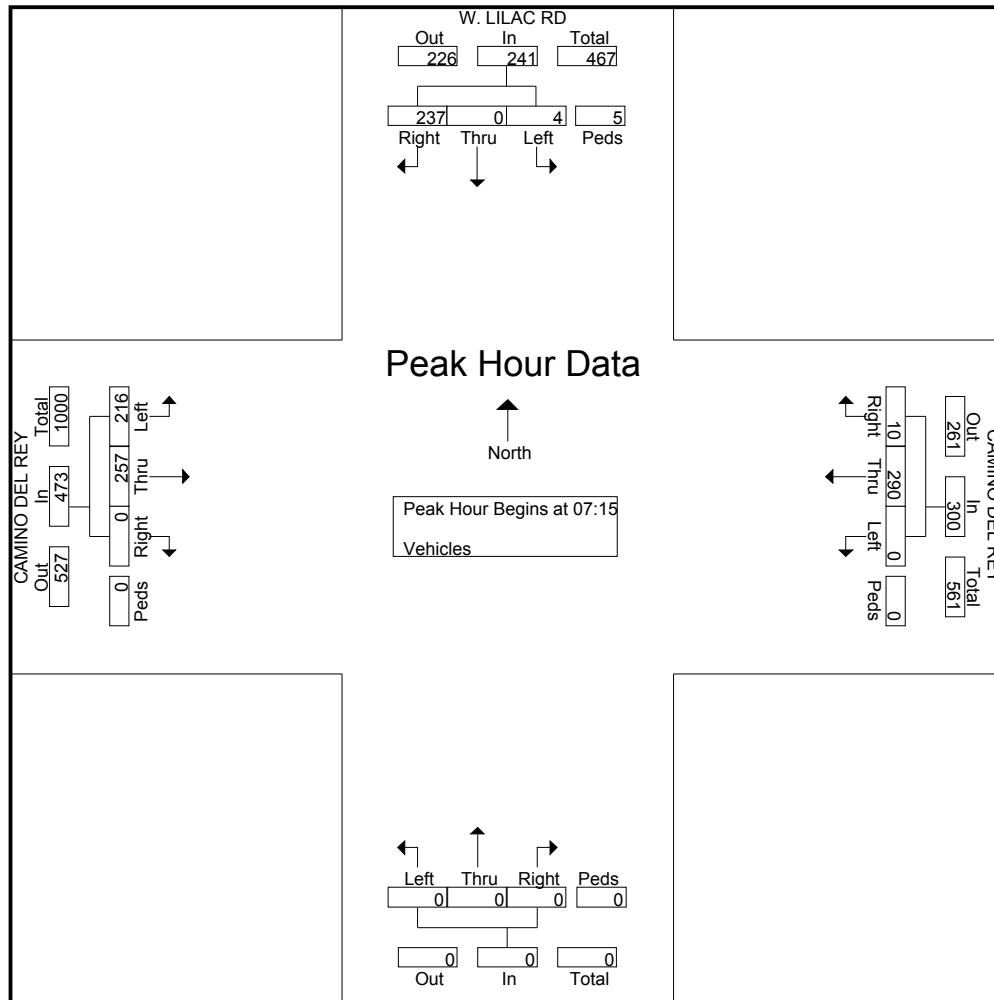
Start Time	W. LILAC RD Southbound				CAMINO DEL REY Westbound				Northbound				CAMINO DEL REY Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	30	0	0	47	1	0	0	0	0	0	7	42	0	0	127
07:15	0	0	25	0	0	73	1	0	0	0	0	0	14	56	0	0	169
07:30	1	0	67	2	0	82	1	0	0	0	0	0	52	61	0	0	266
07:45	0	0	83	1	0	90	6	0	0	0	0	0	93	62	0	0	335
Total	1	0	205	3	0	292	9	0	0	0	0	0	166	221	0	0	897
08:00	3	0	62	2	0	45	2	0	0	0	0	0	57	78	0	0	249
08:15	2	0	22	1	0	43	0	0	0	0	0	1	12	53	0	0	134
08:30	1	0	10	0	0	46	0	0	0	0	0	0	9	40	0	0	106
08:45	2	0	10	0	0	47	0	0	0	0	0	0	11	28	0	0	98
Total	8	0	104	3	0	181	2	0	0	0	0	1	89	199	0	0	587
*** BREAK ***																	
16:00	1	0	19	1	0	62	0	0	0	0	0	1	15	68	0	0	167
16:15	0	0	18	0	0	73	1	0	0	0	0	0	16	66	0	0	174
16:30	0	0	27	2	0	60	1	0	0	0	0	0	20	65	0	0	175
16:45	0	0	24	0	0	53	0	0	0	0	0	0	21	80	0	0	178
Total	1	0	88	3	0	248	2	0	0	0	0	1	72	279	0	0	694
17:00	1	0	32	0	0	73	2	0	0	0	0	0	24	69	0	0	201
17:15	2	0	20	2	0	57	2	0	0	0	0	0	23	71	0	0	177
17:30	2	0	13	0	0	67	1	0	0	0	0	0	15	60	0	0	158
17:45	2	0	9	0	0	58	0	0	0	0	0	0	15	52	0	0	136
Total	7	0	74	2	0	255	5	0	0	0	0	0	77	252	0	0	672
Grand Total	17	0	471	11	0	976	18	0	0	0	0	2	404	951	0	0	2850
Apprch %	3.4	0	94.4	2.2	0	98.2	1.8	0	0	0	0	100	29.8	70.2	0	0	
Total %	0.6	0	16.5	0.4	0	34.2	0.6	0	0	0	0	0.1	14.2	33.4	0	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1104.12.W.LILAC RD.CAMINO DEL REY
Site Code : 00000000
Start Date : 1/11/2011
Page No : 2

	W. LILAC RD Southbound					CAMINO DEL REY Westbound					Northbound					CAMINO DEL REY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	25	0	25	0	73	1	0	74	0	0	0	0	0	14	56	0	0	70	169
07:30	1	0	67	2	70	0	82	1	0	83	0	0	0	0	0	52	61	0	0	113	266
07:45	0	0	83	1	84	0	90	6	0	96	0	0	0	0	0	93	62	0	0	155	335
08:00	3	0	62	2	67	0	45	2	0	47	0	0	0	0	0	57	78	0	0	135	249
Total Volume	4	0	237	5	246	0	290	10	0	300	0	0	0	0	0	216	257	0	0	473	1019
% App. Total	1.6	0	96.3	2		0	96.7	3.3	0		0	0	0	0		45.7	54.3	0	0		
PHF	.333	.000	.714	.625	.732	.000	.806	.417	.000	.781	.000	.000	.000	.000	.000	.581	.824	.000	.000	.763	.760

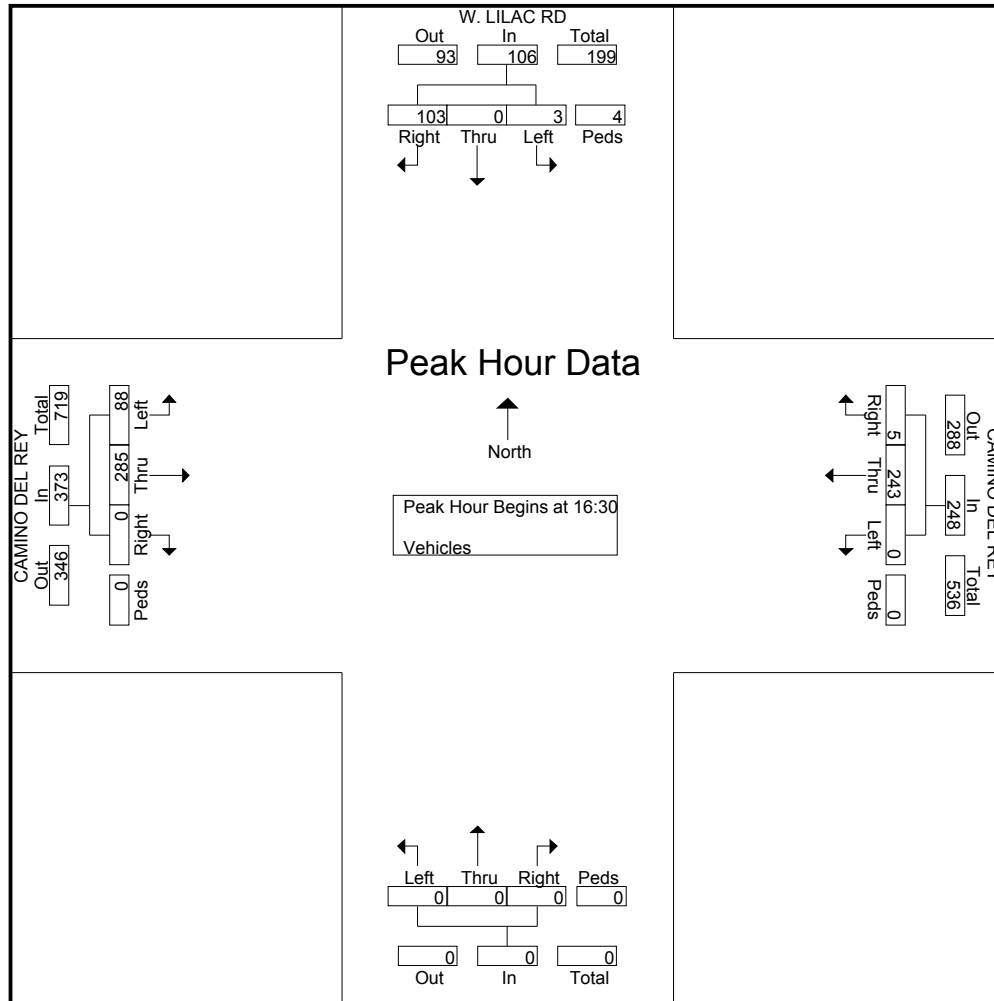


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1104.12.W.LILAC RD.CAMINO DEL REY
Site Code : 00000000
Start Date : 1/11/2011
Page No : 3

	W. LILAC RD Southbound					CAMINO DEL REY Westbound					Northbound					CAMINO DEL REY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	27	2	29	0	60	1	0	61	0	0	0	0	0	20	65	0	0	85	175
16:45	0	0	24	0	24	0	53	0	0	53	0	0	0	0	0	21	80	0	0	101	178
17:00	1	0	32	0	33	0	73	2	0	75	0	0	0	0	0	24	69	0	0	93	201
17:15	2	0	20	2	24	0	57	2	0	59	0	0	0	0	0	23	71	0	0	94	177
Total Volume	3	0	103	4	110	0	243	5	0	248	0	0	0	0	0	88	285	0	0	373	731
% App. Total	2.7	0	93.6	3.6		0	98	2	0		0	0	0	0		23.6	76.4	0	0		
PHF	.375	.000	.805	.500	.833	.000	.832	.625	.000	.827	.000	.000	.000	.000	.000	.917	.891	.000	.000	.923	.909



INTERSECTION TURNING MOVEMENT COUNTS

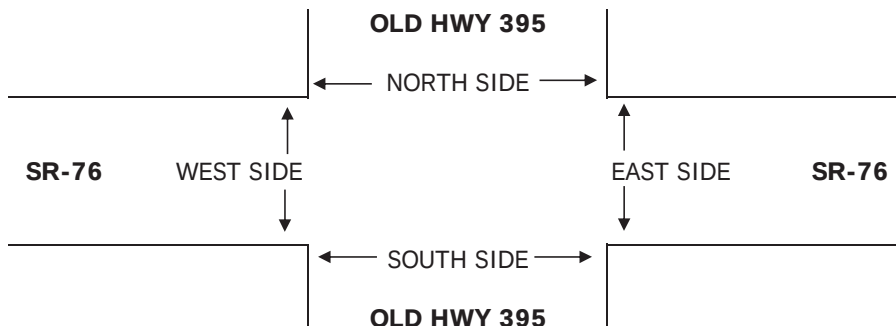
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 3/2/11 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER OLD HWY 395 SR-76	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 7 SIGNAL
------------------------------	---	---------------------------------------	---------------------------------------	-----------------------------

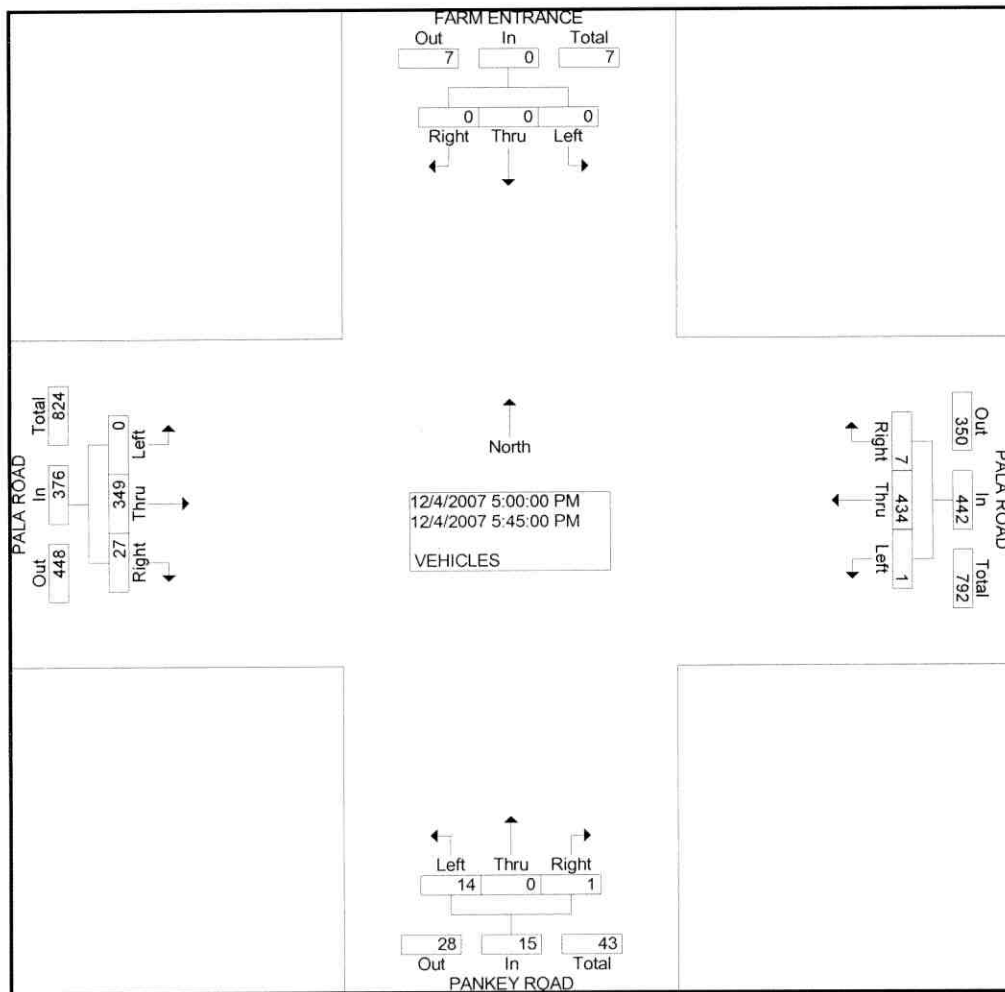
NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER OTHER		▼ S	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	OLD HWY 395			OLD HWY 395			SR-76			SR-76			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	1	1	0	1	2	0	1	2	1	

AM	6:00 AM	9	4	7	36	15	11	6	70	3	16	223	7	407
	6:15 AM	15	21	6	43	25	13	3	80	4	14	183	5	412
	6:30 AM	12	5	5	56	20	11	2	78	6	9	182	16	402
	6:45 AM	20	9	12	57	32	15	8	122	13	11	157	12	468
	7:00 AM	17	8	12	61	24	14	11	111	8	10	188	22	486
	7:15 AM	30	19	8	71	21	15	14	102	5	8	169	24	486
	7:30 AM	33	13	10	66	25	12	13	114	7	7	178	29	507
	7:45 AM	21	12	11	55	20	15	10	98	6	6	159	28	441
	VOLUMES	157	91	71	445	182	106	67	775	52	81	1,439	143	3,609
	APPROACH %	49%	29%	22%	61%	25%	14%	7%	87%	6%	5%	87%	9%	
	APP/DEPART	319	/	301	733	/	315	894	/	1,291	1,663	/	1,702	0
PM	BEGIN PEAK HR	6:45 AM												
	VOLUMES	100	49	42	255	102	56	46	449	33	36	692	87	1,947
	APPROACH %	52%	26%	22%	62%	25%	14%	9%	85%	6%	4%	85%	11%	
	PEAK HR FACTOR	0.838			0.965			0.923			0.926			0.960
	APP/DEPART	191	/	182	413	/	171	528	/	746	815	/	848	0
	4:00 PM	9	25	19	41	13	14	13	196	14	11	151	55	561
	4:15 PM	10	25	15	58	21	8	10	186	10	10	153	52	558
	4:30 PM	13	41	16	56	22	19	19	205	15	11	134	37	588
	4:45 PM	26	41	9	51	10	15	12	176	14	14	154	54	576
	5:00 PM	14	16	10	44	9	10	15	181	19	10	140	56	524
	5:15 PM	18	26	12	50	28	9	18	209	24	11	133	46	584
	5:30 PM	20	25	16	54	14	12	14	187	21	9	142	50	564
	5:45 PM	16	22	12	43	16	10	16	176	18	13	123	42	507
	VOLUMES	126	221	109	397	133	97	117	1,516	135	89	1,130	392	4,462
	APPROACH %	28%	48%	24%	63%	21%	15%	7%	86%	8%	6%	70%	24%	
	APP/DEPART	456	/	730	627	/	357	1,768	/	2,022	1,611	/	1,353	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	58	132	59	206	66	56	54	763	53	46	592	198	2,283
	APPROACH %	23%	53%	24%	63%	20%	17%	6%	88%	6%	6%	71%	24%	
	PEAK HR FACTOR	0.819			0.845			0.910			0.941			0.971
	APP/DEPART	249	/	384	328	/	165	870	/	1,028	836	/	706	0



	FARM ENTRANCE Southbound				PALA ROAD Westbound				PANKEY ROAD Northbound				PALA ROAD Eastbound				Int. Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	0	0	0	0	7	434	1	442	1	0	14	15	27	349	0	376	833
Percent	0.0	0.0	0.0		1.6	98.2	0.2		6.7	0.0	93.3		7.2	92.8	0.0		
05:00																	
Volume	0	0	0	0	0	115	1	116	1	0	5	6	9	83	0	92	214
Peak Factor																	0.973
High Int.					05:15 PM				05:00 PM				05:30 PM				
Volume	0	0	0	0	0	118	0	118	1	0	5	6	3	93	0	96	
Peak Factor								0.936				0.625				0.979	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

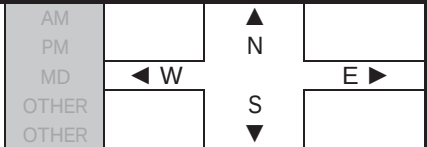
DATE:
3/2/11
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

VALLEY CENTER
OLD HWY 395
DULIN

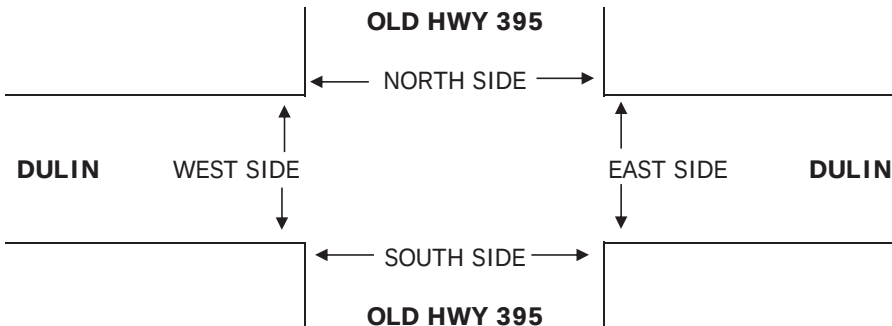
PROJECT #: CA11-0225-02
LOCATION #: 8
CONTROL: 1- WAY STOP (WB)

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	OLD HWY 395			OLD HWY 395			DULIN			DULIN			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL

