

Figure 4-6  
Cumulative AM Peak Hour Intersection Volumes With Project

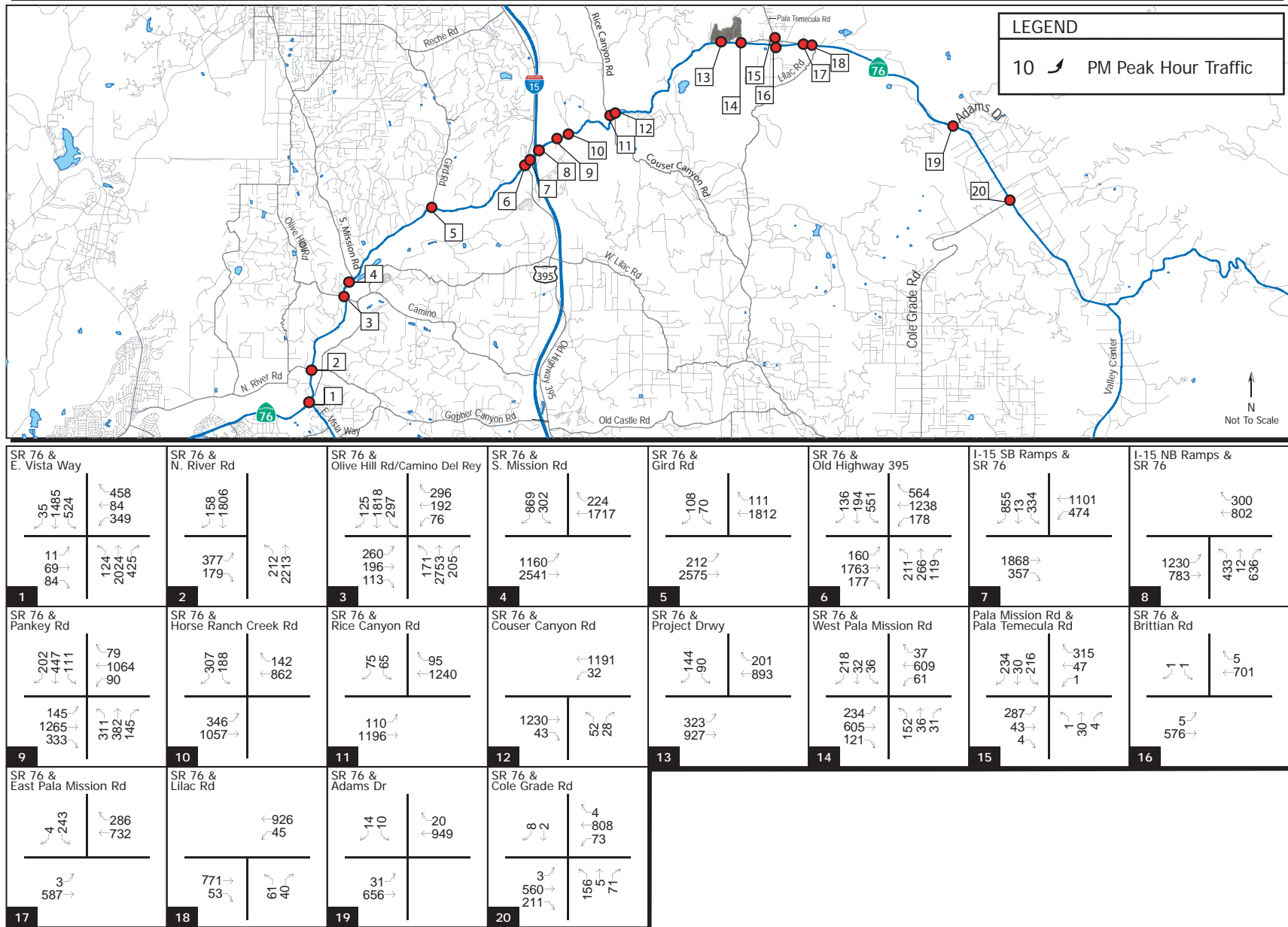


Figure 4-7  
Cumulative PM Peak Hour Intersection Volumes With Project

## **CHAPTER 5**

### **PREVIOUSLY ADOPTED GENERAL PLAN CONDITIONS**

Previously Adopted General Plan conditions represent traffic conditions in 2030.

#### **PREVIOUSLY ADOPTED GENERAL PLAN TRAFFIC VOLUMES**

Traffic growth on area roadways is a function of the expected land development, economic activity, and changes in demographics. Several methods can be used to estimate this growth. For this analysis SANDAG Series 11 traffic forecast model was used to develop Previously Adopted General Plan base volumes. Appendix C contains detailed information about volume development.

#### **PREVIOUSLY ADOPTED GENERAL PLAN CIRCULATION NETWORK**

The following circulation improvements are assumed under Previously Adopted General Plan conditions:

- State Route 76 from East Vista Way to Camino Del Rey: improvement from a 2 lane State Route to a 6 lane Expressway
- State Route 76 from Camino Del Rey to Old Highway 395: improvement from a 2 lane State Route to a 6 lane Prime Arterial
- State Route 76 from Old Highway 395 to I-15: improvement from a 4 lane Collector to a 6 lane Prime Arterial
- State Route 76 from Pankey Road to SR-79: improvement from a 2 lane State Route to a 4 lane Major Road

No other circulation network changes are assumed. Figure 5-1 shows the Previously Adopted General Plan circulation network.

The effect of the proposed project on the study area circulation network was evaluated. Figures 5-2 and 5-3 show the Previously Adopted General Plan roadway segment conditions without and with the proposed project. Table 5-2 shows the Previously Adopted General Plan segment conditions.

#### **PREVIOUSLY ADOPTED GENERAL PLAN ZONING AND TRIP GENERATION**

The project site is made up of 501.27 acres, of which 262.57 acres are zoned for one dwelling unit per every two acres and 238.64 acres are zoned one dwelling unit per every four acres. Using this zoning and acreage 190 dwelling units could be built on the site under the Previously Adopted General Plan Zoning. Table 5-1 illustrates the trip making potential of the Previously Adopted General Plan and compares it to the proposed project.

**Table 5-1**  
**Previously Adopted General Plan Trip Generation Comparison**

<i>Land Use</i>	Intensity	Unit	Rate/Trips	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Estate (3-6 DU/acre)	190	dwelling unit	Rate Trips	12 2,280	8% 183	30% 55	70% 129	10% 228	70% 160	30% 69
<b><i>Previously Adopted General Plan</i></b>				<b><i>2,280</i></b>	<b><i>183</i></b>	<b><i>55</i></b>	<b><i>129</i></b>	<b><i>228</i></b>	<b><i>160</i></b>	<b><i>69</i></b>
Single Family (3-6 DU/acre)	534	dwelling unit	Rate Trips	10 5,340	8% 428	30% 129	70% 300	10% 534	70% 374	30% 161
Condominium (6-20 DU/acre)	246	dwelling unit	Rate Trips	8 1,968	8% 158	20% 32	80% 127	10% 197	70% 138	30% 60
Developed Park	4.23	AC	Rate Trips	50 212	13% 28	50% 14	50% 14	9% 20	50% 10	50% 10
Fire Station	1	Station	Rate Trips	50 50	8% 4	60% 3	40% 2	10% 5	40% 2	60% 3
<b><i>Proposed Project</i></b>				<b><i>7,570</i></b>	<b><i>618</i></b>	<b><i>178</i></b>	<b><i>443</i></b>	<b><i>756</i></b>	<b><i>524</i></b>	<b><i>234</i></b>
<b>Net Increase</b>				<b><i>5,290</i></b>	<b><i>435</i></b>	<b><i>123</i></b>	<b><i>314</i></b>	<b><i>528</i></b>	<b><i>364</i></b>	<b><i>165</i></b>

Source: SANDAG



**Table 5-2**  
**Previously Adopted General Plan With Project Roadway Segment Conditions**

Roadway Segment	Lanes/ Class	LOS E Capacity	Previously Adopted General Plan			With Project			Δ Traffic	Δ v/c	GP Non- Conformant?	CMP Sig?
			ADT	V/C	LOS	ADT	V/C	LOS				
State Route 76												
E. Vista Way to N. River Road	6E	108,000	56,000	0.519	C	56,281	0.521	C	281	0.003	No	No
N. River Road to Camino Del Rey	6E	108,000	66,000	0.611	C	66,376	0.615	C	376	0.003	No	No
Camino Del Rey to S. Mission Road	6E	108,000	72,000	0.667	D	72,423	0.671	D	423	0.004	No	No
S. Mission Road to Gird Road	6PA	57,000	48,000	0.842	D	48,486	0.851	D	486	0.009	No	No
Gird Road to Old Hwy 395	6PA	57,000	42,000	0.737	C	42,551	0.747	C	551	0.010	No	No
Old Hwy 395 to I-15 SB Ramp	6PA	57,000	41,000	0.719	C	41,609	0.730	C	609	0.011	No	No
I-15 SB Ramp to I-15 NB Ramp	6PA	57,000	31,000	0.544	B	32,270	0.566	B	1,270	0.022	No	No
I-15 NB Ramp to Pankey Road	4MR	37,000	24,000	0.649	B	25,932	0.701	C	1,932	0.052	No	No
Pankey Road to Horse Ranch Creek Road	4MR	37,000	30,000	0.811	D	32,340	0.874	D	2,340	0.063	No	No
Horse Ranch Creek Road to Rice Canyon Road	4MR	37,000	20,000	0.541	B	22,899	0.619	B	2,899	0.078	No	No
Rice Canyon Road to Couser Canyon Road	4MR	37,000	26,000	0.703	C	29,153	0.788	C	3,153	0.085	No	No
Couser Canyon Road to W. Pala Mission Road	4MR	37,000	27,000	0.730	C	30,263	0.818	D	3,263	0.088	No	No
W. Pala Mission Road to E. Pala Mission Road	4MR	37,000	19,000	0.514	B	19,423	0.525	B	423	0.011	No	No
E. Pala Mission Road to Lilac Road	4MR	37,000	21,000	0.568	B	21,423	0.579	B	423	0.011	No	No
Lilac Road to Adams Drive	4MR	37,000	21,000	0.568	B	21,275	0.575	B	275	0.007	No	No
Adams Drive to Cole Grade Road	4MR	37,000	21,000	0.568	B	21,259	0.575	B	259	0.007	No	No
W. Pala Mission Road												
State Route 76 and Pala Temecula Road	2RC	16,200	6,000	0.370	C	6,851	0.423	C	851	0.053	No	No
Pala Temecula Road												
Pala Mission Road to Trujillo Road	2RC	16,200	5,000	0.309	C	5,661	0.349	C	661	0.041	No	No

Note: 2RC: 2-lane Rural Collector; 4MR: 4-lane Major Road; 6PA: 6-lane Prime Arterial; 6E: 6-lane Expressway.

