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TRAFFIC IMPACT ANALYSIS

VALLEY VIEW CASINO OFF-SITE PARKING FACILITY - R04-17

County of San Diego, California

STP 06-004; ENVIRONMENTAL LOG NO. 04-09-014

September 12, 2007

LLG Ref. 3-05-1560

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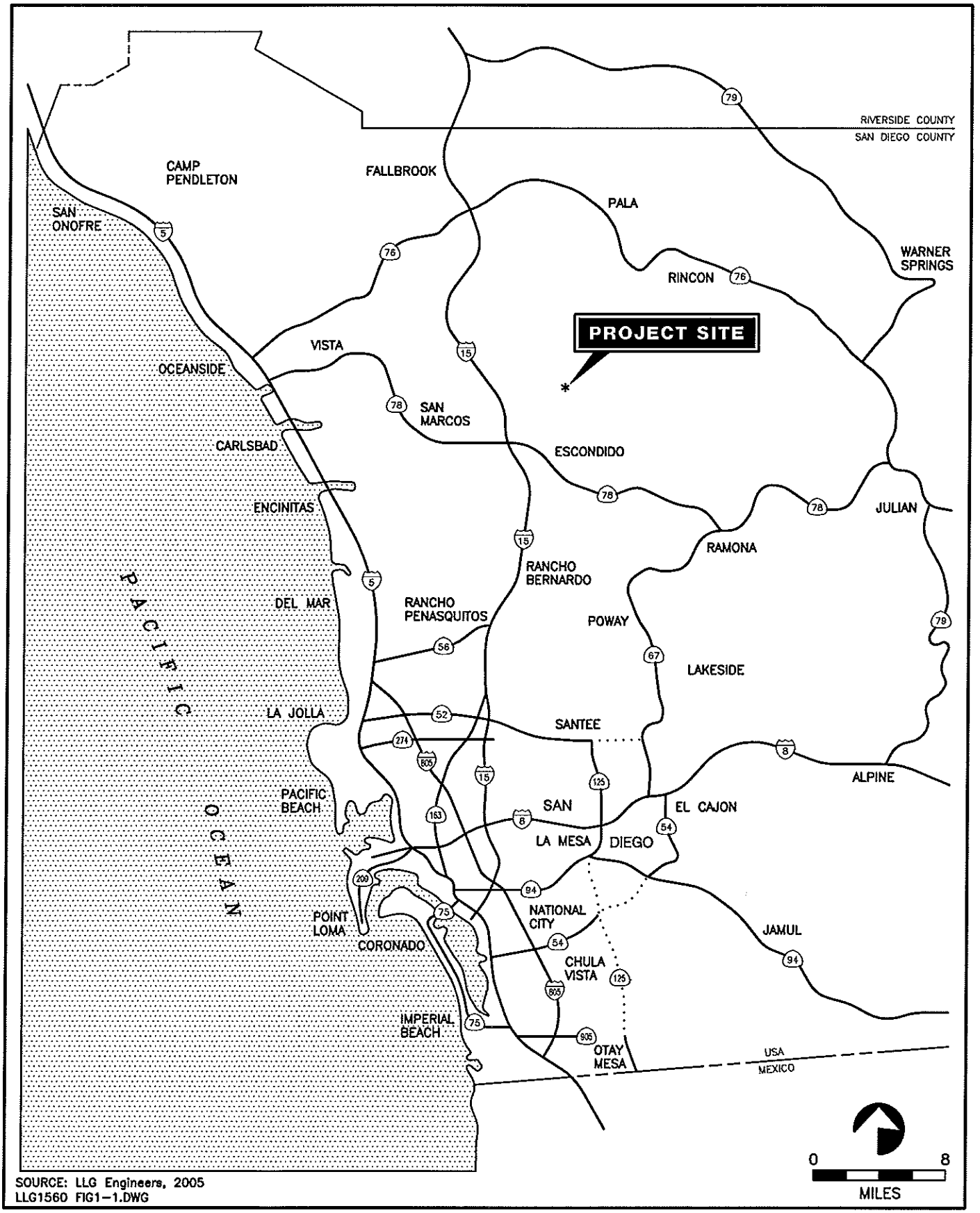
1.0 INTRODUCTION

The following traffic study has been prepared to determine and evaluate the traffic impacts on the surrounding circulation system due to the development of a 500-stall employee parking lot. It should be noted that a 200-stall parking lot is actually already built but since these impacts have not been analyzed, the traffic study addresses the potential impacts assuming it has not yet been built. The parking lot will generate additional traffic in the immediate surrounding area. The vehicles that will utilize the parking lot are already utilizing the roadways in the area since they are currently parking at the Valley View Casino itself. The project will add traffic at the two access points to the parking area and these driveways are fully analyzed in this report. The proposed site is situated on the south side of Valley Center Road just west of North Lake Wohlford Road, within the County of San Diego. The proposed parcel to be rezoned is located on both sides of the portion of School Bus Road that intersects Valley Center Road. However, because the improved parking area will only occupy the portion of the parcel east of School Bus Road, the proposed site is shown easterly of School Bus Road. It should be noted that Linscott, Law & Greenspan, Engineers (LLG) completed a full traffic impact analysis for the casino expansion project in February 2003.

Included in this traffic study are the following:

- Project description;
- Existing conditions;
- Project trip generation/distribution/assignment;
- Cumulative Traffic Assessment;
- Significance criteria;
- Traffic Analysis methodology;
- Capacity Analysis; and
- Significance of Impacts / Mitigation Measures.

Figure 1-1 shows the general location of the project, while ***Figure 1-2*** shows a more detailed project area map.



SOURCE: LLG Engineers, 2005
LLG1560 FIG1-1.DWG

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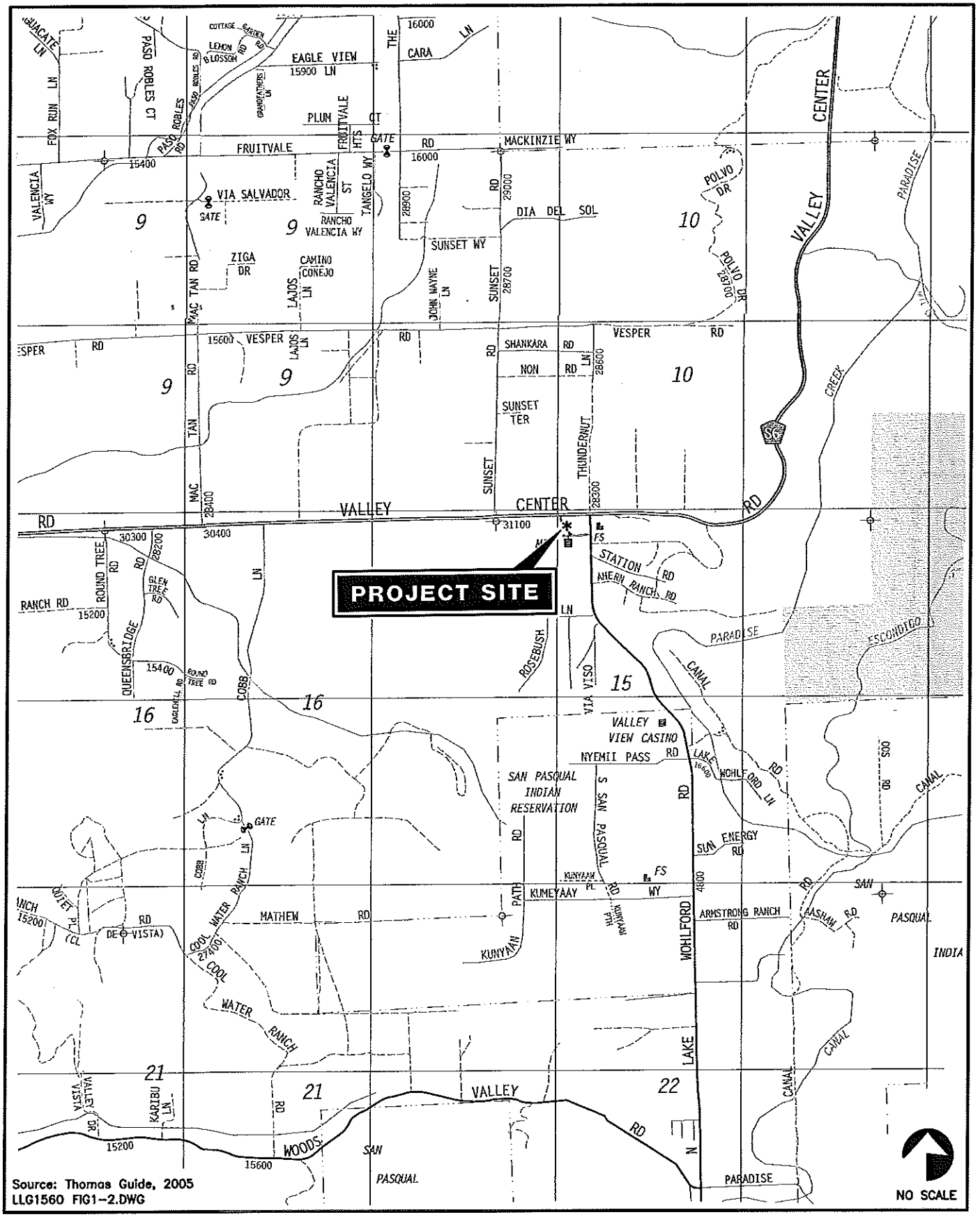
Figure 1-1

VICINITY MAP

VALLEY VIEW CASINO PARKING FACILITY



Source: Thomas Guide, 2005
LLG1560 FIG1-2.DWG

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Figure 1-2

PROJECT AREA MAP

VALLEY VIEW CASINO PARKING FACILITY

2.0 PROJECT DESCRIPTION

Both Valley Center Road and North Lake Wohlford Road are currently two-lane, two-way public roads. School Bus Road is a two-lane, one-way private road (a short section between Valley Center Road and the parking lot driveway is two-way) used by the Valley Center Middle School to provide both access and a student pick-up zone for students. The existing parking lot currently has approximately 200-spaces. The proposed additional parking area south and east of the existing lot will complete the 500-stall parking lot. The following description includes school buses, shuttle busses and private vehicles using School Bus Road and the parking lot for picking up school children, casino employees and parking. It should be noted that tour busses will not utilize the off-site parking lot. Ingress and egress to the parking lot will be via the north-south portion of School Bus Road and egress only point to North Lake Wohlford Road. The egress only will be right-turn only to North Lake Wohlford Road.

As part of the approved casino expansion the casino will increase the total number of on-site parking stalls from 810 to 2,000 spaces. ***Figure 2-1*** details the proposed Parking layout for the project.

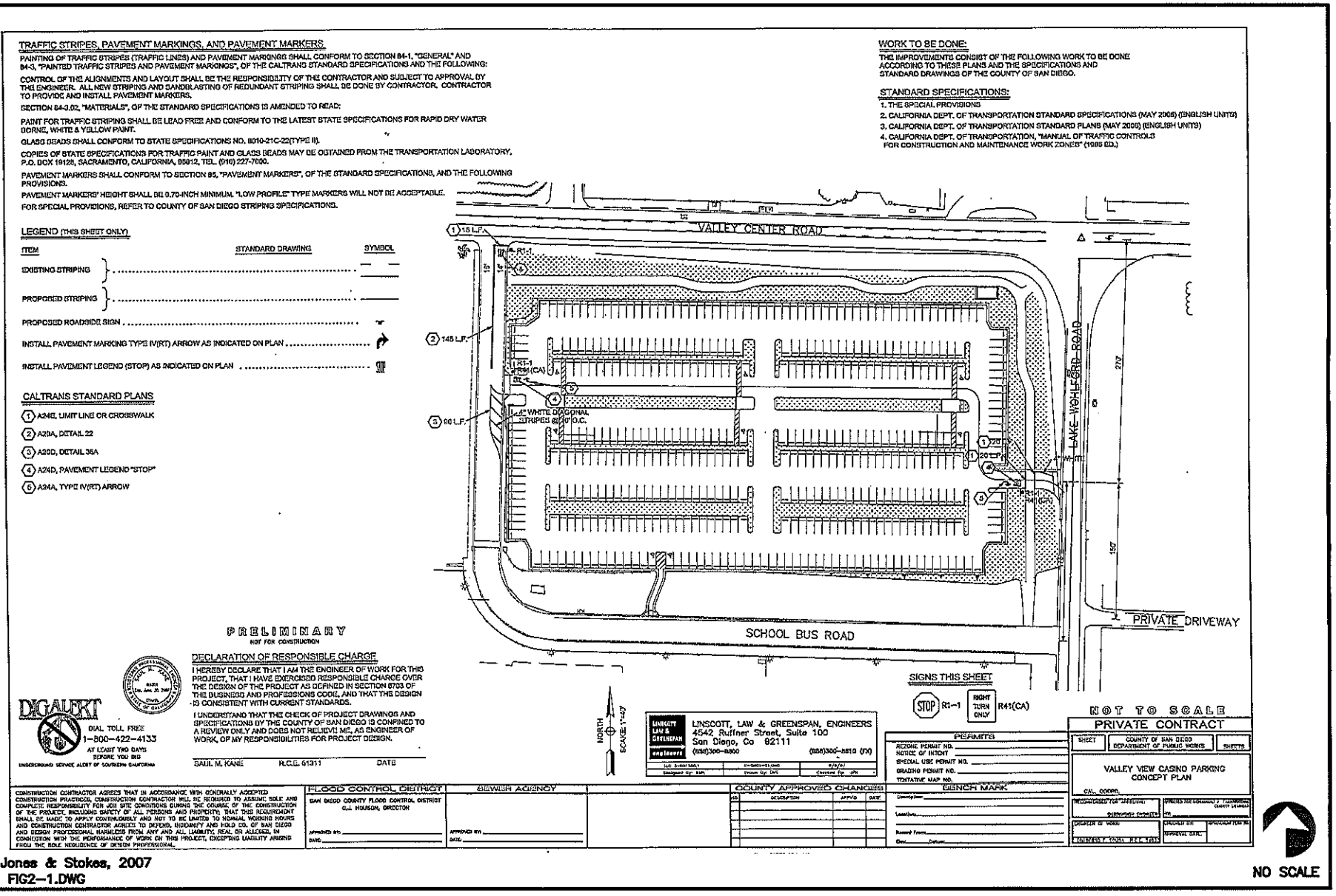
PROPOSED ACTIVITY

School busses have first priority and will use School Bus Road to drop-off students in the morning and pick them up in the afternoon on weekdays during the school year. The busses enter School Bus Road from Valley Center Road, pick-up and drop-off students at the sidewalk along the south side of the road within the west-to-east section of the School Bus Road, and exit onto North Lake Wohlford Road. Based on a field visit during a typical school day, a total of eight (8) buses were observed picking up students and preceding eastward on School Bus Road to make a left turn onto North Lake Wohlford Road. It should be noted that it was observed that it took approximately 20 minutes for the school buses arrive and then depart. The **Figure 2-2** details the location of the student drop-off/pick-up zones along School Bus Road.

Shuttle busses used to transport Casino employees will enter School Bus Road from Valley Center Road and load or unload the employees at the shelters along the main circulation aisle within the parking lot (eastbound one-way flow). The shuttle busses will then continue eastward along the main circulation aisle and make a right turn onto North Lake Wohlford Road to head south towards the casino. It should be noted that the shuttle buses would only utilize a short segment of School Bus Road (two-way section) to ingress the parking lot.

Private vehicles driven by casino employees will enter the parking lot from Valley Center Road using only a short segment of School Bus Road to ingress and egress the site. Egressing private vehicles wishing to exit to Valley Center Road will be limited to right-turns out of the driveway and onto School Bus Road. No left turns onto School Bus Road will be allowed. Those vehicles optioning to egress to North Lake Wohlford Road, will be limited to right-turns out of the driveway onto North Lake Wohlford Road.

It should be noted that this project is processing a rezone. Currently, the site is zoned for single-family homes. Given the size of the project site, approximately four (4) single-family homes could be constructed. This equates to approximately 48 Average Daily Trips (ADT) generated by the four homes. The parking lot will reroute greater than 48 ADT to the immediate project area but will not generate traffic on a regional basis since the project only shifts where employees park from one location to another.