AM	6:00 AM		4	2	4	21				29		19	79
	6:15 AM		16	2	6	22				38		24	108
	6:30 AM		12	3	3	29				45		17	109
	6:45 AM		14	3	7	50				37		23	134
	7:00 AM		18	6	3	37				53		26	143
	7:15 AM		22	5	5	45				66		35	178
	7:30 AM		16	4	6	41				56		32	155
	7:45 AM		15	6	4	35				43		26	129
	VOLUMES	0	117	31	38	280	0	0	0	367	0	202	1,035
	APPROACH %	0%	79%	21%	12%	88%	0%	0%	0%	64%	0%	36%	
	APP/DEPART	148	/	319	318	/	647	0	/	69	569	/	0
PM	BEGIN PEAK HR	6:45 AM											
	VOLUMES	0	70	18	21	173	0	0	0	212	0	116	610
	APPROACH %	0%	80%	20%	11%	89%	0%	0%	0%	65%	0%	35%	
	PEAK HR FACTOR	0.815			0.851			0.000			0.812		
	APP/DEPART	88	/	186	194	/	385	0	/	39	328	/	0
	4:00 PM		30	15	7	32				14		13	111
	4:15 PM		39	25	25	33				4		12	138
	4:30 PM		36	34	25	20				9		21	145
	4:45 PM		54	26	17	24				3		23	147
	5:00 PM		42	27	20	21				7		15	132
	5:15 PM		39	21	23	19				11		17	130
	5:30 PM		35	23	33	20				6		14	131
	5:45 PM		35	22	25	17				9		15	123
	VOLUMES	0	310	193	175	186	0	0	0	63	0	130	1,057
	APPROACH %	0%	62%	38%	48%	52%	0%	0%	0%	33%	0%	67%	
	APP/DEPART	503	/	440	361	/	249	0	/	368	193	/	0
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	171	112	87	98	0	0	0	23	0	71	562
	APPROACH %	0%	60%	40%	47%	53%	0%	0%	0%	24%	0%	76%	
	PEAK HR FACTOR	0.884			0.797			0.000			0.783		
	APP/DEPART	283	/	242	185	/	121	0	/	199	94	/	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

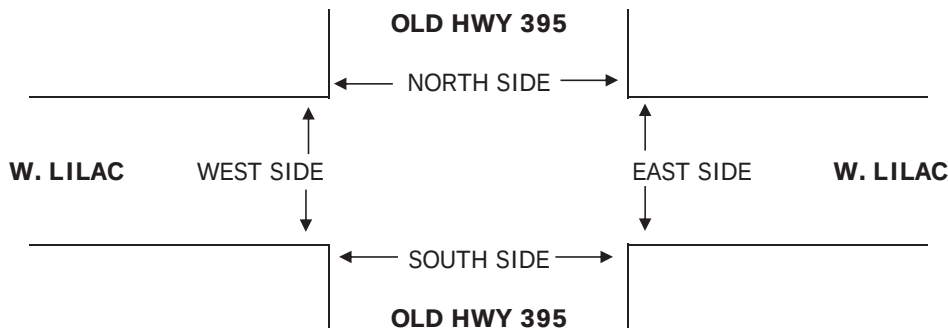
DATE: 3/2/11 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER OLD HWY 395 W. LILAC	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 1 2-WAY STOP (EW)
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NOTES:

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

	NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND W. LILAC			WESTBOUND W. LILAC			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 0.5	WT 0.5	WR 1	TOTAL

AM	6:00 AM	2	2	1	1	56	8	3	2	18	5	0	5	103
	6:15 AM	3	7	7	6	60	6	2	1	18	5	1	3	119
	6:30 AM	9	11	4	3	74	14	1	0	9	7	1	4	137
	6:45 AM	4	11	8	2	77	11	4	2	5	9	4	0	137
	7:00 AM	4	3	1	1	61	11	3	1	6	11	4	6	112
	7:15 AM	6	9	2	0	60	24	6	1	11	8	1	6	134
	7:30 AM	9	11	4	3	42	61	12	2	16	10	11	6	187
	7:45 AM	13	8	5	1	42	49	38	2	24	7	4	7	200
	VOLUMES	50	62	32	17	472	184	69	11	107	62	26	37	1,129
	APPROACH %	35%	43%	22%	3%	70%	27%	37%	6%	57%	50%	21%	30%	
	APP/DEPART	144	/	168	673	/	641	187	/	60	125	/	260	0
PM	BEGIN PEAK HR	7:00 AM												
	VOLUMES	32	31	12	5	205	145	59	6	57	36	20	25	633
	APPROACH %	43%	41%	16%	1%	58%	41%	48%	5%	47%	44%	25%	31%	
	PEAK HR FACTOR	0.721			0.837			0.477			0.750			0.791
	APP/DEPART	75	/	115	355	/	298	122	/	23	81	/	197	0
	4:00 PM	6	56	2	7	19	11	7	2	5	6	5	4	130
	4:15 PM	17	45	5	7	9	9	12	3	8	7	3	4	129
	4:30 PM	18	53	9	6	18	5	16	0	14	2	3	9	153
	4:45 PM	18	53	7	3	18	5	11	3	6	4	1	7	136
	5:00 PM	19	54	4	5	15	3	10	3	9	3	2	5	132
	5:15 PM	9	45	5	3	13	5	12	4	7	2	1	4	110
	5:30 PM	6	44	9	4	15	6	8	5	4	1	1	4	107
	5:45 PM	9	46	7	3	12	7	10	5	3	2	1	6	111
	VOLUMES	102	396	48	38	119	51	86	25	56	27	17	43	1,008
	APPROACH %	19%	73%	9%	18%	57%	25%	51%	15%	34%	31%	20%	49%	
	APP/DEPART	546	/	525	208	/	202	167	/	111	87	/	170	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	72	205	25	21	60	22	49	9	37	16	9	25	550
	APPROACH %	24%	68%	8%	20%	58%	21%	52%	9%	39%	32%	18%	50%	
	PEAK HR FACTOR	0.944			0.888			0.792			0.893			0.899
	APP/DEPART	302	/	279	103	/	113	95	/	55	50	/	103	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

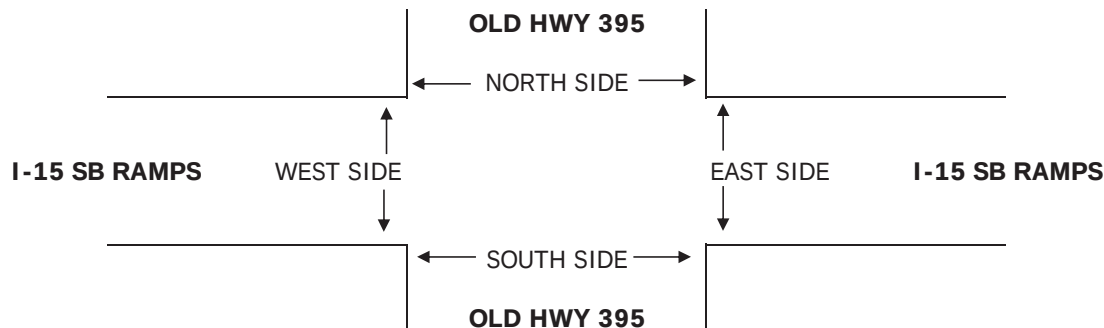
DATE: 3/2/11 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER OLD HWY 395 I-15 SB RAMPS	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 9 1-WAY STOP (WB)
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NOTES:

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

	NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND I-15 SB RAMPS			WESTBOUND I-15 SB RAMPS			
LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL

AM	6:00 AM	1	23			13	51				6	2	1	97
	6:15 AM	2	32			15	58				8	2	3	120
	6:30 AM	1	22			17	68				15	2	2	127
	6:45 AM	4	28			21	62				12	1	6	134
	7:00 AM	0	26			20	62				16	0	0	124
	7:15 AM	1	25			19	49				12	2	0	108
	7:30 AM	4	25			14	57				13	2	1	116
	7:45 AM	3	33			14	35				15	1	2	103
	VOLUMES	16	214	0	0	133	442	0	0	0	97	12	15	929
	APPROACH %	7%	93%	0%	0%	23%	77%	0%	0%	0%	78%	10%	12%	
	APP/DEPART	230	/	229	575	/	230	0	/	0	124	/	470	0
PM	BEGIN PEAK HR	6:15 AM												
	VOLUMES	7	108	0	0	73	250	0	0	0	51	5	11	505
	APPROACH %	6%	94%	0%	0%	23%	77%	0%	0%	0%	76%	7%	16%	
	PEAK HR FACTOR	0.846			0.950			0.000			0.882			0.942
	APP/DEPART	115	/	119	323	/	124	0	/	0	67	/	262	0
	4:00 PM	0	60			12	25				12	2	2	113
	4:15 PM	0	69			16	30				17	1	0	133
	4:30 PM	4	62			10	26				13	1	0	116
	4:45 PM	0	59			9	32				14	1	2	117
	5:00 PM	0	62			5	26				18	0	4	115
	5:15 PM	2	58			7	17				25	1	5	115
	5:30 PM	2	65			11	20				6	0	1	105
	5:45 PM	2	55			12	16				5	0	1	91
	VOLUMES	10	490	0	0	82	192	0	0	0	110	6	15	905
	APPROACH %	2%	98%	0%	0%	30%	70%	0%	0%	0%	84%	5%	11%	
	APP/DEPART	500	/	505	274	/	192	0	/	0	131	/	208	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	4	252	0	0	40	114	0	0	0	62	3	6	481
	APPROACH %	2%	98%	0%	0%	26%	74%	0%	0%	0%	87%	4%	8%	
	PEAK HR FACTOR	0.928			0.837			0.000			0.807			0.904
	APP/DEPART	256	/	258	154	/	102	0	/	0	71	/	121	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

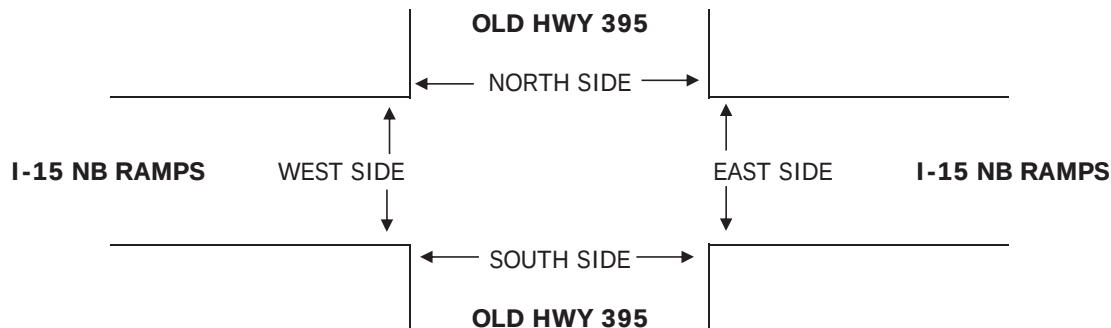
DATE: 3/2/11 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER OLD HWY 395 I-15 NB RAMPS	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 10 1-WAY STOP (EB)
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NOTES:

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

	NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND I-15 NB RAMPS			WESTBOUND I-15 NB RAMPS			
LANES:	NL X	NT 1	NR 1	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL

AM	6:00 AM		10	4		11	4	18		1				48
	6:15 AM		10	1		32	0	14		0				57
	6:30 AM		8	4		32	0	16		0				60
	6:45 AM		10	5		35	0	18		1				69
	7:00 AM		17	9		31	2	11		3				73
	7:15 AM		12	9		30	1	14		0				66
	7:30 AM		12	12		24	1	16		1				66
	7:45 AM		22	3		32	1	18		1				77
	VOLUMES	0	101	47	0	227	9	125	0	7	0	0	0	516
	APPROACH %	0%	68%	32%	0%	96%	4%	95%	0%	5%	0%	0%	0%	
APP/DEPART	148	/	226	236	/	234	132	/	47	0	/	9	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	63	33	0	117	5	59	0	5	0	0	0	282	
APPROACH %	0%	66%	34%	0%	96%	4%	92%	0%	8%	0%	0%	0%		
PEAK HR FACTOR	0.923			0.924			0.842			0.000			0.916	
APP/DEPART	96	/	122	122	/	122	64	/	33	0	/	5	0	
PM	4:00 PM		18	14		24	1	38		2				97
	4:15 PM		35	20		22	2	32		3				114
	4:30 PM		31	15		24	2	44		7				123
	4:45 PM		23	13		21	1	40		3				101
	5:00 PM		21	16		14	1	42		4				98
	5:15 PM		18	21		23	3	41		1				107
	5:30 PM		21	16		18	4	46		5				110
	5:45 PM		12	7		26	0	34		3				82
	VOLUMES	0	179	122	0	172	14	317	0	28	0	0	0	832
	APPROACH %	0%	59%	41%	0%	92%	8%	92%	0%	8%	0%	0%	0%	
	APP/DEPART	301	/	496	186	/	200	345	/	122	0	/	14	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	110	64	0	81	6	158	0	17	0	0	0	436
	APPROACH %	0%	63%	37%	0%	93%	7%	90%	0%	10%	0%	0%	0%	
PEAK HR FACTOR	0.791			0.837			0.858			0.000			0.886	
APP/DEPART	174	/	268	87	/	98	175	/	64	0	/	6	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
3/2/11
WEDNESDAY

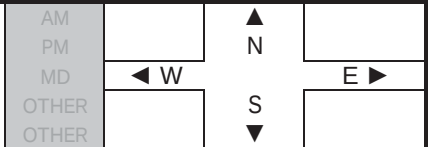
LOCATION:
NORTH & SOUTH:
EAST & WEST:

VALLEY CENTER
OLD HWY 395
CAMINO DEL REY

PROJECT #:
LOCATION #:
CONTROL:

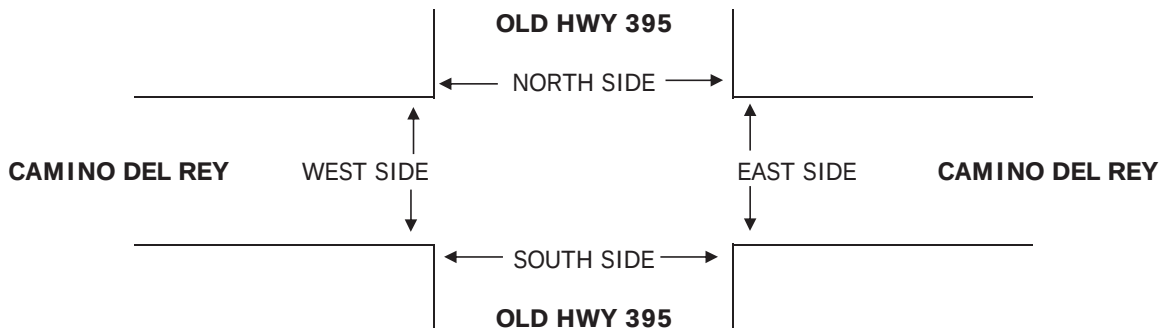
CA11-0225-02
11
1-WAY STOP (EB)

NOTES:



	NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND CAMINO DEL REY			WESTBOUND CAMINO DEL REY			
LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 0	EL 0.5	ET X	ER 0.5	WL X	WT X	WR X	TOTAL

AM	6:00 AM	11	12			11	0	1		31			66
	6:15 AM	10	6			33	5	1		38			93
	6:30 AM	17	9			33	7	1		35			102
	6:45 AM	33	16			35	2	0		52			138
	7:00 AM	23	15			35	3	2		34			112
	7:15 AM	30	15			31	3	4		54			137
	7:30 AM	23	20			28	8	4		49			132
	7:45 AM	23	17			31	7	5		43			126
	VOLUMES	170	110	0	0	237	35	18	0	336	0	0	906
	APPROACH %	61%	39%	0%	0%	87%	13%	5%	0%	95%	0%	0%	
	APP/DEPART	280	/	128	272	/	573	354	/	0	0	/	205
PM	BEGIN PEAK HR	6:45 AM											
	VOLUMES	109	66	0	0	129	16	10	0	189	0	0	519
	APPROACH %	62%	38%	0%	0%	89%	11%	5%	0%	95%	0%	0%	
	PEAK HR FACTOR	0.893			0.954			0.858			0.000		
	APP/DEPART	175	/	76	145	/	318	199	/	0	0	/	125
	4:00 PM	46	38			26	3	3		38			154
	4:15 PM	46	44			24	4	5		33			156
	4:30 PM	39	52			22	3	8		38			162
	4:45 PM	48	27			25	4	9		45			158
	5:00 PM	66	36			14	1	6		26			149
	5:15 PM	61	32			26	1	6		31			157
	5:30 PM	63	34			24	3	7		34			165
	5:45 PM	48	24			20	7	4		24			127
	VOLUMES	417	287	0	0	181	26	48	0	269	0	0	1,228
	APPROACH %	59%	41%	0%	0%	87%	13%	15%	0%	85%	0%	0%	
	APP/DEPART	704	/	335	207	/	450	317	/	0	0	/	443
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	179	161	0	0	97	14	25	0	154	0	0	630
	APPROACH %	53%	47%	0%	0%	87%	13%	14%	0%	86%	0%	0%	
	PEAK HR FACTOR	0.934			0.957			0.829			0.000		
	APP/DEPART	340	/	186	111	/	251	179	/	0	0	/	193



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

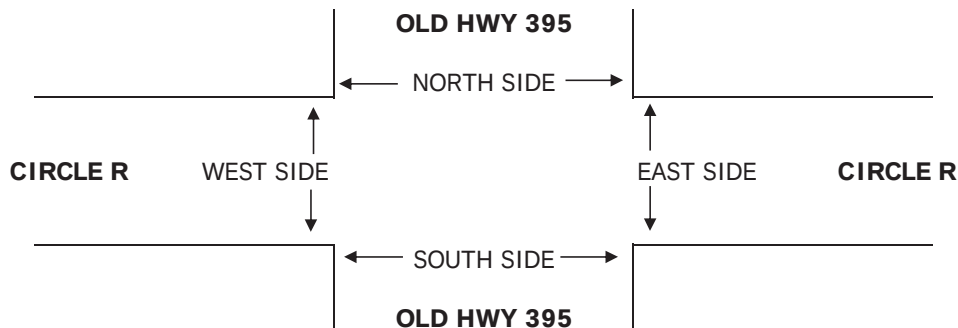
DATE: 3/8/11 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER OLD HWY 395 CIRCLE R	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 12 1-WAY STOP (WB)
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NOTES:

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	OLD HWY 395			OLD HWY 395			CIRCLE R			CIRCLE R			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	1	1	X	X	X	X	0.5	X	0.5	

AM	6:00 AM		17	7	0	52				36		3	115
	6:15 AM		22	17	6	62				39		1	147
	6:30 AM		21	17	6	75				41		10	170
	6:45 AM		44	19	3	85				48		6	205
	7:00 AM		31	16	5	74				64		9	199
	7:15 AM		39	9	3	77				54		12	194
	7:30 AM		40	15	5	84				52		9	205
	7:45 AM		37	12	3	83				59		5	199
	VOLUMES	0	251	112	31	592	0	0	0	393	0	55	1,434
	APPROACH %	0%	69%	31%	5%	95%	0%	0%	0%	88%	0%	12%	
	APP/DEPART	363	/	306	623	/	985	0	/	143	448	/	0
PM	BEGIN PEAK HR	6:45 AM											
	VOLUMES	0	154	59	16	320	0	0	0	218	0	36	803
	APPROACH %	0%	72%	28%	5%	95%	0%	0%	0%	86%	0%	14%	
	PEAK HR FACTOR	0.845			0.944			0.000			0.870		
	APP/DEPART	213	/	190	336	/	538	0	/	75	254	/	0
	4:00 PM		79	36	1	47				36		10	209
	4:15 PM		93	62	11	55				37		5	263
	4:30 PM		87	38	10	51				26		9	221
	4:45 PM		82	51	4	66				34		4	241
	5:00 PM		105	56	4	52				17		5	239
	5:15 PM		96	45	9	41				34		8	233
	5:30 PM		103	52	8	65				17		4	249
	5:45 PM		79	58	7	47				23		3	217
	VOLUMES	0	724	398	54	424	0	0	0	224	0	48	1,872
	APPROACH %	0%	65%	35%	11%	89%	0%	0%	0%	82%	0%	18%	
	APP/DEPART	1,122	/	772	478	/	648	0	/	452	272	/	0
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	367	207	29	224	0	0	0	114	0	23	964
	APPROACH %	0%	64%	36%	11%	89%	0%	0%	0%	83%	0%	17%	
	PEAK HR FACTOR	0.891			0.904			0.000			0.815		
	APP/DEPART	574	/	390	253	/	338	0	/	236	137	/	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
11/1/11
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