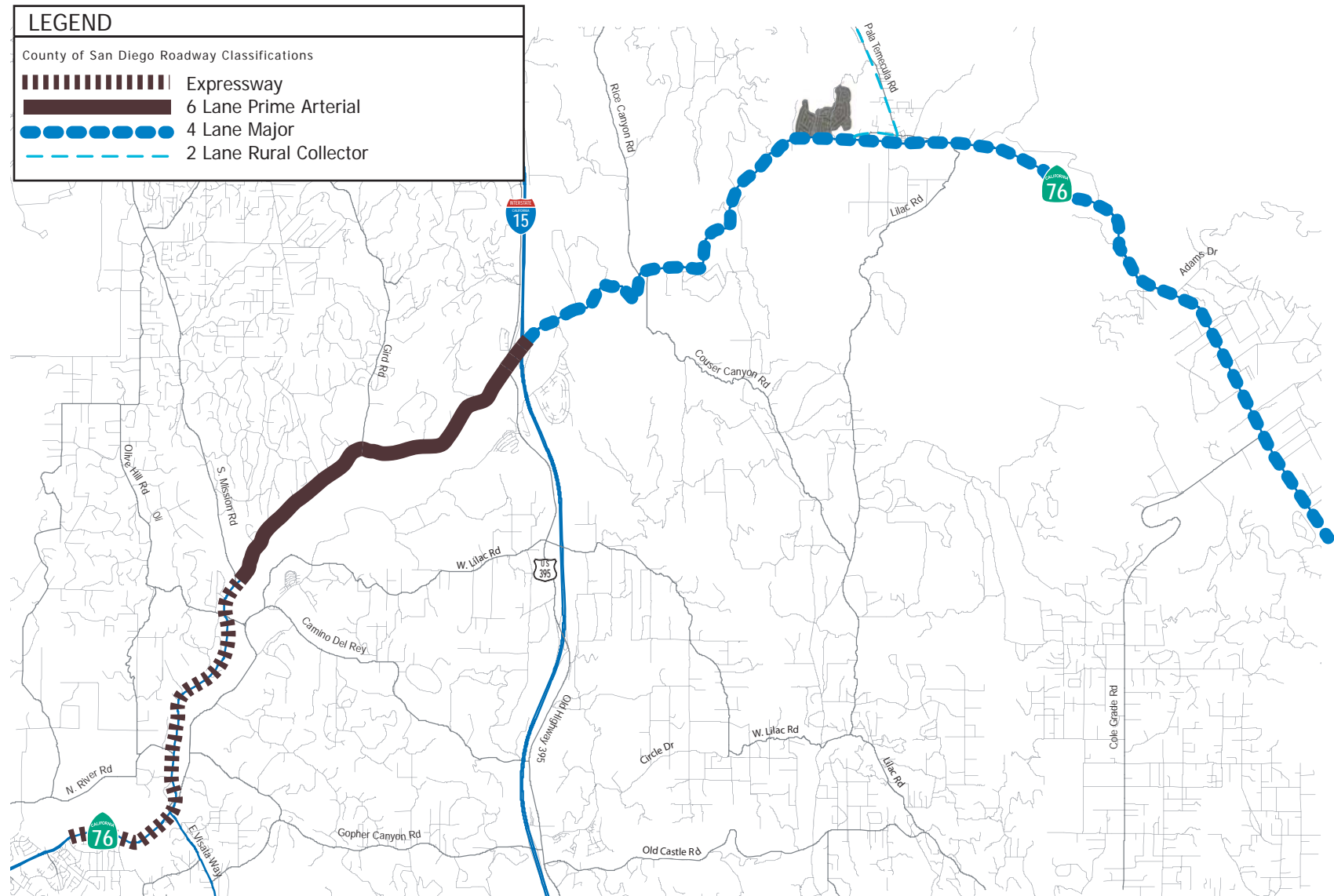
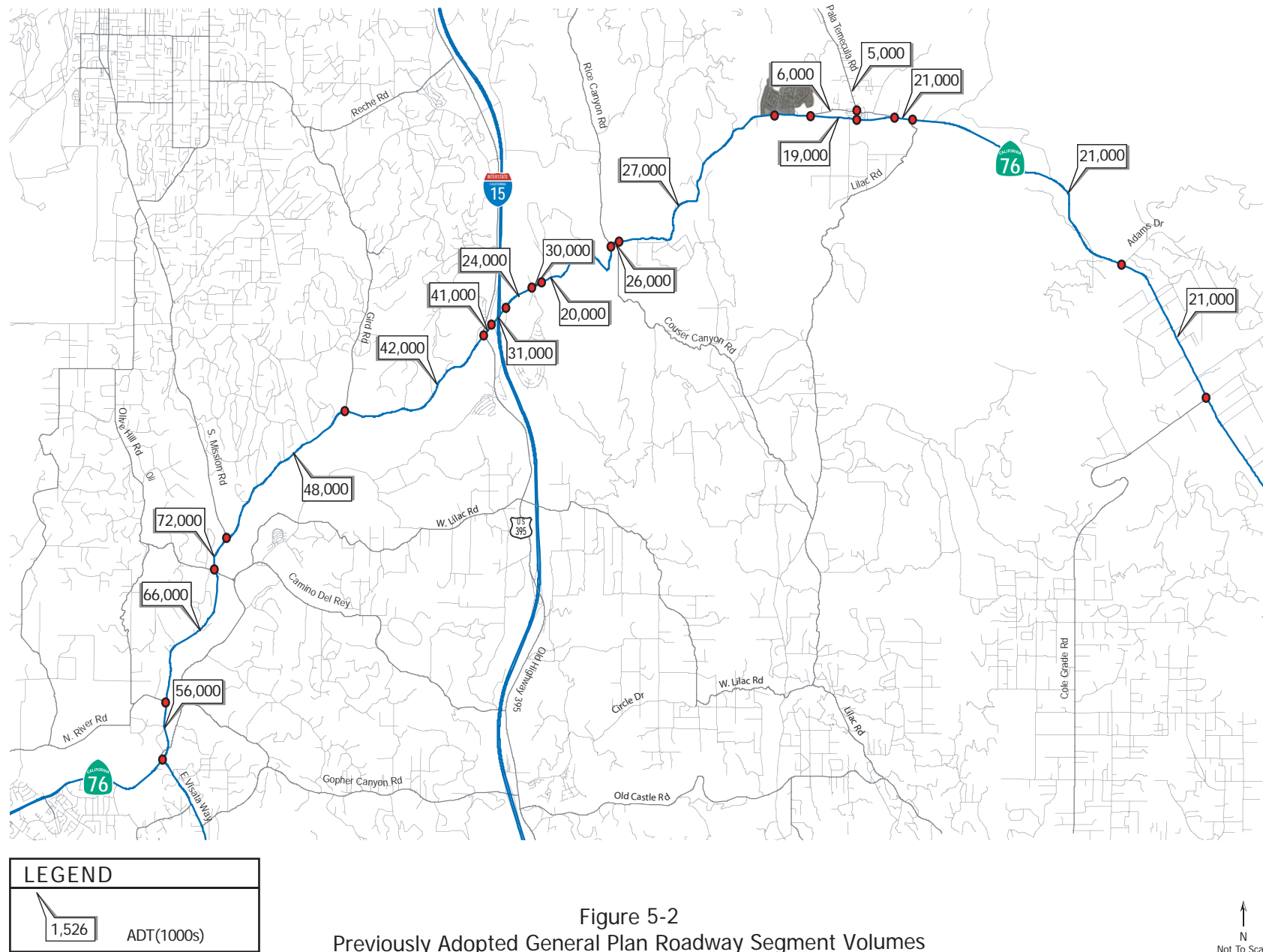
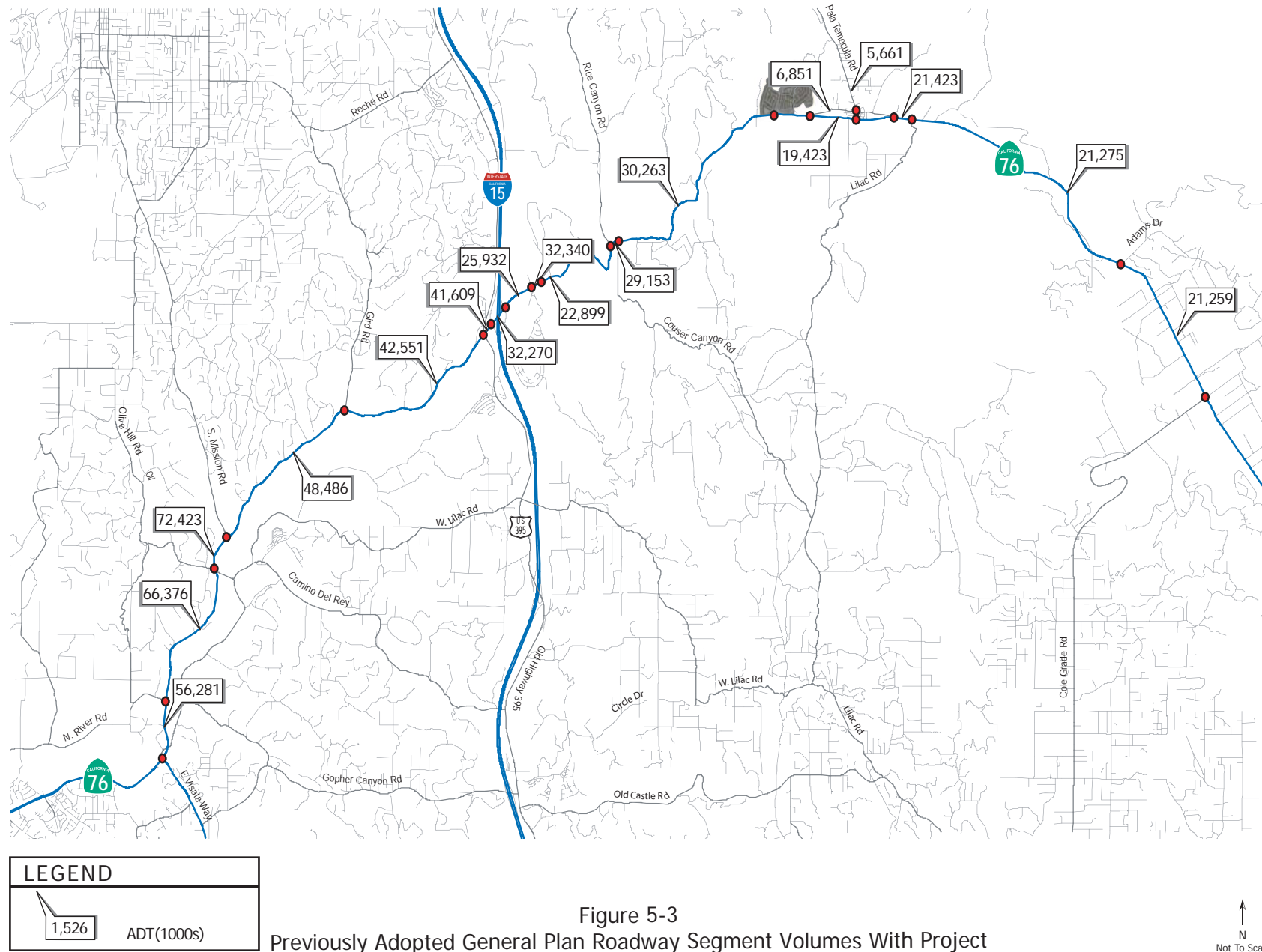


Figure 5-1  
Previously Adopted General Plan Circulation Network







## **CHAPTER 6**

### **ADOPTED GENERAL PLAN CONDITIONS**

Adopted General Plan conditions represent traffic conditions in 2030. This analysis reflects the conditions that are proposed in the Adopted General Plan. The Adopted General Plan represents a decrease in intensity of land use in the back country of the County and a down-grading of many roadway classifications that had yet to be widened to that degree.

#### **ADOPTED GENERAL PLAN TRAFFIC VOLUMES**

Traffic growth on area roadways is a function of the expected land development, economic activity, and changes in demographics. Several methods can be used to estimate this growth. For this analysis Adopted General Plan 2030 traffic forecast model was used to develop Adopted General Plan base volumes. Appendix C contains detailed information about volume development.

#### **ADOPTED GENERAL PLAN MOBILITY NETWORK**

The following circulation improvements are assumed under Adopted General Plan conditions:

- SR-76 from East Vista Way to Mission Road: recently improved from a 2 lane State Route to a 4 lane Major which would eventually become a 6 lane Prime Arterial
- SR-76 from Mission Road to Old Highway 395: improvement from a 2 lane State Route to a 4 lane Major Road with a Raised Median
- SR-76 from Old Highway 395 to I-15: improvement from a 4 lane Collector to a 4 lane Major Road with a Raised Median
- SR-76 from Pankey Road to Couser Canyon Road : improvement from a 2 lane State Route to a 4 lane Major Road
- Pala Temecula Road from Pala Mission Road to Trujillo Road: improvement from a 2 lane Rural Collector to a 2 lane Light Collector with passing lane improvement options

No other circulation network changes are assumed. Figure 6-1 shows the Adopted General Plan mobility network.

The effect of the proposed project on the study area circulation network was evaluated. Figures 6-2 through 6-3 show the Adopted General Plan roadway segment conditions with and without the proposed project. Table 6-1 shows the Adopted General Plan segment conditions.

#### **ADOPTED GENERAL PLAN ZONING AND TRIP GENERATION**

The project site is made up of 501.27 acres and is zoned for one dwelling unit per every forty acres under the Adopted General Plan. Using this zoning and acreage 12 dwelling units could be built on the site under the proposed General Plan Zoning. Table 6-1 illustrates the trip making potential of the Adopted General Plan and compares it to the proposed project.