Source: Jones & Stokes, 2007
LLG1560 FIG2-1.DWG

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Figure 2-1

SITE PLAN

VALLEY VIEW CASINO PARKING FACILITY

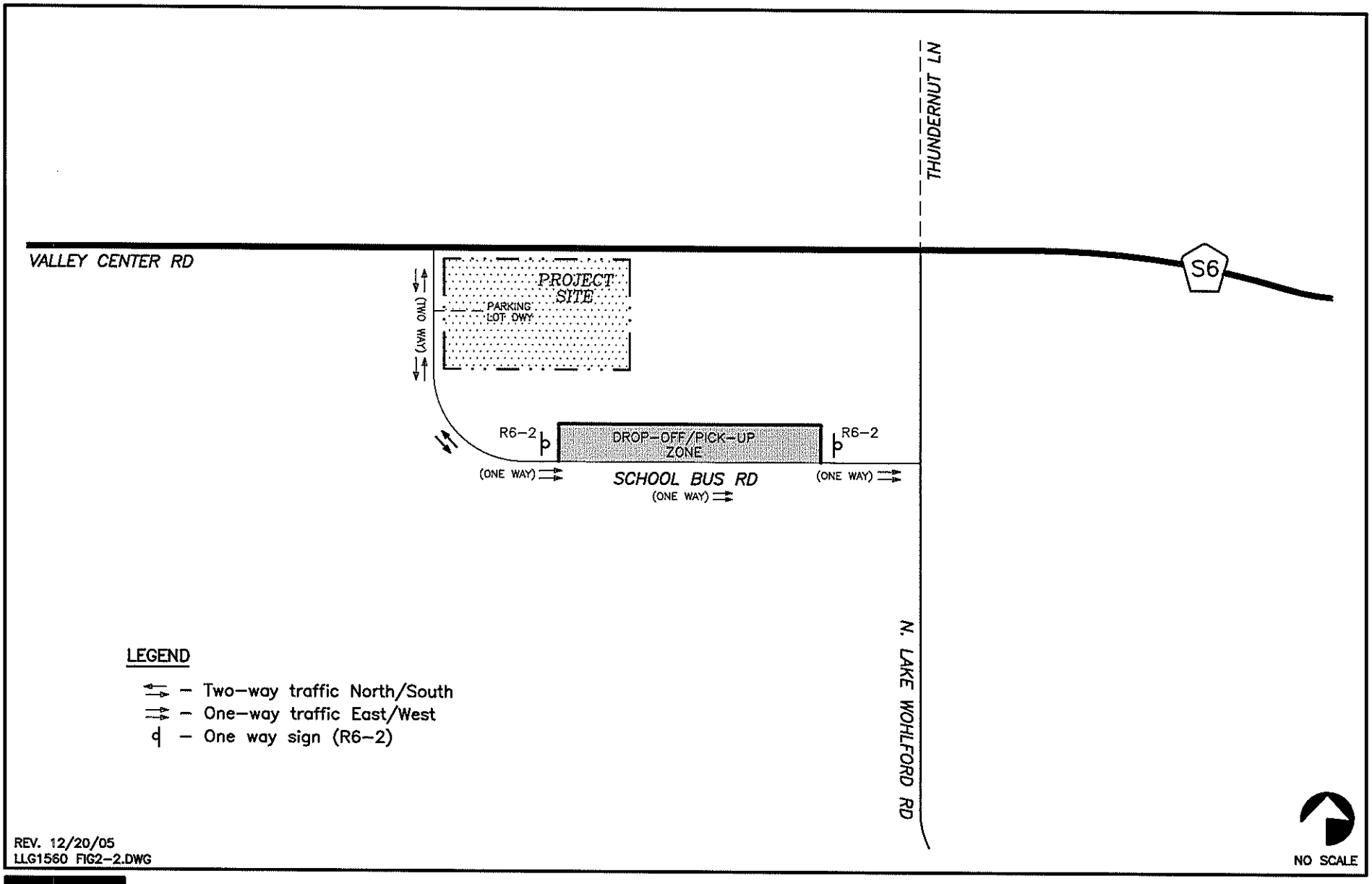

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Figure 2-2

STUDENT DROP-OFF/PICK-UP ZONES

VALLEY VIEW CASINO PARKING FACILITY

3.0 EXISTING CONDITIONS

3.1 Street Network

The following is a brief description of the existing roadways in the project area. ***Figure 3-1*** shows an existing conditions diagram.

Valley Center Road is classified as a Collector Road on the County of San Diego Circulation Element within the project area. Valley Center Road is currently built as a two-lane undivided roadway with a Two Way Left Turn Lane (TWLTL) median within the project vicinity. The speed limit is posted at 55 with bus stops provided intermittently. Bike lanes are not provided and curbside parking is prohibited along both sides of the roadway. It should be noted that under the proposed General Plan (GP) 2020, the classification for Valley Center Road is proposed to be downgraded to a Community Collector with improvement options (2+ lanes). A raised median is the preferred improvement option.

North Lake Wohlford Road is classified as a Collector Road on the County of San Diego Circulation Element within the project area. North Lake Wohlford Road is currently built as a two-lane undivided roadway with one lane of travel per direction. The speed limit is posted at 40 mph with no bus stops or bike lanes provided. Curbside parking is prohibited along both sides of the roadway. It should be noted that under the proposed General Plan (GP) 2020, the classification for N. Lake Wohlford Road is proposed to be downgraded to a Light Collector with intermittent turn lanes (2+ lanes). Design exceptions may be required to slow traffic in the vicinity of schools.

3.2 Existing Traffic Volumes

Weekday AM (7:00-9:00AM) and PM (4:00-6:00PM) intersection counts were conducted in June 2005 at the key intersections. No recent ADT volumes were available from the County of San Diego for Valley Center Road and therefore, the ADT was derived assuming that the PM peak hour comprises 10% of the ADT. LLG commissioned an ADT count on North Lake Wohlford Road between Nyemi Pass and Valley Center Road in 2005. ***Table 3-1*** summarizes the existing ADT volumes and their date and source. ***Figure 3-2*** shows the AM/PM peak hour turning movement volumes at the key intersections and ADTs.

It should be noted that a study was conducted to determine the peak times of casinos and how they compared with commuter peak hours within the project area. Based on peak time studies conducted at similar casinos, it was determined that the AM peak hour was between 11:00 AM and 12:00 Noon and the PM peak hour was between 4:00 and 5:00 PM. **Appendix A** contains the manual count sheets and casino peak times data.

The specific study area includes the following signalized, and unsignalized intersections and street segments.

Intersections:

- Valley Center Road / School Bus Road (u);
- Valley Center Road / North Lake Wohlford Road (s); and
- North Lake Wohlford Road / School Bus Road (u).

U – Unsignalized intersection.
S – Signalized Intersection.

Street Segments:

- Valley Center Road: between Cole Grade Road and Lake Wohlford Road; and
- Lake Wohlford Road: between Nyemi Pass and Valley Center Road.

TABLE 3–1
EXISTING ADT VOLUMES

Street Segment	Date	Source	ADT[a]
Valley Center Road			
Cole Grade Road to Lake Wohlford Road	2005	LLG	7,700E
Lake Wohlford Road			
Nyemi Pass to Valley Center Road	2005	LLG	7,500

Footnotes:
a. ADT – Average Daily Traffic.
E – Estimated volume assuming the PM peak hour comprises 10% of ADT.

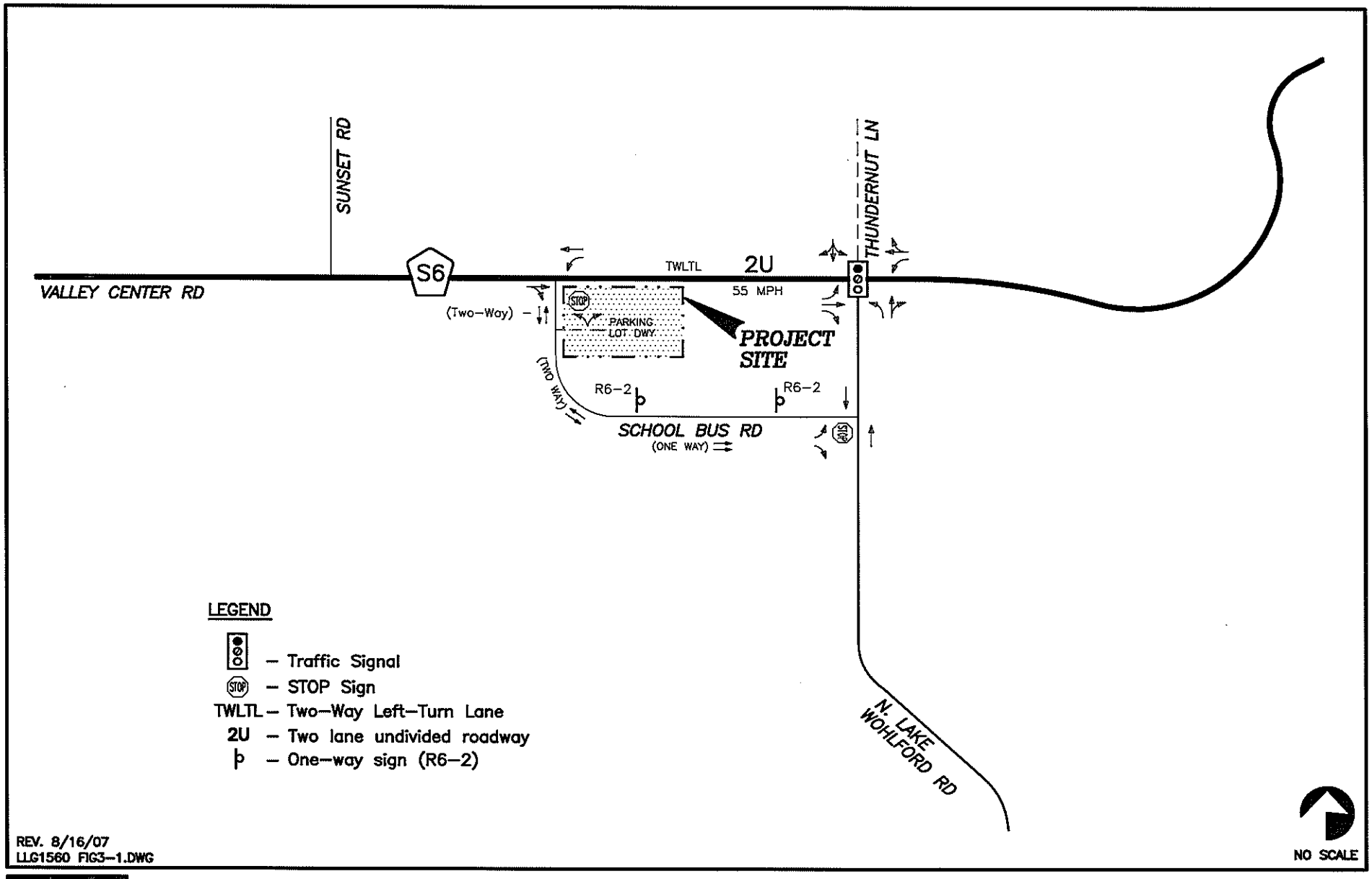

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Figure 3-1

EXISTING CONDITIONS DIAGRAM

VALLEY VIEW CASINO PARKING FACILITY

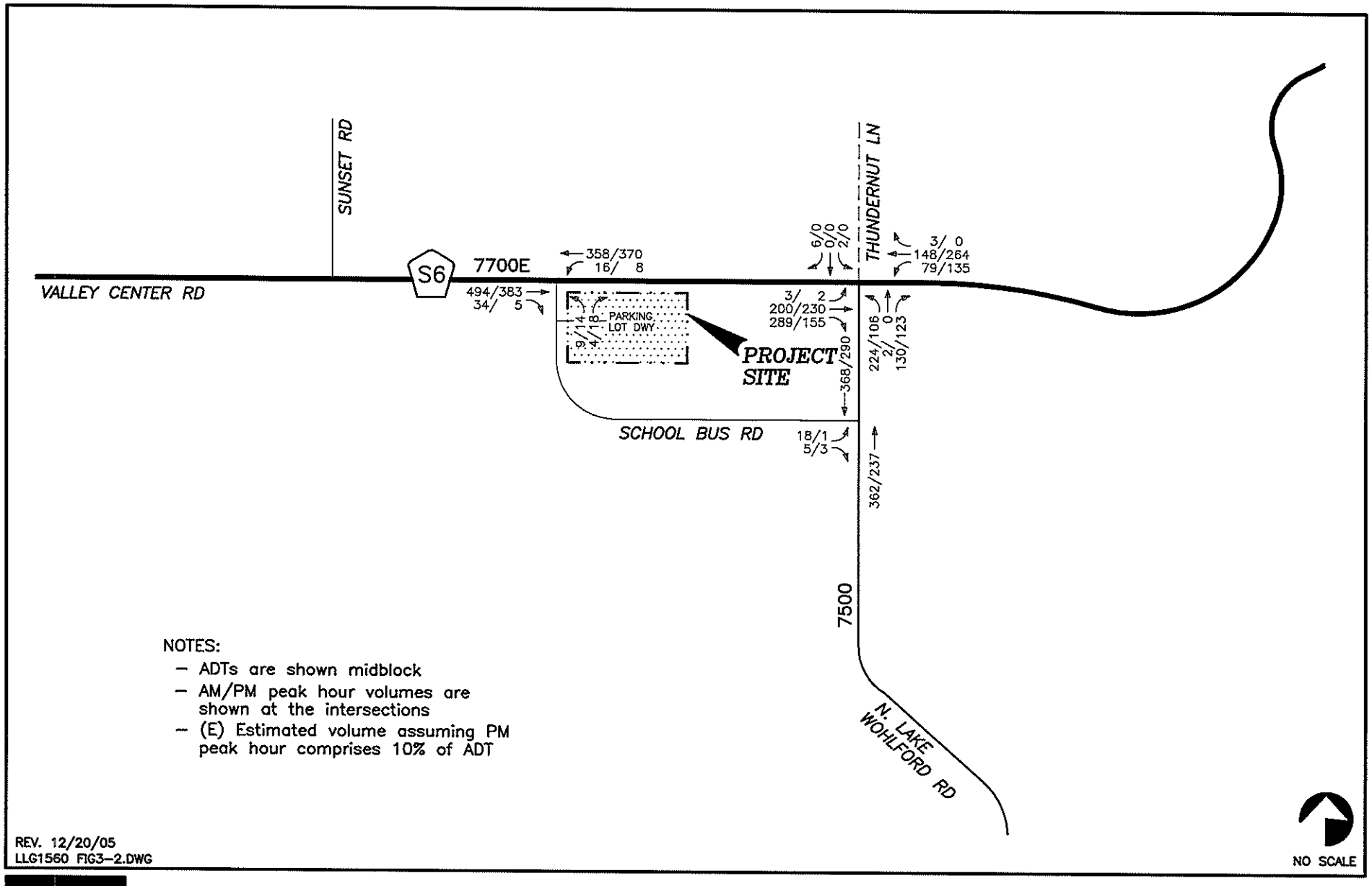

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Figure 3-2

EXISTING TRAFFIC VOLUMES AM/PM PEAK HOURS & ADTs

VALLEY VIEW CASINO PARKING FACILITY

4.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

4.1 Trip Generation

Tables 4-1a and **4-1b** summarize the trip generation for the existing 200-stall parking facility and the proposed 500-stall parking lot. It should be noted that the project was calculated, based on site-specific data and existing traffic counts conducted at the existing parking lot. The following site-specific data provided by the client and Valley View Casino staff was utilized to determine the trip generation for the project. It should be noted that employees with a handicap are exempt from using the off-site parking lot and are allowed to park at the casino's on-site parking lot. In addition, providing an off-site parking lot for employees will result in a reduction in the number of daily trips entering/exiting the existing casino driveway. However, there will not be an increase in total traffic outside the immediate area since the employees are already parking at the casino and will only be moved to the project site three-quarters of a mile away.

- Assumed 500-stall parking lot and every space is used more than once per day;
- 8-shuttles every hour during an 18-hour peak period;
- 2-shuttles every hour during a 6-hour period (1:00 AM – 7:00 AM);

The trip generation was calculated based on the relationship between the existing number of parking stalls (200) and the number of vehicles ingressing and egressing the existing parking lot to the proposed number of parking stalls and the number of vehicles ingressing the proposed parking lot. This relationship derived a ratio of 2.5 during the peak hours. We then assumed the same ADT relationship for the proposed project. Therefore, the project is calculated to generate the equivalent of 3,185 ADT with 98 inbound/ 63 outbound trips during the AM peak hour and 56 inbound/ 116 outbound trips during the PM peak hour.