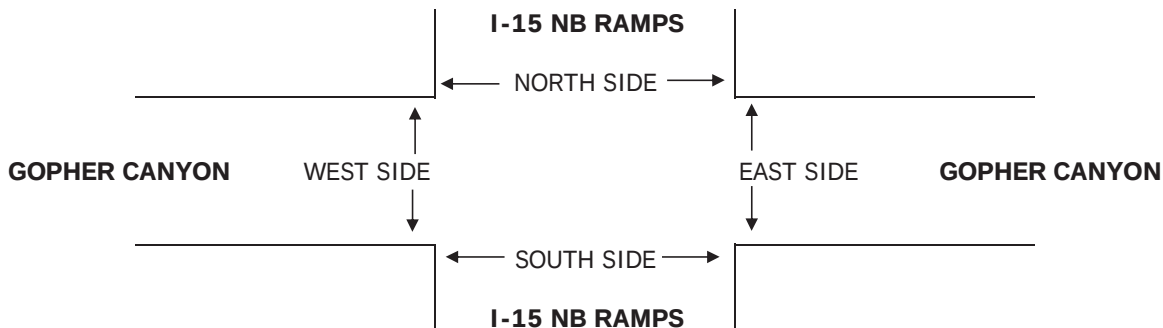
VALLEY CENTER
I-15 NB RAMPS
GOPHER CANYON

PROJECT #:
LOCATION #: 2
CONTROL:

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB RAMPS			I-15 NB RAMPS			GOPHER CANYON			GOPHER CANYON			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

AM	7:00 AM	51	0	31				33	41			142	18	316
	7:15 AM	49	0	34				39	35			147	13	317
	7:30 AM	37	1	36				37	37			118	16	282
	7:45 AM	25	1	29				34	35			117	15	256
	8:00 AM	34	0	38				31	33			105	11	252
	8:15 AM	37	2	31				38	35			96	12	251
	8:30 AM	24	0	24				34	36			96	9	223
	8:45 AM	20	1	26				35	28			90	13	213
	VOLUMES	277	5	249	0	0	0	281	280	0	0	911	107	2,110
	APPROACH %	52%	1%	47%	0%	0%	0%	50%	50%	0%	0%	89%	11%	
	APP/DEPART	531	/	393	0	/	0	561	/	529	1,018	/	1,188	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	162	2	130	0	0	0	143	148	0	0	524	62	1,171
	APPROACH %	55%	1%	44%	0%	0%	0%	49%	51%	0%	0%	89%	11%	
	PEAK HR FACTOR	0.886			0.000			0.983			0.916			0.924
	APP/DEPART	294	/	207	0	/	0	291	/	278	586	/	686	0
	4:00 PM	48	0	105				118	54			92	20	437
	4:15 PM	41	0	99				130	61			105	19	455
	4:30 PM	31	0	92				119	52			73	16	383
	4:45 PM	52	0	98				138	52			86	17	443
	5:00 PM	41	0	105				141	65			101	15	468
	5:15 PM	49	0	116				145	63			88	15	476
	5:30 PM	56	0	112				149	51			104	23	495
	5:45 PM	44	0	95				132	66			95	19	451
	VOLUMES	362	0	822	0	0	0	1,072	464	0	0	744	144	3,608
	APPROACH %	31%	0%	69%	0%	0%	0%	70%	30%	0%	0%	84%	16%	
	APP/DEPART	1,184	/	1,216	0	/	0	1,536	/	1,286	888	/	1,106	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	190	0	428	0	0	0	567	245	0	0	388	72	1,890
	APPROACH %	31%	0%	69%	0%	0%	0%	70%	30%	0%	0%	84%	16%	
	PEAK HR FACTOR	0.920			0.000			0.976			0.906			0.955
	APP/DEPART	618	/	639	0	/	0	812	/	673	460	/	578	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
11/1/11
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

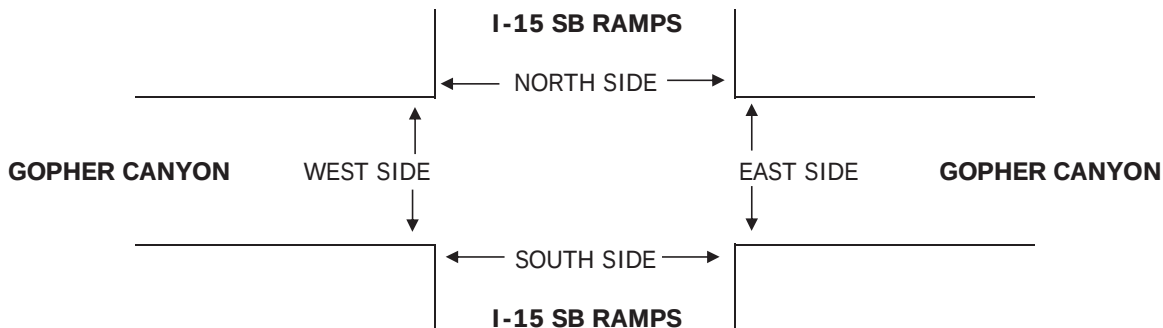
VALLEY CENTER
I-15 SB RAMPS
GOPHER CANYON

PROJECT #:
LOCATION #: 1
CONTROL:

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB RAMPS			I-15 SB RAMPS			GOPHER CANYON			GOPHER CANYON			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

AM	7:00 AM				10	1	139		48	34	101	95		428
	7:15 AM				10	0	150		52	57	94	93		456
	7:30 AM				17	0	138		79	71	87	63		455
	7:45 AM				16	1	126		54	64	91	51		403
	8:00 AM				15	0	116		58	68	97	50		404
	8:15 AM				9	0	84		50	60	86	43		332
	8:30 AM				12	1	88		55	54	70	42		322
	8:45 AM				16	1	70		46	40	72	49		294
	VOLUMES	0	0	0	105	4	911	0	442	448	698	486	0	3,094
	APPROACH %	0%	0%	0%	10%	0%	89%	0%	50%	50%	59%	41%	0%	
	APP/DEPART	0	/	0	1,020	/	1,150	890	/	547	1,184	/	1,397	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	0	0	0	53	2	553	0	233	226	373	302	0	1,742
	APPROACH %	0%	0%	0%	9%	0%	91%	0%	51%	49%	55%	45%	0%	
	PEAK HR FACTOR	0.000			0.950			0.765			0.861			0.955
	APP/DEPART	0	/	0	608	/	601	459	/	286	675	/	855	0
PM	4:00 PM				8	0	45		183	77	71	75		459
	4:15 PM				8	3	50		170	88	63	83		465
	4:30 PM				12	2	49		173	87	57	58		438
	4:45 PM				8	0	50		184	82	55	83		462
	5:00 PM				14	0	42		181	70	53	94		454
	5:15 PM				9	1	42		203	83	45	97		480
	5:30 PM				11	0	45		184	88	46	99		473
	5:45 PM				12	0	40		177	89	40	89		447
	VOLUMES	0	0	0	82	6	363	0	1,455	664	430	678	0	3,678
	APPROACH %	0%	0%	0%	18%	1%	80%	0%	69%	31%	39%	61%	0%	
	APP/DEPART	0	/	0	451	/	1,100	2,119	/	1,537	1,108	/	1,041	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	0	0	42	1	179	0	752	323	199	373	0	1,869
	APPROACH %	0%	0%	0%	19%	0%	81%	0%	70%	30%	35%	65%	0%	
	PEAK HR FACTOR	0.000			0.957			0.940			0.973			0.973
	APP/DEPART	0	/	0	222	/	523	1,075	/	794	572	/	552	0



INTERSECTION TURNING MOVEMENT COUNTS

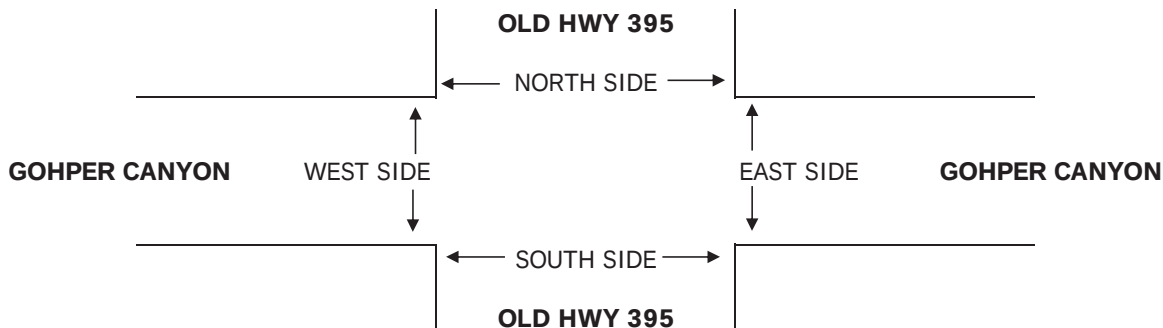
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 3/8/11 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER OLD HWY 395 GOHPER CANYON	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 13 SIGNAL
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NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER OTHER		▼ S	

	NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND GOHPER CANYON			WESTBOUND GOHPER CANYON			
LANES:	NL 1	NT 1	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL

AM	6:00 AM	34	11			20	76	25		25			191	
	6:15 AM	47	17			33	73	20		21			211	
	6:30 AM	39	21			42	81	21		28			232	
	6:45 AM	62	20			31	100	39		36			288	
	7:00 AM	58	13			43	87	32		32			265	
	7:15 AM	69	21			47	88	31		27			283	
	7:30 AM	65	21			56	82	31		40			295	
	7:45 AM	55	22			57	95	31		46			306	
	VOLUMES	429	146	0	0	329	682	230	0	255	0	0	0	2,071
	APPROACH %	75%	25%	0%	0%	33%	67%	47%	0%	53%	0%	0%	0%	
APP/DEPART	575	/	376	1,011	/	584	485	/	0	0	/	1,111	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	247	77	0	0	203	352	125	0	145	0	0	0	1,149	
APPROACH %	76%	24%	0%	0%	37%	63%	46%	0%	54%	0%	0%	0%		
PEAK HR FACTOR	0.900			0.913			0.877			0.000			0.939	
APP/DEPART	324	/	202	555	/	348	270	/	0	0	/	599	0	
PM	4:00 PM	46	41			33	52	84		68			324	
	4:15 PM	60	43			32	52	93		52			332	
	4:30 PM	58	46			30	60	93		69			356	
	4:45 PM	43	45			34	45	105		69			341	
	5:00 PM	58	56			26	37	92		66			335	
	5:15 PM	58	41			31	49	111		60			350	
	5:30 PM	53	40			34	58	93		67			345	
	5:45 PM	31	45			28	51	75		56			286	
	VOLUMES	407	357	0	0	248	404	746	0	507	0	0	0	2,669
	APPROACH %	53%	47%	0%	0%	38%	62%	60%	0%	40%	0%	0%	0%	
	APP/DEPART	764	/	1,103	652	/	755	1,253	/	0	0	/	811	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	217	188	0	0	121	191	401	0	264	0	0	0	1,382
	APPROACH %	54%	46%	0%	0%	39%	61%	60%	0%	40%	0%	0%	0%	
PEAK HR FACTOR	0.888			0.867			0.955			0.000			0.971	
APP/DEPART	405	/	589	312	/	385	665	/	0	0	/	408	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

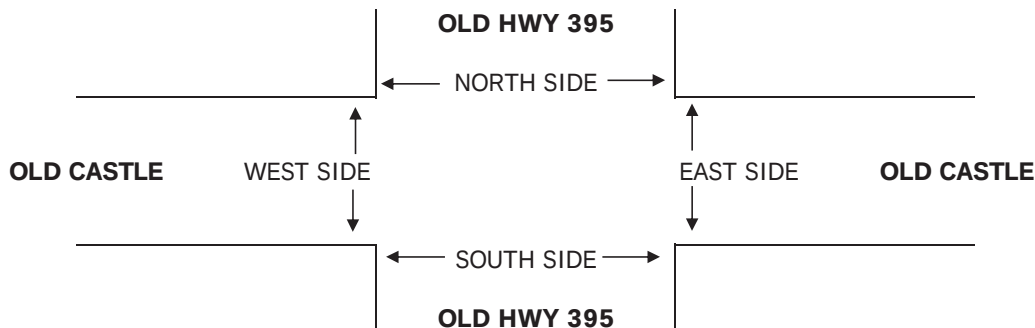
DATE: 3/8/11 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER OLD HWY 395 OLD CASTLE	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 14 1-WAY STOP (WB)
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NOTES:

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

	NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND OLD CASTLE			WESTBOUND OLD CASTLE			
LANES:	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL

AM	6:00 AM		9	1	22	15					5		30	82
	6:15 AM		7	2	25	31					15		44	124
	6:30 AM		16	4	33	29					16		56	154
	6:45 AM		15	9	39	26					26		57	172
	7:00 AM		8	7	41	43					19		64	182
	7:15 AM		13	13	36	44					27		79	212
	7:30 AM		10	4	35	41					22		71	183
	7:45 AM		21	5	47	55					20		54	202
	VOLUMES	0	99	45	278	284	0	0	0	0	150	0	455	1,311
	APPROACH %	0%	69%	31%	49%	51%	0%	0%	0%	0%	25%	0%	75%	
PM	APP/DEPART	144	/	554	562	/	434	0	/	323	605	/	0	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	0	52	29	159	183	0	0	0	0	88	0	268	779
	APPROACH %	0%	64%	36%	46%	54%	0%	0%	0%	0%	25%	0%	75%	
	PEAK HR FACTOR	0.779			0.838			0.000			0.840			0.919
	APP/DEPART	81	/	320	342	/	271	0	/	188	356	/	0	0
	4:00 PM		48	23	67	25					8		39	210
	4:15 PM		43	22	69	25					10		56	225
	4:30 PM		46	20	74	29					12		53	234
	4:45 PM		47	23	66	19					12		54	221
PM	5:00 PM		57	27	58	19					7		55	223
	5:15 PM		53	19	71	19					9		52	223
	5:30 PM		43	20	76	27					9		51	226
	5:45 PM		44	22	70	21					11		45	213
	VOLUMES	0	381	176	551	184	0	0	0	0	78	0	405	1,775
	APPROACH %	0%	68%	32%	75%	25%	0%	0%	0%	0%	16%	0%	84%	
	APP/DEPART	557	/	786	735	/	262	0	/	727	483	/	0	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	193	92	267	92	0	0	0	0	41	0	218	903
	APPROACH %	0%	68%	32%	74%	26%	0%	0%	0%	0%	16%	0%	84%	
	PEAK HR FACTOR	0.848			0.871			0.000			0.981			0.965
	APP/DEPART	285	/	411	359	/	133	0	/	359	259	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

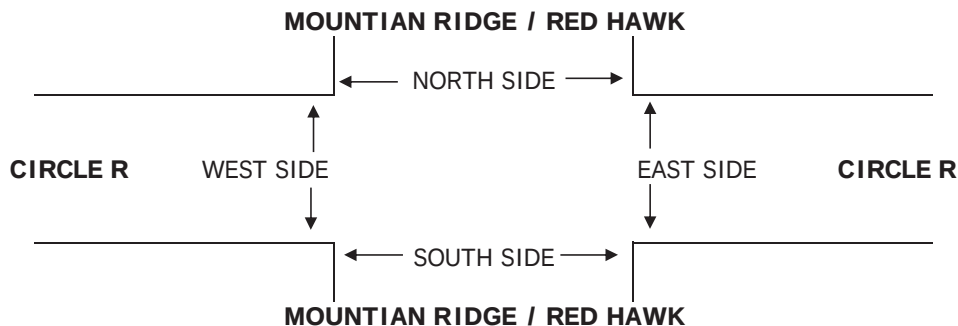
DATE: 3/8/11 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER MOUNTIAN RIDGE / RED HAWK CIRCLE R	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 15 2-WAY STOP (NS)
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NOTES:

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	MOUNTIAN RIDGE / RED HAWK			MOUNTIAN RIDGE / RED HAWK			CIRCLE R			CIRCLE R			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

AM	6:00 AM	0	0	0	0	0	4	1	3	0	0	20	0	28
	6:15 AM	1	0	0	0	0	6	2	5	0	0	18	0	32
	6:30 AM	2	0	0	1	0	0	1	5	1	0	22	2	34
	6:45 AM	0	0	0	1	0	2	1	7	0	0	32	3	46
	7:00 AM	0	0	0	3	0	1	0	4	0	0	25	0	33
	7:15 AM	0	0	0	0	0	2	0	7	0	0	26	2	37
	7:30 AM	0	0	0	1	0	2	1	5	0	0	27	1	37
	7:45 AM	0	0	0	1	0	1	0	4	0	0	23	0	29
	VOLUMES	3	0	0	7	0	18	6	40	1	0	193	8	276
	APPROACH %	100%	0%	0%	28%	0%	72%	13%	85%	2%	0%	96%	4%	
PM	APP/DEPART	3	/	14	25	/	1	47	/	47	201	/	214	0
	BEGIN PEAK HR	6:45 AM												
	VOLUMES	0	0	0	5	0	7	2	23	0	0	110	6	153
	APPROACH %	0%	0%	0%	42%	0%	58%	8%	92%	0%	0%	95%	5%	
	PEAK HR FACTOR	0.000			0.750			0.781			0.829			0.832
	APP/DEPART	0	/	8	12	/	0	25	/	28	116	/	117	0
	4:00 PM	0	0	0	1	0	1	0	25	0	0	11	0	38
	4:15 PM	1	0	0	1	0	1	1	19	1	0	17	1	42
	4:30 PM	0	0	0	0	0	0	0	20	0	0	9	0	29
	4:45 PM	0	0	0	0	0	1	3	22	0	0	13	1	40
PM	5:00 PM	0	0	0	0	0	0	1	12	0	0	2	0	15
	5:15 PM	0	0	0	0	0	0	1	26	0	0	8	1	36
	5:30 PM	1	0	0	1	0	0	0	16	0	0	11	0	29
	5:45 PM	0	0	0	0	0	1	1	17	1	0	12	1	33
	VOLUMES	2	0	0	3	0	4	7	157	2	0	83	4	262
	APPROACH %	100%	0%	0%	43%	0%	57%	4%	95%	1%	0%	95%	5%	
	APP/DEPART	2	/	11	7	/	2	166	/	160	87	/	89	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	0	0	2	0	3	4	86	1	0	50	2	149
	APPROACH %	100%	0%	0%	40%	0%	60%	4%	95%	1%	0%	96%	4%	
	PEAK HR FACTOR	0.250			0.625			0.910			0.722			0.887
	APP/DEPART	1	/	6	5	/	1	91	/	88	52	/	54	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 3/2/11 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER W. LILAC/CIRCLE R W. LILAC	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 3 1-WAY STOP (WB)
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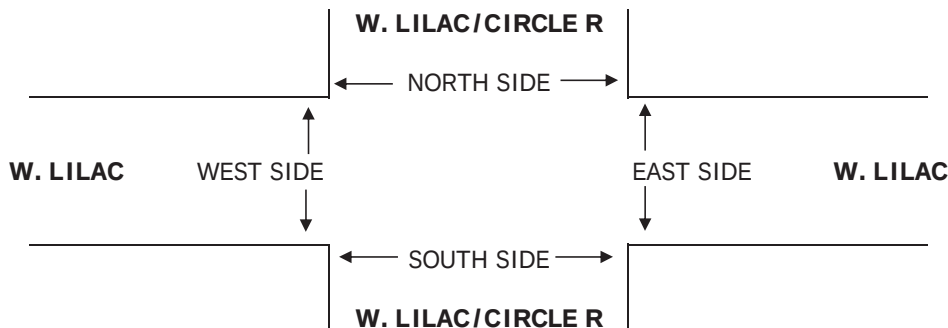
NOTES:

CIRCLE R IS S LEG AT THIS LOCATION.