**Table 6-1**  
**Adopted General Plan Trip Generation Comparison**

<i>Land Use</i>	Intensity	Unit	Rate/Trips	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Estate (3-6 DU/acre)	12	dwelling unit	Rate Trips	12 144	8% 12	30% 4	70% 9	10% 15	70% 11	30% 5
<b>Adopted General Plan</b>				<b>144</b>	<b>12</b>	<b>4</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>5</b>
Single Family (3-6 DU/acre)	534	dwelling unit	Rate Trips	10 5,340	8% 428	30% 129	70% 300	10% 534	70% 374	30% 161
Condominium (6-20 DU/acre)	246	dwelling unit	Rate Trips	8 1,968	8% 158	20% 32	80% 127	10% 197	70% 138	30% 60
Developed Park	4.23	AC	Rate Trips	50 212	13% 28	50% 14	50% 14	9% 20	50% 10	50% 10
Fire Station	1	Station	Rate Trips	50 50	8% 4	60% 3	40% 2	10% 5	40% 2	60% 3
<b>Proposed Project</b>				<b>7,570</b>	<b>618</b>	<b>178</b>	<b>443</b>	<b>756</b>	<b>524</b>	<b>234</b>
<b>Net Increase</b>				<b>7,426</b>	<b>606</b>	<b>174</b>	<b>434</b>	<b>741</b>	<b>513</b>	<b>229</b>

Source: SANDAG

**Table 6-2**  
**Adopted General Plan With Project Roadway Segment Conditions**

Roadway Segment	Lanes/ Class	LOS E Capacity	Adopted General Plan			Adopted General Plan With Project			Δ Traffic	Δ v/c	GP Non- Conformant?	CMP Sig?
			ADT	V/C	LOS	ADT	V/C	LOS				
State Route 76												
E. Vista Way to N. River Road	6PA	57,000	47,333	0.830	D	47,727	0.837	D	394	0.007	No	No
N. River Road to Camino Del Rey	6PA	57,000	56,738	0.995	E	57,266	1.005	F	528	0.009	Yes	No
Camino Del Rey to S. Mission Road	6PA	57,000	60,567	1.063	F	61,161	1.073	F	594	0.010	Yes	No
S. Mission Road to Gird Road	4MR	37,000	41,889	1.132	F	42,572	1.151	F	683	0.018	Yes	No
Gird Road to Old Hwy 395	4MR	37,000	34,238	0.925	E	35,011	0.946	E	773	0.021	Yes	Yes
Old Hwy 395 to I-15 SB Ramp	4MR	37,000	36,503	0.987	E	37,358	1.010	F	855	0.023	Yes	Yes
I-15 SB Ramp to I-15 NB Ramp	4MR	37,000	29,068	0.786	C	30,850	0.834	D	1,782	0.048	No	No
I-15 NB Ramp to Pankey Road	4MR	37,000	27,154	0.734	C	29,865	0.807	D	2,711	0.073	No	No
Pankey Road to Horse Ranch Creek Road	4MR	37,000	24,894	0.673	C	28,178	0.762	C	3,284	0.089	No	No
Horse Ranch Creek Road to Rice Canyon Road	4MR	37,000	30,362	0.821	D	34,431	0.931	E	4,069	0.110	Yes	Yes
Rice Canyon Road to Couser Canyon Road	4MR	37,000	31,134	0.841	D	35,560	0.961	E	4,426	0.120	Yes	Yes
Couser Canyon Road to W. Pala Mission Road	2SR	22,900	25,450	1.111	F	30,031	1.311	F	4,581	0.200	Yes	Yes
W. Pala Mission Road to E. Pala Mission Road	2SR	22,900	22,482	0.982	E	23,076	1.008	F	594	0.026	Yes	Yes
E. Pala Mission Road to Lilac Road	2SR	22,900	17,504	0.764	E	18,098	0.790	E	594	0.026	Yes	Yes
Lilac Road to Adams Drive	2SR	22,900	13,396	0.585	C	13,783	0.602	C	387	0.017	No	No
Adams Drive to Cole Grade Road	2SR	22,900	16,807	0.734	E	17,170	0.750	E	363	0.016	Yes	No
W. Pala Mission Road												
State Route 76 and Pala Temecula Road	2RC	16,200	3,818	0.236	B	5,013	0.309	C	1,195	0.074	No	No
Pala Temecula Road												
Pala Mission Road to Trujillo Road	2LC	19,000	6,855	0.361	C	7,783	0.410	C	928	0.049	No	No

Note: 2LC: 2-lane Light Collector; 2RC: 2-lane Rural Collector; 2SR: 2-lanes State Route; 4MR: 4-lane Major Road; 6PA: 6-lane Prime Arterial.

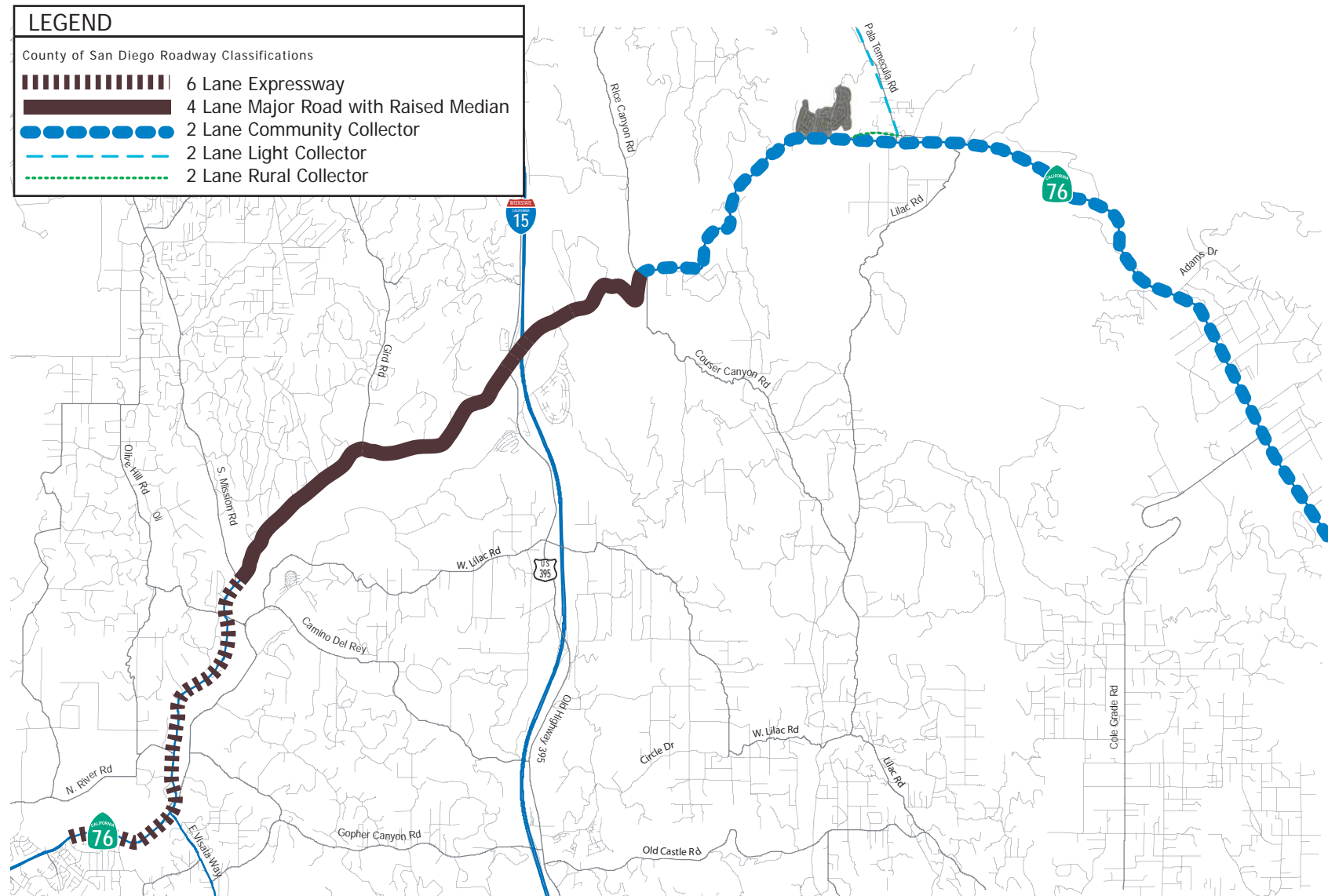
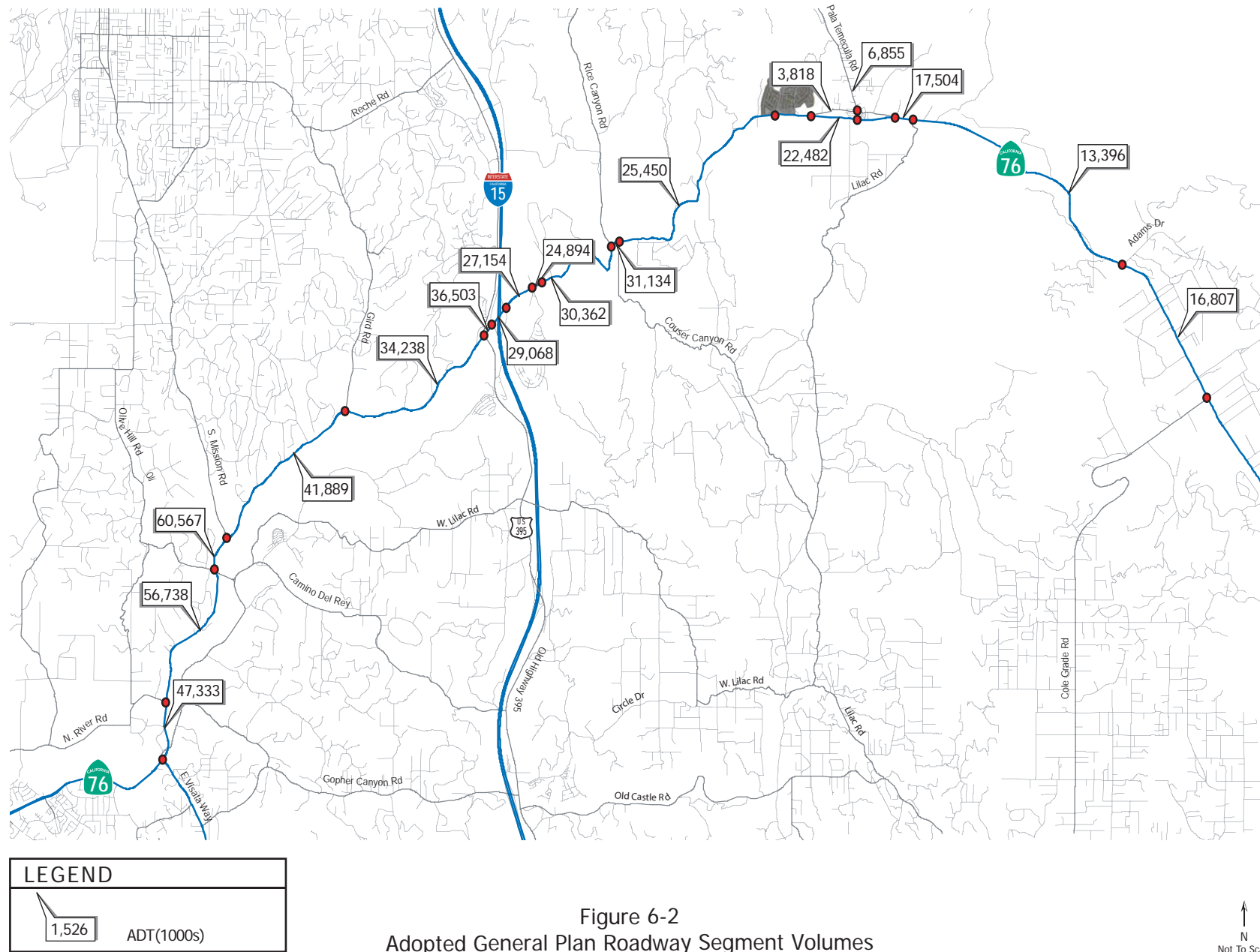
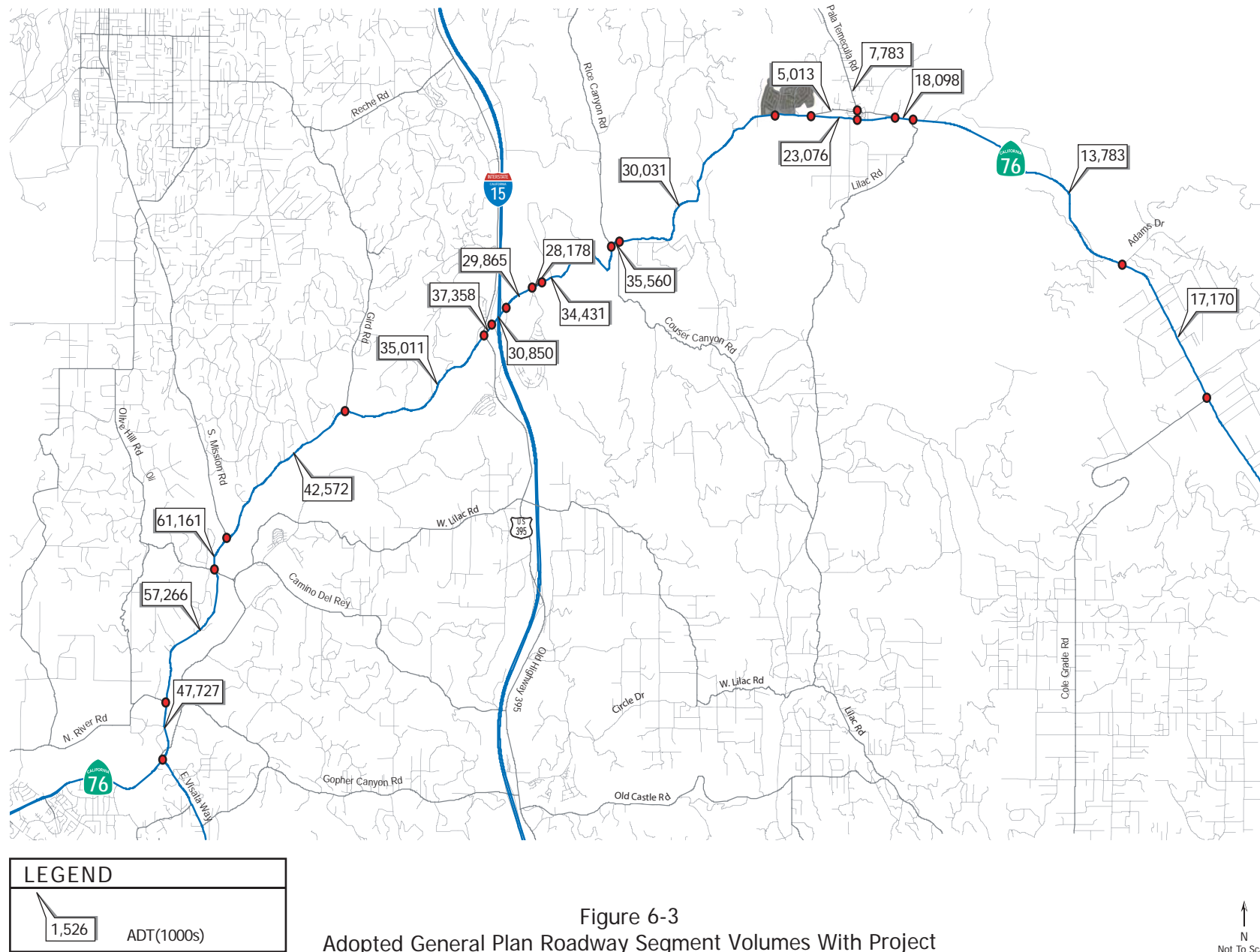