TABLE 4-1A
EXISTING TRIP GENERATION SUMMARY (200 SPACES)

USE	Amount (Inbound Only)	DAILY TRIP ENDS		AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
		RATE	ADT[a]	VOLUME IN	VOLUME OUT	VOLUME IN	VOLUME OUT
Parking Stalls (Private Vehicles)	200	5.75[b]	1,150[d]	36[c]	22[c]	19[c]	43[c]
Employee Shuttles	78[d]	2.0	160	4	4	4	4
TOTALS:		-	**1,310**	**40**	**26**	**23**	**47**

NOTES:

a. ADTs rounded to nearest 10th.
b. Rate based on ratio of number of employees currently using the parking spaces. (575 emp./200 spaces = 2.875 * 2 (ingress/egress) = 5.75
c. Source: Peak hour project volumes based on actual existing counts minus school related traffic.
d. Assume 4 shuttles per hour during 18 –hour period (72) plus 1 shuttle per hour during 6-hour period (6) during graveyard shift.
d. Number of employee using existing parking lot is 575, which equates to 1,150 ADT.

TABLE 4-1B
PROJECT TRIP GENERATION SUMMARY (500 SPACES)

USE	Amount (Inbound Only)	DAILY TRIP ENDS		AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
		RATE	ADT[a]	VOLUME IN	VOLUME OUT	VOLUME IN	VOLUME OUT
Parking Stalls (Private Vehicles)	500	5.75	2,880	90[b]	55[b]	48[b]	108[b]
Employee Shuttles	156[c]	2.0	310	8	8	8	8
TOTALS:		-	**3,190**	**98**	**63**	**56**	**116**

NOTES:

a. ADTs rounded to nearest 10th.

b. Source: Peak hour project volumes based on actual existing counts minus school related traffic.

c. Assume 8 shuttles per hour during 18 –hour period (72) plus 2 shuttles per hour during 6-hour period (6) during graveyard shift.

4.2 Trip Distribution

The project-generated traffic was distributed and assigned to the street system based on project access, the characteristics of the roadway system, and existing traffic counts at the project access points. ***Figure 4-1a*** shows the estimated project traffic distribution for the private vehicle (employees) portion of the trip generation while ***Figure 4-1b*** shows the estimate project traffic distribution for the employee shuttles.

4.3 Assignment

The assignment of project traffic to the surrounding circulation system was completed using the trip distribution, assuming School Bus Road is a one-way street (eastbound) for the east-west section of the road, and that all traffic ingress via Valley Center Road. ***Figure 4-2*** shows the Project traffic volumes and ***Figure 4-3*** shows the existing + Project traffic volumes.

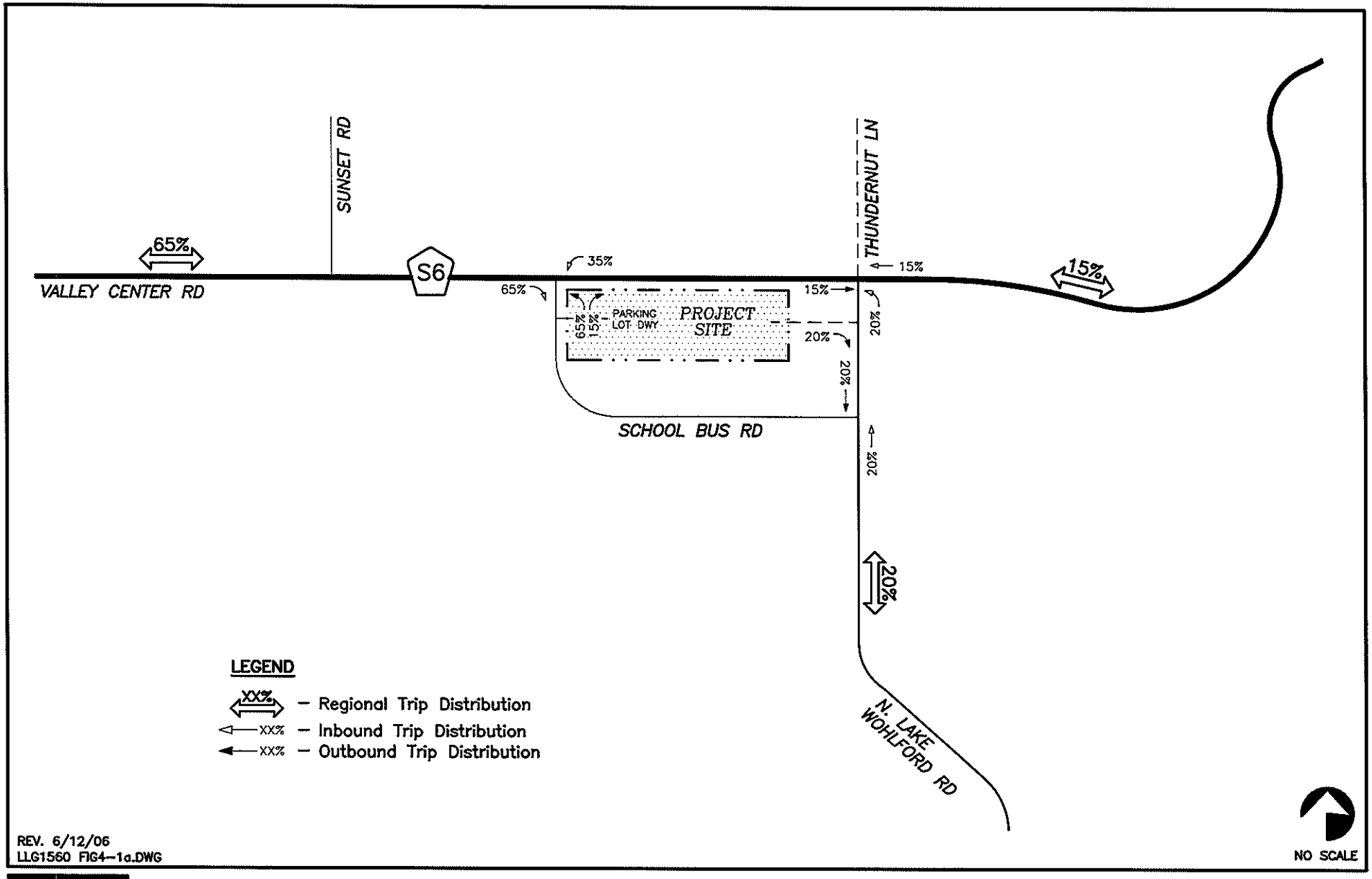

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Figure 4-1a

PRIVATE VEHICLE DISTRIBUTION

VALLEY VIEW CASINO PARKING FACILITY

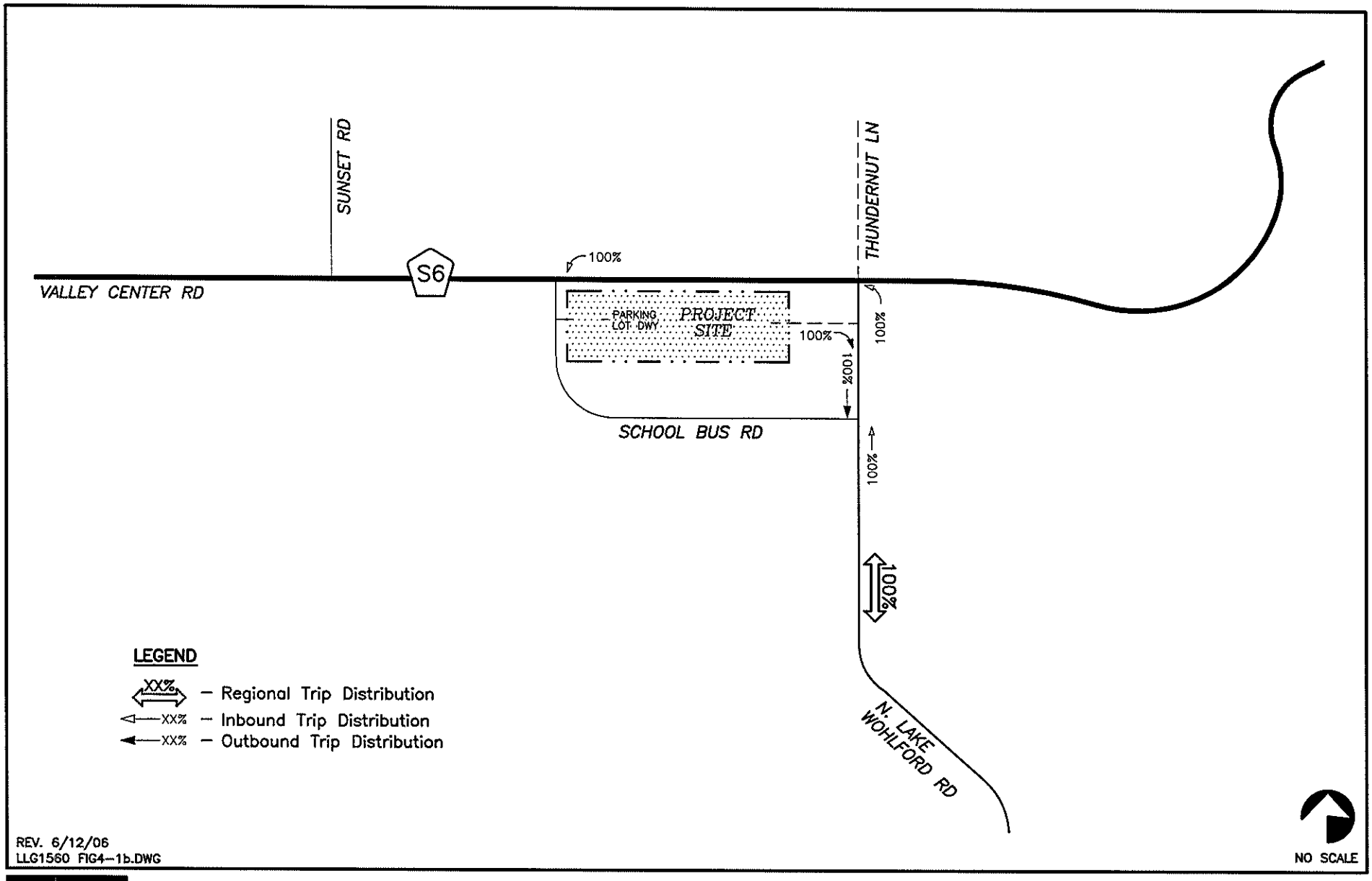

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Figure 4-1b

EMPLOYEE SHUTTLE DISTRIBUTION

VALLEY VIEW CASINO PARKING FACILITY

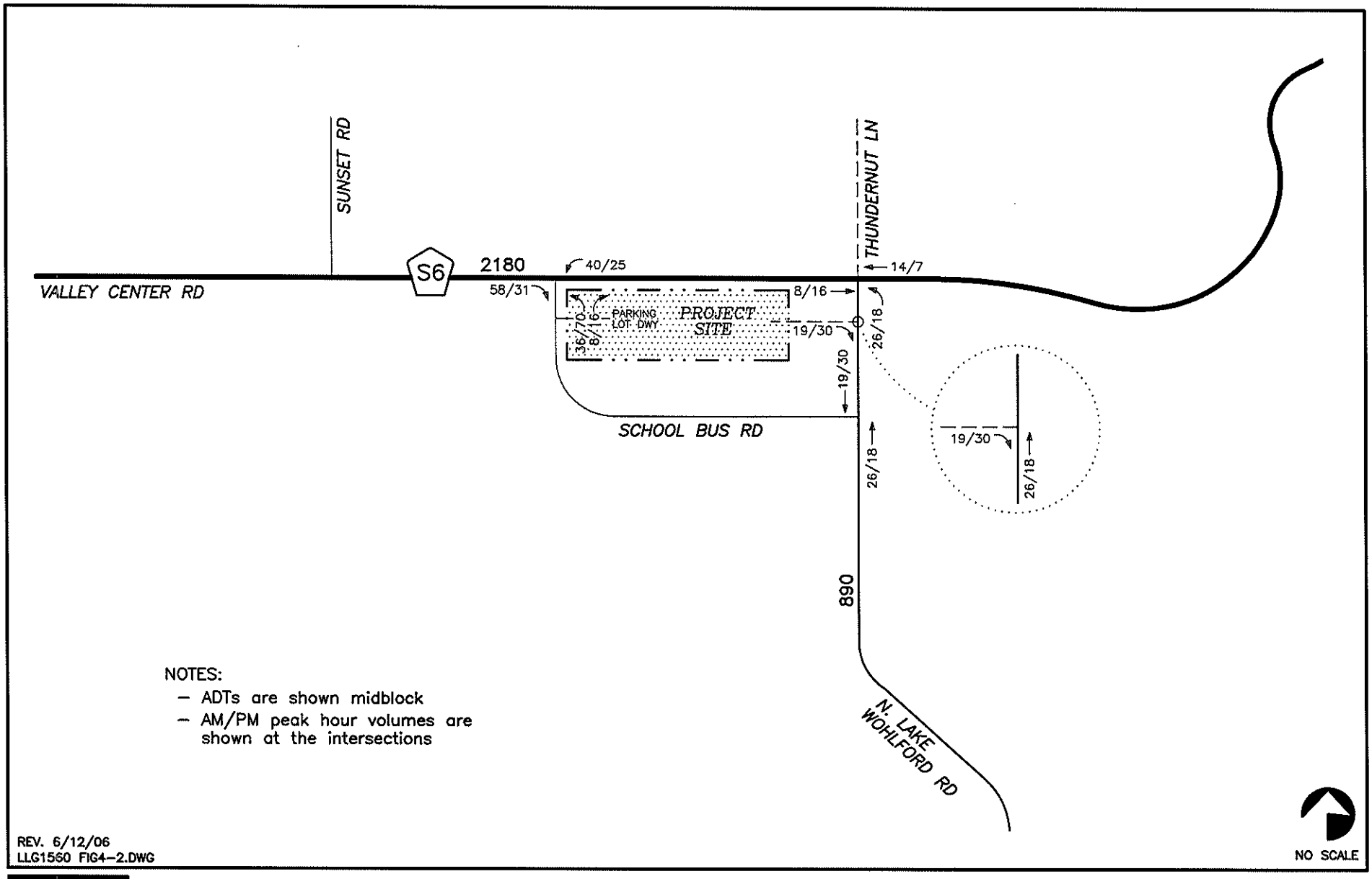

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Figure 4-2

PROJECT TRAFFIC VOLUMES AM/PM PEAK HOURS & ADTs

VALLEY VIEW CASINO PARKING FACILITY

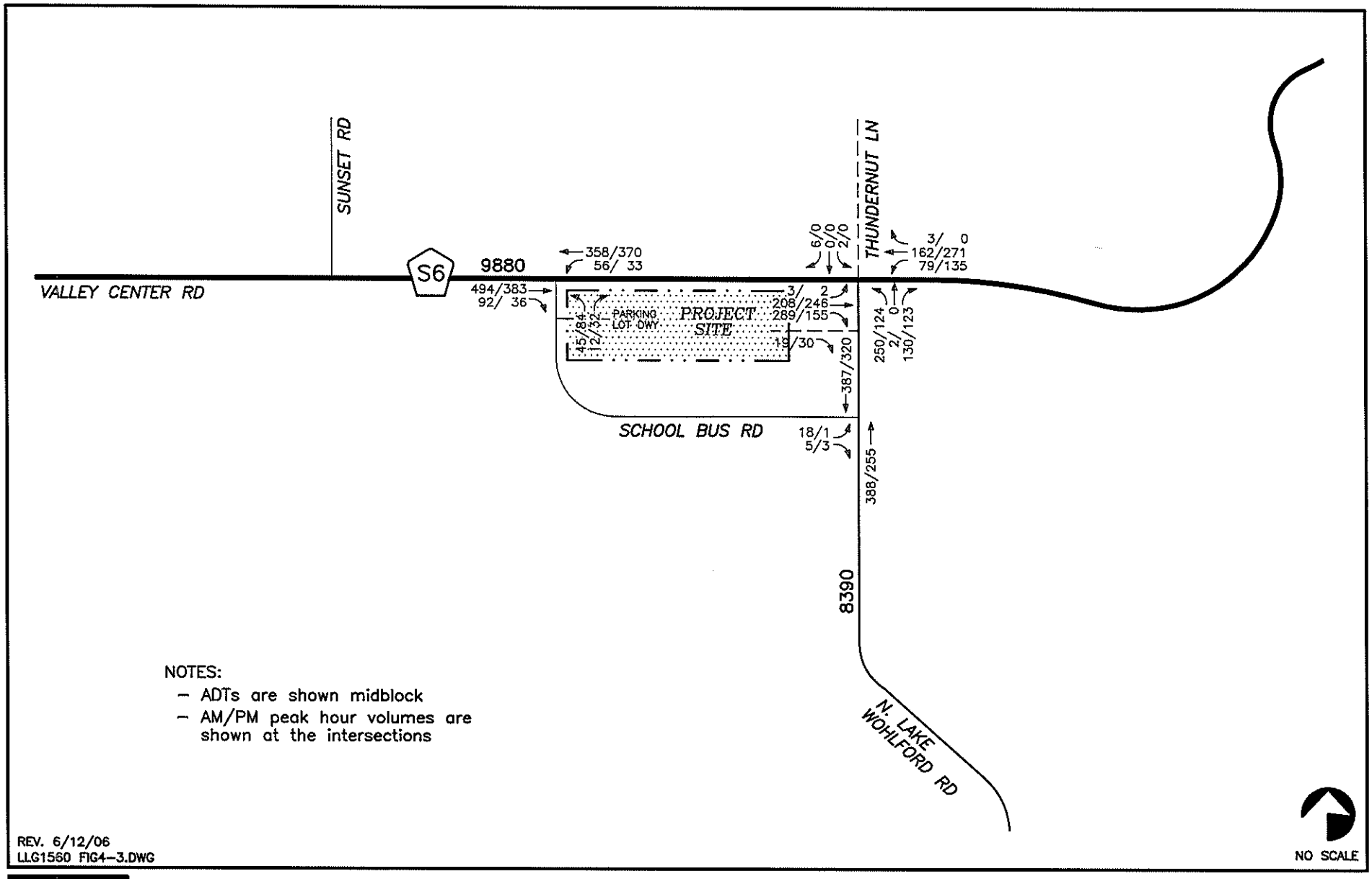

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Figure 4-3

EXISTING + PROJECT TRAFFIC VOLUMES AM/PM PEAK HOURS & ADTs

VALLEY VIEW CASINO PARKING FACILITY

5.0 CUMULATIVE TRAFFIC ASSESSMENT

Since the project does not generate any traffic on a regional basis, the "cumulative" analysis was addressed by conducting an analysis of the project access points in the 2030 time frame. The Year 2030 volumes were obtained from the SANDAG Series 10 traffic model and are illustrated in ***Figure 5-1***. ***Figure 5-2*** shows the Year 2030 with project traffic.