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

	NORTHBOUND W. LILAC/CIRCLE R			SOUTHBOUND W. LILAC/CIRCLE R			EASTBOUND W. LILAC			WESTBOUND W. LILAC			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0.5	WT X	WR 0.5	TOTAL

AM	6:00 AM		3	1	1	8					11		4	28
	6:15 AM		4	6	0	3					11		7	31
	6:30 AM		1	2	2	4					21		4	34
	6:45 AM		3	6	2	5					19		3	38
	7:00 AM		4	6	1	5					17		1	34
	7:15 AM		1	4	1	7					18		4	35
	7:30 AM		5	4	4	8					12		4	37
	7:45 AM		5	4	2	5					15		6	37
	VOLUMES	0	26	33	13	45	0	0	0	0	124	0	33	274
	APPROACH %	0%	44%	56%	22%	78%	0%	0%	0%	0%	79%	0%	21%	
	APP/DEPART	59	/	59	58	/	169	0	/	46	157	/	0	0
PM	BEGIN PEAK HR	6:45 AM												
	VOLUMES	0	13	20	8	25	0	0	0	0	66	0	12	144
	APPROACH %	0%	39%	61%	24%	76%	0%	0%	0%	0%	85%	0%	15%	
	PEAK HR FACTOR	0.825			0.688			0.000			0.886			0.947
	APP/DEPART	33	/	25	33	/	91	0	/	28	78	/	0	0
PM	4:00 PM		11	12	1	10					8		3	45
	4:15 PM		5	13	4	7					4		2	35
	4:30 PM		7	19	2	4					4		4	40
	4:45 PM		9	6	4	6					10		3	38
	5:00 PM		6	14	1	7					7		8	43
	5:15 PM		6	9	4	8					3		0	30
	5:30 PM		4	9	4	4					6		1	28
	5:45 PM		4	10	5	4					5		2	30
	VOLUMES	0	52	92	25	50	0	0	0	0	47	0	23	289
	APPROACH %	0%	36%	64%	33%	67%	0%	0%	0%	0%	67%	0%	33%	
	APP/DEPART	144	/	75	75	/	97	0	/	117	70	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	32	50	11	27	0	0	0	0	26	0	12	158
	APPROACH %	0%	39%	61%	29%	71%	0%	0%	0%	0%	68%	0%	32%	
	PEAK HR FACTOR	0.788			0.864			0.000			0.731			0.878
	APP/DEPART	82	/	44	38	/	53	0	/	61	38	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

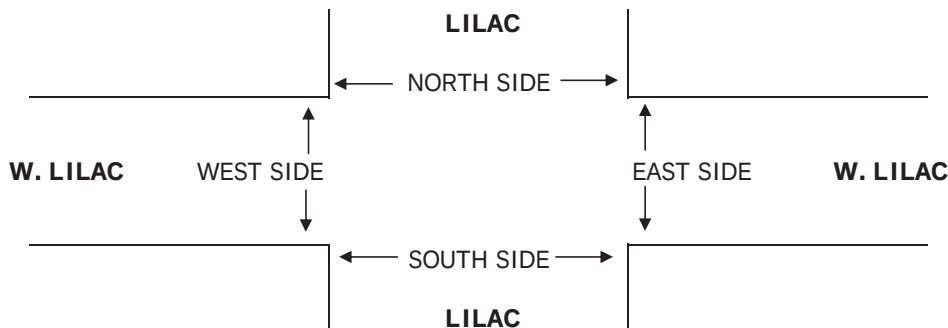
DATE: 3/2/11 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER LILAC W. LILAC	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 4 1-WAY STOP (EB)
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NOTES:

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	LILAC			LILAC			W. LILAC			W. LILAC			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	X	X	1	0	0.5	X	0.5	X	X	X	

AM	6:00 AM	4	4			6	6	2		1				23
	6:15 AM	9	4			6	9	0		1				29
	6:30 AM	6	9			17	8	0		3				43
	6:45 AM	5	21			15	14	4		1				60
	7:00 AM	6	16			26	7	0		8				63
	7:15 AM	3	15			23	6	5		13				65
	7:30 AM	3	16			33	10	1		8				71
	7:45 AM	10	16			18	6	0		13				63
	VOLUMES	46	101	0	0	144	66	12	0	48	0	0	0	417
	APPROACH %	31%	69%	0%	0%	69%	31%	20%	0%	80%	0%	0%	0%	
APP/DEPART	147	/	113	210	/	192	60	/	0	0	/	112	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	22	63	0	0	100	29	6	0	42	0	0	0	262	
APPROACH %	26%	74%	0%	0%	78%	22%	13%	0%	88%	0%	0%	0%		
PEAK HR FACTOR	0.817			0.750			0.667			0.000			0.923	
APP/DEPART	85	/	69	129	/	142	48	/	0	0	/	51	0	
PM	4:00 PM	8	15			14	8	7		7				59
	4:15 PM	5	18			16	4	10		8				61
	4:30 PM	5	21			20	8	9		5				68
	4:45 PM	5	16			20	3	3		8				55
	5:00 PM	5	30			19	6	8		5				73
	5:15 PM	9	18			18	4	4		1				54
	5:30 PM	6	21			13	6	6		1				53
	5:45 PM	5	17			11	2	7		3				45
	VOLUMES	48	156	0	0	131	41	54	0	38	0	0	0	468
	APPROACH %	24%	76%	0%	0%	76%	24%	59%	0%	41%	0%	0%	0%	
	APP/DEPART	204	/	210	172	/	169	92	/	0	0	/	89	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	20	85	0	0	75	21	30	0	26	0	0	0	257
	APPROACH %	19%	81%	0%	0%	78%	22%	54%	0%	46%	0%	0%	0%	
	PEAK HR FACTOR	0.750			0.857			0.778			0.000			0.880
APP/DEPART	105	/	115	96	/	101	56	/	0	0	/	41	0	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

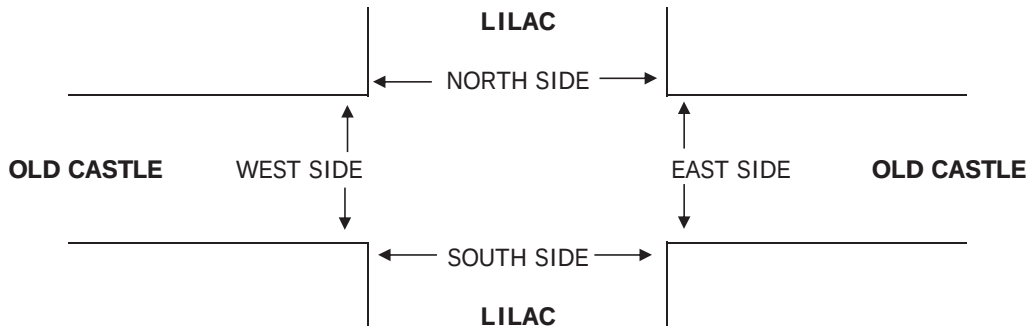
DATE: 3/8/11 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER LILAC OLD CASTLE	PROJECT #: LOCATION #: CONTROL:	CA11-0225-02 5 1-WAY STOP (SB)
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NOTES:

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	LILAC			LILAC			OLD CASTLE			OLD CASTLE			
LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL

AM	6:00 AM				13		3	4	14			30	13	77
	6:15 AM				17		6	1	19			43	10	96
	6:30 AM				21		10	3	25			50	25	134
	6:45 AM				12		12	2	38			56	12	132
	7:00 AM				15		14	3	23			54	14	123
	7:15 AM				20		11	2	25			54	11	123
	7:30 AM				22		15	4	33			61	12	147
	7:45 AM				23		13	2	30			58	10	136
	VOLUMES	0	0	0	143	0	84	21	207	0	0	406	107	968
	APPROACH %	0%	0%	0%	63%	0%	37%	9%	91%	0%	0%	79%	21%	
	APP/DEPART	0	/	128	227	/	0	228	/	350	513	/	490	0
PM	BEGIN PEAK HR	7:00 AM												
	VOLUMES	0	0	0	80	0	53	11	111	0	0	227	47	529
	APPROACH %	0%	0%	0%	60%	0%	40%	9%	91%	0%	0%	83%	17%	
	PEAK HR FACTOR	0.000			0.899			0.824			0.938			0.900
	APP/DEPART	0	/	58	133	/	0	122	/	191	274	/	280	0
	4:00 PM				22		7	12	62			35	18	156
	4:15 PM				35		7	13	70			43	30	198
	4:30 PM				17		14	6	65			48	22	172
	4:45 PM				26		6	13	76			53	30	204
	5:00 PM				26		6	13	62			60	28	195
	5:15 PM				17		10	12	53			57	26	175
	5:30 PM				18		6	6	57			49	25	161
	5:45 PM				16		5	17	81			57	24	200
	VOLUMES	0	0	0	177	0	61	92	526	0	0	402	203	1,461
	APPROACH %	0%	0%	0%	74%	0%	26%	15%	85%	0%	0%	66%	34%	
	APP/DEPART	0	/	295	238	/	0	618	/	703	605	/	463	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	0	0	104	0	33	45	273	0	0	204	110	769
	APPROACH %	0%	0%	0%	76%	0%	24%	14%	86%	0%	0%	65%	35%	
	PEAK HR FACTOR	0.000			0.815			0.893			0.892			0.942
	APP/DEPART	0	/	155	137	/	0	318	/	377	314	/	237	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
3/8/11
TUESDAY

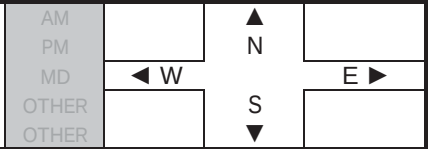
LOCATION:
NORTH & SOUTH:
EAST & WEST:

VALLEY CENTER
VALLEY CENTER
LILAC

PROJECT #:
LOCATION #:
CONTROL:

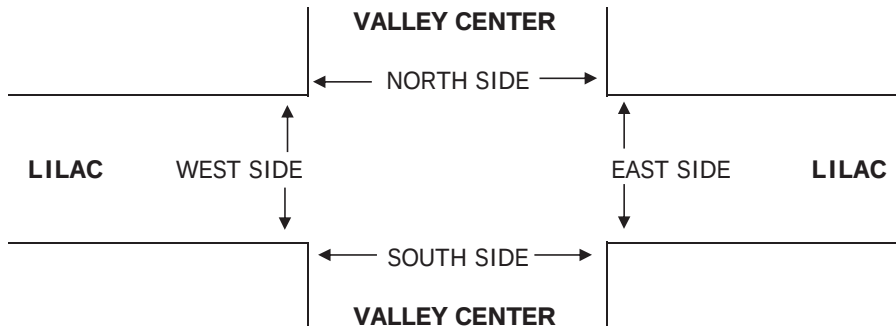
CA11-0225-02
6
SIGNAL

NOTES:



	NORTHBOUND VALLEY CENTER			SOUTHBOUND VALLEY CENTER			EASTBOUND LILAC			WESTBOUND LILAC			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL

AM	6:00 AM	17	47	0	0	110	20	14	0	36	1	0	0	245
	6:15 AM	22	80	0	0	140	20	26	0	28	1	0	0	317
	6:30 AM	33	92	0	0	145	31	29	0	46	0	0	0	376
	6:45 AM	31	79	0	1	153	37	35	0	51	0	0	0	387
	7:00 AM	22	45	0	0	162	33	28	0	43	0	0	0	333
	7:15 AM	34	72	0	2	183	45	22	0	47	0	0	0	405
	7:30 AM	24	88	0	0	164	31	31	0	58	0	0	0	396
	7:45 AM	24	89	0	0	141	35	36	0	39	0	0	0	364
	VOLUMES	207	592	0	3	1,198	252	221	0	348	2	0	0	2,823
	APPROACH %	26%	74%	0%	0%	82%	17%	39%	0%	61%	100%	0%	0%	
	APP/DEPART	799	/	813	1,453	/	1,548	569	/	3	2	/	459	0
PM	BEGIN PEAK HR	6:45 AM												
	VOLUMES	111	284	0	3	662	146	116	0	199	0	0	0	1,521
	APPROACH %	28%	72%	0%	0%	82%	18%	37%	0%	63%	0%	0%	0%	
	PEAK HR FACTOR	0.882			0.882			0.885			0.000			0.939
	APP/DEPART	395	/	400	811	/	861	315	/	3	0	/	257	0
	4:00 PM	58	185	0	0	140	67	59	0	51	1	0	0	561
	4:15 PM	44	155	1	1	127	42	49	0	45	0	0	0	464
	4:30 PM	59	193	1	0	186	57	66	0	39	0	0	1	602
	4:45 PM	53	177	2	0	169	81	58	0	42	0	0	0	582
	5:00 PM	71	185	0	0	178	64	66	0	44	0	0	0	608
	5:15 PM	57	168	0	0	142	93	75	1	50	0	1	0	587
	5:30 PM	67	224	0	0	144	58	63	0	54	0	0	0	610
	5:45 PM	53	199	0	0	129	63	62	0	39	0	0	0	545
	VOLUMES	462	1,486	4	1	1,215	525	498	1	364	1	1	1	4,559
	APPROACH %	24%	76%	0%	0%	70%	30%	58%	0%	42%	33%	33%	33%	
	APP/DEPART	1,952	/	1,985	1,741	/	1,580	863	/	6	3	/	988	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	248	754	2	0	633	296	262	1	190	0	1	0	2,387
	APPROACH %	25%	75%	0%	0%	68%	32%	58%	0%	42%	0%	100%	0%	
	PEAK HR FACTOR	0.863			0.929			0.899			0.250			0.978
	APP/DEPART	1,004	/	1,016	929	/	823	453	/	3	1	/	545	0

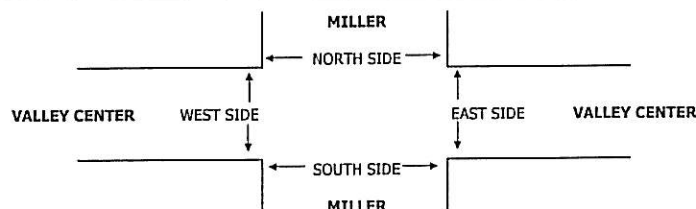


INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 9/22/11 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	VALLEY CENTER MILLER VALLEY CENTER	PROJECT #: LOCATION #: CONTROL:	CA11-0923-1752 11 1-WAY STOP (NB)
NOTES: WL = UTURN			AM PM NO OTHER ◀ W N S ▼ E ▶	

														U-TURNS					
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL					
		MILLER			MILLER			VALLEY CENTER			VALLEY CENTER				NB	SB	EB	WB	TTL
LANES:		NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 1	ET 2	ER X	WL 1	WT 2	WR 0		X	X	X	X	
AM	7:00 AM				5		18	5	155		0	189	0					0	
	7:15 AM				0		7	6	205		0	219	0					0	
	7:30 AM				1		25	6	133		1	218	2					0	
	7:45 AM				3		14	9	184		0	175	2					0	
	8:00 AM				6		14	8	147		0	184	5					0	
	8:15 AM				7		18	12	168		1	195	5					0	
	8:30 AM				9		22	9	141		0	184	3					0	
	8:45 AM				5		16	10	168		0	198	4					0	
	VOLUMES	0	0	0	36	0	134	65	1,301	0	2	1,562	21	3,121	0	0	0	0	0
	APPROACH %	0%	0%	0%	21%	0%	79%	5%	95%	0%	0%	99%	1%						
APP/DEPART	0	/	86	170	/	2	1,366	/	1,337	1,585	/	1,696	0						
BEGIN PEAK HR	7:00 AM																		
VOLUMES	0	0	0	9	0	64	26	677	0	1	801	4	1,582						
APPROACH %	0%	0%	0%	12%	0%	88%	4%	96%	0%	0%	99%	0%							
PEAK HR FACTOR	0.000			0.702			0.833			0.912			0.905						
APP/DEPART	0	/	30	73	/	1	703	/	686	806	/	865	0						
PM	4:00 PM				2		10	18	219		0	205	4					0	
	4:15 PM				2		15	15	249		0	190	2					0	
	4:30 PM				1		16	19	244		0	205	6					0	
	4:45 PM				4		9	12	251		0	265	5					0	
	5:00 PM				0		11	20	231		1	171	8					0	
	5:15 PM				4		12	22	262		0	198	5					0	
	5:30 PM				2		9	16	208		1	215	4					0	
	5:45 PM				8		10	13	201		0	198	3					0	
	VOLUMES	0	0	0	23	0	92	135	1,865	0	2	1,647	37	3,801	0	0	0	0	0
	APPROACH %	0%	0%	0%	20%	0%	80%	7%	93%	0%	0%	98%	2%						
APP/DEPART	0	/	172	115	/	2	2,000	/	1,888	1,686	/	1,739	0						
BEGIN PEAK HR	4:30 PM																		
VOLUMES	0	0	0	9	0	48	73	988	0	1	839	24	1,982						
APPROACH %	0%	0%	0%	16%	0%	84%	7%	93%	0%	0%	97%	3%							
PEAK HR FACTOR	0.000			0.838			0.934			0.800			0.908						
APP/DEPART	0	/	97	57	/	1	1,061	/	997	864	/	887	0						



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

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

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

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

Appendix F
Peak Hour Intersection Capacity Worksheets -
Existing Conditions

HCM 2010 Signalized Intersection Summary

1: East Vista Way & Gopher Canyon Road

5/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	800	1	272	0	291	341	151	460	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	4	4	0	899	1	240	0	331	388	178	541	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	7	0	668	1	178	1	250	293	133	785	0
Arrive On Green	0.01	0.01	0.00	0.49	0.49	0.49	0.00	0.32	0.32	0.07	0.42	0.00
Sat Flow, veh/h	909	909	0	1364	2	364	1774	783	918	1774	1863	0
Grp Volume(v), veh/h	8	0	0	1140	0	0	0	0	719	178	541	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1730	0	0	1774	0	1701	1774	1863	0
Q Serve(g_s), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	47.0	11.0	34.8	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	47.0	11.0	34.8	0.0
Prop In Lane	0.50		0.00	0.79		0.21	1.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	0	847	0	0	1	0	543	133	785	0
V/C Ratio(X)	0.58	0.00	0.00	1.35	0.00	0.00	0.00	0.00	1.32	1.34	0.69	0.00
Avail Cap(c_a), veh/h	49	0	0	847	0	0	48	0	543	133	785	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)	1.00	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	72.8	0.0	0.0	37.6	0.0	0.0	0.0	0.0	50.1	68.1	34.7	0.0
Incr Delay (d2), s/veh	33.2	0.0	0.0	163.7	0.0	0.0	0.0	0.0	158.0	195.7	2.6	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(50%),veh/ln	0.5	0.0	0.0	72.8	0.0	0.0	0.0	0.0	45.9	12.6	18.4	0.0
LnGrp Delay(d),s/veh	106.0	0.0	0.0	201.2	0.0	0.0	0.0	0.0	208.0	263.8	37.3	0.0
LnGrp LOS	F			F					F	F	D	
Approach Vol, veh/h	8			1140			719			719		
Approach Delay, s/veh	106.0			201.2			208.0			93.3		
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	15.0	51.0		5.1	0.0	66.0		76.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	11.0	47.0		4.0	4.0	54.0		72.0				
Max Q Clear Time (g_c+I1), s	13.0	49.0		2.6	0.0	36.8		74.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	172.8											
HCM 2010 LOS	F											
Notes												

HCM 2010 Signalized Intersection Summary

2: SR-76 & Old River Rd/East Vista Way

5/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	167	201	249	46	278	30	520	238	268	799	6
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	6	201	194	324	0	274	31	542	206	288	859	6
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	305	267	774	0	345	46	1326	413	412	1847	13
Arrive On Green	0.17	0.17	0.17	0.22	0.00	0.22	0.03	0.26	0.26	0.12	0.35	0.35
Sat Flow, veh/h	54	1806	1583	3548	0	1583	1774	5085	1583	3442	5210	36
Grp Volume(v), veh/h	207	0	194	324	0	274	31	542	206	288	559	306
Grp Sat Flow(s),veh/h/ln	1860	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1856
Q Serve(g_s), s	7.2	0.0	8.0	5.4	0.0	11.2	1.2	6.1	7.6	5.5	8.8	8.8
Cycle Q Clear(g_c), s	7.2	0.0	8.0	5.4	0.0	11.2	1.2	6.1	7.6	5.5	8.8	8.8
Prop In Lane	0.03		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	314	0	267	774	0	345	46	1326	413	412	1202	658
V/C Ratio(X)	0.66	0.00	0.73	0.42	0.00	0.79	0.67	0.41	0.50	0.70	0.47	0.47
Avail Cap(c_a), veh/h	568	0	484	1393	0	622	181	1997	622	951	1923	1053
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	26.7	0.0	27.1	23.1	0.0	25.4	33.2	21.0	21.6	29.1	17.2	17.2
Incr Delay (d2), s/veh	2.4	0.0	3.7	0.4	0.0	4.1	15.6	0.2	0.9	2.2	0.3	0.5
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(50%),veh/ln	3.9	0.0	3.8	2.7	0.0	5.3	0.8	2.8	3.4	2.8	4.1	4.5
LnGrp Delay(d),s/veh	29.1	0.0	30.8	23.5	0.0	29.6	48.8	21.2	22.5	31.2	17.4	17.7
LnGrp LOS	C		C	C		C	D	C	C	C	B	B
Approach Vol, veh/h		401			598			779			1153	
Approach Delay, s/veh		29.9			26.3			22.7			20.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	28.4		19.0	12.2	21.9		15.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	39.0		27.0	19.0	27.0		21.0				
Max Q Clear Time (g_c+I1), s	3.2	10.8		13.2	7.5	9.6		10.0				
Green Ext Time (p_c), s	0.0	10.3		1.7	0.7	8.3		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			23.7									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 2010 Signalized Intersection Summary