Figure 6-1  
Adopted General Plan Mobility Network







## **CHAPTER 7**

### **TRANSIT & ON-SITE CIRCULATION**

#### **ON-SITE CIRCULATION**

The project takes access via State Route 76 from a central, private roadway. The project site has two emergency only driveways. These access points are closed for public use and will be controlled in a manner satisfactory to Caltrans and the County Engineer. The two emergency-only driveways connect to SR-76 on either side of the main access point.

The main driveway is planned as a two lane road separated by a median with a 64-foot curb-to-curb width. The main driveway is estimated to serve 7,540 vehicles per day. The first side street from the main entrance leads to parking facilities for park uses. The second side street accesses the western edge of the development. This street has a curb-to-curb width of 36-feet. The main driveway ends at a T-intersection with an east-west street alignment.

Street 1 is estimated to carry less than 1,000 vehicles per day west of the main driveway and approximately 3,500 vehicles per day east of the main driveway. Stop signs will serve as positive control at internal intersections.

#### **PEDESTRIAN**

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

#### **TRANSIT**

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

#### **BICYCLE**

While cyclist may be present on many of the back country roads, there are no dedicated bicycle lanes for them and they would follow standard vehicular rules of the road. A Class II bike lane is recommended under the San Diego County General Plan Mobility Element. No bicycle lanes currently exist along the project frontage. The project proponent will provide for a standard 8' shoulder serving a bicycle lane with the frontage improvements.

#### **PARKING**

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

## **CHAPTER 8**

### **IMPACTS AND MITIGATION**

This chapter identifies significant impacts, project mitigation, and outlines the applicant's TIF contribution as well as their fair share contributions.

#### **CONSTRUCTION IMPACTS**

It is not estimated that the project will require any street closures during construction. There are no sidewalks in the area, as such, sidewalk closures would not be an issue. In addition, construction impacts on the area are projected to be minimal since construction vehicles are estimated to contribute fewer vehicles during the peak hours than the project would after completion. Excess dirt haul from the widening of SR-76 by the project will be hauled to the project site and to another location to be determined. However, the traffic generated by the dirt haul is also estimated to contribute fewer vehicles during the peak hours than the project would after completion.

#### **SIGNIFICANT IMPACTS**

The following intersections and roadway segments were found to be significantly impacted by the proposed project based on the significance criteria presented in Appendix A:

##### **Direct Impacts**

###### **Roadway Segments**

- SR-76 from East Vista Way to North River Road
- SR-76 from North River Road to Camino Del Rey
- SR-76 from Camino Del Rey to South Mission Road
- SR-76 from South Mission Road to Gird Road
- SR-76 from Gird Road to Old Highway 395
- SR-76 between I-15 Ramps

###### **Intersections**

- SR-76 / East Vista Way
- SR-76 / I-15 SB Ramp
- SR-76 / I-15 NB Ramp
- SR-76 / Project Driveway (being signalized as a project feature)

##### **Cumulative Impacts**

###### **Roadway Segments**

- SR-76 from West of E. Vista Way to North River Road
- SR-76 from North River Road to Camino Del Rey
- SR-76 from Camino Del Rey to South Mission Road
- SR-76 from South Mission Road to Gird Road
- SR-76 from Gird Road to Old Highway 395
- SR-76 from Old Highway 395 to I-15 SB Ramp
- SR-76 between I-15 Ramps
- I-15 NB Ramp to Pankey Road
- SR-76 from Horse Ranch Creek Road to Rice Canyon Road
- SR-76 from Rice Canyon Road to Couser Canyon Road
- SR-76 from Couser Canyon Road to West Pala Mission Road

- SR-76 from West Pala Mission Road to East Pala Mission Road
- SR-76 from East Pala Mission Road to Lilac Road
- SR-76 from Lilac Road to Adams Drive
- SR-76 from Adams Drive to Cole Grade Road

#### Intersections

- SR-76 / East Vista Way
- SR-76 / North River Road
- SR-76 / Camino Del Rey
- SR-76 / South Mission Road
- SR-76 / Gird Road
- SR-76 / Old Highway 395
- SR-76 / I-15 SB Ramp
- SR-76 / I-15 NB Ramp
- SR-76 / Rice Canyon Road
- SR-76 / Couser Canyon Road
- SR-76 / East Pala Mission Road
- SR-76 / Lilac Road
- SR-76 / Cole Grade Road

**Table 8-1**  
**Direct Impacts and Mitigations**

ID#	Location	Mitigation Measure	Fully Mitigated?
Direct Impacts			
Segment			
1	SR-76: West of E. Vista Way to N. River Road	The Caltrans SR-76 Middle Project, which will widen SR-76 from two lanes to four lanes, and it is now completed.	Yes
2	SR-76: N. River Road to Camino Del Rey		
3	SR-76: Camino Del Rey to S. Mission Rd		
4	SR-76: S. Mission Road to Gird Road	The Caltrans SR-76 East Project, which will widen SR-76 from two lanes to four lanes. Work on the ramps at I-15 have been completed and construction has begun on the remainder.	Yes <sup>2</sup>
5	SR-76: Gird Road to Old Highway 395		
6	SR-76: I-15 SB Ramp to I-15 NB Ramp		
Intersection			
1	SR-76 / E. Vista Way	The Caltrans SR-76 Middle Project, which will widen SR-76 from two lanes to four lanes, and it is now completed.	Yes
2	SR-76 / I-15 SB Ramp	The Caltrans SR-76 East Project, which will reconfigure the interchange, and it is now completed.	Yes
3	SR-76 / I-15 NB Ramp		
4	SR-76 / Project Driveway <sup>1</sup>	Improve the project frontage and channelized/signalize the main public entrance intersection on SR-76 as a project feature.	Yes

<sup>1</sup> Signal warrants can be found in Appendix H.

<sup>2</sup> When completed by Caltrans.

**Table 8-2A**  
**Cumulative Impacts and Mitigations**

ID#	Location	Mitigation Measure	Fully Mitigated?
<b>Cumulative Impacts</b>			
<b>Segment</b>			
1	SR-76: West of E. Vista Way to N. River Road	Participate in an update to the TIF program <sup>1</sup> and pay any new fees.	No <sup>2</sup>
2	SR-76: N. River Road to Camino Del Rey		
3	SR-76: Camino Del Rey to S. Mission Rd		
4	SR-76: S. Mission Road to Gird Road	Await the completion of the SR-76 East Project improvements to a 4 lane major roadway. Work on the ramps at I-15 is now complete and construction has begun on the remainder to obtain 4 lanes.	Yes <sup>3</sup>
5	SR-76: Gird Road to Old Highway 395		
6	SR-76: Old Highway 395 to I-15 SB Ramp		
7	SR-76: I-15 SB Ramp to I-15 NB Ramp		
8	I-15 NB Ramp to Pankey Road	Participate in an update to the TIF program <sup>1</sup> and pay any new fees to ultimately help improve this to a 4 lane major roadway	Yes
9	SR-76: Horse Ranch Creek Road to Rice Canyon Road		
10	SR-76: Rice Canyon Road to Couser Canyon Road		
11	SR-76: Couser Canyon Road to W. Pala Mission Road	Provide abutting improvements at the project frontage and design and construct improvements including signalization at the intersection of SR-76 with Cole Grade Road.	No
12	SR-76: W. Pala Mission Road to E. Pala Mission Road		
13	SR-76: E. Pala Mission Road to Lilac Road		
14	SR-76: Lilac Road to Adams Drive		
15	SR-76: Adams Drive to Cole Grade Road		

<sup>1</sup>Note: An update is necessary to the TIF program since the project, like several others, is non-conformal to the currently adopted land use plan and existing TIF program.

<sup>2</sup>Note: Since a commitment to funding is not identified to achieve the planned 6 lane ultimate cross section this would remain at 4 lanes.

<sup>3</sup>Note: Less than desirable levels of service have been disclosed and accepted for this portion of roadway in the recently adopted Mobility Element even after completion of the SR-76 East section improvements to a 4 lane expressway.