Year 2030 without project ADT volumes were obtained from the SANDAG Series 10 Traffic Model. The SANDAG model provides peak hour volumes. However, the SANDAG model output is not considered accurate in determining peak hour intersection turn movements. Therefore, peak hour turning movement volumes were estimated using a template in EXCEL developed by LLG to determine peak hour traffic at an intersection from future ADTs using the relationship between existing peak hour turn movements and the existing ADTs.

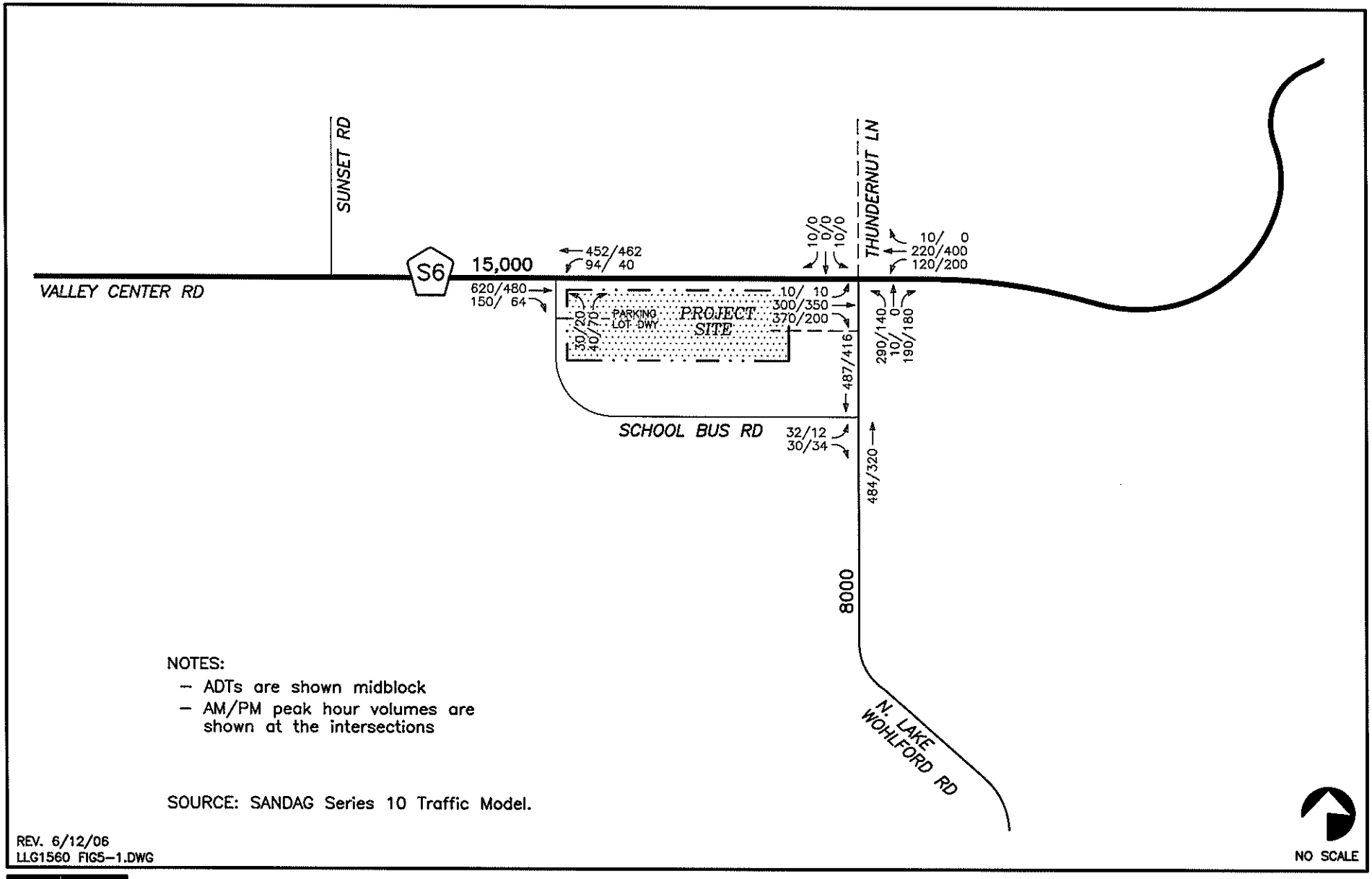

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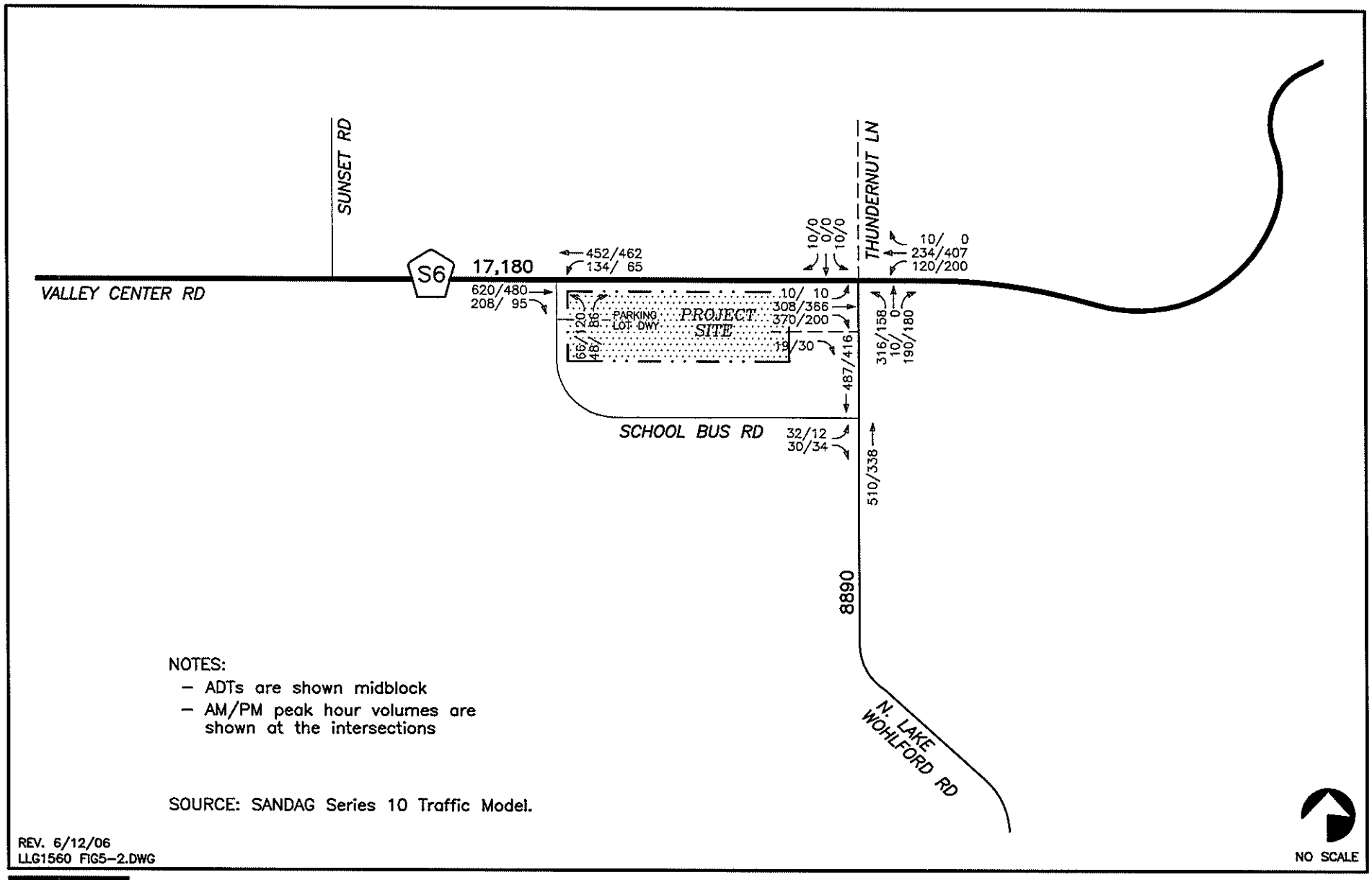
Figure 5-1

YEAR 2030 TRAFFIC VOLUMES AM/PM PEAK HOURS & ADTs

VALLEY VIEW CASINO PARKING FACILITY



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

SOURCE: SANDAG Series 10 Traffic Model.

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LLG1560 FIG5-2.DWG

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Figure 5-2

YEAR 2030 WITH PROJECT TRAFFIC VOLUMES AM/PM PEAK HOURS & ADTs

VALLEY VIEW CASINO PARKING FACILITY

6.0 SIGNIFICANCE CRITERIA

The Public Facility Element of the County General Plan, together with relevant portions of CEQA Guidelines (**Appendix B**), were used as criteria for determining significant impacts. The Public Facilities Element provides the fundamental County standards for acceptable traffic Levels of Service (LOS), as follows:

> *A significant cumulative impact would occur if the project, in combination with reasonably foreseeable past, present, and future projects, would either: (a) reduce the level of service to below LOS 'D' on off-site and on-site abutting intersections or segments of Circulation Element roads, or (b) significantly impact congestion on such roads that are currently operating at a level of service of LOS 'E' or 'F'.*

The table below was used to determine if impacts were significant.

Measures of Significant Project Impacts to Congestion Allowable Increases on Congested Roads and Intersections		
Intersections		
LOS E	Delay of 2 seconds	20 peak-hour trips on a critical movement
LOS F	Delay of 1 second, or 5 peak-hour trips on a critical movement.	5 peak-hour trips on a critical movement

7.0 TRAFFIC ANALYSIS METHODOLOGY

Level of Service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure of the effect of a number of factors including roadway geometries, speed, travel delay, freedom to maneuver, and safety. Level of Service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

7.1 Signalized Intersections

The signalized intersection was analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 16 of the *2000 Highway Capacity Manual (HCM),* with the assistance of the *Traffix* (version 7.8R4) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS). Signalized intersection calculation worksheets are attached in ***Appendix C.***

7.2 Unsignalized Intersections

The unsignalized intersections were analyzed under morning and afternoon peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the *2000 Highway Capacity Manual (HCM),* with the assistance of the *Traffix* (version 7.8R4) computer software. **Table 8-1** shows the intersection operations. Appendix C contains the unsignalized intersection calculation sheets.

7.3 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the County of San Diego's *Standard Street Classification and Level of Service Table.* The County of San Diego's *Standard Street Classification and Level of Service Table* is provided in **Appendix D.** ***Table 8–2*** shows the street segment operations.

8.0 CAPACITY ANALYSIS

8.1 Existing Operations

8.1.1 Intersection Analysis

Table 8-1 shows a summary of the existing operations at the key intersections in the project area. This table shows that the key intersections are calculated to currently operate at LOS C or better during both the AM and PM peak hours.

8.1.2 Street Segment Analysis

Table 8-2 shows that under existing conditions, both street segments are currently operating at LOS D on a daily basis.

8.2 Existing + Project Operations

8.2.1 Intersection Analysis

Table 8-1 shows that with the addition of project traffic, all key intersections are calculated to continue to operate at LOS C or better during both the AM and PM peak hours.

8.2.2 Street Segment Analysis

Table 8-2 shows that with the addition of project traffic, all street segments are calculated to continue to operate at LOS D on a daily basis.

8.3 Year 2030 without Project Operations

8.3.1 Intersection Analysis

Table 8-3 shows that for Year 2030 without project conditions, all intersections are calculated to operate at LOS D or better during both the AM and PM peak hours.

8.3.2 Street Segment Analysis

Table 8-4 shows that for Year 2030 without project conditions, both street segments are calculated to operate at LOS D or better on a daily basis with the assumption that Valley Center Road has been widened to four lanes.

Based on the model output it was noted that Valley Center Road traffic volumes were greater than the volumes forecasted for N. Lake Wohlford Road. This difference could be attributed to the winding nature of the N. Lake Wohlford Road, one travel lane in each direction and the inability for vehicles to approach high speeds. In addition, the only significant attraction for vehicles to utilize N. Lake Wohlford Road is the casino itself. Valley Center Road is designed for high speeds and most of this roadway has been widened to four lanes.

8.4 Year 2030 with Project Operations

8.4.1 Intersection Analysis

Table 8-3 shows that for Year 2030 with the project, the intersection of Valley Center Road with School Bus Road is calculated to operate at LOS F during both the AM and PM peak hours.

8.4.2 Street Segment Analysis

Table 8-4 shows that with the addition of project traffic, both street segments are calculated to operate at LOS D or better on a daily basis with the assumption that Valley Center Road widening to four lanes has been completed.

TABLE 8-1
INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Impact Type
			Delay[a]	LOS[b]	Delay	LOS	
Valley Center Road / School Bus Road	TWSC[c]	AM	16.6	C	23.4	C	None
		PM	13.5	B	20.9	C	
Valley Center Road / North Lake Wohlford Road	SIGNAL	AM	22.2	C	22.3	C	None
		PM	20.9	C	21.2	C	
North Lake Wohlford Road / School Bus Road	TWSC[c]	AM	15.6	B	16.3	C	None
		PM	12.4	B	13.0	B	

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
N/A – Not applicable since LOS D or better operations calculated with the addition of project traffic.

General Notes:
Shading and Bold typeface represent a potential significant impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

TABLE 8-2
SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) [a]	Existing			Existing + Project			Δ[e]	Impact Type
		ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS		
Valley Center Road									
Cole Grade Road to North Lake Wohlford Road	16,200	7,700	0.48	D	9,880	0.61	D	2180	None
North Lake Wohlford Road									
Nyemii Pass to Valley Center Road	16,200	7,500	0.46	D	8,390	0.52	D	890	None

Footnotes:

a. Capacities based on County of San Diego Roadway Classification & LOS table (See Appendix D).
b. Average Daily Traffic
c. Volume to Capacity ratio
d. Level of Service
e. Δ denotes increase in ADT due to project.