3: SR-76 & Olive Hill

5/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	165	74	67	83	255	39	626	84	253	719	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	69	192	74	87	108	279	43	688	70	288	817	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.86	0.86	0.86	0.77	0.77	0.77	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	404	344	114	442	376	147	1493	465	525	1667	519
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.08	0.29	0.29	0.15	0.33	0.33
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	69	192	74	87	108	279	43	688	70	288	817	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	1.3	5.9	2.5	3.1	3.1	10.6	1.5	7.2	2.1	5.0	8.4	0.7
Cycle Q Clear(g_c), s	1.3	5.9	2.5	3.1	3.1	10.6	1.5	7.2	2.1	5.0	8.4	0.7
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	151	404	344	114	442	376	147	1493	465	525	1667	519
V/C Ratio(X)	0.46	0.47	0.22	0.77	0.24	0.74	0.29	0.46	0.15	0.55	0.49	0.05
Avail Cap(c_a), veh/h	369	740	629	408	968	823	381	2417	753	1071	2729	850
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	30.4	22.3	21.0	30.0	20.1	23.0	28.1	18.8	17.0	25.6	17.6	15.0
Incr Delay (d2), s/veh	2.2	0.9	0.3	10.2	0.3	2.9	1.1	0.2	0.1	0.9	0.2	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(50%),veh/ln	0.6	3.1	1.1	1.9	1.6	4.9	0.8	3.4	1.0	2.5	4.0	0.3
LnGrp Delay(d),s/veh	32.6	23.2	21.3	40.3	20.4	25.9	29.2	19.0	17.2	26.5	17.8	15.0
LnGrp LOS	C	C	C	D	C	C	C	B	B	C	B	B
Approach Vol, veh/h		335			474			801			1129	
Approach Delay, s/veh		24.7			27.3			19.4			19.9	
Approach LOS		C			C			B			B	
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	13.6	25.1	8.2	18.3	11.4	27.4	6.9	19.6				
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	20.3	31.0	15.0	* 26	14.0	* 35	7.0	33.9				
Max Q Clear Time (g_c+l1), s	7.0	9.2	5.1	7.9	3.5	10.4	3.3	12.6				
Green Ext Time (p_c), s	0.8	9.9	0.1	2.7	0.0	10.5	0.0	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			21.6									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay (sec/veh): 7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	444	0	0	217	218	73
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	483	0	0	236	237	79
Number of Lanes	1	0	0	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	-	-	0	719	483
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	236	-
Follow-up Headway	-	0	0	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	0	-	395	584
Stage 1	-	0	0	-	620	-
Stage 2	-	0	0	-	803	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	395	584
Mov Capacity-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	803	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	23.2
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	395	584		
HCM Control Delay (s)	26.9	12.1	-	-
HCM Lane VC Ratio	0.6	0.136	-	-
HCM Lane LOS	D	B	-	-
HCM 95th Percentile Queue (veh)	3.776	0.468	-	-

Intersection

Intersection Delay (sec/veh): 5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	216	257	290	10	4	237
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.73	0.73
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	284	338	372	13	5	325
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	385	0	0	0	1285	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	906	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1173	-	-	-	182	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	394	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1173	-	-	-	128	668
Mov Capacity-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	277	-

Approach	EB	WB	SB
HCM Control Delay (s)	4.1	0	15.7
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					128	668
HCM Control Delay (s)	9.048	-	-	-	34.4	15.4
HCM Lane VC Ratio	0.242	-	-	-	0.043	0.486
HCM Lane LOS	A	-	-	-	D	C
HCM 95th Percentile Queue (veh)	0.951	-	-	-	0.133	2.671

HCM 2010 Signalized Intersection Summary

6: Old Highway 395 & SR-76

5/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	449	33	36	692	87	100	49	42	255	102	56
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	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	50	488	31	39	752	84	119	58	44	263	105	53
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	928	415	143	966	432	154	75	202	310	124	62
Arrive On Green	0.06	0.26	0.26	0.08	0.27	0.27	0.13	0.13	0.13	0.28	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1212	591	1583	1105	441	223
Grp Volume(v), veh/h	50	488	31	39	752	84	177	0	44	421	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1802	0	1583	1768	0	0
Q Serve(g_s), s	2.1	9.2	1.1	1.6	15.3	3.2	7.4	0.0	1.9	17.5	0.0	0.0
Cycle Q Clear(g_c), s	2.1	9.2	1.1	1.6	15.3	3.2	7.4	0.0	1.9	17.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.67		1.00	0.62		0.13
Lane Grp Cap(c), veh/h	105	928	415	143	966	432	230	0	202	496	0	0
V/C Ratio(X)	0.47	0.53	0.07	0.27	0.78	0.19	0.77	0.00	0.22	0.85	0.00	0.00
Avail Cap(c_a), veh/h	183	1265	566	274	1411	631	394	0	346	769	0	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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.4	24.5	21.6	33.6	26.1	21.7	32.8	0.0	30.4	26.4	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.5	0.1	1.0	1.7	0.2	5.4	0.0	0.5	5.5	0.0	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(50%),veh/ln	1.1	4.5	0.5	0.8	7.6	1.4	4.0	0.0	0.9	9.3	0.0	0.0
LnGrp Delay(d),s/veh	38.7	25.0	21.7	34.6	27.8	21.9	38.2	0.0	31.0	32.0	0.0	0.0
LnGrp LOS	D	C	C	C	C	C	D		C	C		
Approach Vol, veh/h		569			875			221			421	
Approach Delay, s/veh		26.0			27.6			36.8			32.0	
Approach LOS		C			C			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	10.5	26.4		26.0	10.6	26.2		14.9				
Change Period (Y+Rc), s	* 4.2	6.0		* 4.2	6.0	5.0		5.0				
Max Green Setting (Gmax), s	* 12	27.8		* 34	8.0	31.0		17.0				
Max Q Clear Time (g_c+I1), s	3.6	11.2		19.5	4.1	17.3		9.4				
Green Ext Time (p_c), s	0.0	2.7		2.3	1.1	4.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			29.0									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay (sec/veh): 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	321	9	0	284	3	14	1	5	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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			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
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	1	349	10	0	309	3	15	1	5	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	312	0	0	359	0	0	511	668	180	488	672	157
Stage 1	-	-	-	-	-	-	356	356	-	311	311	-
Stage 2	-	-	-	-	-	-	155	312	-	177	361	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1245	-	-	1196	-	-	446	378	832	463	376	861
Stage 1	-	-	-	-	-	-	634	628	-	674	657	-
Stage 2	-	-	-	-	-	-	832	656	-	808	624	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1245	-	-	1196	-	-	446	378	832	459	376	861
Mov Capacity-2 Maneuver	-	-	-	-	-	-	446	378	-	459	376	-
Stage 1	-	-	-	-	-	-	633	627	-	673	657	-
Stage 2	-	-	-	-	-	-	832	656	-	801	623	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	12.5	0
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	499							0
HCM Control Delay (s)	12.5	7.894	0	-	0	-	-	0
HCM Lane VC Ratio	0.044	0.001	-	-	-	-	-	-
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.136	0.003	-	-	0	-	-	-

Intersection

Intersection Delay (sec/veh): 7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	212	116	70	18	21	173
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.85	0.85
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	262	143	86	22	25	204
Number of Lanes	1	1	1	0	0	1

Major/Minor	Major 1		Major 2	
Conflicting Flow Rate - All	351	97	0	0
Stage 1	97	-	-	-
Stage 2	254	-	-	-
Follow-up Headway	3.518	3.318	-	-
Pot Capacity-1 Maneuver	646	959	-	-
Stage 1	927	-	-	-
Stage 2	788	-	-	-
Time blocked-Platoon(%)	0	0	-	-
Mov Capacity-1 Maneuver	634	959	-	-
Mov Capacity-2 Maneuver	634	-	-	-
Stage 1	927	-	-	-
Stage 2	773	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	12.8	0	0.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			634	959		
HCM Control Delay (s)	-	-	14.6	9.4	7.469	-
HCM Lane VC Ratio	-	-	0.413	0.149	0.017	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th Percentile Queue (veh)	-	-	2.021	0.524	0.051	-

Intersection												
Intersection Delay (sec/veh):		6.2										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	59	6	57	36	20	25	32	31	12	5	205	145
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
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		0	0		0	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.48	0.48	0.48	0.75	0.75	0.75	0.72	0.72	0.72	0.84	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	123	13	119	48	27	33	44	43	17	6	244	173
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0
Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	513	491	209	281	569	31	417	0	0	60	0	0
Stage 1	343	343	-	140	140	-	-	-	-	-	-	-
Stage 2	170	148	-	141	429	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	444	477	797	649	431	1036	1138	-	-	1542	-	-
Stage 1	646	636	-	849	780	-	-	-	-	-	-	-
Stage 2	815	774	-	847	582	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	395	457	797	523	413	1036	1138	-	-	1542	-	-
Mov Capacity-2 Maneuver	395	457	-	523	413	-	-	-	-	-	-	-
Stage 1	621	634	-	816	750	-	-	-	-	-	-	-
Stage 2	731	744	-	704	580	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay (s)	14.7			12.3			3.5			0.1		
HCM LOS	B			B			A			A		
Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (vph)				400	797	478	1036					
HCM Control Delay (s)	8.292	0	-	18.5	10.3	13.9	8.6	7.344	0	-		
HCM Lane VC Ratio	0.039	-	-	0.339	0.149	0.156	0.032	0.004	-	-		
HCM Lane LOS	A	A	-	C	B	B	A	A	A	-		
HCM 95th Percentile Queue (veh)	0.122	-	-	1.47	0.522	0.549	0.1	0.012	-	-		

HCM 2010 TWSC
10: Old Highway 395 & I-15 SB Off Ramp

6/4/2013

Intersection												
Intersection Delay (sec/veh):		1.6										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	73	250	7	108	0	0	0	0	56	0	11
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
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	77	263	8	127	0	0	0	0	64	0	12
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	-	0	0	340	0	-	352	483	64
Stage 1	-	-	-	-	-	-	143	143	-
Stage 2	-	-	-	-	-	-	209	340	-
Follow-up Headway	0	-	-	2.218	-	0	3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1219	-	0	603	483	1000
Stage 1	0	-	-	-	-	0	860	779	-
Stage 2	0	-	-	-	-	0	793	639	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	-	-	-	1219	-	-	600	480	1000
Mov Capacity-2 Maneuver	-	-	-	-	-	-	600	480	-
Stage 1	-	-	-	-	-	-	-	774	-
Stage 2	-	-	-	-	-	-	793	639	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.5	10.6
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					718
HCM Control Delay (s)	-	-	7.973	-	10.6
HCM Lane VC Ratio	-	-	0.007	-	0.106
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.02	-	0.354

HCM 2010 TWSC
 11: I-15 NB Off Ramp & Old Highway 395

1/31/2013

Intersection

Intersection Delay (sec/veh): 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	117	5	0	63	59	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	127	5	0	68	70	6
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	0	-	0	164	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	34	-
Follow-up Headway	-	-	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	-	0	-	811	896
Stage 1	-	-	0	-	882	-
Stage 2	-	-	0	-	984	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	811	896
Mov Capacity-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	9.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBT	EBR	WBT
Capacity (vph)	811	896			
HCM Control Delay (s)	9.9	9	-	-	-
HCM Lane VC Ratio	0.087	0.007	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th Percentile Queue (veh)	0.284	0.02	-	-	-

Intersection

Intersection Delay (sec/veh): 5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	10	189	109	66	129	16
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	12	220	122	74	136	17
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2	
Conflicting Flow Rate - All	463	77	153	0	0
Stage 1	145	-	-	-	-
Stage 2	318	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-
Pot Capacity-1 Maneuver	557	984	1428	-	-
Stage 1	882	-	-	-	-
Stage 2	738	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-
Mov Capacity-1 Maneuver	509	984	1428	-	-
Mov Capacity-2 Maneuver	509	-	-	-	-
Stage 1	882	-	-	-	-
Stage 2	675	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.1	4.8	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			940		
HCM Control Delay (s)	7.757	-	10.1	-	-
HCM Lane VC Ratio	0.086	-	0.246	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.281	-	0.969	-	-

HCM 2010 TWSC
13: Old Highway 395 & Circle R Road

1/31/2013

Intersection

Intersection Delay (sec/veh): 6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	218	36	143	59	16	337
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	251	41	168	69	17	359
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1		Major 2	
Conflicting Flow Rate - All	596	119	0	0
Stage 1	203	-	-	-
Stage 2	393	-	-	-
Follow-up Headway	3.518	3.318	-	-
Pot Capacity-1 Maneuver	480	*1357	-	-
Stage 1	865	-	-	-
Stage 2	682	-	-	-
Time blocked-Platoon(%)	10	10	-	-
Mov Capacity-1 Maneuver	473	*1357	-	-
Mov Capacity-2 Maneuver	473	-	-	-
Stage 1	865	-	-	-
Stage 2	673	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	20.4	0	0.3
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			*521		
HCM Control Delay (s)	-	-	20.4	7.709	-
HCM Lane VC Ratio	-	-	0.56	0.013	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	3.416	0.038	-

HCM 2010 TWSC
14: I-15 SB Ramps & Gopher Canyon Road

6/4/2013

Intersection												
Intersection Delay (sec/veh):		149										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	230	226	373	326	0	0	0	0	53	2	553
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
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	299	294	434	379	0	0	0	0	56	2	582
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	379	0	0	593	0	-	1693	1840	190
Stage 1	-	-	-	-	-	-	1247	1247	-
Stage 2	-	-	-	-	-	-	446	593	-
Follow-up Headway	2.22	-	-	2.22	-	0	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1176	-	-	979	-	0	60	75	820
Stage 1	-	-	-	-	-	0	184	244	-
Stage 2	-	-	-	-	-	0	561	492	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	1176	-	-	979	-	-	# 39	42	820
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 39	42	-
Stage 1	-	-	-	-	-	-	184	136	-
Stage 2	-	-	-	-	-	-	561	492	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	6.2	\$ 468.2
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						327
HCM Control Delay (s)	0	-	-	11.569	-	\$ -1
HCM Lane VC Ratio	-	-	-	0.443	-	1.957
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	2.308	-	44.516

HCM 2010 TWSC
15: I-15 NB Ramps & Gopher Canyon Road

6/4/2013

Intersection												
Intersection Delay (sec/veh):		9										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	143	140	0	0	537	62	162	2	130	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
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		32	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	146	143	0	0	584	67	182	2	146	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	651	0	-	143	0	0	727	1086	72
Stage 1	-	-	-	-	-	-	435	435	-
Stage 2	-	-	-	-	-	-	292	651	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	931	-	0	1437	-	-	312	215	975
Stage 1	-	-	0	-	-	-	570	579	-
Stage 2	-	-	0	-	-	-	692	463	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	931	-	-	1437	-	-	274	181	975
Mov Capacity-2 Maneuver	-	-	-	-	-	-	274	181	-
Stage 1	-	-	-	-	-	-	481	488	-
Stage 2	-	-	-	-	-	-	692	463	-

Approach	EB	WB	NB
HCM Control Delay (s)	4.8	0	30.5
HCM LOS	A	A	D

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	459					
HCM Control Delay (s)	30.5	9.584	-	0	-	-
HCM Lane VC Ratio	0.72	0.157	-	-	-	-
HCM Lane LOS	D	A	-	A	-	-
HCM 95th Percentile Queue (veh)	5.69	0.554	-	0	-	-

HCM 2010 Signalized Intersection Summary
16: Old Highway 395 & Gopher Canyon Road

3/5/2014

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	125	145	247	77	203	352		
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	142	85	274	86	223	222		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.88	0.88	0.90	0.90	0.91	0.91		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	239	537	363	1104	469	398		
Arrive On Green	0.13	0.13	0.20	0.59	0.25	0.25		
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583		
Grp Volume(v), veh/h	142	85	274	86	223	222		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583		
Q Serve(g_s), s	2.2	1.1	4.3	0.6	3.0	3.6		
Cycle Q Clear(g_c), s	2.2	1.1	4.3	0.6	3.0	3.6		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	239	537	363	1104	469	398		
V/C Ratio(X)	0.59	0.16	0.75	0.08	0.48	0.56		
Avail Cap(c_a), veh/h	998	1215	847	2254	1111	945		
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	11.9	6.8	11.0	2.6	9.3	9.6		
Incr Delay (d2), s/veh	2.4	0.1	3.2	0.0	0.8	1.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	1.2	2.4	0.3	1.6	1.7		
LnGrp Delay(d),s/veh	14.3	6.9	14.2	2.6	10.1	10.8		
LnGrp LOS	B	A	B	A	B	B		
Approach Vol, veh/h	227			360	445			
Approach Delay, s/veh	11.5			11.4	10.4			
Approach LOS	B			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		21.4		7.9	10.0	11.4		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		35.5		16.5	14.0	17.5		
Max Q Clear Time (g_c+I1), s		2.6		4.2	6.3	5.6		
Green Ext Time (p_c), s		2.3		0.5	0.5	1.8		
Intersection Summary								
HCM 2010 Ctrl Delay			11.0					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary

17: Old Highway 395 & Old Castle Road

1/31/2013

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	88	268	56	29	159	189
Number	3	18	2	12	1	6
Initial Queue, 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 Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	249	434	780	139	237	1328
Arriving On Green	0.14	0.14	0.51	0.51	0.27	1.00
Sat Flow, veh/h	1774.0	1583.3	1539.4	274.9	1774.0	1862.7
Grp Volume(v), veh/h	104.8	182.1	0.0	82.5	189.3	225.0
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1814.2	1774.0	1862.7
Q Serve(g_s), s	2.9	5.2	0.0	1.3	5.4	0.0
Cycle Q Clear(g_c), s	2.9	5.2	0.0	1.3	5.4	0.0
Proportion In Lane	1.000	1.000		0.152	1.000	
Lane Grp Cap(c), veh/h	249.3	433.8	0.0	919.0	236.8	1328.5
V/C Ratio(X)	0.420	0.420	0.000	0.090	0.799	0.169
Avail Cap(c_a), veh/h	583.9	732.5	0.0	919.0	519.1	1328.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	0.979	0.979
Uniform Delay (d), s/veh	21.5	16.3	0.0	7.0	19.4	0.0
Incr Delay (d2), s/veh	1.1	0.6	0.0	0.2	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	22.6	16.9	0.0	7.2	25.4	0.3
Lane Group LOS	C	B		A	C	A
Approach Volume, veh/h	287		82			414
Approach Delay, s/veh	19.0		7.2			11.7
Approach LOS	B		A			B
Timer						
Assigned Phase			2		1	6
Phase Duration (G+Y+Rc), s			31.70		11.30	43.00
Change Period (Y+Rc), s			4.00		4.00	4.00
Max Green Setting (Gmax), s			19.00		16.00	39.00
Max Q Clear Time (g_c+I1), s			3.29		7.44	2.00
Green Extension Time (p_c)			1.29		0.30	1.59
Intersection Summary						
HCM 2010 Control Delay			13.9			
HCM 2010 Level of Service			B			

Intersection												
Intersection Delay (sec/veh):		4										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	9	0	5	3	0	2	7	18	1	0	6	5
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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.42	0.42	0.42	0.75	0.75	0.75	0.55	0.55	0.55
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	13	0	7	7	0	5	9	24	1	0	11	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	61	59	16	62	63	25	20	0	0	25	0	0
Stage 1	16	16	-	43	43	-	-	-	-	-	-	-
Stage 2	45	43	-	19	20	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	934	832	1063	933	828	1051	1596	-	-	1589	-	-
Stage 1	1004	883	-	971	860	-	-	-	-	-	-	-
Stage 2	969	859	-	1000	879	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	926	827	1063	922	823	1051	1596	-	-	1589	-	-
Mov Capacity-2 Maneuver	926	827	-	922	823	-	-	-	-	-	-	-
Stage 1	998	883	-	965	855	-	-	-	-	-	-	-
Stage 2	959	854	-	993	879	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay (s)	8.8			8.8			2			0		
HCM LOS	A			A			A			A		
Lane	NBL		NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (vph)					971	970						
HCM Control Delay (s)	7.269		0	-	8.8	8.8	0	-	-			
HCM Lane VC Ratio	0.006		-	-	0.021	0.012	-	-	-			
HCM Lane LOS	A		A	-	A	A	A	-	-			
HCM 95th Percentile Queue (veh)	0.018		-	-	0.063	0.037	0	-	-			