**Table 8-2B**  
**Cumulative Impacts and Mitigations**

ID#	Location	Mitigation Measure	Fully Mitigated?
<b>Cumulative Impacts</b>			
<b>Intersection</b>			
1	SR-76 / E. Vista Way	Participate in an update to the TIF program <sup>1</sup> and pay any new fees.	No <sup>2</sup>
2	SR-76 / N. River Road		
3	SR-76 / Camino Del Rey		
4	SR-76 / S. Mission Road	Await the completion of the SR-76 East Project improvements to a 4 lane major roadway which will also reconfigure the intersections. Work on this project has begun.	Yes <sup>3</sup>
5	SR-76 / Gird Road		
6	SR-76 / Old Highway 395		
7	SR-76 / I-15 SB Ramp	Although the interchange is now improved make a fair-share contribution of 12.3% of the unfunded cost of approximately \$10M to be used by Caltrans to close the funding gap on the interchange improvements and intersections at the I-15/SR-76 interchange.	Yes
8	SR-76 / I-15 NB Ramp		
9	SR-76 / Rice Canyon Road	Participate in an update to the TIF program <sup>1</sup> and pay any new fees to ultimately improve this to a 4 lane major roadway which will also reconfigure the intersections.	Yes
10	SR-76 / Couser Canyon Road		
11	SR-76 / E. Pala Mission Road	No changes or improvements here since the improvements associated with this project are focused at the intersection of SR-76 at Cole Grade Road.	No
12	SR-76 / Lilac Road		
13	SR-76 / Cole Grade Road	Design and construct improvements including signalization at the intersection of SR-76 with Cole Grade Road.	Yes

<sup>1</sup>Note: An update is necessary to the TIF program since the project, like several others, is non-conformal to the currently adopted land use plan and existing TIF program.

<sup>2</sup>Note: Since a commitment to funding is not identified to achieve the planned 6 lane ultimate cross section this would remain at 4 lanes.

<sup>3</sup>Note: Less than desirable levels of service have been disclosed and accepted for this portion of roadway in the recently adopted Mobility Element even after completion of the SR-76 East section improvements to a 4 lane expressway.

## FAIR SHARE CONTRIBUTION

The project applicant shall make fair-share contributions for improvements at the I-15/SR-76 specified in Table 8-2.

**Table 8-3**  
**Fair Share Percentages**

Roadway Segment	Existing	Total Cumulative	Growth	Project	Fair Share
	ADT	ADT	ADT	ADT	% of Growth
<b>State Route 76</b>					
I-15 NB Ramp to Pankey Road <sup>1</sup>	11,031	33,575	22,544	2764	12.3%

<sup>1</sup>Note: This is the information on which to base the fair share contribution to the unfunded improvements at the I-15/SR76 interchange. The payments would be collected proportionally to the permits issued for the project.

**TIF UPDATE**

The County may also condition the project applicant to fund an update of the TIF program to help underwrite the cost of reflecting new, non-conformal projects in the updated fee program which would result in a new cost formulation for the TIF payment that the project would be subject to.

**SR-76 CORRIDOR IMPROVEMENTS**

Caltrans has begun work on the SR-76 East project which will extend the improvements to a 4-lane facility all the way easterly to I-15. This work began in 2014 and is expected to be completed within three years. However, the ultimate further improvement to a 6 lane facility has been considered in the recent General Plan Update and rejected as a matter of policy. Therefore, it is expected that the eventual traffic volumes in this area would exceed those typically associated with a 4-lane facility, and the consequences of doing so have been addressed in the environmental certification of the Mobility Element.

At the I-15 interchange with SR-76, Caltrans has completed improvements that reconfigured the entire interchange. However, there is a funding shortfall or gap in the financing needed to ultimately pay for those improvements. For that reason, several projects, including Warner Ranch, shall be expected to contribute a fair-share payment to help close that funding gap.

To the east of I-15 and extending to Couser Canyon Rd the currently adopted TIF program includes a project to bring the improvements to a 4-lane facility. Although that project has not yet been programmed, all participants in the TIF as well as any updated TIF would be participating in paying for the cost of those improvements.

Easterly of Couser Canyon Road there is no TIF or other project that will be making improvements other than those localized improvements associated with individual projects. An example includes the fronting improvements the Warner Ranch project will be making along with the signalized intersection for project access. A final localized intersection is also being proposed to be improved, and a contribution to those improvements would be made by this project at the SR-76 at Cole Grade Road intersection to signalize and otherwise improve that location.



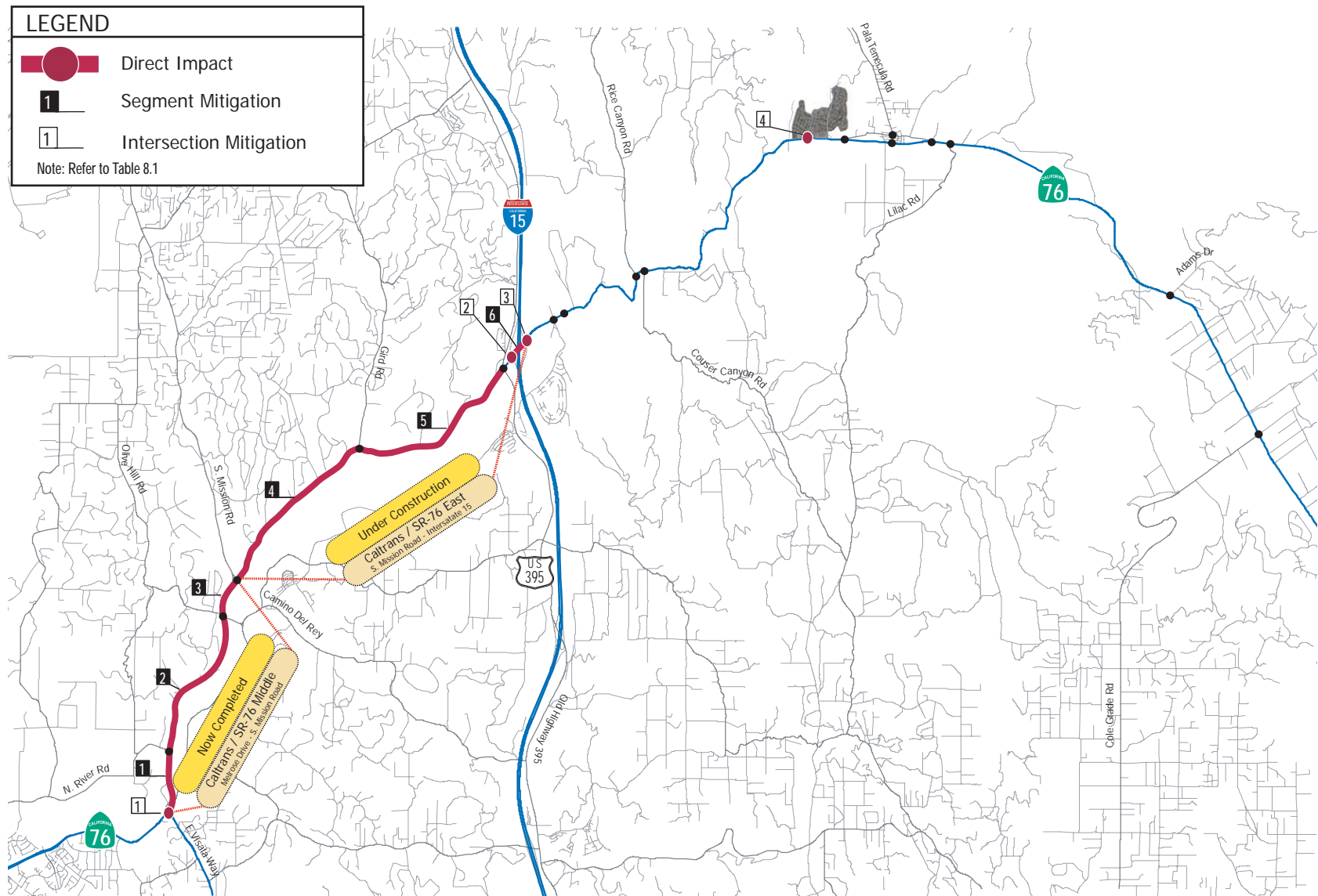
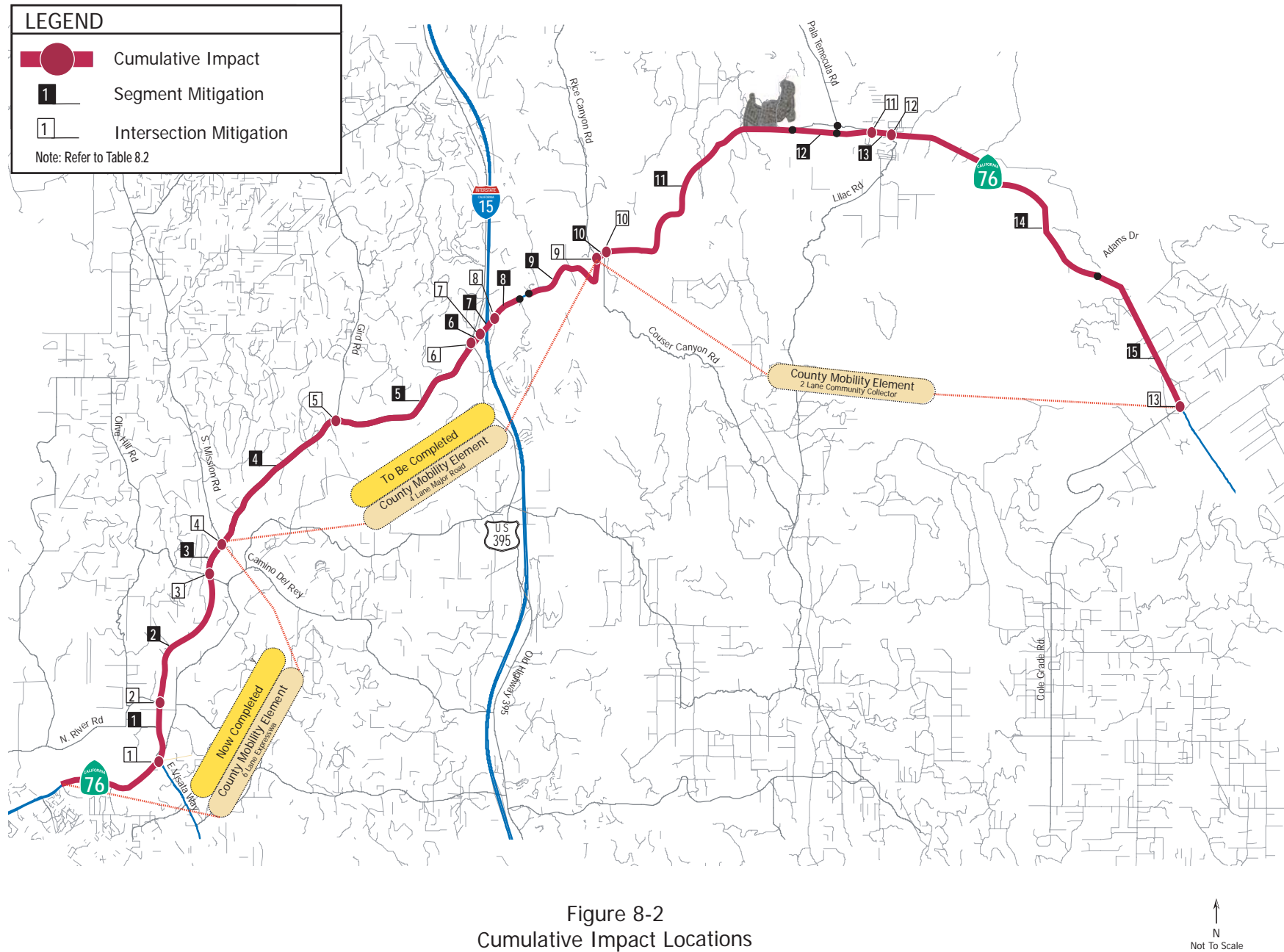


Figure 8-1  
Direct Impact Locations





## **CHAPTER 9**

### **SUMMARY OF ANALYSIS**

This chapter summarizes the operations at the study intersections and segments. Table 9-1 shows the summary of roadway segment conditions for each scenario, while Tables 9-2 and 9-3 show the summary of segment conditions after mitigation. Tables 9-4 and 9-5 show the summary of intersection conditions for each scenario, while Tables 9-6 and 9-7 shows the summary of intersection conditions after mitigation. Analysis worksheets for the mitigated scenarios are included in Appendix I.