General Notes:

Shading and Bold typeface denotes a significant impact

TABLE 8–3
YEAR 2030 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Year 2030 without Project		Year 2030 with Project		Impact Type
			Delay[a]	LOS[b]	Delay	LOS	
Valley Center Road / School Bus Road	TWSC[c]	AM	30.6	D	**89.1**	**F**	Cumulative
		PM	22.9	C	**67.9**	**F**	
Valley Center Road / North Lake Wohlford Road	SIGNAL	AM	23.7	C	28.6	C	None
		PM	21.3	C	21.4	C	
North Lake Wohlford Road / School Bus Road	TWSC[c]	AM	21.6	C	22.3	C	None
		PM	15.5	C	15.8	C	

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.

General Notes:
Shading and Bold typeface represent a potential significant impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

TABLE 8-4
YEAR 2030 SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) [a]	Year 2030[f]			Year 2030 with Project			Δ[e]
		ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS	
Valley Center Road								
Cole Grade Road to North Lake Wohlford Road	34,200	15,000	0.44	B	17,180	0.5	B	2180
North Lake Wohlford Road								
Nyemii Pass to Valley Center Road	16,200	8,000	0.49	D	8,890	0.55	D	890

Footnotes:

a. Capacities based on County of San Diego Roadway Classification & LOS table (See Appendix D).
b. Average Daily Traffic
c. Volume to Capacity ratio
d. Level of Service
e. Δ denotes increase in ADT due to project.

9.0 SIGNIFICANCE OF IMPACTS/MITIGATION MEASURES

The following locations were determined to be significantly impacted by the project using established significance criteria described in Section 6.0. The following is a discussion of each potential impact and a recommended mitigation measure. As mentioned earlier in this report, LLG completed a full traffic study for the casino expansion in February 2003 and excerpts from the mitigation section are included in **Appendix E**.

1) Valley Center Road / School Bus Road Intersection (Cumulative Impact)

A significant cumulative impact is calculated at this location. However, it should be noted that only a small portion of School Bus Road (between existing parking lot driveway and Valley Center Road) would be impacted by the project. Consideration was given to prohibiting northbound left-turns from School Bus Road onto Valley Center Road. However, this was rejected since the volumes are small and operations at the N. Lake Wohlford Road / Valley Center Road signalized intersection would be worsened since traffic bound for westbound Valley Center Road from School Bus Road would be redirected to N. Lake Wohlford, impacting both intersections. In addition, there would be an increase in vehicular friction created by the interaction between the redirected traffic and school busses that are parked on School Bus Road. Consideration was given to recommending a right-turn deceleration lane at the intersection but based on the relatively low peak hour volume of 92 (see Figure 4-3), the lane is not warranted. Based on the low northbound right-turn volume, an acceleration lane is not warranted on Valley Center Road.

The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected buildout (year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNet, state, and federal funding to improve freeways to projected level of service objectives in the RTP.

It should be noted that both the County and the Tribe entered in to a cooperative agreement whereby the Tribe is paying fair share contributions for the casino expansion. Transportation Impact Fee (TIF) was included in the cooperative agreement total. The proposed parking lot is auxiliary and does not increase trips to the overall roadway network but does focus trips in the vicinity of the driveway and affects operations at the adjacent intersections and access points. The cooperative agreement in combination with other components of the program described above will mitigate potential cumulative traffic impacts to less than significant.

2) Access Point/Parking Lot Recommendations

Provide 4-foot non-landscaped raised medians at both the School Bus Road and North Lake Wohlford Road parking lot driveways to prohibit outbound left-turns. The driveway at North Lake Wohlford Road is located approximately 250 feet south of the Valley Center Road/North Lake Wohlford Road intersection. An exception to the 300-foot separation standard between road intersections in the Public Road Standards for San Diego County is justified because egress will be limited to right-turns only onto Lake Wohlford Road. In addition, their will be less conflict points at the egress driveway and the future signal at Valley Center Road will provide gaps for egressing vehicles. It should also be noted that the increased distance between the driveway and the School Bus Road / N. Lake Wohlford Road intersection will improve its operation.

This new egress only driveway onto Lake Wohlford Road should meet County corner sight distance standards due to flat topography and lack of curvature.

APPENDIX A

EXISTING TRAFFIC VOLUME COUNTS

1

Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Counted By: Emp. #03
Location: Valley Center Road & Lake Wohlford Road

Start Date: 06/09/2005
File Name: 397-01-1

	Thundernut Lane Southbound				Valley Center Road Westbound				Lake Wohlford Road Northbound				Valley Center Road Eastbound				
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
7:00	0	0	1	0	28	42	2	0	51	0	16	0	0	32	24	0	196
7:15	1	2	1	0	21	43	0	0	59	0	23	0	1	31	48	0	230
7:30	0	0	3	0	30	28	0	0	44	0	29	0	1	50	46	0	231
7:45	0	0	0	0	10	37	3	0	67	2	48	0	1	62	71	0	301
Total	1	2	5	0	89	150	5	0	221	2	116	0	3	175	189	0	958
8:00	1	0	2	0	24	49	0	0	58	0	22	0	0	38	91	0	285
8:15	1	0	1	0	15	39	0	0	68	0	36	0	1	54	85	0	300
8:30	0	0	0	0	17	22	0	0	30	0	27	0	1	32	47	0	176
8:45	0	5	0	0	7	31	0	0	32	0	14	0	0	26	27	0	142
Total	2	5	3	0	63	141	0	0	188	0	99	0	2	150	250	0	903
Grand Total	3	7	8	0	152	291	5	0	409	2	215	0	5	325	439	0	1861
Approach%	16.7	38.9	44.4	-	33.9	65.0	1.1	-	65.3	0.3	34.3	-	0.7	42.3	57.1	-	
Total%	0.2	0.4	0.4	-	8.2	15.6	0.3	-	22.0	0.1	11.6	-	0.3	17.5	23.6	-	

Peak hour analysis for the period 07:30 to 08:15

Volume	2	-	6	-	79	153	3	-	237	2	135	-	3	204	293	-	1,117
Approach%	25.0	-	75.0	-	33.6	65.1	1.3	-	63.4	0.5	36.1	-	0.6	40.8	58.6	-	
Total%	0.2	-	0.5	-	7.1	13.7	0.3	-	21.2	0.2	12.1	-	0.3	18.3	26.2	-	
PHF				0.67				0.80				0.80				0.89	

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Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Counted By: Emp. #03
Location: Valley Center Road & Lake Wohlford Road

Start Date: 06/09/2005
File Name: 397-01-2

	Thundernut Lane Southbound				Valley Center Road Westbound				Lake Wohlford Road Northbound				Valley Center Road Eastbound				
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
16:00	0	1	0	0	29	47	1	0	31	0	27	0	0	56	37	0	229
16:15	0	0	0	0	25	56	0	0	31	0	25	0	0	59	39	0	235
16:30	1	0	1	0	28	83	0	0	22	0	33	0	0	65	34	1	268
16:45	0	0	0	0	35	70	0	0	25	0	33	0	0	50	49	0	262
Total	1	1	1	0	117	256	1	0	109	0	118	0	0	230	159	1	994
17:00	0	0	0	0	43	68	0	0	29	0	25	0	1	58	45	0	269
17:15	0	0	0	0	23	68	0	0	27	0	38	0	1	63	29	0	249
17:30	0	0	0	0	34	61	0	0	36	0	34	0	0	65	40	0	270
17:45	0	0	0	0	20	60	0	0	30	0	23	0	0	55	30	0	218
Total	0	0	0	0	120	257	0	0	122	0	120	0	2	241	144	0	1006
Grand Total	1	1	1	0	237	513	1	0	231	0	238	0	2	471	303	1	2000
Approach%	33.3	33.3	33.3	-	31.6	68.3	0.1	-	49.3	-	50.7	-	0.3	60.6	39.0	0.1	
Total%	0.1	0.1	0.1	-	11.9	25.7	0.1	-	11.6	-	11.9	-	0.1	23.6	15.2	0.1	

Peak hour analysis for the period 16:45 to 17:30

Volume	-	-	-	-	135	267	-	-	117	-	130	-	2	236	163	-	1,050
Approach%	-	-	-	-	33.6	66.4	-	-	47.4	-	52.6	-	0.5	58.9	40.6	-	
Total%	-	-	-	-	12.9	25.4	-	-	11.1	-	12.4	-	0.2	22.5	15.5	-	
PHF				###				0.91				0.88				0.95	

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2

Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Counted By: Emp. #01
Location: Valley Center Road & Northwest Driveway

Start Date: 06/09/2005
File Name: 397-02-1

	Southbound				Valley Center Road Westbound				Northwest Driveway Northbound				Valley Center Road Eastbound				
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
7:00	0	0	0	0	8	86	0	0	1	0	4	0	0	53	1	0	153
7:15	0	0	0	0	8	96	0	0	9	0	9	0	0	70	5	0	197
7:30	0	0	0	0	9	65	0	0	5	0	1	0	0	100	15	0	195
7:45	0	0	0	0	8	93	0	0	1	0	1	0	0	130	16	0	249
Total	0	0	0	0	33	340	0	0	16	0	15	0	0	353	37	0	794
8:00	0	0	0	0	10	98	0	0	10	0	6	0	0	130	23	0	277
8:15	0	0	0	0	6	103	0	0	7	0	4	0	0	134	5	0	259
8:30	0	0	0	0	8	43	0	0	1	0	3	0	0	81	4	0	140
8:45	0	0	0	0	3	62	0	0	2	0	3	0	0	54	4	0	128
Total	0	0	0	0	27	306	0	0	20	0	16	0	0	399	36	0	804
Grand Total	0	0	0	0	60	646	0	0	36	0	31	0	0	752	73	0	1598
Approach%	-	-	-	-	8.5	91.5	-	-	53.7	-	46.3	-	-	91.2	8.8	-	
Total%	-	-	-	-	3.8	40.4	-	-	2.3	-	1.9	-	-	47.1	4.6	-	

Peak hour analysis for the period 07:30 to 08:15

Volume	-	-	-	-	33	359	-	-	23	-	12	-	-	494	59	-	980
Approach%	-	-	-	-	8.4	91.6	-	-	65.7	-	34.3	-	-	89.3	10.7	-	
Total%	-	-	-	-	3.4	36.6	-	-	2.3	-	1.2	-	-	50.4	6.0	-	
PHF				###				0.90				0.55				0.90	

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Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Counted By: Emp. #01
Location: Valley Center Road & Northwest Driveway

Start Date: 06/09/2005
File Name: 397-02-2

	Southbound				Valley Center Road Westbound				Northwest Driveway Northbound				Valley Center Road Eastbound				
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
16:00	0	0	0	0	3	83	0	0	6	0	8	0	0	95	2	0	197
16:15	0	0	0	0	4	91	0	0	2	0	8	0	0	94	0	0	199
16:30	0	0	0	0	3	103	0	0	1	0	5	0	0	94	1	0	207
16:45	0	0	0	0	6	85	0	0	4	0	7	0	0	96	1	0	199
Total	0	0	0	0	16	362	0	0	13	0	28	0	0	379	4	0	802
17:00	0	0	0	0	6	98	0	0	6	0	12	0	0	91	1	0	214
17:15	0	0	0	0	6	98	0	0	1	0	7	0	0	91	0	0	203
17:30	0	0	0	0	3	90	0	0	3	0	6	0	0	105	3	0	210
17:45	0	0	0	0	7	83	0	0	5	0	3	0	0	87	0	0	185
Total	0	0	0	0	22	369	0	0	15	0	28	0	0	374	4	0	812
Grand Total	0	0	0	0	38	731	0	0	28	0	56	0	0	753	8	0	1614
Approach%	-	-	-	-	4.9	95.1	-	-	33.3	-	66.7	-	-	98.9	1.1	-	
Total%	-	-	-	-	2.4	45.3	-	-	1.7	-	3.5	-	-	46.7	0.5	-	

Peak hour analysis for the period 16:45 to 17:30

Volume	-	-	-	-	21	371	-	-	14	-	32	-	-	383	5	-	826
Approach%	-	-	-	-	5.4	94.6	-	-	30.4	-	69.6	-	-	98.7	1.3	-	
Total%	-	-	-	-	2.5	44.9	-	-	1.7	-	3.9	-	-	46.4	0.6	-	
PHF				###				0.94				0.64				0.90	

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(3)

Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Counted By: Emp. #03
Location: Lake Wohlford Road & Southeast Driveway

Start Date: 06/09/2005
File Name: 397-03-1

	Lake Wohlford Road Southbound				Westbound				Lake Wohlford Road Northbound				Southeast Driveway Eastbound				
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
7:00	0	52	0	0	0	0	0	0	0	67	0	0	1	0	1	0	121
7:15	0	72	1	0	0	0	0	0	0	82	0	0	4	0	0	0	159
7:30	0	76	0	0	0	0	0	0	0	73	0	0	4	0	3	0	156
7:45	0	81	0	0	0	0	0	0	0	117	0	0	5	0	5	0	208
Total	0	281	1	0	0	0	0	0	0	339	0	0	14	0	9	0	644
8:00	0	115	0	0	0	0	0	0	0	80	0	0	7	0	2	0	204
8:15	0	100	0	0	0	0	0	0	0	104	0	0	3	0	0	0	207
8:30	0	64	0	0	0	0	0	0	1	57	0	0	0	0	0	0	122
8:45	0	39	0	0	0	0	0	0	0	46	0	0	0	0	1	0	86
Total	0	318	0	0	0	0	0	0	1	287	0	0	10	0	3	0	619
Grand Total	0	599	1	0	0	0	0	0	1	626	0	0	24	0	12	0	1263
Approach%	-	99.8	0.2	-	-	-	-	-	0.2	99.8	-	-	66.7	-	33.3	-	
Total%	-	47.4	0.1	-	-	-	-	-	0.1	49.6	-	-	1.9	-	1.0	-	

Peak hour analysis for the period 07:30 to 08:15

Volume	-	372	-	-	-	-	-	-	-	374	-	-	19	-	10	-	775
Approach%	-	100.0	-	-	-	-	-	-	-	100.0	-	-	65.5	-	34.5	-	
Total%	-	48.0	-	-	-	-	-	-	-	48.3	-	-	2.5	-	1.3	-	
PHF				0.81				###				0.80				0.73	

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Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Counted By: Emp. #03
Location: Lake Wohlford Road & Southeast Driveway

Start Date: 06/09/2005
File Name: 397-03-2

	Lake Wohlford Road Southbound				Westbound				Lake Wohlford Road Northbound				Southeast Driveway Eastbound				
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
16:00	0	67	0	0	0	0	0	0	0	58	0	0	2	0	5	0	132
16:15	0	64	0	0	0	0	0	0	0	56	0	0	0	0	1	0	121
16:30	0	62	0	0	0	0	0	0	1	55	0	0	0	0	1	0	119
16:45	0	84	0	0	0	0	0	0	0	58	0	0	0	0	1	0	143
Total	0	277	0	0	0	0	0	0	1	227	0	0	2	0	8	0	515
17:00	0	88	0	0	0	0	0	0	0	54	0	0	0	0	1	0	143
17:15	0	52	0	0	0	0	0	0	0	65	0	0	0	0	1	0	118
17:30	0	74	0	0	0	0	0	0	1	70	0	0	0	0	0	0	145
17:45	0	50	0	0	0	0	0	0	0	53	0	0	1	0	1	0	105
Total	0	264	0	0	0	0	0	0	1	242	0	0	1	0	3	0	511
Grand Total	0	541	0	0	0	0	0	0	2	469	0	0	3	0	11	0	1026
Approach%	-	100.0	-	-	-	-	-	-	0.4	99.6	-	-	21.4	-	78.6	-	
Total%	-	52.7	-	-	-	-	-	-	0.2	45.7	-	-	0.3	-	1.1	-	

Peak hour analysis for the period 16:45 to 17:30

Volume	-	298	-	-	-	-	-	-	1	247	-	-	-	-	3	-	549
Approach%	-	100.0	-	-	-	-	-	-	0.4	99.6	-	-	-	-	100.0	-	
Total%	-	54.3	-	-	-	-	-	-	0.2	45.0	-	-	-	-	0.5	-	
PHF				0.85				###				0.87				0.75	

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(4)

Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Counted By: Emp. #01
Location: Northwest Driveway & Employee Driveway