HCM 2010 TWSC
19: Mountain Ridge Road & Circle R Road

1/31/2013

Intersection												
Intersection Delay (sec/veh):		0.9										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	23	0	0	110	6	0	0	0	5	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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	3	29	0	0	133	7	0	0	0	7	0	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	140	0	0	29	0	0	176	175	29	172	172	137
Stage 1	-	-	-	-	-	-	35	35	-	137	137	-
Stage 2	-	-	-	-	-	-	141	140	-	35	35	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1443	-	-	1584	-	-	786	718	1046	791	722	911
Stage 1	-	-	-	-	-	-	981	866	-	866	784	-
Stage 2	-	-	-	-	-	-	862	781	-	981	866	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1443	-	-	1584	-	-	777	717	1046	790	721	911
Mov Capacity-2 Maneuver	-	-	-	-	-	-	777	717	-	790	721	-
Stage 1	-	-	-	-	-	-	979	864	-	864	784	-
Stage 2	-	-	-	-	-	-	853	781	-	979	864	-
Approach	EB			WB			NB			SB		
HCM Control Delay (s)	0.6			0			0			9.3		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (vph)	0							856				
HCM Control Delay (s)	0	7.499	0	-	0	-	-	9.3				
HCM Lane VC Ratio	-	0.002	-	-	-	-	-	0.019				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th Percentile Queue (veh)	-	0.005	-	-	0	-	-	0.057				

Intersection

Intersection Delay (sec/veh): 5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	66	12	13	20	8	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.83	0.83	0.69	0.69
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	74	13	16	24	12	36
Number of Lanes	1	0	1	0	0	1

Major/Minor	Major 1		Major 2	
Conflicting Flow Rate - All	88	28	0	0
Stage 1	28	-	-	-
Stage 2	60	-	-	-
Follow-up Headway	3.518	3.318	-	-
Pot Capacity-1 Maneuver	913	1047	-	-
Stage 1	995	-	-	-
Stage 2	963	-	-	-
Time blocked-Platoon(%)	0	0	-	-
Mov Capacity-1 Maneuver	906	1047	-	-
Mov Capacity-2 Maneuver	906	-	-	-
Stage 1	995	-	-	-
Stage 2	955	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	1.8
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			925		
HCM Control Delay (s)	-	-	9.3	7.31	-
HCM Lane VC Ratio	-	-	0.095	0.007	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.313	0.022	-

Intersection

Intersection Delay (sec/veh): 2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	6	42	22	63	100	29
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.82	0.82	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	9	63	27	77	133	39
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1			Major 2	
Conflicting Flow Rate - All	284	153	172	0	0
Stage 1	153	-	-	-	-
Stage 2	131	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-
Pot Capacity-1 Maneuver	706	893	1405	-	-
Stage 1	875	-	-	-	-
Stage 2	895	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-
Mov Capacity-1 Maneuver	692	893	1405	-	-
Mov Capacity-2 Maneuver	692	-	-	-	-
Stage 1	875	-	-	-	-
Stage 2	877	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	9.6	2	0
HCM LOS	A	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			862		
HCM Control Delay (s)	7.612	-	9.6	-	-
HCM Lane VC Ratio	0.019	-	0.083	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th Percentile Queue (veh)	0.058	-	0.271	-	-

Intersection						
Intersection Delay (sec/veh): 3.1						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	11	111	227	47	80	53
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.94	0.94	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	135	241	50	89	59
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	291	0	0	0	427	146
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	161	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1271	-	-	-	584	901
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	868	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1271	-	-	-	578	901
Mov Capacity-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.7	0	11.8
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					674
HCM Control Delay (s)	7.863	-	-	-	11.8
HCM Lane VC Ratio	0.011	-	-	-	0.219
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.032	-	-	-	0.832

HCM 2010 Signalized Intersection Summary
 23: Valley Center Rd & Lilac Road/Private Driveway

1/31/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↪		↩↪		↩↪	↩↪		↩	↩↪	
Volume (vph)	116	0	199	0	0	0	111	284	0	3	662	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, 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 Rate	1863	0	1863	0	0	0	1863	1863	0	1863	1863	1863
Lanes	0	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	0	0	298	0	0	0	214	2178	0	3	1587	312
Arriving On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.06	0.58	0.00	0.00	0.52	0.52
Sat Flow, veh/h	0.0	0.0	1583.3	0.0	0.0	0.0	3441.6	3725.5	0.0	1774.0	3026.4	594.2
Grp Volume(v), veh/h	130.3	0.0	110.1	0.0	0.0	0.0	126.1	322.7	0.0	3.4	463.0	437.0
Grp Sat Flow(s),veh/h/ln	0.0	0.0	1583.3	0.0	0.0	0.0	1720.8	1862.7	0.0	1774.0	1862.7	1757.9
Q Serve(g_s), s	10.0	0.0	3.2	0.0	0.1	0.0	1.9	2.1	0.0	0.1	8.4	8.4
Cycle Q Clear(g_c), s	10.0	0.0	3.2	0.0	0.1	0.0	1.9	2.1	0.0	0.1	8.4	8.4
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.000	1.000		0.338
Lane Grp Cap(c), veh/h	0.0	0.0	297.5	0.0	0.0	0.0	214.3	2178.0	0.0	3.4	976.7	921.7
V/C Ratio(X)	0.000	0.000	0.370	0.000	0.000	0.000	0.589	0.148	0.000	0.990	0.474	0.474
Avail Cap(c_a), veh/h	0.0	0.0	297.5	0.0	0.0	0.0	297.5	2178.0	0.0	150.0	976.7	921.7
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)	1.000	0.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	0.0	0.0	18.9	0.0	0.0	0.0	24.3	5.0	0.0	26.6	8.0	8.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	0.0	2.6	0.1	0.0	221.9	1.6	1.7
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
Lane Group Delay (d), s/veh	0.0	0.0	19.6	0.0	0.0	0.0	26.8	5.2	0.0	248.5	9.7	9.8
Lane Group LOS			B				C	A		F	A	A
Approach Volume, veh/h		240			0			449			903	
Approach Delay, s/veh		9.0			0.0			11.3			10.6	
Approach LOS		A						B			B	
Timer												
Assigned Phase		4			8		5	2		1		6
Phase Duration (G+Y+Rc), s		14.00			0.00		7.31	35.11		4.10		31.90
Change Period (Y+Rc), s		4.00			4.00		4.00	4.00		4.00		4.00
Max Green Setting (Gmax), s		10.00			16.50		4.60	28.00		4.50		27.90
Max Q Clear Time (g_c+I1), s		12.00			0.00		3.90	4.10		2.10		10.38
Green Extension Time (p_c)		0.00			0.00		0.02	7.82		0.00		6.88
Intersection Summary												
HCM 2010 Control Delay			10.5									
HCM 2010 Level of Service			B									

Intersection

Intersection Delay (sec/veh): 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	26	677	801	4	9	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	31	816	880	4	13	91
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	884	0	0	0	1352	442
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	470	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	761	-	-	-	141	563
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	595	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	761	-	-	-	135	563
Mov Capacity-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	16.9
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					405
HCM Control Delay (s)	9.934	-	-	-	16.9
HCM Lane VC Ratio	0.041	-	-	-	0.257
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.129	-	-	-	1.013

HCM 2010 Signalized Intersection Summary

25: Cole Grade Road & Valley Center Rd

1/31/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	335	306	36	16	323	143	24	13	17	195	25	459
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, 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 Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	449	592	503	25	586	139	237	129	69	300	38	529
Arriving On Green	0.13	0.32	0.32	0.01	0.20	0.20	0.25	0.25	0.25	0.19	0.19	0.19
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2914.8	689.1	962.8	521.5	280.8	1581.0	202.7	2786.7
Grp Volume(v), veh/h	364.1	332.6	10.9	21.6	277.6	262.9	58.7	0.0	0.0	268.3	0.0	315.9
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1741.1	1765.1	0.0	0.0	1783.7	0.0	1393.3
Q Serve(g_s), s	7.1	10.2	0.3	0.8	9.6	9.8	1.8	0.0	0.0	9.9	0.0	7.1
Cycle Q Clear(g_c), s	7.1	10.2	0.3	0.8	9.6	9.8	1.8	0.0	0.0	9.9	0.0	7.1
Proportion In Lane	1.000		1.000	1.000		0.396	0.545		0.159	0.886		1.000
Lane Grp Cap(c), veh/h	449.3	591.5	502.8	24.8	374.4	349.9	435.2	0.0	0.0	338.5	0.0	528.9
V/C Ratio(X)	0.810	0.562	0.022	0.872	0.742	0.751	0.135	0.000	0.000	0.793	0.000	0.597
Avail Cap(c_a), veh/h	449.3	591.5	502.8	115.8	445.8	416.7	435.2	0.0	0.0	426.9	0.0	667.0
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)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	29.1	19.5	16.2	33.9	25.9	25.9	20.2	0.0	0.0	26.6	0.0	25.5
Incr Delay (d2), s/veh	10.7	1.2	0.0	54.8	5.4	6.2	0.6	0.0	0.0	7.8	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
Lane Group Delay (d), s/veh	39.8	20.8	16.2	88.8	31.2	32.1	20.9	0.0	0.0	34.5	0.0	26.6
Lane Group LOS	D	C	B	F	C	C	C			C		C
Approach Volume, veh/h		708			562			59			584	
Approach Delay, s/veh		30.5			33.9			20.9			30.2	
Approach LOS		C			C			C			C	
Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	13.00	25.89		4.96	17.86			21.00			17.08	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	9.00	21.00		4.50	16.50			17.00			16.50	
Max Q Clear Time (g_c+I1), s	9.09	12.23		2.84	11.80			3.79			11.89	
Green Extension Time (p_c)	0.00	3.22		0.00	2.06			0.17			1.20	
Intersection Summary												
HCM 2010 Control Delay				31.1								
HCM 2010 Level of Service				C								

HCM 2010 Signalized Intersection Summary

1: East Vista Way & Gopher Canyon Road

5/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	400	1	184	6	379	867	310	380	5
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	426	1	106	7	412	833	337	413	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	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	0	1	0	316	1	79	12	280	565	235	1177	14
Arrive On Green	0.00	0.00	0.00	0.23	0.23	0.23	0.01	0.51	0.51	0.13	0.64	0.64
Sat Flow, veh/h	0	1863	0	1385	3	345	1774	551	1115	1774	1837	22
Grp Volume(v), veh/h	0	0	0	533	0	0	7	0	1245	337	0	418
Grp Sat Flow(s),veh/h/ln	0	1863	0	1733	0	0	1774	0	1666	1774	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	32.4	0.0	0.0	0.6	0.0	72.0	18.8	0.0	14.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	32.4	0.0	0.0	0.6	0.0	72.0	18.8	0.0	14.8
Prop In Lane	0.00		0.00	0.80		0.20	1.00		0.67	1.00		0.01
Lane Grp Cap(c), veh/h	0	1	0	395	0	0	12	0	845	235	0	1192
V/C Ratio(X)	0.00	0.00	0.00	1.35	0.00	0.00	0.58	0.00	1.47	1.43	0.00	0.35
Avail Cap(c_a), veh/h	0	52	0	395	0	0	50	0	845	235	0	1192
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	54.8	0.0	0.0	70.3	0.0	35.0	61.6	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	172.7	0.0	0.0	37.3	0.0	219.6	218.3	0.0	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(50%),veh/ln	0.0	0.0	0.0	34.4	0.0	0.0	0.4	0.0	84.4	23.4	0.0	7.6
LnGrp Delay(d),s/veh	0.0	0.0	0.0	227.5	0.0	0.0	107.6	0.0	254.6	279.9	0.0	12.0
LnGrp LOS				F			F		F	F		B
Approach Vol, veh/h		0			533			1252			755	
Approach Delay, s/veh		0.0			227.5			253.8			131.6	
Approach LOS					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	24.0	80.0		0.0	5.0	99.0		38.0				
Change Period (Y+Rc), s	* 5.2	8.0		4.0	4.0	* 8		5.6				
Max Green Setting (Gmax), s	* 19	72.0		4.0	4.0	* 88		32.4				
Max Q Clear Time (g_c+I1), s	20.8	74.0		0.0	2.6	16.8		34.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	25.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			212.0									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

2: SR-76 & Old River Rd/East Vista Way

5/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	68	58	182	62	348	70	981	199	375	693	15
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	3	78	61	126	151	297	74	1033	167	383	707	10
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	247	191	380	399	340	196	1511	471	478	1680	24
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.11	0.30	0.30	0.14	0.33	0.33
Sat Flow, veh/h	74	1910	1477	1774	1863	1583	1774	5085	1583	3442	5167	73
Grp Volume(v), veh/h	76	0	66	126	151	297	74	1033	167	383	464	253
Grp Sat Flow(s),veh/h/ln	1859	0	1602	1774	1863	1583	1774	1695	1583	1721	1695	1850
Q Serve(g_s), s	3.3	0.0	3.4	5.4	6.3	16.4	3.5	16.2	7.5	9.7	9.7	9.7
Cycle Q Clear(g_c), s	3.3	0.0	3.4	5.4	6.3	16.4	3.5	16.2	7.5	9.7	9.7	9.7
Prop In Lane	0.04		0.92	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	240	0	207	380	399	340	196	1511	471	478	1103	602
V/C Ratio(X)	0.32	0.00	0.32	0.33	0.38	0.87	0.38	0.68	0.35	0.80	0.42	0.42
Avail Cap(c_a), veh/h	329	0	284	454	477	405	314	1791	558	732	1314	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	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	35.7	0.0	35.7	30.0	30.3	34.3	37.2	28.0	24.9	37.7	23.8	23.8
Incr Delay (d2), s/veh	0.7	0.0	0.9	0.5	0.6	16.6	1.2	0.9	0.5	3.7	0.3	0.5
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(50%),veh/ln	1.8	0.0	1.6	2.7	3.3	8.7	1.8	7.7	3.3	4.9	4.5	5.0
LnGrp Delay(d),s/veh	36.4	0.0	36.6	30.5	30.9	50.9	38.4	28.8	25.4	41.4	24.1	24.3
LnGrp LOS	D		D	C	C	D	D	C	C	D	C	C
Approach Vol, veh/h		142			574			1274			1100	
Approach Delay, s/veh		36.5			41.2			28.9			30.1	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	35.9		24.0	16.7	33.3		16.3				
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		4.6				
Max Green Setting (Gmax), s	* 16	35.0		23.1	* 19	31.8		16.0				
Max Q Clear Time (g_c+I1), s	5.5	11.7		18.4	11.7	18.2		5.4				
Green Ext Time (p_c), s	0.1	12.1		1.0	0.8	8.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			32.0									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

3: SR-76 & Olive Hill

5/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	63	73	60	84	314	47	1087	62	195	823	43
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	101	66	71	74	104	314	49	1144	60	199	840	39
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.81	0.81	0.81	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	404	343	216	411	350	133	1588	495	348	1577	491
Arrive On Green	0.12	0.22	0.22	0.12	0.22	0.22	0.07	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	101	66	71	74	104	314	49	1144	60	199	840	39
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.6	2.8	3.6	3.8	4.5	19.0	2.6	19.6	2.7	5.4	13.4	1.7
Cycle Q Clear(g_c), s	2.6	2.8	3.6	3.8	4.5	19.0	2.6	19.6	2.7	5.4	13.4	1.7
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	420	404	343	216	411	350	133	1588	495	348	1577	491
V/C Ratio(X)	0.24	0.16	0.21	0.34	0.25	0.90	0.37	0.72	0.12	0.57	0.53	0.08
Avail Cap(c_a), veh/h	518	404	343	458	481	409	180	1777	553	399	1705	531
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	39.1	31.3	31.6	39.6	31.6	37.3	43.3	30.0	24.2	42.2	28.1	24.0
Incr Delay (d2), s/veh	0.3	0.2	0.3	0.9	0.3	20.1	1.7	1.3	0.1	1.5	0.3	0.1
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(50%),veh/ln	1.3	1.5	1.6	1.9	2.4	10.2	1.3	9.4	1.2	2.6	6.3	0.8
LnGrp Delay(d),s/veh	39.4	31.5	31.9	40.5	32.0	57.4	45.0	31.3	24.3	43.7	28.3	24.1
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h	238				492				1253			
Approach Delay, s/veh	35.0				49.5				31.5			
Approach LOS	C				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	38.7	17.6	26.9	15.4	38.5	17.2	27.3				
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	* 11	34.4	25.4	* 14	10.0	* 33	* 15	25.4				
Max Q Clear Time (g_c+I1), s	7.4	21.6	5.8	5.6	4.6	15.4	4.6	21.0				
Green Ext Time (p_c), s	0.2	9.1	0.1	1.6	0.0	11.5	0.2	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay	34.5											
HCM 2010 LOS	C											
Notes												

Intersection

Intersection Delay (sec/veh): 3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	219	0	0	262	105	97
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	238	0	0	285	114	105
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	-	238	0	523	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	285	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1329	-	514	801
Stage 1	-	0	-	-	802	-
Stage 2	-	0	-	-	763	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1329	-	514	801
Mov Capacity-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	514	801			
HCM Control Delay (s)	14	10.2	-	0	-
HCM Lane VC Ratio	0.222	0.132	-	-	-
HCM Lane LOS	B	B	-	A	-
HCM 95th Percentile Queue (veh)	0.842	0.452	-	0	-

Intersection

Intersection Delay (sec/veh): 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	88	285	243	5	3	103
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.83
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	96	310	293	6	4	124
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	299	0	0	0	798	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	502	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1262	-	-	-	355	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	608	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1262	-	-	-	322	743
Mov Capacity-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.9	0	11
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					322	743
HCM Control Delay (s)	8.086	-	-	-	16.3	10.8
HCM Lane VC Ratio	0.076	-	-	-	0.011	0.167
HCM Lane LOS	A	-	-	-	C	B
HCM 95th Percentile Queue (veh)	0.246	-	-	-	0.034	0.597

HCM 2010 Signalized Intersection Summary

6: Old Highway 395 & SR-76

5/16/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	763	53	46	592	198	58	132	59	206	66	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
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	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	59	838	53	49	630	168	71	161	66	242	78	60
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	1026	459	146	1001	823	82	186	231	265	85	66
Arrive On Green	0.09	0.29	0.29	0.08	0.28	0.28	0.15	0.15	0.15	0.24	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	561	1273	1583	1119	361	278
Grp Volume(v), veh/h	59	838	53	49	630	168	232	0	66	380	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1835	0	1583	1758	0	0
Q Serve(g_s), s	3.1	21.8	2.4	2.6	15.3	5.6	12.2	0.0	3.7	20.8	0.0	0.0
Cycle Q Clear(g_c), s	3.1	21.8	2.4	2.6	15.3	5.6	12.2	0.0	3.7	20.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.31		1.00	0.64		0.16
Lane Grp Cap(c), veh/h	158	1026	459	146	1001	823	268	0	231	416	0	0
V/C Ratio(X)	0.37	0.82	0.12	0.34	0.63	0.20	0.87	0.00	0.29	0.91	0.00	0.00
Avail Cap(c_a), veh/h	212	1110	497	230	1146	888	297	0	256	462	0	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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.4	32.7	25.8	42.8	30.9	12.8	41.2	0.0	37.6	36.7	0.0	0.0
Incr Delay (d2), s/veh	1.5	4.6	0.1	1.3	0.9	0.1	21.0	0.0	0.7	21.1	0.0	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(50%),veh/ln	1.6	11.2	1.1	1.3	7.6	3.7	7.8	0.0	1.6	12.6	0.0	0.0
LnGrp Delay(d),s/veh	43.8	37.2	25.9	44.1	31.8	12.9	62.2	0.0	38.3	57.9	0.0	0.0
LnGrp LOS	D	D	C	D	C	B	E		D	E		
Approach Vol, veh/h		950			847			298			380	
Approach Delay, s/veh		37.0			28.8			56.9			57.9	
Approach LOS		D			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	35.0		20.4	13.3	35.6		29.4				
Change Period (Y+Rc), s	* 5.2	7.0		6.0	* 5.2	7.0		6.0				
Max Green Setting (Gmax), s	* 12	32.0		16.0	* 13	31.0		26.0				
Max Q Clear Time (g_c+I1), s	5.1	17.3		14.2	4.6	23.8		22.8				
Green Ext Time (p_c), s	0.0	8.1		0.2	0.0	4.9		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			39.8									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Intersection Delay (sec/veh): 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	349	27	1	434	7	14	1	1	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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			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
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	379	29	1	472	8	15	1	1	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	480	0	0	408	0	0	632	876	205	668	886	240
Stage 1	-	-	-	-	-	-	394	394	-	478	478	-
Stage 2	-	-	-	-	-	-	238	482	-	190	408	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1079	-	-	1147	-	-	365	286	802	344	282	761
Stage 1	-	-	-	-	-	-	602	604	-	537	554	-
Stage 2	-	-	-	-	-	-	744	552	-	794	595	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1079	-	-	1147	-	-	365	286	802	342	282	761
Mov Capacity-2 Maneuver	-	-	-	-	-	-	365	286	-	342	282	-
Stage 1	-	-	-	-	-	-	602	604	-	537	554	-
Stage 2	-	-	-	-	-	-	743	552	-	791	595	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	15.2	0
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	371							0
HCM Control Delay (s)	15.2	0	-	-	8.142	0	-	0
HCM Lane VC Ratio	0.047	-	-	-	0.001	-	-	-
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.147	0	-	-	0.003	-	-	-