**Table 9-1**  
**Summary of Roadway Segment Conditions**

Roadway Segment	Existing		Existing + Project		Existing + Cumulative		Existing + Cumulative + Project		Adopted General Plan		Adopted General Plan With Project	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
<b>State Route 76</b>												
E. Vista Way to N. River Road	1.258	F	1.275	F	2.476	F	2.494	F	0.830	D	0.837	D
N. River Road to Camino Del Rey	1.735	F	1.759	F	2.921	F	2.945	F	0.995	E	1.005	F
Camino Del Rey to S. Mission Road	1.717	F	1.743	F	3.186	F	3.212	F	1.063	F	1.073	F
S. Mission Road to Gird Road	1.168	F	1.199	F	2.133	F	2.164	F	1.132	F	1.151	F
Gird Road to Old Hwy 395	1.039	F	1.073	F	1.870	F	1.905	F	0.925	E	0.946	E
Old Hwy 395 to I-15 SB Ramp	0.860	D	0.885	D	1.226	F	1.251	F	0.987	E	1.010	F
I-15 SB Ramp to I-15 NB Ramp	0.845	E	0.925	E	1.476	F	1.556	F	0.786	C	0.834	D
I-15 NB Ramp to Pankey Road	0.298	A	0.373	A	0.833	D	0.907	E	0.734	C	0.807	D
Pankey Road to Horse Ranch Creek Road	0.298	A	0.389	A	0.796	C	0.886	D	0.673	C	0.762	C
Horse Ranch Creek Road to Rice Canyon Road	0.482	C	0.663	D	1.282	F	1.463	F	0.821	D	0.931	E
Rice Canyon Road to Couser Canyon Road	0.482	C	0.679	D	1.280	F	1.477	F	0.841	D	0.961	E
Couser Canyon Road to W. Pala Mission Road	0.446	C	0.650	D	1.282	F	1.486	F	1.111	F	1.311	F
W. Pala Mission Road to E. Pala Mission Road	0.451	C	0.478	C	1.003	F	1.030	F	0.982	E	1.008	F
E. Pala Mission Road to Lilac Road	0.385	C	0.412	C	1.105	F	1.131	F	0.764	E	0.790	E
Lilac Road to Adams Drive	0.413	C	0.430	C	1.092	F	1.109	F	0.585	C	0.602	C
Adams Drive to Cole Grade Road	0.397	C	0.413	C	1.048	F	1.064	F	0.734	E	0.750	E
<b>W. Pala Mission Road</b>												
State Route 76 and Pala Temecula Road	0.291	C	0.366	C	0.370	C	0.445	D	0.236	B	0.309	C
<b>Pala Temecula Road</b>												
Pala Mission Road to Trujillo Road	0.513	D	0.572	D	0.606	D	0.664	D	0.361	C	0.410	C

**Table 9-2**  
**Summary of Mitigated Roadway Segments – Existing Plus Project Conditions**

Roadway Segment	Mitigated Lanes/ Class	LOS E Capacity	Existing			Existing + Project + Mitigation			Mitigated?	
			ADT	V/C	LOS	ADT	V/C	LOS		
State Route 76										
E. Vista Way to N. River Road	4MR	37,000	28,805	1.258	F	29,207	0.789	C	Yes	
N River Road to Camino Del Rey	4MR	37,000	39,736	1.735	F	40,274	1.088	F	Yes	
Camino Del Rey to S. Mission Road	4MR	37,000	39,316	1.717	F	39,922	1.079	F	Yes	
S. Mission Road to Gird Road	4MR	37,000	26,752	1.168	F	27,448	0.742	C	Yes	
Gird Road to Old Hwy 395	4MR	37,000	23,789	1.039	F	24,577	0.664	B	Yes	
I-15 SB Ramp to I-15 NB Ramp	4MR	37,000	19,359	0.845	E	21,176	0.572	B	Yes	

Note: 4MR: 4-lane Major Road

**Table 9-3**  
**Summary of Mitigated Roadway Segments – Cumulative Conditions**

Roadway Segment	Mitigated <sup>1</sup> Lanes/ Class	LOS E Capacity	Existing + Cumulative			Existing + Cumulative + Project + Mitigation			Mitigated?
			ADT	V/C	LOS	ADT	V/C	LOS	
State Route 76									
E. Vista Way to N. River Road	4MR	37,000	56,706	2.476	F	57,108	1.543	F	No <sup>2</sup>
N. River Road to Camino Del Rey	4MR	37,000	66,900	2.921	F	67,438	1.823	F	No <sup>2</sup>
Camino Del Rey to S. Mission Road	4MR	37,000	72,950	3.186	F	73,556	1.988	F	No <sup>2</sup>
S. Mission Road to Gird Road	4MR	37,000	48,854	2.133	F	49,550	1.339	F	Yes <sup>3</sup>
Gird Road to Old Hwy 395	4MR	37,000	42,830	1.870	F	43,618	1.179	F	Yes <sup>3</sup>
Old Hwy 395 to I-15 SB Ramp	4MR	37,000	41,913	1.226	F	42,785	1.156	F	Yes <sup>3</sup>
I-15 SB Ramp to I-15 NB Ramp	4MR	37,000	33,810	1.476	F	35,627	0.963	E	Yes <sup>4</sup>
I-15 NB Ramp to Pankey Road	4MR	37,000	30,811	0.833	D	33,575	0.907	E	Yes
Horse Ranch Creek Road to Rice Canyon Road	4MR	37,000	29,361	1.282	F	33,509	0.906	E	Yes
Rice Canyon Road to Couser Canyon Road	4MR	37,000	29,308	1.280	F	33,820	0.914	E	Yes

<sup>1</sup>Note: 4MR: 4-lane Major; 2SR: 2-lane state route

<sup>2</sup> Note: Funding for 6 lanes is not identified.

<sup>3</sup>. Note: Underdesirable LOS levels for this facility have been anticipated and accepted in the Mobility Element.

<sup>4</sup> Note: A substantial contribution to the cost of improvements has been identified at this location.

**Table 9-4**  
**Summary of Intersection Conditions AM Peak Hour**

Intersection	Existing		Existing + Project		Existing + Cumulative		Existing + Cumulative + Project	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>AM Peak Hour</b>								
1. SR 76 / E. Vista Way	84.1	F	88.1	F	252.1	F	256.6	F
2. SR 76/N. River Road	21.1	C	22.3	C	220.3	F	226.7	F
3. SR 76/Olive Hill Road/Camino Del Rey	36.7	D	38.1	D	136.4	F	139.3	F
4. SR 76/ S. Mission Road	28.8	C	29.0	C	184.9	F	188.9	F
5. SR 76/ Gird Road	13.4	B	13.5	B	165.7	F	173.4	F
6. Old Highway 395 / SR 76	31.1	C	31.3	C	160.4	F	162.7	F
7. I-15 / SR 76 SB Ramp	31.1	C	44.2	D	197.6	F	221.1	F
8. I-15 / SR 76 NB Ramp	23.6	C	28.4	C	95.8	F	127.7	F
9. SR 76 / Pankey Road	10.7	B	14.6	B	21.0	C	22.0	C
10. SR 76 / Horse Ranch Creek Road	N/A	N/A	N/A	N/A	17.9	B	18.2	B
11. SR 76 / Rice Canyon Road	11.2	B	16.0	C	114.7	F	465.8	F
12. SR 76 / Couser Canyon Road	12.3	B	17.4	C	69.3	F	232.7	F
13. SR 76/Driveway	0.5	A	18.8	B	1.6	A	17.8	B
14. SR 76 / W. Pala Mission Road	26.4	C	28.5	C	23.9	C	25.3	C
15. Pala Mission Rd./ Pala Temecula Road	9.7	A	10.4	B	13.3	B	15.2	C
16. SR 76 / Brittan Road	9.1	A	9.2	A	10.8	B	11.0	B
17. SR 76/ E. Pala Missions Road	12.5	B	13.2	B	34.0	D	39.5	E
18. SR 76/ Lilac Road	11.8	B	12.3	B	25.8	D	28.5	D
19. SR 76 / Adams Drive	10.1	B	10.2	B	13.9	B	14.2	B
20. SR 76 / Cole Grade Road	17.0	C	17.5	C	287.0	F	307.2	F

**Table 9-5**  
**Summary of Intersection Conditions PM Peak Hour**

Intersection	Existing		Existing + Project		Existing + Cumulative		Existing + Cumulative + Project	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>PM Peak Hour</b>								
1. SR 76 / E. Vista Way	68.7	E	71.9	E	248.2	F	253.9	F
2. SR 76/N. River Road	34.5	C	37.0	D	310.1	F	318.4	F
3. SR 76/Olive Hill Road/Camino Del Rey	40.7	D	42.6	D	206.5	F	211.1	F
4. SR 76/ S. Mission Road	31.9	C	34.1	C	283.8	F	290.7	F
5. SR 76/ Gird Road	11.6	B	12.0	B	241.7	F	251.7	F
6. Old Highway 395 / SR 76	30.8	C	31.3	C	240.0	F	246.5	F
7. I-15 / SR 76 SB Ramp	58.8	E	74.6	E	335.5	F	357.9	F
8. I-15 / SR 76 NB Ramp	51.1	D	60.1	E	240.0	F	272.9	F
9. SR 76 / Pankey Road	11.1	B	19.8	C	29.1	C	33.2	C
10. SR 76 / Horse Ranch Creek Road	N/A	N/A	N/A	N/A	18.7	B	19.7	B
11. SR 76 / Rice Canyon Road	13.3	B	26.7	D	531.2	F	Overflow	F
12. SR 76 / Couser Canyon Road	14.8	B	23.9	C	297.6	F	933.8	F
13. SR 76/Driveway	0.5	A	11.5	B	2.3	A	19.3	B
14. SR 76 / W. Pala Mission Road	27.6	C	32.2	C	25.0	C	35.5	D
15. Pala Mission Rd./ Pala Temecula Road	11.2	B	12.7	B	17.3	C	22.5	C
16. SR 76 / Brittan Road	10.1	B	10.5	B	19.3	C	20.5	C
17. SR 76/ E. Pala Missions Road	16.7	C	18.4	C	512.9	F	600.1	F
18. SR 76/ Lilac Road	13.1	B	15.7	C	93.0	F	167.6	F
19. SR 76 / Adams Drive	13.4	B	13.8	B	32.3	D	33.9	D
20. SR 76 / Cole Grade Road	17.9	C	18.5	C	967.0	F	Overflow	F



**Table 9-6**  
**Summary of Mitigated Intersections – Existing Plus Project Conditions**

Intersection	Existing		Existing + Project		Existing + Project + Mitigation		Fully Mitigated?
	Delay	LOS	Delay	LOS	Delay	LOS	
AM Peak Hour							
1. SR 76 / E. Vista Way	84.1	F	88.1	F	39.2	D	Yes
PM Peak Hour							
1. SR 76 / E. Vista Way	68.7	E	71.9	E	44.9	D	Yes
7. I-15 / SR 76 SB Ramp	58.8	E	74.6	E	27.5	C	Yes
8. I-15 / SR 76 NB Ramp	51.1	D	60.1	E	27.9	C	Yes

**Table 9-7**  
**Summary of Mitigated Intersections – Cumulative Conditions**

Intersection	Existing		Existing + Cumulative + Project		Existing + Cumulative + Project + Mitigation		Fully Mitigated?	
	Delay	LOS	Delay	LOS	Delay	LOS		
AM Peak Hour								
1. SR 76 / E. Vista Way	252.1	F	256.6	F	57.8	E	No <sup>1</sup>	
2. SR 76/N. River Road	220.3	F	226.7	F	27.5	C	Yes	
3. SR 76/Olive Hill Road/Camino Del Rey	136.4	F	139.3	F	61.2	E	No <sup>1</sup>	
4. SR 76/ S. Mission Road	184.9	F	188.9	F	70.1	E	Yes <sup>2</sup>	
5. SR 76/ Gird Road	165.7	F	173.4	F	26.1	C	Yes	
6. Old Highway 395 / SR 76	160.4	F	162.7	F	32.5	C	Yes	
7. I-15 / SR 76 SB Ramp	197.6	F	221.1	F	42.3	D	Yes	
8. I-15 / SR 76 NB Ramp	95.8	F	127.7	F	26.1	C	Yes	
11. SR 76 / Rice Canyon Road	114.7	F	465.8	F	14.6	B	Yes	
12. SR 76 / Couser Canyon Road	25.8	D	28.5	D	13.4	B	Yes	
20. SR 76 / Cole Grade Road	287.0	F	307.2	F	19.7	B	Yes	
PM Peak Hour								
1. SR 76 / E. Vista Way	248.2	F	253.9	F	106.9	F	No <sup>1</sup>	
2. SR 76/N. River Road	310.1	F	318.4	F	57.8	E	No <sup>1</sup>	
3. SR 76/Olive Hill Road/Camino Del Rey	206.5	F	211.1	F	105.7	F	No <sup>1</sup>	
4. SR 76/ S. Mission Road	283.8	F	290.7	F	52.3	D	Yes	
5. SR 76/ Gird Road	241.7	F	251.7	F	24.1	C	Yes	
6. Old Highway 395 / SR 76	240.0	F	246.5	F	39.9	D	Yes	
7. I-15 / SR 76 SB Ramp	335.5	F	357.9	F	79.0	E	Yes <sup>3</sup>	
8. I-15 / SR 76 NB Ramp	240.0	F	272.9	F	45.5	D	Yes <sup>3</sup>	
11. SR 76 / Rice Canyon Road	531.2	F	Overflow	F	11.8	B	Yes	
12. SR 76 / Couser Canyon Road	297.6	F	933.8	F	23.9	C	Yes	
20. SR 76 / Cole Grade Road	967.0	F	Overflow	F	16.3	B	Yes	

<sup>1</sup>Funding for 6 lanes has not been identified.