Start Date: 06/09/2005
File Name: 397-04-1

	Northwest Driveway Southbound				Employee Driveway Westbound				Northwest Driveway Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
7:00	6	3	0	0	3	0	2	0	0	0	0	0	0	0	0	0	14
7:15	8	5	0	0	3	0	15	0	0	3	0	0	0	0	0	0	34
7:30	14	10	0	0	0	0	4	0	0	2	0	0	0	0	0	0	30
7:45	14	10	0	0	0	0	1	0	0	1	0	0	0	0	0	0	26
Total	42	28	0	0	6	0	22	0	0	6	0	0	0	0	0	0	104
8:00	6	27	0	0	0	0	5	0	0	11	0	0	0	0	0	0	49
8:15	6	5	0	0	0	0	4	0	0	7	0	0	0	0	0	0	22
8:30	10	2	0	0	1	0	4	0	0	0	2	0	0	0	0	0	19
8:45	4	3	0	0	1	0	4	0	0	1	0	0	0	0	0	0	13
Total	26	37	0	0	2	0	17	0	0	19	2	0	0	0	0	0	103
Grand Total	68	65	0	0	8	0	39	0	0	25	2	0	0	0	0	0	207
Approach%	51.1	48.9	-	-	17.0	-	83.0	-	-	92.6	7.4	-	-	-	-	-	
Total%	32.9	31.4	-	-	3.9	-	18.8	-	-	12.1	1.0	-	-	-	-	-	

Peak hour analysis for the period 07:15 to 08:00

Volume	42	52	-	-	3	-	25	-	-	17	-	-	-	-	-	-	139
Approach%	44.7	55.3	-	-	10.7	-	89.3	-	-	100.0	-	-	-	-	-	-	
Total%	30.2	37.4	-	-	2.2	-	18.0	-	-	12.2	-	-	-	-	-	-	
PHF				0.71				0.39				0.39				###	

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Linscott Law & Greenspan

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Counted By: Emp. #01
Location: Northwest Driveway & Employee Driveway

Start Date: 06/09/2005
File Name: 397-04-2

	Northwest Driveway Southbound				Employee Driveway Westbound				Northwest Driveway Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
16:00	3	2	0	0	6	0	14	0	0	0	0	0	0	0	0	0	25
16:15	1	3	0	0	0	0	10	0	0	0	1	0	0	0	0	0	15
16:30	1	3	0	0	1	0	6	0	0	0	0	0	0	0	0	0	11
16:45	6	1	0	0	1	0	10	0	0	1	0	0	0	0	0	0	19
Total	11	9	0	0	8	0	40	0	0	1	1	0	0	0	0	0	70
17:00	6	1	0	0	1	0	18	0	0	0	0	0	0	0	0	0	26
17:15	5	1	0	0	2	0	8	0	0	0	0	0	0	0	0	0	16
17:30	6	0	0	0	0	0	8	0	0	1	1	0	0	0	0	0	16
17:45	6	1	0	0	3	0	9	0	0	0	1	0	0	0	0	0	20
Total	23	3	0	0	6	0	43	0	0	1	2	0	0	0	0	0	78
Grand Total	34	12	0	0	14	0	83	0	0	2	3	0	0	0	0	0	148
Approach%	73.9	26.1	-	-	14.4	-	85.6	-	-	40.0	60.0	-	-	-	-	-	
Total%	23.0	8.1	-	-	9.5	-	56.1	-	-	1.4	2.0	-	-	-	-	-	

Peak hour analysis for the period 17:00 to 17:45

Volume	23	3	-	-	6	-	43	-	-	1	2	-	-	-	-	-	78
Approach%	88.5	11.5	-	-	12.2	-	87.8	-	-	33.3	66.7	-	-	-	-	-	
Total%	29.5	3.8	-	-	7.7	-	55.1	-	-	1.3	2.6	-	-	-	-	-	
PHF				0.93				0.64				0.38				###	

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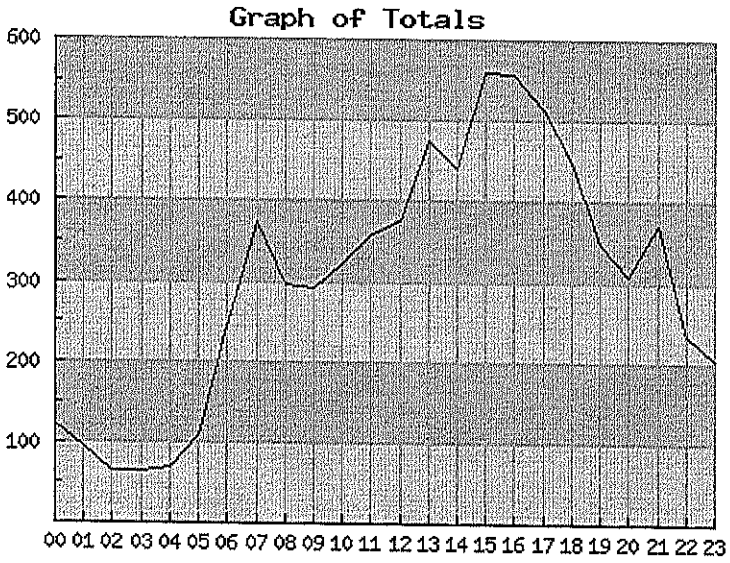
Daily Vehicle Volume Report

Location:
Lake Wohlford Rd n/o Valley View Casino Entrance
File Number: 40202-1
Counter ID: 383
Report Duration:
Wednesday Jun 22, 2005 - 00:00 to
Thursday Jun 23, 2005 - 23:59
Other Notes:
None at this time.



Time			South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59			58	64	122
01:00 - 01:59			35	61	96
02:00 - 02:59			30	36	66
03:00 - 03:59			27	37	64
04:00 - 04:59			26	44	70
05:00 - 05:59			38	70	108
06:00 - 06:59			98	145	243
07:00 - 07:59			142	230	372
08:00 - 08:59			152	145	297
09:00 - 09:59			152	139	291
10:00 - 10:59	326	8	194	128	322
11:00 - 11:59	362	5	220	137	357
12:00 - 12:59	317		189	186	375
13:00 - 13:59	400	4	226	248	474
14:00 - 14:59	392	6	212	228	440
15:00 - 15:59	493	2	296	264	560
16:00 - 16:59	520	1	310	249	559
17:00 - 17:59	526	3	277	238	515
18:00 - 18:59	439	7	212	237	449
19:00 - 19:59	349		186	161	347
20:00 - 20:59			178	130	308
21:00 - 21:59			135	236	371
22:00 - 22:59			95	138	233
23:00 - 23:59			84	119	203
Total			**3572**	**3670**	**7242**
AM Peak Hour Volume			11:00 11:59 220	7:00 7:59 230	7:00 7:59 372
PM Peak Hour Volume			16:30 17:29 315	16:30 17:29 268	16:30 17:29 583

Northleg SB (approach) +
Southleg NB (approach).

Wed = 7242
Thurs = 7765
15007
AW = 15007 ÷ 2
= 7504

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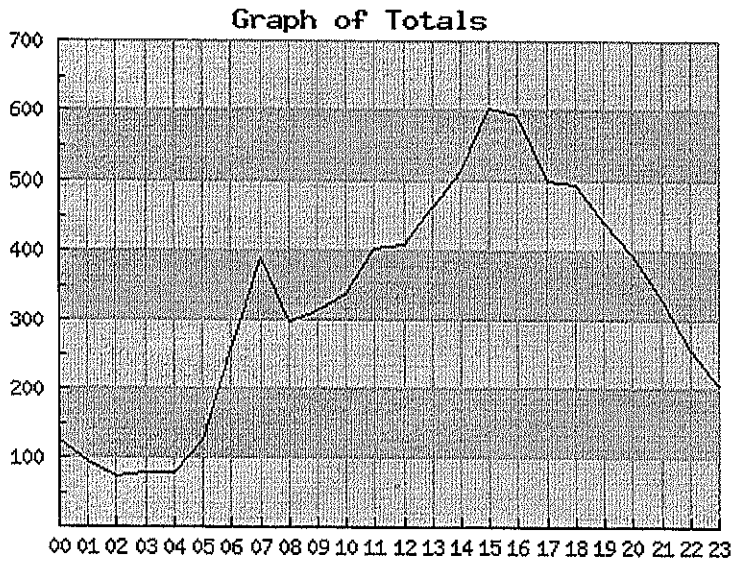
Daily Vehicle Volume Report

Location:
Lake Wohlford Rd n/o Valley View Casino Entrance
File Number: 40202-2
Counter ID: 383
Report Duration:
Thursday Jun 23, 2005 - 00:00 to
Thursday Jun 23, 2005 - 23:59
Other Notes:
None at this time.



Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	62	61	123
01:00 - 01:59	37	58	95
02:00 - 02:59	25	47	72
03:00 - 03:59	23	56	79
04:00 - 04:59	31	47	78
05:00 - 05:59	47	78	125
06:00 - 06:59	90	168	258
07:00 - 07:59	171	218	389
08:00 - 08:59	146	150	296
09:00 - 09:59	187	126	313
10:00 - 10:59	201	136	337
11:00 - 11:59	228	175	403
12:00 - 12:59	208	199	407
13:00 - 13:59	228	235	463
14:00 - 14:59	265	249	514
15:00 - 15:59	332	271	603
16:00 - 16:59	338	253	591
17:00 - 17:59	270	229	499
18:00 - 18:59	217	277	494
19:00 - 19:59	225	215	440
20:00 - 20:59	185	209	394
21:00 - 21:59	135	194	329
22:00 - 22:59	104	154	258
23:00 - 23:59	86	119	205
Total	**3841**	**3924**	**7765**
AM Peak Hour	11:00	7:15	11:00
	11:59	8:14	11:59
Volume	228	226	403
PM Peak Hour	15:45	18:15	15:30
	16:44	19:14	16:29
Volume	349	281	612

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APPENDIX D

COUNTY OF SAN DIEGO STANDARD STREET CLASSIFICATION AND LEVEL OF SERVICE TABLE

County of San Diego
DRAFT

August 11, 1998

TABLE 1

AVERAGE DAILY VEHICLE TRIPS

CIRCULATION ELEMENT ROADS		LEVEL OF SERVICE				
CLASS	**X-SECTION**	**A**	**B**	**C**	**D**	**E**
Expressway	126/146	<36,000	<54,000	<70,000	<86,000	<108,000
Prime Arterial	102/122	<22,200	<37,000	<44,600	<50,000	<57,000
Major Road	78/98	<14,800	<24,700	<29,600	<33,400	<37,000
Collector	64/84	<13,700	<22,800	<27,400	<30,800	<34,200
Town Collector	54/74	<3,000	<6,000	<9,500	<13,500	<19,000
Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Collector	40/84	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Recreational Parkway	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Mountain	40/100	<1,900	<4,100	<7,100	<10,900	<16,200

NON-CIRCULATION ELEMENT ROADS		LEVEL OF SERVICE				
CLASS	**X-SECTION**	**A**	**B**	**C**	**D**	**E**
Residential Collector	40/60	*	*	<4,500	*	*
Residential Road	36/56	*	*	<1,500	*	*
Residential Cul-de-sac or Loop Road	32/52	*	*	< 200	*	*

* Levels of service are not applicable to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

APPENDIX C

INTERSECTION LEVEL OF SERVICE CALCULATION SHEETS

Scenario Report

Scenario:	ex am
Command:	ex am
Volume:	ex am
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Scenario Report

Scenario:	ex pm
Command:	ex pm
Volume:	ex pm
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Valley Center Rd/School Bus Road