Intersection

Intersection Delay (sec/veh): 3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	23	71	171	112	87	98
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.88	0.88	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	29	91	194	127	109	122
Number of Lanes	1	1	1	0	0	1

Major/Minor	Major 1		Major 2	
Conflicting Flow Rate - All	599	258	0	0
Stage 1	258	-	-	-
Stage 2	341	-	-	-
Follow-up Headway	3.518	3.318	-	-
Pot Capacity-1 Maneuver	465	781	-	-
Stage 1	785	-	-	-
Stage 2	720	-	-	-
Time blocked-Platoon(%)	0	0	-	-
Mov Capacity-1 Maneuver	421	781	-	-
Mov Capacity-2 Maneuver	421	-	-	-
Stage 1	785	-	-	-
Stage 2	652	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	11.2	0	3.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			421	781		
HCM Control Delay (s)	-	-	14.2	10.2	8.185	-
HCM Lane VC Ratio	-	-	0.07	0.117	0.088	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.225	0.394	0.288	-

Intersection

Intersection Delay (sec/veh): 4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	49	9	37	16	9	25	72	205	25	21	60	22
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
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	0		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	62	11	47	18	10	28	77	218	27	24	67	25
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor	Minor 2			Minor 1			Major 1			Major 2		
Conflicting Flow Rate - All	533	527	47	473	526	123	92	0	0	245	0	0
Stage 1	128	128	-	386	386	-	-	-	-	-	-	-
Stage 2	405	399	-	87	140	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	430	455	1012	474	456	905	1501	-	-	1318	-	-
Stage 1	862	790	-	609	609	-	-	-	-	-	-	-
Stage 2	593	601	-	911	780	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	388	424	1012	420	425	905	1501	-	-	1318	-	-
Mov Capacity-2 Maneuver	388	424	-	420	425	-	-	-	-	-	-	-
Stage 1	818	776	-	578	578	-	-	-	-	-	-	-
Stage 2	536	570	-	840	766	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	13.3	11.6	1.8	1.6
HCM LOS	B	B	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				393	1012	422	905			
HCM Control Delay (s)	7.527	0	-	16.3	8.7	14.1	9.1	7.781	0	-
HCM Lane VC Ratio	0.051	-	-	0.187	0.046	0.067	0.031	0.018	-	-
HCM Lane LOS	A	A	-	C	A	B	A	A	A	-
HCM 95th Percentile Queue (veh)	0.161	-	-	0.678	0.145	0.213	0.096	0.055	-	-

HCM 2010 TWSC
10: Old Highway 395 & I-15 SB Off Ramp

6/4/2013

Intersection												
Intersection Delay (sec/veh):		1.9										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	22	114	4	297	0	0	0	0	65	0	6
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
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92	0.81	0.81	0.81
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	26	136	4	319	0	0	0	0	80	0	7
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	-	0	0	162	0	-	421	489	160
Stage 1	-	-	-	-	-	-	327	327	-
Stage 2	-	-	-	-	-	-	94	162	-
Follow-up Headway	0	-	-	2.218	-	0	3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1417	-	0	543	480	885
Stage 1	0	-	-	-	-	0	686	648	-
Stage 2	0	-	-	-	-	0	913	764	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	-	-	-	1417	-	-	542	479	885
Mov Capacity-2 Maneuver	-	-	-	-	-	-	542	479	-
Stage 1	-	-	-	-	-	-	-	646	-
Stage 2	-	-	-	-	-	-	913	764	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.1	12.1
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					592
HCM Control Delay (s)	-	-	7.548	-	12.1
HCM Lane VC Ratio	-	-	0.003	-	0.148
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.009	-	0.517

HCM 2010 TWSC
 11: I-15 NB Off Ramp & Old Highway 395

1/31/2013

Intersection

Intersection Delay (sec/veh): 4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	81	0	0	207	158	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.80	0.80	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	96	0	0	259	184	20
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	0	-	-	0	226	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	130	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	742	942
Stage 1	-	0	0	-	917	-
Stage 2	-	0	0	-	882	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	742	942
Mov Capacity-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	11.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	742	942		
HCM Control Delay (s)	11.4	8.9	-	-
HCM Lane VC Ratio	0.248	0.021	-	-
HCM Lane LOS	B	A	-	-
HCM 95th Percentile Queue (veh)	0.974	0.064	-	-

Intersection						
Intersection Delay (sec/veh):	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	25	154	179	161	97	14
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	30	186	192	173	101	15
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2	
Conflicting Flow Rate - All	666	59	116	0	0
Stage 1	109	-	-	-	-
Stage 2	557	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-
Pot Capacity-1 Maneuver	425	1007	1473	-	-
Stage 1	916	-	-	-	-
Stage 2	574	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-
Mov Capacity-1 Maneuver	370	1007	1473	-	-
Mov Capacity-2 Maneuver	370	-	-	-	-
Stage 1	916	-	-	-	-
Stage 2	499	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	11	4.1	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			812		
HCM Control Delay (s)	7.811	-	11	-	-
HCM Lane VC Ratio	0.131	-	0.266	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.45	-	1.07	-	-

HCM 2010 TWSC
13: Old Highway 395 & Circle R Road

1/31/2013

Intersection

Intersection Delay (sec/veh): 3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	114	23	388	207	29	172
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	139	28	436	233	32	191
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1		Major 2	
Conflicting Flow Rate - All	808	335	0	0
Stage 1	553	-	-	-
Stage 2	255	-	-	-
Follow-up Headway	3.518	3.318	-	-
Pot Capacity-1 Maneuver	350	707	-	-
Stage 1	576	-	-	-
Stage 2	788	-	-	-
Time blocked-Platoon(%)	0	0	-	-
Mov Capacity-1 Maneuver	338	707	-	-
Mov Capacity-2 Maneuver	338	-	-	-
Stage 1	576	-	-	-
Stage 2	761	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	22.5	0	1.3
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			370		
HCM Control Delay (s)	-	-	22.5	9.05	-
HCM Lane VC Ratio	-	-	0.452	0.035	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	2.267	0.109	-

HCM 2010 TWSC
14: I-15 SB Ramps & Gopher Canyon Road

6/4/2013

Intersection												
Intersection Delay (sec/veh): 22.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	762	323	199	327	0	0	0	0	42	1	179
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
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	811	344	205	337	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	337	0	0	1155	0	-	1730	1902	169
Stage 1	-	-	-	-	-	-	747	747	-
Stage 2	-	-	-	-	-	-	983	1155	-
Follow-up Headway	2.22	-	-	2.22	-	0	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1219	-	-	601	-	0	57	68	845
Stage 1	-	-	-	-	-	0	371	418	-
Stage 2	-	-	-	-	-	0	267	269	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	1219	-	-	601	-	-	# 42	45	845
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 42	45	-
Stage 1	-	-	-	-	-	-	371	275	-
Stage 2	-	-	-	-	-	-	267	269	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.3	173
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						195
HCM Control Delay (s)	0	-	-	14.063	-	173
HCM Lane VC Ratio	-	-	-	0.341	-	1.186
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	1.509	-	11.85

HCM 2010 TWSC
15: I-15 NB Ramps & Gopher Canyon Road

6/4/2013

Intersection

Intersection Delay (sec/veh): \$ 670.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	237	0	0	336	72	190	1	428	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
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		32	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	585	244	0	0	346	74	200	1	451	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	420	0	-	245	0	0	1588	1835	123
Stage 1	-	-	-	-	-	-	1415	1415	-
Stage 2	-	-	-	-	-	-	173	420	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1136	-	0	1318	-	-	# 72	75	905
Stage 1	-	-	0	-	-	-	# 144	202	-
Stage 2	-	-	0	-	-	-	812	588	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1136	-	-	1318	-	-	# 43	36	904
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 43	36	-
Stage 1	-	-	-	-	-	-	# 70	98	-
Stage 2	-	-	-	-	-	-	812	588	-

Approach	EB	WB	NB
HCM Control Delay (s)	8.1	0	\$ 1945.4
HCM LOS	A	A	F

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	126					
HCM Control Delay (s)	\$ 1945.4	11.478	-	0	-	-
HCM Lane VC Ratio	5.171	0.515	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	69.227	3.045	-	0	-	-

HCM 2010 Signalized Intersection Summary

16: Old Highway 395 & Gopher Canyon Road

3/5/2014

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	401	264	217	194	95	191		
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	501	249	271	242	119	158		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	624	798	341	830	283	240		
Arrive On Green	0.35	0.35	0.19	0.45	0.15	0.15		
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583		
Grp Volume(v), veh/h	501	249	271	242	119	158		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583		
Q Serve(g_s), s	11.3	4.1	6.5	3.7	2.6	4.2		
Cycle Q Clear(g_c), s	11.3	4.1	6.5	3.7	2.6	4.2		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	624	798	341	830	283	240		
V/C Ratio(X)	0.80	0.31	0.79	0.29	0.42	0.66		
Avail Cap(c_a), veh/h	1338	1435	579	1153	356	303		
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	13.0	6.5	17.1	7.9	17.1	17.7		
Incr Delay (d2), s/veh	2.5	0.2	4.2	0.2	1.0	3.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.9	2.3	3.6	1.9	1.4	2.0		
LnGrp Delay(d),s/veh	15.5	6.7	21.3	8.0	18.1	21.3		
LnGrp LOS	B	A	C	A	B	C		
Approach Vol, veh/h	750			513	277			
Approach Delay, s/veh	12.6			15.1	19.9			
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	13.0	11.2		20.1		24.3		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	14.5	8.5		33.5		27.5		
Max Q Clear Time (g_c+I1), s	8.5	6.2		13.3		5.7		
Green Ext Time (p_c), s	0.4	0.6		2.3		2.2		
Intersection Summary								
HCM 2010 Ctrl Delay			14.7					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary

17: Old Highway 395 & Old Castle Road

1/31/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	41	218	193	92	267	92
Number	3	18	2	12	1	6
Initial Queue, 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 Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	143	461	554	210	374	1367
Arriving On Green	0.08	0.08	0.43	0.43	0.21	0.73
Sat Flow, veh/h	1774.0	1583.3	1289.1	487.6	1774.0	1862.7
Grp Volume(v), veh/h	41.8	100.0	0.0	312.9	306.9	105.7
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1776.7	1774.0	1862.7
Q Serve(g_s), s	1.1	2.3	0.0	5.9	8.0	0.8
Cycle Q Clear(g_c), s	1.1	2.3	0.0	5.9	8.0	0.8
Proportion In Lane	1.000	1.000		0.274	1.000	
Lane Grp Cap(c), veh/h	142.6	460.7	0.0	764.0	373.6	1366.5
V/C Ratio(X)	0.293	0.217	0.000	0.410	0.821	0.077
Avail Cap(c_a), veh/h	568.2	840.6	0.0	764.0	531.6	1366.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	21.0	13.0	0.0	9.5	18.2	1.8
Incr Delay (d2), s/veh	1.1	0.2	0.0	1.6	6.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	22.1	13.2	0.0	11.2	25.1	1.9
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	142		313			413
Approach Delay, s/veh	15.8		11.2			19.2
Approach LOS	B		B			B
Timer						
Assigned Phase			2		1	6
Phase Duration (G+Y+Rc), s			25.31		14.69	40.00
Change Period (Y+Rc), s			4.50		4.50	4.50
Max Green Setting (Gmax), s			16.50		14.50	35.50
Max Q Clear Time (g_c+I1), s			7.90		9.99	2.78
Green Extension Time (p_c)			1.37		0.37	2.20
Intersection Summary						
HCM 2010 Control Delay			15.7			
HCM 2010 Level of Service			B			

Intersection

Intersection Delay (sec/veh): 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	26	12	32	50	11	27
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.79	0.79	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	16	41	63	13	31
Number of Lanes	1	0	1	0	0	1

Major/Minor	Major 1		Major 2	
Conflicting Flow Rate - All	130	73	0	0
Stage 1	73	-	-	-
Stage 2	57	-	-	-
Follow-up Headway	3.518	3.318	-	-
Pot Capacity-1 Maneuver	864	989	-	-
Stage 1	950	-	-	-
Stage 2	966	-	-	-
Time blocked-Platoon(%)	0	0	-	-
Mov Capacity-1 Maneuver	856	989	-	-
Mov Capacity-2 Maneuver	856	-	-	-
Stage 1	950	-	-	-
Stage 2	957	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	2.2
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			894		
HCM Control Delay (s)	-	-	9.3	7.44	-
HCM Lane VC Ratio	-	-	0.058	0.009	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.185	0.026	-

HCM 2010 TWSC
19: Mountain Ridge Rd & Circle R Road

1/31/2013

Intersection												
Intersection Delay (sec/veh):		0.8										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	86	1	0	50	2	1	0	0	2	0	3
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
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.25	0.25	0.25	0.63	0.63	0.63
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	4	95	1	0	69	3	4	0	0	3	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	72	0	0	96	0	0	177	176	96	175	175	71
Stage 1	-	-	-	-	-	-	104	104	-	71	71	-
Stage 2	-	-	-	-	-	-	73	72	-	104	104	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1528	-	-	1498	-	-	785	718	960	788	719	991
Stage 1	-	-	-	-	-	-	902	809	-	939	836	-
Stage 2	-	-	-	-	-	-	937	835	-	902	809	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1528	-	-	1498	-	-	779	716	960	786	717	991
Mov Capacity-2 Maneuver	-	-	-	-	-	-	779	716	-	786	717	-
Stage 1	-	-	-	-	-	-	899	807	-	936	836	-
Stage 2	-	-	-	-	-	-	932	835	-	899	807	-
Approach	EB			WB			NB			SB		
HCM Control Delay (s)	0.3			0			9.6			9		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (vph)	779								897			
HCM Control Delay (s)	9.6		7.363	0	-	0	-	-	9			
HCM Lane VC Ratio	0.005		0.003	-	-	-	-	-	0.009			
HCM Lane LOS	A		A	A	-	A	-	-	A			
HCM 95th Percentile Queue (veh)	0.015		0.009	-	-	0	-	-	0.027			

Intersection

Intersection Delay (sec/veh): 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	26	12	32	50	11	27
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.79	0.79	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	16	41	63	13	31
Number of Lanes	1	0	1	0	0	1

Major/Minor	Major 1		Major 2	
Conflicting Flow Rate - All	130	73	0	0
Stage 1	73	-	-	-
Stage 2	57	-	-	-
Follow-up Headway	3.518	3.318	-	-
Pot Capacity-1 Maneuver	864	989	-	-
Stage 1	950	-	-	-
Stage 2	966	-	-	-
Time blocked-Platoon(%)	0	0	-	-
Mov Capacity-1 Maneuver	856	989	-	-
Mov Capacity-2 Maneuver	856	-	-	-
Stage 1	950	-	-	-
Stage 2	957	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	2.2
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			894		
HCM Control Delay (s)	-	-	9.3	7.44	-
HCM Lane VC Ratio	-	-	0.058	0.009	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.185	0.026	-

Intersection

Intersection Delay (sec/veh): 2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	30	26	20	85	75	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.75	0.75	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	38	33	27	113	87	24
Number of Lanes	1	0	0	1	1	0

Major/Minor	Major 1			Major 2	
Conflicting Flow Rate - All	266	99	111	0	0
Stage 1	99	-	-	-	-
Stage 2	167	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-
Pot Capacity-1 Maneuver	723	957	1479	-	-
Stage 1	925	-	-	-	-
Stage 2	863	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-
Mov Capacity-1 Maneuver	709	957	1479	-	-
Mov Capacity-2 Maneuver	709	-	-	-	-
Stage 1	925	-	-	-	-
Stage 2	847	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	9.9	1.4	0
HCM LOS	A	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			806		
HCM Control Delay (s)	7.479	-	9.9	-	-
HCM Lane VC Ratio	0.018	-	0.089	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th Percentile Queue (veh)	0.055	-	0.292	-	-

Intersection

Intersection Delay (sec/veh): 3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	45	273	204	110	104	33
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.82	0.82
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	51	307	229	124	127	40
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	353	0	0	0	700	177
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	409	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1206	-	-	-	405	866
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	671	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1206	-	-	-	388	866
Mov Capacity-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.1	0	17.8
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					447
HCM Control Delay (s)	8.116	-	-	-	17.8
HCM Lane VC Ratio	0.042	-	-	-	0.374
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.131	-	-	-	1.707

HCM 2010 Signalized Intersection Summary

23: Valley Center Rd & Lilac Rd/Private Driveway

1/31/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	262	1	190	0	1	0	248	754	2	0	633	296
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, 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 Rate	1863	1863	1863	0	1863	0	1863	1863	1863	0	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	329	436	370	0	8	0	390	2038	5	0	951	346
Arriving On Green	0.23	0.23	0.23	0.00	0.00	0.00	0.11	0.55	0.55	0.00	0.36	0.36
Sat Flow, veh/h	1406.7	1862.7	1583.3	0.0	1862.7	0.0	3441.6	3713.9	9.9	0.0	2610.0	948.2
Grp Volume(v), veh/h	291.1	1.1	200.0	0.0	4.0	0.0	288.4	439.7	439.3	0.0	485.8	442.2
Grp Sat Flow(s),veh/h/ln	1406.7	1862.7	1583.3	0.0	1862.7	0.0	1720.8	1862.7	1861.0	0.0	1862.7	1695.4
Q Serve(g_s), s	12.7	0.0	7.0	0.0	0.1	0.0	5.1	8.8	8.8	0.1	14.2	14.2
Cycle Q Clear(g_c), s	12.7	0.0	7.0	0.0	0.1	0.0	5.1	8.8	8.8	0.1	14.2	14.2
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.005	1.000		0.559
Lane Grp Cap(c), veh/h	329.1	435.9	370.5	0.0	8.0	0.0	389.7	1022.1	1021.2	0.0	678.9	617.9
V/C Ratio(X)	0.884	0.003	0.540	0.000	0.500	0.000	0.740	0.430	0.430	0.000	0.715	0.716
Avail Cap(c_a), veh/h	344.0	455.6	387.2	0.0	455.6	0.0	429.0	1022.1	1021.2	0.0	678.9	617.9
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)	1.000	1.000	1.000	0.000	1.000	0.000	1.000	1.000	1.000	0.000	1.000	1.000
Uniform Delay (d), s/veh	23.4	18.6	21.3	0.0	31.5	0.0	27.2	8.4	8.4	0.0	17.3	17.3
Incr Delay (d2), s/veh	22.2	0.0	1.4	0.0	41.2	0.0	6.1	1.3	1.3	0.0	6.4	7.0
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
Lane Group Delay (d), s/veh	45.7	18.6	22.7	0.0	72.7	0.0	33.3	9.8	9.8	0.0	23.7	24.3
Lane Group LOS	D	B	C		E		C	A	A		C	C
Approach Volume, veh/h		492			4			1167			928	
Approach Delay, s/veh		36.3			72.7			15.6			24.0	
Approach LOS		D			E			B			C	
Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		19.33			4.77		11.68	39.28		0.00	27.60	
Change Period (Y+Rc), s		4.50			4.50		4.50	4.50		4.50	4.50	
Max Green Setting (Gmax), s		15.50			15.50		7.90	27.00		4.00	23.10	
Max Q Clear Time (g_c+I1), s		14.67			2.14		7.14	10.84		0.00	16.21	
Green Extension Time (p_c)		0.16			0.00		0.08	9.55		0.00	5.02	
Intersection Summary												
HCM 2010 Control Delay					22.6							
HCM 2010 Level of Service					C							

Intersection						
Intersection Delay (sec/veh): 1.1						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	73	988	839	24	9	48
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.80	0.80	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	78	1062	1049	30	11	57
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1079	0	0	0	1751	540
Stage 1	-	-	-	-	1064	-
Stage 2	-	-	-	-	687	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	642	-	-	-	77	486
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	461	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	642	-	-	-	68	486
Mov Capacity-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	405	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	25
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					247
HCM Control Delay (s)	11.387	-	-	-	25
HCM Lane VC Ratio	0.122	-	-	-	0.275
HCM Lane LOS	B	-	-	-	D
HCM 95th Percentile Queue (veh)	0.415	-	-	-	1.084