<sup>2</sup>Unacceptable LOS has previously been identified and accepted.

<sup>3</sup> A substantial contribution to the cost of improvements has been identified for the interchange.

## **CHAPTER 10 RECOMMENDATIONS**

The proposed project consists of 534 single-family detached homes, 246 multi-family condominiums, a small park and a fire station. Based on the preceding analysis of this project we recommend the mitigation measures and fair share contributions described in Chapter 8.

**Prepared By:**

J. Arnold Torma, PE - Principal Engineer

Rogelio Pelayo - Senior Transportation Planner

## **APPENDIX A**

### **LEVEL OF SERVICE CONCEPTS, ANALYSIS METHODOLOGIES, STANDARDS OF SIGNIFICANCE**

## Roadway Segment Level of Service Definitions

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

Source: Caltrans, 1992.

### LEVEL OF SERVICE (LOS) DEFINITIONS

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

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

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

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

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

## Signalized Intersection Level of Service Highway Capacity Manual Operational Analysis Method

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

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

Source: Highway Capacity Manual 2000, Exhibit 16-2

## MINOR STREET STOP AND ALL-WAY STOP CONTROLLED INTERSECTION LEVEL OF SERVICE HIGHWAY CAPACITY MANUAL OPERATIONAL ANALYSIS METHOD

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

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

Source: Highway Capacity Manual 2000, Exhibit 17-22

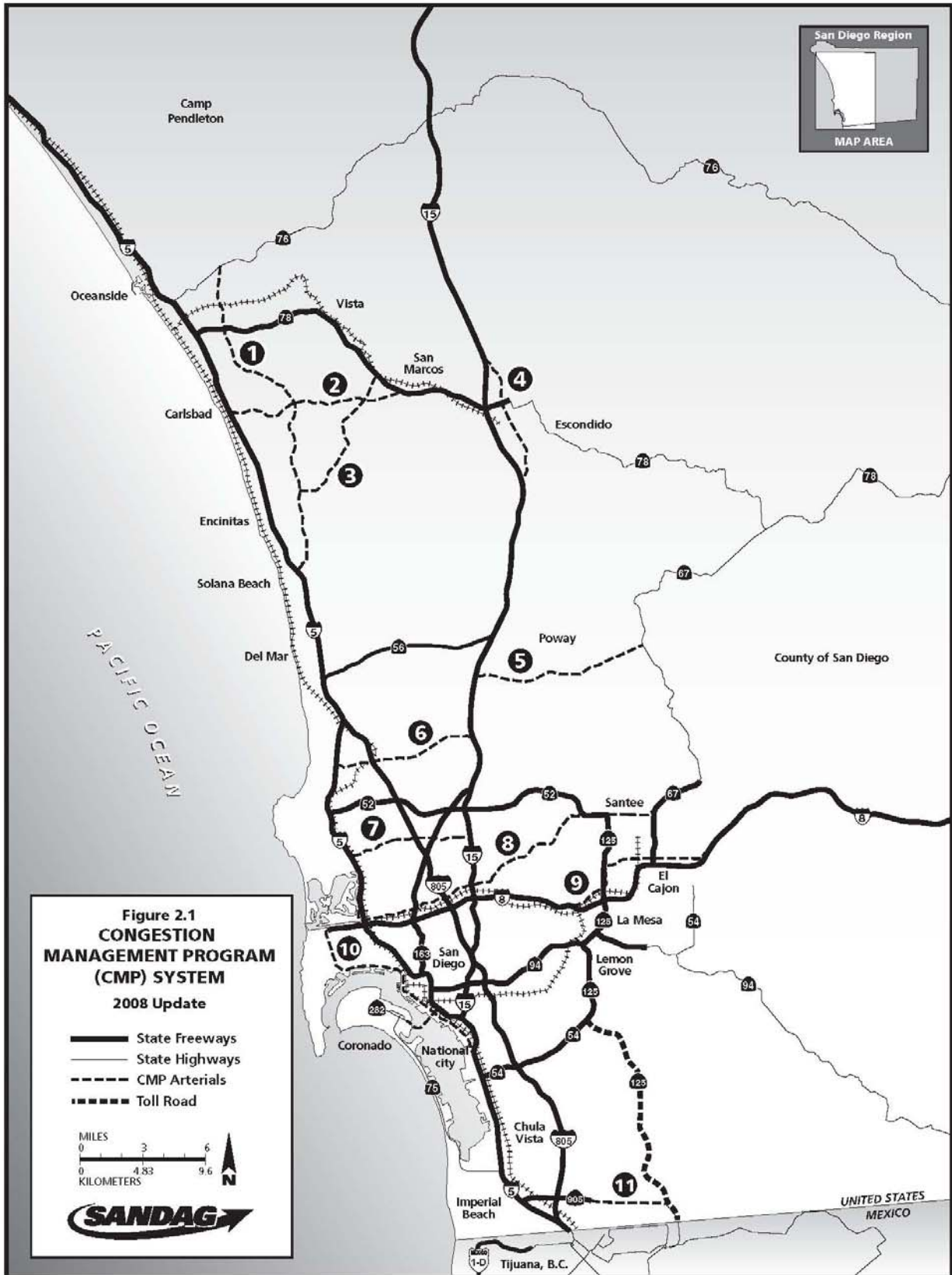


County of San Diego  
Measure of Significant Project Impacts

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

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

## 2008 CMP Roadway Network



**Table 2.3**  
**CMP System Roadways**

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

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

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

## **APPENDIX B**

### **MODELING INFORMATION / TRIP GENERATION**

(NOT SO)

# BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION

APRIL 2002



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

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

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

(OVER)

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

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

\* Primary source: *San Diego Traffic Generators*.

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

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

PRIMARY - one trip directly between origin and primary destination.

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

PASS-BY - undiverted or diverted < 1 mile.

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

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

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

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

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

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

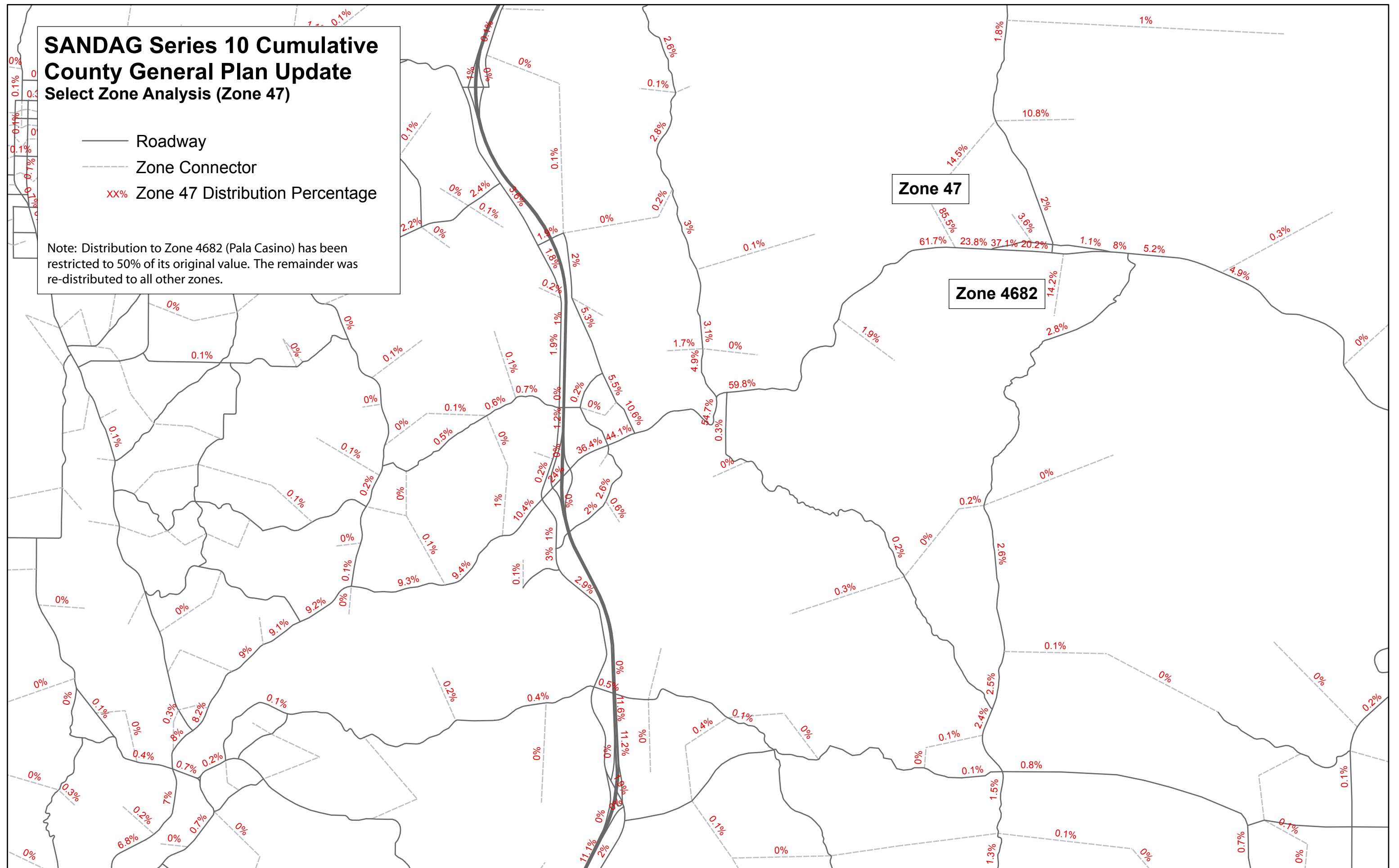
Trip Reductions - in order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

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

# SANDAG Series 10 Cumulative County General Plan Update Select Zone Analysis (Zone 47)

— Roadway  
 - - - Zone Connector  
 xx% Zone 47 Distribution Percentage

Note: Distribution to Zone 4682 (Pala Casino) has been restricted to 50% of its original value. The remainder was re-distributed to all other zones.