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[16.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	9	0	4	0	0	0	0	494	34	16	358	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	4	0	0	0	0	494	34	16	358	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	10	0	4	0	0	0	0	537	37	17	389	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	0	4	0	0	0	0	537	37	17	389	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	979	xxxx	555	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	574	xxxx	xxxxx
Potent Cap.:	280	xxxx	535	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1009	xxxx	xxxxx
Move Cap.:	276	xxxx	535	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1009	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	324	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	16.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Valley Center Rd/School Bus Road
******************************************************************************
Average Delay (sec/veh):      0.6   Worst Case Level Of Service:       B[ 13.5]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14    0    18     0    0     0     0  383     5     8  370     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14    0    18     0    0     0     0  383     5     8  370     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    15    0    20     0    0     0     0  416     5     9  402     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:    15    0    20     0    0     0     0  416     5     9  402     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  839 xxxx   419  xxxx xxxx xxxxx  xxxx xxxx xxxxx   422 xxxx xxxxx
Potent Cap.:  339 xxxx   638  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1148 xxxx xxxxx
Move Cap.:    337 xxxx   638  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1148 xxxx xxxxx
Volume/Cap:  0.05 xxxx  0.03  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  459 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx 13.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    B     *     *    *     *     *    *     *     *    *     *
ApproachDel:       13.5           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:        B                 *                *                *
```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Valley Center Rd/Lake Wohlford Road

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: E[36.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	224	2	130			2	0		6		3	200		289		79	148		3	
Growth Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	224	2	130			2	0		6		3	200		289		79	148		3	
User Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92	0.92			0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	243	2	141			2	0		7		3	217		314		86	161		3	
Reduct Vol:	0	0	0			0	0		0		0	0		0		0	0		0	
Final Vol.:	243	2	141			2	0		7		3	217		314		86	161		3	
Critical Gap Module:																				
Critical Gp:	7.2	6.6	6.3			7.1	xxxx		6.2		4.2	xxxx		xxxxx		4.2	xxxx		xxxxx	
FollowUpTim:	3.6	4.1	3.4			3.5	xxxx		3.3		2.3	xxxx		xxxxx		2.3	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	718	717	374			787	xxxx		162		164	xxxx		xxxxx		532	xxxx		xxxxx	
Potent Cap.:	334	346	654			312	xxxx		888		1367	xxxx		xxxxx		997	xxxx		xxxxx	
Move Cap.:	309	315	654			227	xxxx		888		1367	xxxx		xxxxx		997	xxxx		xxxxx	
Volume/Cap:	0.79	0.01	0.22			0.01	xxxx		0.01		0.00	xxxx		xxxx		0.09	xxxx		xxxx	
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.8			xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		0.3	xxxx		xxxxx	
Stopped Del:	xxxxx	xxxx	12.0			xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		9.0	xxxx		xxxxx	
LOS by Move:	*	*	B			*	*		*		A	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	309	xxxx	xxxxx			xxxx	513		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	6.4	xxxx	xxxxx			xxxxx	0.1		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	49.9	xxxx	xxxxx			xxxxx	12.1		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	E	*	*			*	B		*		*	*		*		*	*		*	
ApproachDel:		36.0					12.1					xxxxxx					xxxxxx			
ApproachLOS:		E					B					*					*			

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #1 Valley Center Rd/Lake Wohlford Road

****

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: C[18.7]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	106		0		123	0		0		0	2		230		155	135		264		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	106		0		123	0		0		0	2		230		155	135		264		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	115		0		134	0		0		0	2		250		168	147		287		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	115		0		134	0		0		0	2		250		168	147		287		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx	4.1	xxxx			xxxxx
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx	2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	919	xxxx			334	xxxx	xxxx			xxxxx	287	xxxx			xxxxx	418	xxxx			xxxxx
Potent Cap.:	304	xxxx			712	xxxx	xxxx			xxxxx	1287	xxxx			xxxxx	1151	xxxx			xxxxx
Move Cap.:	274	xxxx			712	xxxx	xxxx			xxxxx	1287	xxxx			xxxxx	1151	xxxx			xxxxx
Volume/Cap:	0.42	xxxx			0.19	xxxx	xxxx			xxxx	0.00	xxxx			xxxx	0.13	xxxx			xxxx
Level Of Service Module:																				
Queue:	xxxxx	xxxx			0.7	xxxxx	xxxx			xxxxx	0.0	xxxx			xxxxx	0.4	xxxx			xxxxx
Stopped Del:	xxxxx	xxxx			11.2	xxxxx	xxxx			xxxxx	7.8	xxxx			xxxxx	8.6	xxxx			xxxxx
LOS by Move:	*	*			B	*	*			*	A	*			*	A	*			*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	274	xxxx	xxxxx			xxxx		0	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	2.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	27.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	D	*			*	*		*		*	*		*		*	*		*		*
ApproachDel:		18.7				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		C				*					*					*				

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Lake Wohlford Road/School Bus Road

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	362	0	0	368	0	18	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	362	0	0	368	0	18	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	393	0	0	400	0	20	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	393	0	0	400	0	20	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	793	xxxx	400	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	xxxx	654	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	xxxx	654	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	0.0	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.6	xxxx	10.5	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.5			xxxxxx		
ApproachLOS:	*			*			B			*		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Lake Wohlford Road/School Bus Road

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	237	0	0	290	0	1	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	237	0	0	290	0	1	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	258	0	0	315	0	1	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	258	0	0	315	0	1	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	573	xxxx	315	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxx	730	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxx	730	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.4	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.6			xxxxxx		
ApproachLOS:	*			*			B			*		

Scenario Report

Scenario:	ex + PH am
Command:	ex + proj am
Volume:	ex + PH1 am
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Scenario Report

Scenario:	ex + PH pm
Command:	ex + proj pm
Volume:	ex + PH1 pm
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Valley Center Rd/School Bus Road

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[23.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 0	0 0		0 0 0	1 0		1 0	1 0 0	
Volume Module:												
Base Vol:	45	0	12	0	0	0	0	494	90	56	358	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	12	0	0	0	0	494	90	56	358	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	49	0	13	0	0	0	0	537	98	61	389	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	49	0	13	0	0	0	0	537	98	61	389	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1097	xxxx	586	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	635	xxxx	xxxxx
Potent Cap.:	238	xxxx	514	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	958	xxxx	xxxxx
Move Cap.:	226	xxxx	514	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	958	xxxx	xxxxx
Volume/Cap:	0.22	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	257	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	23.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		23.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Valley Center Rd/School Bus Road

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[20.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	84	0	34	0	0	0	0	383	36	33	370	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	0	34	0	0	0	0	383	36	33	370	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	91	0	37	0	0	0	0	416	39	36	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	91	0	37	0	0	0	0	416	39	36	402	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	910	xxxx	436	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	xxxx	xxxxx
Potent Cap.:	307	xxxx	625	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx
Move Cap.:	300	xxxx	625	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx
Volume/Cap:	0.30	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	353	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		20.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Valley Center Rd/Lake Wohlford Road

Average Delay (sec/veh): 16.1 Worst Case Level Of Service: E[45.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	250	2	130			2	0		6		3	208		289		79	162		3	
Growth Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	250	2	130			2	0		6		3	208		289		79	162		3	
User Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92	0.92			0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	272	2	141			2	0		7		3	226		314		86	176		3	
Reduct Vol:	0	0	0			0	0		0		0	0		0		0	0		0	
Final Vol.:	272	2	141			2	0		7		3	226		314		86	176		3	
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2			7.1	xxxx		6.2		4.1	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	3.5	4.0	3.3			3.5	xxxx		3.3		2.2	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	742	741	383			811	xxxx		178		179	xxxx		xxxxx		540	xxxx		xxxxx	
Potent Cap.:	334	347	669			300	xxxx		870		1408	xxxx		xxxxx		1038	xxxx		xxxxx	
Move Cap.:	310	317	669			220	xxxx		870		1408	xxxx		xxxxx		1038	xxxx		xxxxx	
Volume/Cap:	0.88	0.01	0.21			0.01	xxxx		0.01		0.00	xxxx		xxxx		0.08	xxxx		xxxx	
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.8			xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		0.3	xxxx		xxxxx	
Stopped Del:	xxxxx	xxxx	11.8			xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		8.8	xxxx		xxxxx	
LOS by Move:	*	*	B			*	*		*		A	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	310	xxxx	xxxxx			xxxx	501		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	8.1	xxxx	xxxxx			xxxxx	0.1		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	63.2	xxxx	xxxxx			xxxxx	12.3		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	F	*	*			*	B		*		*	*		*		*	*		*	
ApproachDel:		45.7					12.3					xxxxxx					xxxxxx			
ApproachLOS:		E					B					*					*			

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Valley Center Rd/Lake Wohlford Road

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[21.8]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	124		0		123	0		0		0	2		246		155	135		271		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	124		0		123	0		0		0	2		246		155	135		271		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	135		0		134	0		0		0	2		267		168	147		295		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	135		0		134	0		0		0	2		267		168	147		295		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	944	xxxx		352	xxxx	xxxx		xxxxx			295	xxxx		xxxxx		436	xxxx		xxxxx	
Potent Cap.:	293	xxxx		696	xxxx	xxxx		xxxxx			1278	xxxx		xxxxx		1135	xxxx		xxxxx	
Move Cap.:	264	xxxx		696	xxxx	xxxx		xxxxx			1278	xxxx		xxxxx		1135	xxxx		xxxxx	
Volume/Cap:	0.51	xxxx		0.19	xxxx	xxxx		xxxx			0.00	xxxx		xxxx		0.13	xxxx		xxxx	
Level Of Service Module:																				
Queue:	xxxxx	xxxx		0.7	xxxxx	xxxx		xxxxx			0.0	xxxx		xxxxx		0.4	xxxx		xxxxx	
Stopped Del:	xxxxx	xxxx		11.4	xxxxx	xxxx		xxxxx			7.8	xxxx		xxxxx		8.6	xxxx		xxxxx	
LOS by Move:	*	*		B	*	*		*			A	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	264	xxxx	xxxxx		xxxx		0	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	2.7	xxxx	xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	32.0	xxxx	xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	D	*		*		*		*			*	*		*		*	*		*	
ApproachDel:		21.8				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		C				*					*					*				

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #3 Lake Wohlford Road/School Bus Road

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Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.1]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	388	0	0	387	0	18	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	388	0	0	387	0	18	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	422	0	0	421	0	20	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	422	0	0	421	0	20	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	842	xxxx	421	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	337	xxxx	637	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	337	xxxx	637	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	0.0	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.3	xxxx	10.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.1			xxxxxx		
ApproachLOS:	*			*			C			*		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #3 Lake Wohlford Road/School Bus Road

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	255	0	0	320	0	1	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	255	0	0	320	0	1	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	277	0	0	348	0	1	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	277	0	0	348	0	1	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	348	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	xxxx	700	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	xxxx	700	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.0	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Scenario Report

Scenario:	YEAR 2030 - AM
Command:	ex + proj + cuml am
Volume:	ex + PH1 + PH2 am
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Scenario Report

Scenario:	YEAR 2030 - PM
Command:	ex + proj + cuml pm
Volume:	ex + PH1 + PH2 pm
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Valley Center Rd/School Bus Road

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: D[30.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	30	0	40	0	0	0	0	620	150	94	452	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	40	0	0	0	0	620	150	94	452	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	0	43	0	0	0	0	674	163	102	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	33	0	43	0	0	0	0	674	163	102	491	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1451	xxxx	755	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	837	xxxx	xxxxx
Potent Cap.:	145	xxxx	412	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	806	xxxx	xxxxx
Move Cap.:	131	xxxx	412	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	806	xxxx	xxxxx
Volume/Cap:	0.25	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	215	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	30.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		30.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		D			*			*			*	

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****
Intersection #2 Valley Center Rd/School Bus Road
****
Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[22.9]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	50	0	70	0	0	0	0	480	64	40	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	70	0	0	0	0	480	64	40	462	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	54	0	76	0	0	0	0	522	70	43	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	54	0	76	0	0	0	0	522	70	43	502	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1146	xxxx	557	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	591	xxxx	xxxxx
Potent Cap.:	223	xxxx	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	994	xxxx	xxxxx
Move Cap.:	215	xxxx	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	994	xxxx	xxxxx
Volume/Cap:	0.25	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	330	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	22.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		22.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Valley Center Rd/Lake Wohlford Road

Average Delay (sec/veh): 89.1 Worst Case Level Of Service: F[276.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	290	10	190			10	0	10			10	300	370			120	220	10		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	290	10	190			10	0	10			10	300	370			120	220	10		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.92	0.92	0.92			0.92	0.92	0.92			0.92	0.92	0.92			0.92	0.92	0.92		
PHF Volume:	315	11	207			11	0	11			11	326	402			130	239	11		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	315	11	207			11	0	11			11	326	402			130	239	11		
Critical Gap Module:																				
Critical Gp:	7.1	6.5	6.2			7.1	xxxx	6.2			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	xxxx	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1060	1060	527			1163	xxxx	245			250	xxxx	xxxxx			728	xxxx	xxxxx		
Potent Cap.:	204	226	555			173	xxxx	799			1327	xxxx	xxxxx			885	xxxx	xxxxx		
Move Cap.:	177	191	555			92	xxxx	799			1327	xxxx	xxxxx			885	xxxx	xxxxx		
Volume/Cap:	1.78	0.06	0.37			0.12	xxxx	0.01			0.01	xxxx	xxxx			0.15	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	1.7			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			0.5	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	15.3			xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx			9.8	xxxx	xxxxx		
LOS by Move:	*	*	C			*	*	*			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	178	xxxx	xxxxx			xxxx	165	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	23.7	xxxx	xxxxx			xxxxx	0.4	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	441.6	xxxx	xxxxx			xxxxx	30.2	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	F	*	*			*	D	*			*	*	*			*	*	*		
ApproachDel:	276.3					30.2					xxxxxx					xxxxxx				
ApproachLOS:	F					D					*					*				

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Valley Center Rd/Lake Wohlford Road

Average Delay (sec/veh): 21.0 Worst Case Level Of Service: F[90.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	1		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	140		0		180		0		0		0		10		350		200		200		400		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:	140		0		180		0		0		0		10		350		200		200		400		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92	0.92		0.92		0.92	0.92	0.92		0.92		0.92
PHF Volume:	152		0		196		0		0		0		11		380		217		217		435		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	152		0		196		0		0		0		11		380		217		217		435		0	
Critical Gap Module:																								
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx									
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	1380	xxxx		489	xxxx	xxxx	xxxxx		435	xxxx	xxxxx		598	xxxx	xxxxx									
Potent Cap.:	161	xxxx		583	xxxx	xxxx	xxxxx		1136	xxxx	xxxxx		989	xxxx	xxxxx									
Move Cap.:	132	xxxx		583	xxxx	xxxx	xxxxx		1136	xxxx	xxxxx		989	xxxx	xxxxx									
Volume/Cap:	1.15	xxxx		0.34	xxxx	xxxx	xxxx		0.01	xxxx	xxxx		0.22	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		1.5	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.8	xxxx	xxxxx									
Control Del:	xxxxx	xxxx		14.3	xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx		9.7	xxxx	xxxxx									
LOS by Move:	*	*		B	*	*	*		A	*	*		A	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	132	xxxx	xxxxx				xxxx		0	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	8.9	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	188.8	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	F	*		*			*	*		*			*	*		*			*	*		*		