HCM 2010 Signalized Intersection Summary

25: Cole Grade Road & Valley Center Rd

1/31/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	503	402	50	19	413	99	42	31	33	154	24	400
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, 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 Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	624	638	542	24	572	68	161	119	69	307	48	554
Arriving On Green	0.18	0.34	0.34	0.01	0.17	0.17	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	3271.0	386.3	812.6	599.8	348.3	1544.8	240.7	2786.7
Grp Volume(v), veh/h	529.5	423.2	26.3	21.1	260.4	252.9	109.6	0.0	0.0	211.9	0.0	404.8
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1794.6	1760.7	0.0	0.0	1785.5	0.0	1393.3
Q Serve(g_s), s	10.9	14.1	0.8	0.9	9.8	9.9	3.9	0.0	0.0	7.9	0.0	9.9
Cycle Q Clear(g_c), s	10.9	14.1	0.8	0.9	9.8	9.9	3.9	0.0	0.0	7.9	0.0	9.9
Proportion In Lane	1.000		1.000	1.000		0.215	0.462		0.198	0.865		1.000
Lane Grp Cap(c), veh/h	624.1	637.9	542.2	24.3	325.6	313.7	349.7	0.0	0.0	354.7	0.0	553.5
V/C Ratio(X)	0.848	0.663	0.049	0.868	0.800	0.806	0.313	0.000	0.000	0.597	0.000	0.731
Avail Cap(c_a), veh/h	683.6	637.9	542.2	182.3	344.5	331.9	349.7	0.0	0.0	354.7	0.0	553.5
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)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	28.9	20.4	16.0	35.9	28.9	28.9	25.0	0.0	0.0	26.6	0.0	27.4
Incr Delay (d2), s/veh	9.2	2.6	0.0	54.8	12.0	13.0	2.3	0.0	0.0	7.2	0.0	8.3
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
Lane Group Delay (d), s/veh	38.1	23.0	16.1	90.7	40.9	42.0	27.3	0.0	0.0	33.8	0.0	35.7
Lane Group LOS	D	C	B	F	D	D	C			C		D
Approach Volume, veh/h		979			534			110			617	
Approach Delay, s/veh		31.0			43.4			27.3			35.1	
Approach LOS		C			D			C			D	
Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	17.74	29.50		5.50	17.26			19.00			19.00	
Change Period (Y+Rc), s	4.50	4.50		4.50	4.50			4.50			4.50	
Max Green Setting (Gmax), s	14.50	20.50		7.50	13.50			14.50			14.50	
Max Q Clear Time (g_c+I1), s	12.87	16.11		2.87	11.88			5.88			11.94	
Green Extension Time (p_c)	0.37	2.10		0.01	0.88			0.30			0.76	
Intersection Summary												
HCM 2010 Control Delay				34.9								
HCM 2010 Level of Service				C								

Appendix G
Ramp Intersection Capacity Analysis Worksheets –
Existing Conditions

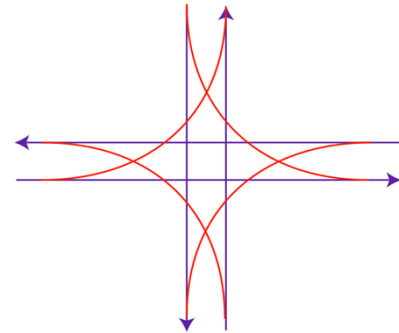
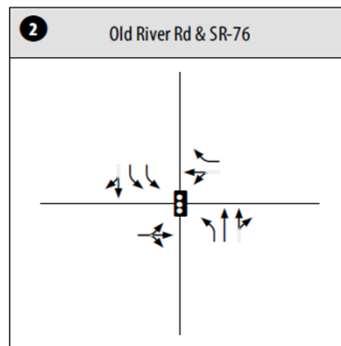
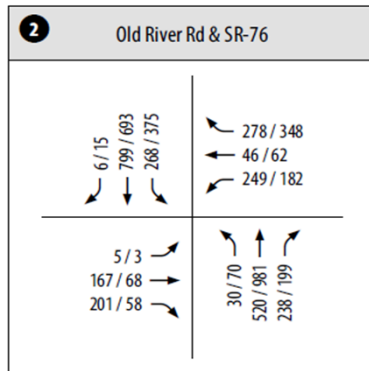
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street

SR-76

E/W Street

OLD RIVER ROAD / EAST VISTA WAY



PHASE 1:

30 / 70
AM/PM



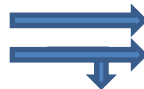
Critical Volume

268 / 375
AM/PM

134 / 188

PHASE 2:

758 / 1,180
AM/PM



Critical Volume



701 / 590
AM/PM

701 / 590

PHASE 3

WBL	249	182
WBT	46	62
WBR	278	348
	AM	PM



Critical Volume

295 / 348

PHASE 4

EBL	5	3
EBT	167	68
EBR	201	58
	AM	PM



Critical Volume

373 / 129

SUM

PHASE 1	134 / 188
PHASE 2	701 / 590
PHASE 3	295 / 348
PHASE 4	373 / 129
TOTAL	1,503 / 1,255

AM

1,503 >1500: (Over Capacity)

PM

1,255 1200-1500: (At Capacity)

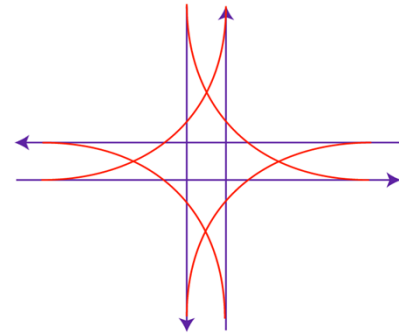
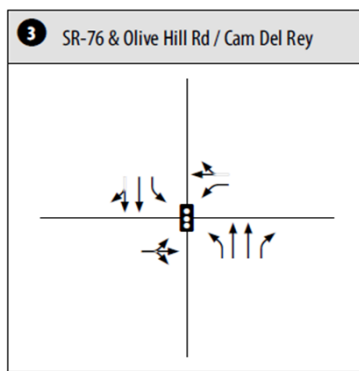
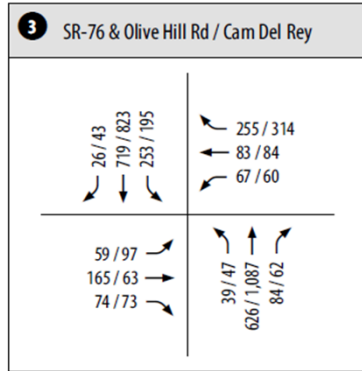
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street

SR-76

E/W Street

OLIVE HILL RD / CAM DEL REY



PHASE 1:

39 / 47
AM/PM



Critical Volume



253 / 195
AM/PM

253 / 195

PHASE 2:

NBT
NBR

626 / 1,087
84 / 62
AM/PM



Critical Volume

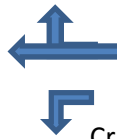


531 / 718
AM/PM

313 / 544

PHASE 3

WBL	67	60
WBT	83	84
WBR	255	314
	AM	PM



Critical Volume

338 / 398

PHASE 4

EBL	59	97
EBT	165	63
EBR	74	73
	AM	PM



Critical Volume

298 / 233

SUM	PHASE 1	253 / 195	AM	1,202 1200-1500: (At Capacity)
	PHASE 2	313 / 544	PM	1,370 1200-1500: (At Capacity)
	PHASE 3	338 / 398		
	PHASE 4	298 / 233		
	TOTAL	1,202 / 1,370		

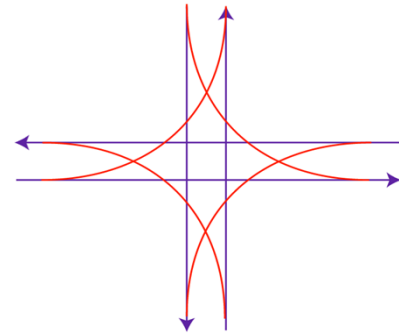
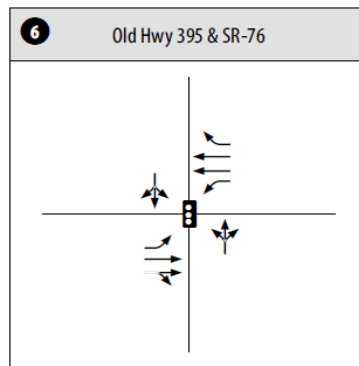
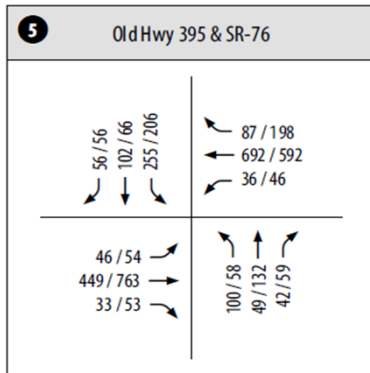
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street

SR-76

E/W Street

OLD HIGHWAY 395



PHASE 1:

46 / 54
AM/PM



Critical Volume

36 / 46
AM/PM

46 / 54

PHASE 2:

NBT
NBR

449 / 763
33 / 53
AM/PM



Critical Volume

87 / 198
692 / 592
AM/PM

WBR
WBT

346 / 404

PHASE 3

NBL	105	58
NBT	49	132
NBR	42	59
	AM	PM



Critical Volume

196 / 249

PHASE 4

SBL	255	206
SBT	102	66
SBR	56	56
	AM	PM



Critical Volume

413 / 328

SUM

PHASE 1	46 / 54
PHASE 2	346 / 404
PHASE 3	196 / 249
PHASE 4	413 / 328
TOTAL	1,001 / 1,035

AM

1,001 < 1200: (Under Capacity)

PM

1,035 < 1200: (Under Capacity)

Appendix H
Fire Station Trip Generation Survey



MEMORANDUM

TO: Mr. Jon Rilling, Accretive Investments, LLC
FROM: Meghan Cedeño, PE
DATE: February 3, 2014
RE: Lilac Hills Development Project, Fire Station Trip Generation Data

This memorandum includes a summary of the approach used to estimate the number of trips generated by a fire station in the proposed Lilac Hill Development project. It is our understanding that Accretive Investment, LLC proposes to develop an unincorporated area of San Diego in the Valley Center and Bonsall Community Planning Areas into a mixture of residential, commercial and institutional, parks and open space land use. As part of the development, additional facilities and public amenities are required to support the new community, including K-8 schools, group residential facilities, recreational facilities, and civic services such as fire stations. As part of the traffic impact assessment, it is required to estimate the number of trips generated by the proposed facilities to understand the infrastructure needed to support them. The number of trips generated by a fire station could not be estimated using the *Trip Generation* (Institute of Transportation Engineers [ITE], 8th Edition) because typical trip generation data does not exist for this land use. Therefore, we estimated trip generation for the proposed fire station based on data for existing fire stations in the area of the project.

To obtain our data, we contacted several fire stations in North County by telephone, including the Valley Center Fire Protection District, the Rancho Santa Fe Fire Protection District, the North County Fire Protection District, and CalFire Dispatch Center, which also serves this area. The Rancho Santa Fe Fire Protection District and the North County Fire Protection District maintains four and five stations, respectively, that provide services to local residents. Even though the Valley Center Fire Protection District maintains three fire stations in the area, the fire chief declined to provide any information regarding existing facilities or services. CalFire similarly declined our requests for information.

We surveyed each fire chief for data about their fire station including the total number of fire fighters, the average number of firefighters on duty, shift start times and length, number of available engines, average number of calls per day, and any additional trips fire fighters may take while on duty in and out of the fire station (such as lunch trips or other errands). Using this information, we estimated the average number of trips per day, the average number of morning peak hour trips, the ratio of daily trips per fire fighters, and the ratio of morning peak hour trips per fire fighter. The trip information regarding each fire protection district is provided in Attachment A.

Based upon the ratio of Daily Trips / Fire Fighter, it was determined that the average daily trip per fire fighter is 4.34 trips. The Lilac Hills Ranch project is expected to have up to a maximum of 3 fire fighters on duty, thus resulting in an average of 14 trips per day.

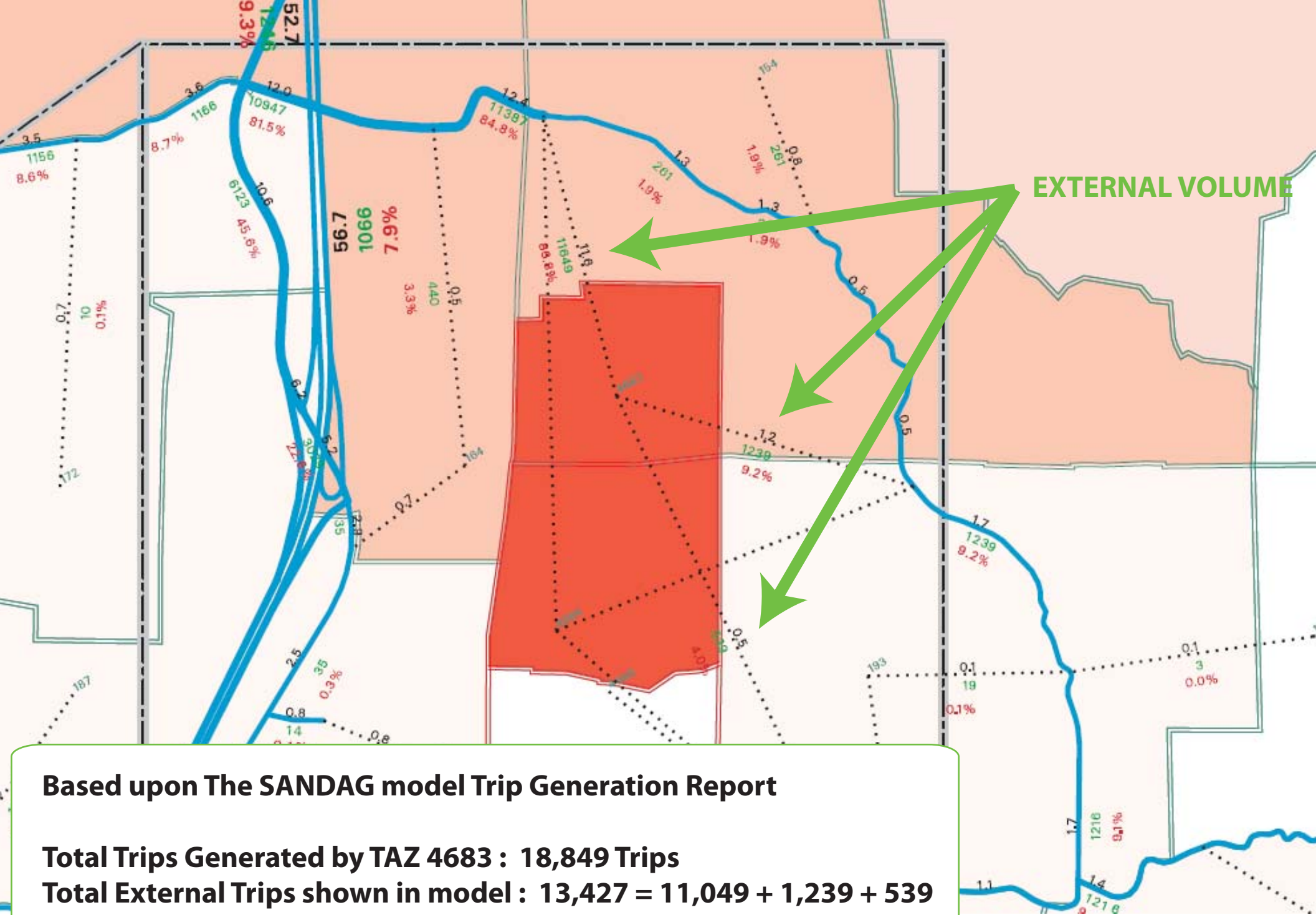
ATTACHMENT A

Fire District	Station Name / ID	# of Fire Fighter	Shift Start Time	Shift Length	Average # of Fire Fighter per Shift	# of Engines (active)	Average # of Call per day (estimate)	Additional Trips (Lunch)	Average # of Trips / Day	Average # of AM Peak Hour Trips	Ratio of Daily Trips / Fire Fighter	Ratio of AM Peak Hour Trips / Fire Fighter
Rancho Santa Fe Fire Protection District	Station 1	12	8:00 AM	24 Hrs	4	3	2.15	1	14.3	8	3.58	2.00
Rancho Santa Fe Fire Protection District	station 2	9	8:00 AM	24 Hrs	3	1	1.53	1	11.06	6	3.69	2.00
Rancho Santa Fe Fire Protection District	station 3	9	8:00 AM	24 Hrs	3	1	1.5	1	11	6	3.67	2.00
Rancho Santa Fe Fire Protection District	station 4	9	8:00 AM	24 Hrs	3	1	1.12	1	10.24	6	3.41	2.00
North County Fire Protection District	Station One 315 East Ivy Street	6	8:00 AM	48 hours	6	1	7.00	2	30	12	5.00	2.00
North County Fire Protection District	Station Two 2180 Winterwarm	3	8:00 AM	48 hours	3	1	3	2	16	6	5.33	2.00
North County Fire Protection District	Station Three 4157 Olive Hill Rd.	3	8:00 AM	48 hours	3	1	3	2	16	6	5.33	2.00
North County Fire Protection District	Station Four 4375 Pala Mesa Dr.	5	8:00 AM	48 hours	5	1	4	2	22	10	4.40	2.00
North County Fire Protection District	Station Five 31403 Old River Rd.	3	8:00 AM	48 hours	3	1	2	2	14	6	4.67	2.00
Average # of Trips											4.34	2.00
Lilac Hills Ranch Fire Station	LHR	3	8:00 AM	24 Hrs	3	-	-	-	14	6		

For a more conservative analysis it was assumed that these fire fighter operate on a 24 hours shift.

Appendix I

**SANDAG Select Zone Assignment &
ITE Internal Multi-Use Trip Generation Calculation**



Based upon The SANDAG model Trip Generation Report

Total Trips Generated by TAZ 4683 : 18,849 Trips

Total External Trips shown in model : 13,427 = 11,049 + 1,239 + 539

External Trips % = $13,300 / 18,849 = 71.2\%$

Internal Trips % = 28.8%

Series 12 Accretive Valley Center\2008 Base Year 4 Final Calibration\Plus Propos
trip generation and land use by zone page 1

Zone	Code	Name	Land Use		Trips	
			Type	Amount	Person	Vehicle
4673	4112	RIGHT-OF-WAY	acre	84.2	0.	0.
4673	4113	COMMUNICATION OR UTILITY	acre	0.7	2.	2.
4673	6105	FIRE OR POLICE STATION	site	0.5	154.	114.
4673	6816	ELEMENTARY SCHOOL EAST	site	0.5	253.	141.
4673	7221	OTHER REC LOW EAST	acre	162.7	228.	155.
4673	8003	FIELD CROPS	acre	369.5	37.	29.
4673	9101	INACTIVE USE	acre	17766.3	0.	0.
4673		TOTAL			694.	455.
4683	111	LH SINGLE FAMILY	du	903.0	8940.	6240.
4683	112	LH SENIOR SINGLE FAMILY	acre	468.0	2902.	2025.
4683	113	LH MULTI-FAMILY	du	375.0	2512.	1764.
4683	1410	CONGREGATE CARE	du	200.0	720.	506.
4683	1512	LH BED & BREAKFAST	room	50.0	815.	502.
4683	2302	RECYCLING CENTER	acre	3.0	22.	18.
4683	5025	STRIP COMMERCIAL	acre	10.5	5931.	4198.
4683	6012	SINGLE TENANT OFFICE	acre	4.8	1126.	867.
4683	6102	CHURCH	acre	10.7	565.	434.
4683	6109	OTHER PUBLIC SERVICE	acre	0.1	40.	29.
4683	6806	ELEMENTARY SCHOOL	site	1.0	2117.	1183.
4683	7212	LH YMCA	acre	2.0	881.	601.
4683	7612	LH ACTIVE PARK	acre	23.8	733.	482.
4683		TOTAL			27303.	18849.
4684	9101	INACTIVE USE	acre	243.7	0.	0.
4684		TOTAL			0.	0.
4688	9101	INACTIVE USE	acre	468.0	0.	0.
4688		TOTAL			0.	0.

7feb13/13:07:15/tgm.pr