Trip Generation

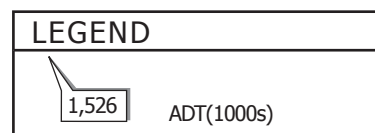
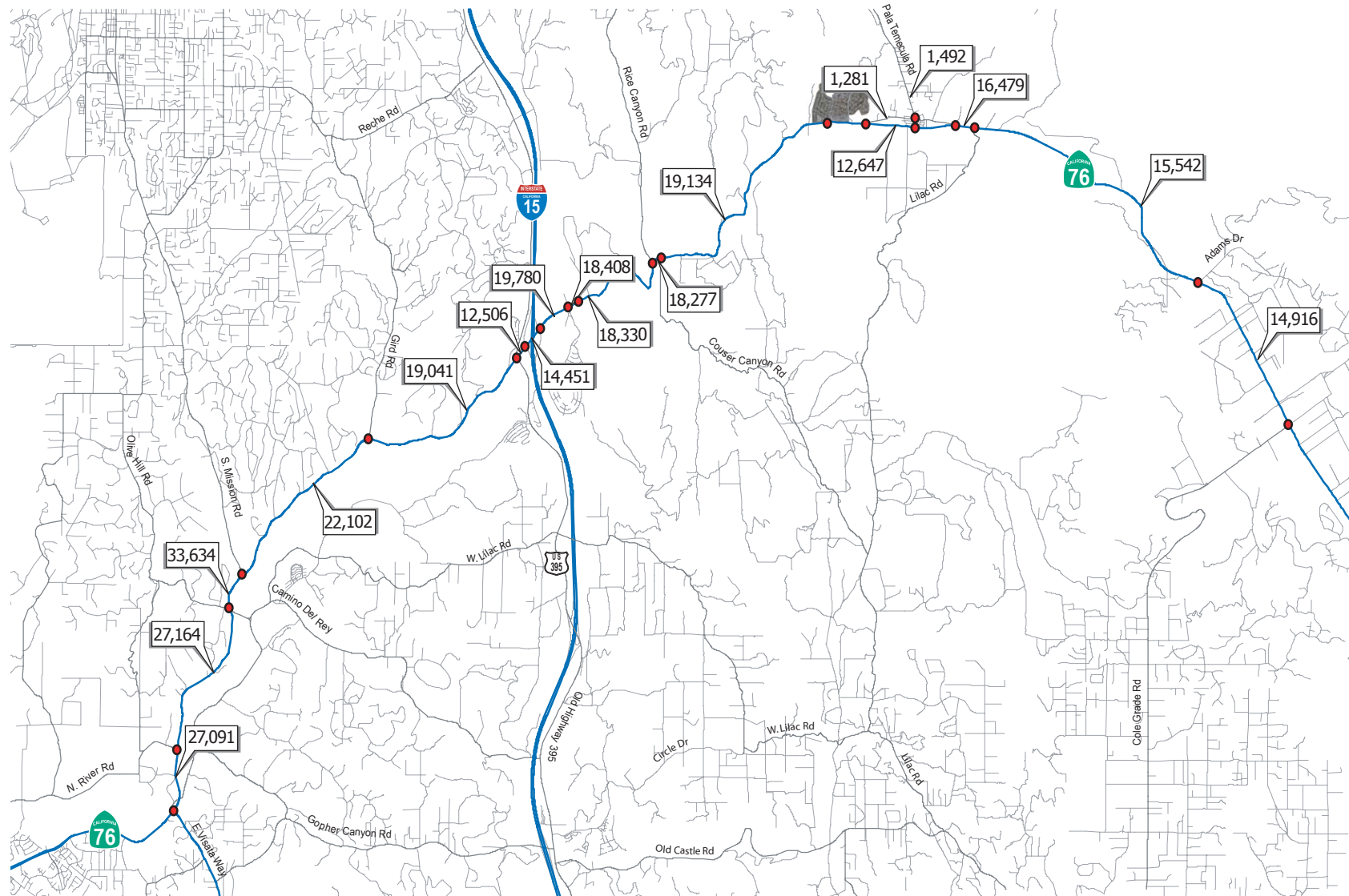
Land Use	Intensity	Unit	Rate/Trips	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Single Family (3-6 DU/acre)	534	dwelling unit	Rate Trips	10 5,340	8% 428	30% 129	70% 300	10% 534	70% 374	30% 161
Condominium (6-20 DU/acre)	246	dwelling unit	Rate Trips	8 1,968	8% 158	20% 32	80% 127	10% 197	70% 138	30% 60
Developed Park	4.23	AC	Rate Trips	50 212	13% 28	50% 14	50% 14	9% 20	50% 10	50% 10
Fire Station	1	Station	Rate Trips	50 50	8% 4	60% 3	40% 2	10% 5	40% 2	60% 3
<b>Proposed Project Totals</b>				<b>7,570</b>	<b>618</b>	<b>178</b>	<b>443</b>	<b>756</b>	<b>524</b>	<b>234</b>

Source: SANDAG

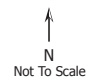
Land Use	Intensity	Unit	Rate/Trips	Daily Trips	Total	In	Out	Total	In	Out
Estate (3-6 DU/acre)	190	dwelling unit	Rate Trips	12 2,280	8% 183	30% 55	70% 129	10% 228	70% 160	30% 69
<b>Previously Adopted General Plan</b>				<b>2,280</b>	<b>183</b>	<b>55</b>	<b>129</b>	<b>228</b>	<b>160</b>	<b>69</b>
<b>Difference (Trips Increased)</b>				<b>5,290</b>	<b>435</b>	<b>123</b>	<b>314</b>	<b>528</b>	<b>364</b>	<b>165</b>

Land Use	Intensity	Unit	Rate/Trips	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Estate (3-6 DU/acre)	12	dwelling unit	Rate Trips	12 144	8% 12	30% 4	70% 9	10% 15	70% 11	30% 5
<b>Adopted General Plan</b>				<b>144</b>	<b>12</b>	<b>4</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>5</b>
<b>Difference (Trips Increased)</b>				<b>7,426</b>	<b>606</b>	<b>174</b>	<b>434</b>	<b>741</b>	<b>513</b>	<b>229</b>

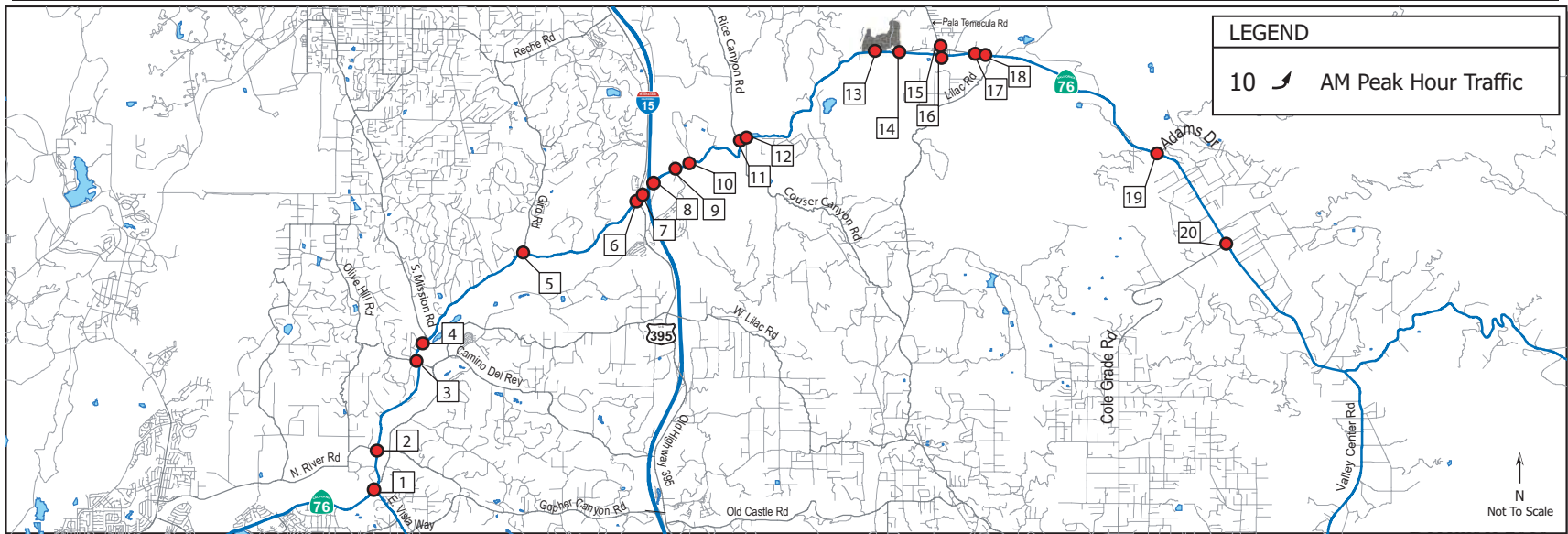




Cumulative Project Roadway Segment Volumes



# Warner Ranch



<div>SR 76 &amp; E. Vista Way</div> <div><div><div>14</div><div>848</div><div>17</div></div><div><div>15</div><div>51</div></div></div> <div><div>2</div><div>32</div><div>71</div></div> <div><div>44</div><div>556</div><div>112</div></div> <div>1</div>	<div>SR 76 &amp; N. River Rd</div> <div><div><div>134</div><div>955</div></div></div> <div><div>52</div><div>119</div></div> <div><div>77</div><div>814</div></div> <div>2</div>	<div>SR 76 &amp; Olive Hill Rd/Camino Del Rey</div> <div><div><div>42</div><div>1004</div><div>114</div></div><div><div>64</div><div>92</div><div>66</div></div></div> <div><div>90</div><div>86</div><div>134</div></div> <div><div>71</div><div>696</div><div>96</div></div> <div>3</div>	<div>SR 76 &amp; S. Mission Rd</div> <div><div><div>394</div><div>116</div></div><div><div>106</div><div>1214</div></div></div> <div><div>286</div><div>837</div></div> <div>4</div>	<div>SR 76 &amp; Gird Rd</div> <div><div><div>92</div><div>47</div></div><div><div>33</div><div>1243</div></div></div> <div><div>76</div><div>978</div></div> <div>5</div>	<div>SR 76 &amp; Old Highway 395</div> <div><div><div>70</div><div>136</div><div>325</div></div><div><div>135</div><div>533</div><div>75</div></div></div> <div><div>68</div><div>493</div><div>68</div></div> <div><div>188</div><div>123</div><div>126</div></div> <div>6</div>	<div>I-15 SB Ramps &amp; SR 76</div> <div><div><div>397</div><div>114</div></div><div><div>501</div><div>196</div></div></div> <div><div>527</div><div>76</div></div> <div>7</div>	<div>I-15 NB Ramps &amp; SR 76</div> <div><div><div>122</div><div>561</div></div></div> <div><div>285</div><div>356</div></div> <div><div>143</div><div>196</div></div> <div>8</div>
<div>SR 76 &amp; Pankey Rd</div> <div><div><div>53</div><div>165</div><div>23</div></div><div><div>66</div><div>399</div><div>69</div></div></div> <div><div>137</div><div>392</div><div>145</div></div> <div><div>96</div><div>248</div><div>50</div></div> <div>9</div>	<div>SR 76 &amp; Horse Ranch Creek Rd</div> <div><div><div>219</div><div>85</div></div><div><div>72</div><div>361</div></div></div> <div><div>232</div><div>234</div></div> <div>10</div>	<div>SR 76 &amp; Rice Canyon Rd</div> <div><div><div>114</div><div>62</div></div><div><div>31</div><div>241</div></div></div> <div><div>44</div><div>662</div></div> <div>11</div>	<div>SR 76 &amp; Couser Canyon Rd</div> <div><div><div>238</div><div>11</div></div></div> <div><div>597</div><div>22</div></div> <div><div>54</div><div>25</div></div> <div>12</div>	<div>SR 76 &amp; Project Drwy</div> <div><div><div>278</div></div></div> <div><div>571</div></div> <div>13</div>	<div>SR 76 &amp; West Pala Mission Rd</div> <div><div><div>32</div><div>6</div><div>8</div></div><div><div>20</div><div>189</div><div>11</div></div></div> <div><div>102</div><div>255</div><div>45</div></div> <div><div>22</div><div>4</div><div>2</div></div> <div>14</div>	<div>Pala Mission Rd &amp; Pala Temecula Rd</div> <div><div><div>35</div><div>10</div><div>47</div></div><div><div>27</div><div>5</div></div></div> <div><div>135</div><div>17</div><div>1</div></div> <div><div>2</div><div>2</div></div> <div>15</div>	<div>SR 76 &amp; Brittian Rd</div> <div><div><div>1</div></div><div><div>190</div></div></div> <div><div>1</div><div>263</div></div> <div>16</div>
<div>SR 76 &amp; East Pala Mission Rd</div> <div><div><div>53</div></div><div><div>43</div><div>190</div></div></div> <div><div>2</div><div>263</div></div> <div>17</div>	<div>SR 76 &amp; Lilac Rd</div> <div><div><div>193</div><div>8</div></div></div> <div><div>272</div><div>32</div></div> <div><div>67</div><div>16</div></div> <div>18</div>	<div>SR 76 &amp; Adams Dr</div> <div><div><div>21</div><div>9</div></div><div><div>4</div><div>194</div></div></div> <div><div>273</div></div> <div>19</div>	<div>SR 76 &amp; Cole Grade Rd</div> <div><div><div>3</div></div><div><div>199</div><div>23</div></div></div> <div><div>286</div><div>54</div></div> <div><div>70</div><div>32</div></div> <div>20</div>				

Cumulative Only AM Peak Hour Intersection Volumes