ApproachDel:			90.6						xxxxxx						xxxxxx						xxxxxx			
ApproachLOS:			F						*						*						*			

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Lake Wohlford Road/School Bus Road

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[16.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	484	0	0	487	0	32	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	484	0	0	487	0	32	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	526	0	0	529	0	35	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	526	0	0	529	0	35	0	33	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1055	xxxx	529	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	xxxx	553	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	xxxx	553	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.6	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.9			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #3 Lake Wohlford Road/School Bus Road

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	320	0	0	416	0	12	0	34	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	320	0	0	416	0	12	0	34	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	348	0	0	452	0	13	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	348	0	0	452	0	13	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	xxxx	452	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	357	xxxx	612	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	357	xxxx	612	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.5	xxxx	11.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.4			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

Scenario Report

Scenario:	YEAR 2030wP - AM
Command:	ex + cuml am
Volume:	YEAR 2030wP - AM
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Scenario Report

Scenario:	YEAR 2030wP - PM
Command:	ex + cuml pm
Volume:	YEAR 2030wP - PM
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Valley Center Rd/School Bus Road

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: F[89.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	66	0	48	0	0	0	0	620	208	134	452	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	0	48	0	0	0	0	620	208	134	452	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	72	0	52	0	0	0	0	674	226	146	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	72	0	52	0	0	0	0	674	226	146	491	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1570	xxxx	787	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx
Potent Cap.:	123	xxxx	395	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	763	xxxx	xxxxx
Move Cap.:	105	xxxx	395	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	763	xxxx	xxxxx
Volume/Cap:	0.68	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	152	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	5.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	89.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		89.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			*			*			*	

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Valley Center Rd/School Bus Road

Average Delay (sec/veh): 11.1 Worst Case Level Of Service: F[67.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	120	0	86	0	0	0	0	480	95	65	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	86	0	0	0	0	480	95	65	462	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	130	0	93	0	0	0	0	522	103	71	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	130	0	93	0	0	0	0	522	103	71	502	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1217	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	xxxxx
Potent Cap.:	202	xxxx	522	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	966	xxxx	xxxxx
Move Cap.:	190	xxxx	522	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	966	xxxx	xxxxx
Volume/Cap:	0.69	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	259	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	7.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	67.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		67.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			*			*			*	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #4 Valley Center Rd/N. Lake Wohlford Rd

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 38 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	316	10	190	10	0	10	366	308	370	120	234	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	316	10	190	10	0	10	366	308	370	120	234	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	343	11	207	11	0	11	398	335	402	130	254	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	11	207	11	0	11	398	335	402	130	254	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	343	11	207	11	0	11	398	335	402	130	254	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.85	0.80	1.00	0.80	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	0.97	0.03	1.00	0.50	0.00	0.50	1.00	1.00	1.00	1.00	0.96	0.04
Final Sat.:	1297	41	1615	762	0	762	1805	1900	1615	1805	1811	77
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.13	0.01	0.00	0.01	0.22	0.18	0.25	0.07	0.14	0.14
Crit Moves:		****					****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.00	0.40	0.33	0.42	0.42	0.12	0.21	0.21
Volume/Cap:	0.67	0.67	0.32	0.04	0.00	0.04	0.67	0.42	0.59	0.59	0.67	0.67
Uniform Del:	24.7	24.7	20.8	18.4	0.0	18.4	28.7	20.4	22.4	41.6	36.2	36.2
IncremntDel:	3.2	3.2	0.3	0.0	0.0	0.0	2.9	0.4	1.4	4.3	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.9	27.9	21.1	18.4	0.0	18.4	31.6	20.8	23.8	45.8	40.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	21.1	18.4	0.0	18.4	31.6	20.8	23.8	45.8	40.5	40.5
HCM2kAvg:	13	13	4	0	0	0	12	7	10	5	9	9

****

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #4 Valley Center Rd/N. Lake Wohlford Rd

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 26 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1!	0	0 1	0 1	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	158	0	180	0	0	0	10	366	200	200	407	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	0	180	0	0	0	10	366	200	200	407	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	172	0	196	0	0	0	11	398	217	217	442	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	0	196	0	0	0	11	398	217	217	442	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	172	0	196	0	0	0	11	398	217	217	442	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	1.00	0.85	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1357	0	1615	0	1900	0	1805	1900	1615	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.12	0.00	0.00	0.00	0.01	0.21	0.13	0.12	0.23	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.02	0.43	0.43	0.25	0.66	0.00
Volume/Cap:	0.49	0.00	0.46	0.00	0.00	0.00	0.35	0.49	0.31	0.49	0.35	0.00
Uniform Del:	31.3	0.0	31.1	0.0	0.0	0.0	48.6	20.5	18.7	32.1	7.4	0.0
IncremntDel:	1.1	0.0	0.8	0.0	0.0	0.0	6.8	0.5	0.3	0.8	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	32.3	0.0	31.9	0.0	0.0	0.0	55.4	20.9	18.9	33.0	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	0.0	31.9	0.0	0.0	0.0	55.4	20.9	18.9	33.0	7.6	0.0
HCM2kAvg:	7	0	5	0	0	0	1	9	4	6	6	0

****

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Lake Wohlford Road/School Bus Road

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[17.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	510	0	0	487	0	32	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	510	0	0	487	0	32	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	554	0	0	529	0	35	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	554	0	0	529	0	35	0	33	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1084	xxxx	529	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	242	xxxx	553	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	242	xxxx	553	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.3	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Lake Wohlford Road/School Bus Road

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	338	0	0	416	0	12	0	34	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	338	0	0	416	0	12	0	34	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	367	0	0	452	0	13	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	367	0	0	452	0	13	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	820	xxxx	452	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	348	xxxx	612	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	348	xxxx	612	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.8	xxxx	11.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

APPENDIX B

COUNTY OF SAN DIEGO GUIDELINES FOR DETERMINING SIGNIFICANCE

Part XV-A

Transportation/Traffic

Traffic

County of San Diego

Guidelines for Determining Significance

Adopted,

- ***The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Circulation Element Road, State Highway or intersection currently operating at LOS E or LOS F as identified in Table 1.***

Table 1

Measures of Significant Project Impacts to Congestion
Allowable Increases on Congested Roads and Intersections

Road Segments

	2-LANE ROAD	4-LANE ROAD	6-LANE ROAD
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Intersections

	SIGNALIZED	UNSIGNALIZED
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
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.
Note: By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts.
Note: The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

The County of San Diego Public Road Standards include a table which establishes levels of service for County Circulation Element roads based upon average daily trips. This table shall be used in determining the level of service for County Circulation Element roads. The Highway Capacity Manual (HCM) includes analysis criteria for the assessment of the level of service for two-lane highways. The Director of Public Works may, based upon a review of the operational characteristics of the roadway, designate that a HCM analysis be used to determine the level of service for a two-lane County arterial in lieu of the level of service table provided in the County of San Diego Public Road Standards.

In determining the level of service for road segments and intersections outside of the County of San Diego's jurisdiction, the level of service standards for the jurisdiction or agency (Caltrans) shall be used. Early coordination with the affected jurisdiction and/or agency (Caltrans) should be conducted during the preparation of the traffic impact study.

APPENDIX E

EXCERPTS FROM VALLEY VIEW CASINO EXPANSION PROJECT, FEBRUARY 2003

LINSCOTT LAW & GREENSPAN
ENGINEERS

Table 4
Signalized Intersection Operations
PM Peak Hour

Intersection	Existing		Existing + Project		Existing + Project + Cumulative Projects	
	Delay[1]	LOS[2]	Delay	LOS	Delay	LOS
Valley Center Road / Cole Grade Road	49.6	D	61.7	E	68.7	E
Valley Center Road / Lilac Road	25.5	C	30.0	C	34.8	C
Valley Center Road / Lake Wohlford Road S.	8.2	A	11.6	B	12.7	B
East Valley Parkway / Washington Avenue	18.6	B	19.3	B	38.1	D
Washington Avenue / Citrus Avenue	29.5	C	30.0	C	32.7	C

Notes:
1. Average delay expressed in seconds per vehicle.
2. LOS – Level of Service
3. SHADING – represents a significant impact.

SIGNALIZED
DELAY/LOS THRESHOLDS

DELAY			LOS
0.0	≤	10.0	A
10.1	to	20.0	B
20.1	to	35.0	C
35.1	to	55.0	D
55.1	to	80.0	E
	≥	80.1	F

LINSCOTT LAW & GREENSPAN
ENGINEERS

Table 5
Unsignalized Intersection Operations
PM Peak Hour

Intersection	Existing		Existing + Project		Existing + Project + Cumulative Projects	
	Delay[1]	LOS[2]	Delay	LOS	Delay	LOS
Valley Center Road / Pala Road (SR 76)	14.3	B	16.9	C	17.4	C
Valley Center Road / N. Lake Wohlford Road	42.5	E	>100.0	F	>100.0	F
N. Lake Wohlford Road / Nyemii Pass	12.1	B	39.3	E	42.4	E
N. Lake Wohlford Road / Woods Valley Road	14.0	B	19.1	C	19.5	C
Valley Center Road / Woods Valley Road	>100.0	F	>100.0	F	>100.0	F
East Valley Parkway / Bear Valley Parkway	87.1	F	>100.0	F	>100.0	F

Notes:
Average delay expressed in seconds per vehicle.
SHADING represents a significant impact.
All intersections are Two-Way Stop Controlled (TWSC)
Delay and Level of Service is for the worst case minor street left-turn movement.

UNSIGNALIZED
DELAY/LOS THRESHOLDS

DELAY			LOS
0.0	≤	10.0	A
10.1	to	15.0	B
15.1	to	25.0	C
25.1	to	35.0	D
35.1	to	50.0	E
	≥	50.1	F

LINSCOTT LAW & GREENSPAN ENGINEERS

TABLE 6
STREET SEGMENT OPERATIONS

STREET SEGMENT	CAPACITY* (at LOS E)[1]	EXISTING			EXISTING + PROJECT			EXISTING + PROJECT + CUMULATIVE PROJECTS		
		ADT[3]	V/C[4]	LOS[5]	ADT	V/C	LOS	ADT	V/C	LOS
Valley Center Road										
SR 76 to N. Lake Wohlford Road	16,200	8,700	0.54	D	10,060	0.62	D	10,160	0.63	D
Cole Grade Road to Woods Valley Road	16,200	18,400	1.14	F	20,260	1.25	F	21,100	1.30	F
LOS with Planned Roadway Improvements	*37,000*					*0.55*	*B*		*0.57*	*B*
Woods Valley Road to Lake Wohlford Road S.	16,200	20,550	1.27	F	21,790	1.35	F	23,610	1.46	F
LOS with Planned Roadway Improvements	*37,000*					*0.59*	*B*		*0.64*	*B*
Lake Wohlford Road S.										
Valley Center Road/East Valley Parkway to Woods Valley Road	16,200[2]	3,000	0.19	B	4,980	0.31	C	5,080	0.31	C
N. Lake Wohlford Road										
Woods Valley Road to Casino Entrance Road	16,200	2,990	0.18	B	5,470	0.34	C	5,570	0.34	C
Casino Entrance Road to Valley Center Road		3,500	0.22	B	7,220	0.45	D	7,320	0.45	D
East Valley Parkway										
Lake Wohlford Road South to Wahington Avenue	16,200	26,900	1.66	F	30,063	1.86	F	32,093	1.98	F
LOS with Planned Roadway Improvements	*37,000*					*0.81*	*D**		*0.87*	*D**

Notes:
1. Capacities and LOS based on County of San Diego Street Classification table.
2. Capacities based on City of Escondido Roadway Classification & LOS table.
3. Average Daily Traffic.
4. Volume to Capacity Ratio.
5. Level of Service.
6. SHADING - represents a significant impact.
7. *X** - Mitigated LOS.

11.0 SIGNIFICANCE OF IMPACTS

The following is a list of significant impacts based on the established criteria. Mitigation Measures are outlined in the final section of this report.

Signalized Intersections:

1. Valley Center Road / Cole Grade Road.

Unsignalized Intersections:

1. Valley Center Road / N. Lake Wohlford Road;
2. Lake Wohlford / Nyemii Pass;
3. Valley Center Road / Woods Valley Road; and
4. East Valley Parkway / Bear East Valley Parkway.

Segments:

1. Valley Center Road: Cole Grade Road to Woods Valley Road;
2. Valley Center Road: Woods Valley Road to Lake Wohlford Road S.; and
3. East Valley Parkway: Lake Wohlford Road S. to Washington Avenue.

12.0 MITIGATION MEASURES

The following measures are recommended to mitigate impacts to below a level of significance. The numbering corresponds to the significance of impacts section of the report.

Signalized Intersections

1. Contribute a fair share towards the planned widening of the Valley Center Road between Cole Grade Road and south of Lake Wohlford Road S.

Unsignalized Intersections

1. The planned signalization of the Valley Center Road/N. Lake Wohlford Road intersection by the County of San Diego would mitigate the significant impacts.

2. Annually monitor the intersection of N. Lake Wohlford Road/Nyemii Pass and install a traffic signal when Traffic Signal Warrants are met.

3. The planned signalization of the Valley Center Road/Woods Valley Road intersection by the County of San Diego would mitigate the significant impacts.

4. Contribute a fair share towards the signalization of the East Valley Parkway/Bear Valley Parkway intersection. A westbound right-turn overlap phase should also be provided.

Segments

1. The segment impact on Valley Center Road from Cole Grade Road to Woods Valley Road would be mitigated with the planned County of San Diego improvements to Valley Center Road for this portion as detailed in Section 3.3 of the report;

2. The segment impact on Valley Center Road from Woods Valley Road to Lake Wohlford Road S. would be mitigated with the planned County of San Diego improvements to Valley Center Road for this portion as detailed in Section 3.3 of the report; and

3. The segment impact on East Valley Parkway from Lake Wohlford Road S. to Washington Avenue would be mitigated with the planned City of Escondido improvements to East Valley Parkway/Bear Valley Parkway for this portion as detailed in Section 3.3 of the report.

APPENDIX F

STRIPING PLAN

TRAFFIC STRIPES, PAVEMENT MARKINGS, AND PAVEMENT MARKERS

PAINTING OF TRAFFIC STRIPES (TRAFFIC LINES) AND PAVEMENT MARKINGS SHALL CONFORM TO SECTION 84-1, "GENERAL" AND 84-3, "PAINTED TRAFFIC STRIPES AND PAVEMENT MARKINGS", OF THE CALTRANS STANDARD SPECIFICATIONS AND THE FOLLOWING:

CONTROL OF THE ALIGNMENTS AND LAYOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SUBJECT TO APPROVAL BY THE ENGINEER. ALL NEW STRIPING AND SANDBLASTING OF REDUNDANT STRIPING SHALL BE DONE BY CONTRACTOR. CONTRACTOR TO PROVIDE AND INSTALL PAVEMENT MARKERS.

SECTION 84-3.02, "MATERIALS", OF THE STANDARD SPECIFICATIONS IS AMENDED TO READ:

PAINT FOR TRAFFIC STRIPING SHALL BE LEAD FREE AND CONFORM TO THE LATEST STATE SPECIFICATIONS FOR RAPID DRY WATER BORNE, WHITE & YELLOW PAINT.

GLASS BEADS SHALL CONFORM TO STATE SPECIFICATIONS NO. 8010-21C-22(TYPE II).

COPIES OF STATE SPECIFICATIONS FOR TRAFFIC PAINT AND GLASS BEADS MAY BE OBTAINED FROM THE TRANSPORTATION LABORATORY, P.O. BOX 19128, SACRAMENTO, CALIFORNIA, 95812, TEL. (916) 227-7000.

PAVEMENT MARKERS SHALL CONFORM TO SECTION 85, "PAVEMENT MARKERS", OF THE STANDARD SPECIFICATIONS, AND THE FOLLOWING PROVISIONS.

PAVEMENT MARKERS' HEIGHT SHALL BE 0.70-INCH MINIMUM. "LOW PROFILE" TYPE MARKERS WILL NOT BE ACCEPTABLE.

FOR SPECIAL PROVISIONS, REFER TO COUNTY OF SAN DIEGO STRIPING SPECIFICATIONS.

WORK TO BE DONE:

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE COUNTY OF SAN DIEGO.

STANDARD SPECIFICATIONS:

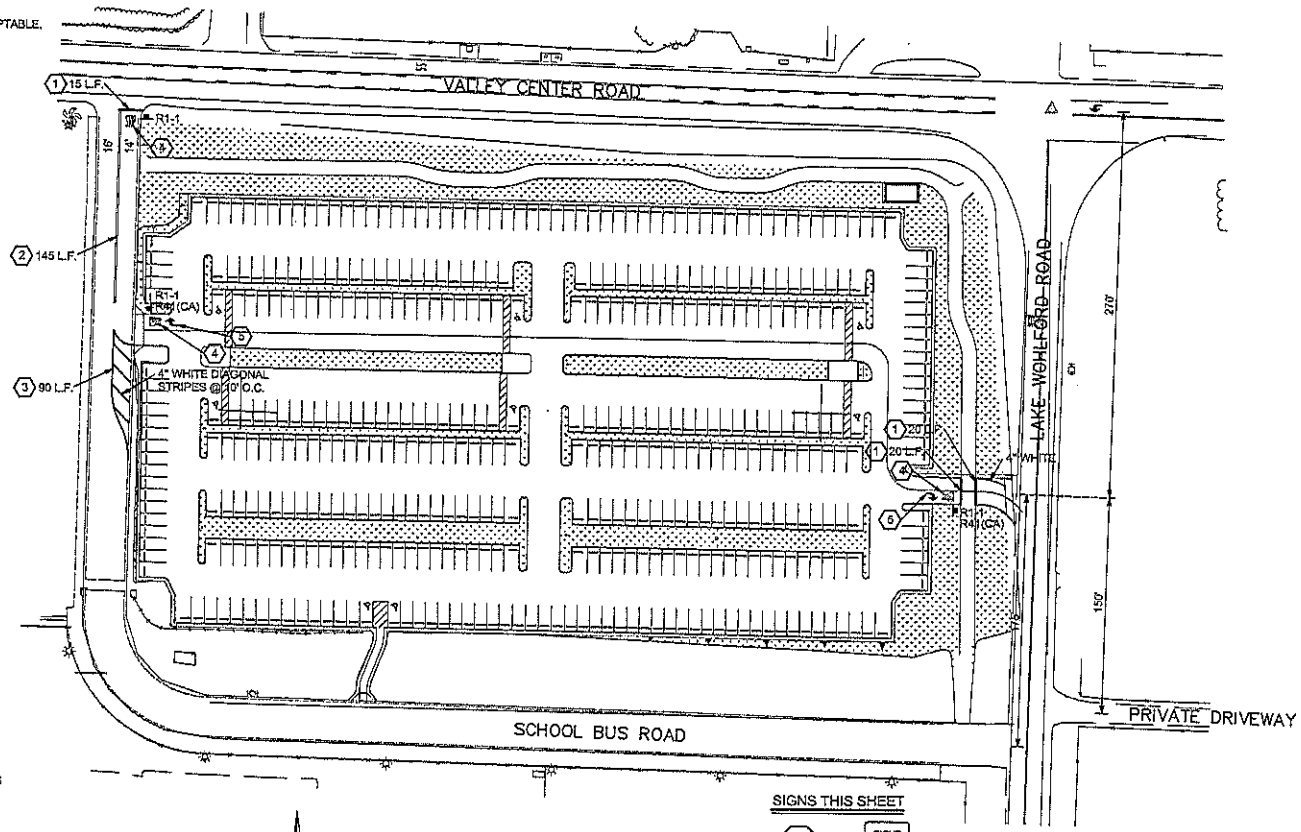
1. THE SPECIAL PROVISIONS
2. CALIFORNIA DEPT. OF TRANSPORTATION STANDARD SPECIFICATIONS (MAY 2006) (ENGLISH UNITS)
3. CALIFORNIA DEPT. OF TRANSPORTATION STANDARD PLANS (MAY 2006) (ENGLISH UNITS)
4. CALIFORNIA DEPT. OF TRANSPORTATION, "MANUAL OF TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES" (1996 ED.)

LEGEND (THIS SHEET ONLY)

ITEM	STANDARD DRAWING	SYMBOL
EXISTING STRIPING		
PROPOSED STRIPING		
PROPOSED ROADSIDE SIGN		
INSTALL PAVEMENT MARKING TYPE IV(RT) ARROW AS INDICATED ON PLAN		
INSTALL PAVEMENT LEGEND (STOP) AS INDICATED ON PLAN		STOP

CALTRANS STANDARD PLANS

1. A24E, LIMIT LINE OR CROSSWALK
2. A20A, DETAIL 22
3. A20D, DETAIL 36A
4. A24D, PAVEMENT LEGEND "STOP"
5. A24A, TYPE IV(RT) ARROW



SIGNS THIS SHEET

STOP R1-1 | RIGHT TURN ONLY R41(CA)

NOT TO SCALE

PRELIMINARY
NOT FOR CONSTRUCTION

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE COUNTY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

SAUL M. KANE R.C.E. 61311 DATE

REGISTERED PROFESSIONAL ENGINEER SAUL M. KANE 61311 (Exp. June 30, 2007) CIVIL STATE OF CALIFORNIA

DIGALERT
DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

NORTH
SCALE: 1"=40'

LINSCOTT LAW & GREENSPAN engineers
LINSCOTT, LAW & GREENSPAN, ENGINEERS
4542 Ruffner Street, Suite 100
San Diego, Ca 92111
(858)300-8800 (858)300-8810 (FX)

LLG J-0617A0.1	D-5101-01.DWG	9/8/07
Designed By: SMK	Drawn By: DPS	Checked By: JPR

CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF THE CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT TO BE LIMITED TO NORMAL WORKING HOURS AND CONSTRUCTION CONTRACTOR AGREES TO DEFEND, INDEMNIFY AND HOLD CO. OF SAN DIEGO AND DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.

FLOOD CONTROL DISTRICT
SAN DIEGO COUNTY FLOOD CONTROL DISTRICT
C.J. HOUSON, DIRECTOR
APPROVED BY: _____
DATE: _____

SEWER AGENCY
APPROVED BY: _____
DATE: _____

COUNTY APPROVED CHANGES

NO.	DESCRIPTION	APPV'D	DATE

PERMITS
REZONE PERMIT NO. _____
NOTICE OF INTENT _____
SPECIAL USE PERMIT NO. _____
GRADING PERMIT NO. _____
TENTATIVE MAP NO. _____

BENCH MARK
Description: _____
Location: _____
Record From: _____
Elev. _____ Datum: _____

PRIVATE CONTRACT

SHEET | COUNTY OF SAN DIEGO DEPARTMENT OF PUBLIC WORKS | SHEETS

VALLEY VIEW CASINO PARKING CONCEPT PLAN

CAL. COORD.

RECOMMENDED FOR APPROVAL: SUPERVISING ENGINEER
APPROVED FOR MANAGER & TRANSPORTATION COUNTY ENGINEER
ENGINEER OF WORK: EDUARDO F. SOUSA R.C.E. 34671
CHECKED BY:
APPROVAL DATE:
APPROVED PLAN NO.